



# ***System Expansion Monthly Status Report***

***Reporting Period: March 2025***



Sound Transit celebrated the opening of the new Federal Way Downtown Station Bus Loop on March 30

In March 2025, Sound Transit advanced key components of its 2025 initiatives under the pillars of People, Process, and Tools, emphasizing cross-department collaboration and operational innovation. The Capital Delivery department is working on several of those initiatives that include the cost savings workplan, in response to [Motion M2024-59](#). Agency and department staff and project teams are developing and evaluating an array of cost saving measures and scenarios to achieve project affordability while honoring the voter-approved plan. Agency staff will provide quarterly updates to the System Expansion Committee and the Board on these efforts. The Project Management Information System (PMIS) team continued with the initial implementation efforts, including workflow mapping and process re-engineering. Additionally, a centralized procurement forecast tool was launched, with future Power BI integration, to enhance the transparency to industry partners of upcoming capital delivery procurements via a public-facing Quarterly Procurement Forecast. The Capital Delivery department deepened industry and community engagement through participation at industry conferences and internal training, while earning national recognition for its Lynnwood Link Extension (LLE) project. These accomplishments reflect the agency's strategic momentum and commitment to effective, sustainable growth and the commitment of being the Owner of Choice.

## Projects in planning and design

The Sound Transit 3 (ST3) projects are primarily in the planning phase. Work on the projects is proceeding. Key updates are inclusive of the following:

### Cost savings and efficiency:

- Projects are identifying cost saving measures related to the Cost Savings Workplan to reduce cost, streamline schedules, leverage quality and safety efficiencies, and reduction of construction impacts. Approximately 500 measures have been identified and are under evaluation. In March, 10 of the 100+ programmatic measures moved forward into the implementation phase. All the projects in ST3 are part of this Cost Savings Workplan.
- In addition to cost saving measures at the project level, a number of programmatic cost saving measures are under evaluation and assessment. These measures shall benefit the majority of the projects.
- The Capital Delivery department is working with industry partners to evaluate the cost savings measures. These partnerships and candid discussions have strengthened the cost savings workplan opportunities and the likelihood of success of those measures. An example of this is the ST/AGC Best Practices Subcommittees.

### Project milestones:

- FTA approved the early acquisition of a parcel for the Ballard Link Extension (BLE) on March 4.
- FTA approved the Sounder South Sumner Station Access Improvements NEPA Re-evaluation on March 28, ensuring construction Notice to Proceed (NTP) can commence as planned.
- Everett Link Extension's (EVLE) DEIS publication is expected in Q1 2026; ongoing third-party coordination.
- Boeing & Graham Infill Stations' community engagement is ongoing; the Board was updated in March 2025.

## Specific project risks of note:

- BLE's Draft EIS publication date of May 30 is at risk due to document revisions and additional reviews from FTA and DOT Office of General Counsel for consistency with the Administration's Executive and Secretarial Orders. ST team is seeking confirmation or an updated schedule from FTA.

## Projects in construction

Construction projects continue to advance toward completion. The Downtown Redmond Link Extension (DRLE), East Link Extension (ELE), Federal Way Link Extension (FWLE), and Pinehurst Station projects continue to advance with testing. Foundation work is either in progress or finished at the Sumner, Kent, and Auburn garages, and South Tacoma and Lakewood are starting the final design.

## Project milestones:

- Completed official handover of the DRLE infrastructure to the Service Delivery team as part of the formal transition from capital delivery to operations.
- Completed the opening of the new Federal Way Transit Center bus loop as part of an interim milestone on the FWLE Project.
- Confirmed final track alignment and track design compliance on Segment 1 (East Channel Bridge to Mercer Island) and Segment 2 (International District Station to Mount Baker Tunnel) as part of the transition to system integration testing. The remaining segment (Segment 3 Floating Bridge) is due for completion in April/May.
- Sounder South Sumner Station Parking and Access Improvements project completed foundation installation in March and will start slab-on-grade work in April.

## Specific project risks of note:

- Safety: Managing safety continues to be an area of focus for the team with contractor teams planning specific activities for the future Safety Week in May. Monitoring challenges with high rail equipment and the interface between train testing and final construction will be a focus area going forward.
- Commissioning of track and track support systems, e.g., cathodic protection, on the floating bridge for East Link continue to present challenges to progress on this project. Significant progress has been achieved in other areas of the project with focus turning now to this final, remaining segment of the project.
- Access Support: Track access permits to the core system have the potential to create delays on the projects when they are affected by operational issues or resource issues. A series of permit administration initiatives are underway to increase available resources, consolidate and prioritize access requests, and update the permits' processes.



# Sound Transit future service

**Link light rail**

**Future service:**

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

**In service:**

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

**Souder trains**

**Future service:**

- S Line** DuPont–Seattle

**In service:**

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

**Stride bus rapid transit**

**Future service:**

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

**ST Express buses**

**In service:**

— Current routes

- New station or bus facility
- P Added parking
- ⊕ Station improvements
- ⊕ Major transfer hub
- Existing station or bus facility
- P Existing parking
- Provisional light rail station

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



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

[soundtransit.org/system](https://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-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 near South Boeing Access Road, I-5, and East Marginal Way.

**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. May 10, 2025, is the established opening date.

**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 freeway 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 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 vehicles to support additional trips, platform extensions, and access improvements for pedestrians, bicyclists, and bus riders.

**Sounder South Tacoma Station Access Improvements:** The project is in the 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

**Bus Base North:** The project establishes the operations and maintenance facility necessary to support Bus Rapid Transit (BRT) operations. The Bus Base North will accommodate 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 programmatic-level activities and accomplishments for March 2025.

- **Cost Savings Workplan – Processes and Tools:** All ST3 projects are part of the Cost Savings Workplan. Efforts are underway to identify cost saving measures to reduce cost, streamline schedules, leverage quality and safety efficiencies, and minimize construction impacts. Approximately 500 measures across the program and projects have been identified and are under evaluation or in implementation on the project cost saving scenarios.

In March, 10 of the 100+ programmatic measures moved forward into the implementation phase and will be applied to projects, with others in implementation planning.

In addition to cost saving measures at the project level, a number of programmatic cost saving measures are under evaluation and assessment. These measures shall benefit the majority of the projects.



Figure 1

- **Project Management Information System (PMIS) – Process and Tools:** ST's core PMIS implementation team, our PMIS vendor, and implementation consultants continued refining the elements of the kick-off held in January. Development and continued refinement of the following items for the next 90 days include, but are not limited to:
  - PMIS Charter.
  - PMIS platform module & process workflow mapping.
  - PMIS implementation planning and schedule.
  - Process re-engineering schedule and templates.
  - PMIS roles and responsibilities (RACI matrix). Coordination continued with Agency Oversight to ensure standards, requirements, and agency-wide template adherence.
  - An update to the System Expansion Committee is targeted for Q3 and Q4 2025.

- **Quarterly Procurement Forecast – Process and Tools:** CDD developed and implemented a centralized procurement forecast tool with future Power BI metric reporting to track all upcoming CM-managed procurements. An updated Quarterly Procurement, as shown in Figure 2, is slated to be posted by mid-April 2025. Here is the direct link to the public site [Procurement, contracts, and agreements | Sound Transit.](#)

- **102nd Quarterly FTA Meeting – People:** ST will be hosting the next FTA and PMOC Quarterly meeting in May 2025.

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

- Women's Transportation Seminar (WTS) Leadership Breakfast.
- Western Winter Workshop.
- Design-Build Institute of America (DBIA) Transportation-Aviation Conference.
- Alliance Northwest.
- American Public Transportation Association (APTA) Transit CEOs Seminar.
- Associated General Contractors (AGC) of Washington and Sound Transit-Contractor Kick-Off and Networking Event, as shown in Figure 3.

- **Internal Training:**

- DBIA Progressive Design-Build.
- DBIA Leadership Academy.

- **Project Awards:**

- To date, **LLE** has received thirteen awards with four more pending. No awards received in the month of March.

[illegible]

### Figure 2: Quarterly Procurement Look Ahead



**Figure 3: Photo of Kick-off event with AGC on March 26**



## B. Program performance

The tables below show the program overview for Payments on Systems Expansion Contracts and Construction Safety. The table for the Workforce Participation that has been shown in recent reports is under review by the People and Culture Department - Labor Relations Division.

[\\* Link to KPI Legend](#)

### ■ Payment on System Expansion

**Contracts:** CDD improved the average days from invoice date to paid date by three days, which elevated the KPI from yellow, last month, to green in the month of March as shown in the table.

- **Construction Safety:** There was one OSHA lost-time injury incident causing the Recordable Injury Rate (RIR) and Lost-Time Injury Rate (LTIR) to rise above the Program Goal and produce a yellow and red KPI, respectively in March, as shown in the table. The incident occurred on the **DRLE** project, where a worker lost balance on ladder while using a piece of equipment and fell. 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 two (2) OSHA recordable incidents over 442,240 labor hours - a relatively low incident rate that reflects ongoing safety efforts.

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



- RIR 13.0% above the Program Goal but 43.5% below the National Average, as shown in Figure 4.
- LTIR 160.0% above the Program Goal and 30% above the National Average, as shown in Figure 5.

Payments on System Expansion Contracts	
KPI associated with the Average Days Paid *	
Total Invoice Paid <sup>1, 2</sup>	85
Total Value Paid	\$66.2M
Average days from invoice date to paid date <sup>3</sup>	31 (96.8%)
Number of invoices approved within 30 days	43 (50.6%)
Number of invoices approved over 30 days	42 (49.4%)
Total invoice value approved within 30 days	\$58.0M (87.6%)
Total invoice value approved over 30 days	\$8.2M (12.4%)

1. A/E/Construction contracts for System Expansion projects only; does not include Government agreements.

2. Payment based on Accounts Payable Management Guidelines.

3. Target is 100% payment within 30 days of invoice date.

Construction Safety					
Monthly KPI *		Program Monthly <sup>1</sup>	Program Average <sup>2</sup>	Program Goal <sup>3</sup>	National Average <sup>4</sup>
	RIR	1.30	1.32 <sup>5</sup>	1.15	2.30
	LTIR	1.30	0.41 <sup>6</sup>	0.50	1.00

1. Program Monthly rates based on monthly safety data.

2. Program Average rates based on 12-month rolling averages.

3. Program Goal <50% of the National average of RIR/LTIR.

4. National Average based on annual Bureau of Labor Statistics data for Construction.

5. The Program Average Recordable Injury Rate (RIR 1.32) is 14.4% above the Program Goal but is 42.8% below the National Average, as shown in Figure 3.

6. The Program Average Lost-time Injury Rate (LTIR 0.41) is 17.8% below the Program Goal and 58.9% below the National Average, as shown in Figure 4.

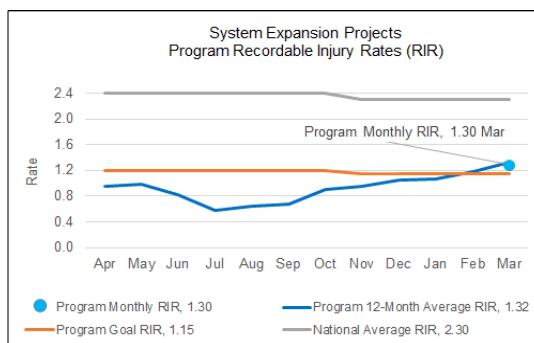


Figure 4: Recordable Injury Rate

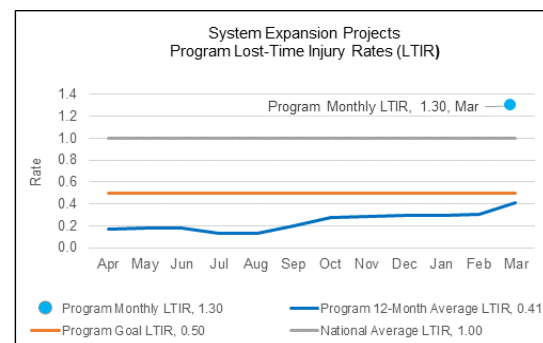


Figure 5: Lost-Time Injury Rate

## 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 **West Seattle Link Extension (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:

- 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.

- The **BLE** Draft EIS publication date of May 30 is at risk 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. ST team is seeking confirmation or updated schedule from FTA.
- 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** and **Souder Stations(s)** construction site inspections.
- Held meeting with EPA and the Army Corps of Engineers to discuss the least environmental damaging practicable alternative (LEDPA) analysis for **OMF South** and respond to the EPA's comment letter on the **OMF South** permit applications.
- Coordinated with the WA Department of Fish and Wildlife to set stream crossing requirements for the **Souder Rail Track and Signal Improvements Project (SRTSI)**.
- Led meeting with Snohomish County to discuss Paine Field wildlife avoidance guidance for **EVLE** and implications for project ecosystem mitigation.
- The Board approved Motion [M2025-14](#), which identified the East Marginal Way location as the proposed location for the **Boeing Access Road Infill Station** for Environmental review.
- FTA approved the early acquisition request for a parcel needed for the **BLE** on March 4.
- FTA approved the **Souder South Sumner Station Access** Improvements NEPA Re-evaluation on March 28, ensuring construction NTP can commence as planned.
- Submitted the **Stride BRT South Renton Transit Center** NEPA Re-evaluation materials to FTA for review on March 27.

### III. Projects in planning and design

#### 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, Tacoma Dome Link Extension (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 successfully published on December 13, 2024. The project is in an official 60-day extended comments period ending on February 10, 2025. Community engagement efforts to continue through the first quarter of 2025. The Board will confirm, modify, and/or identify a Preferred Alternative in Q2 2025.
- **EVLE** continues to progress towards target Draft EIS publication in January 2026. Ongoing elected official briefings and third-party coordination meeting with AHJ's, WSDOT, WDFW, Utilities, and FTA.
- **OMF South** is preparing to release a Request for Qualification (RFQ) and Request for Proposal (RFP) in Q1/Q2 2025. CDD is treating the group of maintenance facilities as a portfolio to leverage efficiencies and optimize performance across the system.
- **Boeing and Graham Infill Stations** Staff provided a March update to the Board on both projects and received approval on the station location to advance into environmental review for the **Boeing Access Road Infill Station** project; a formal action was not required to advance the **Graham Street Infill Station** project into the environmental review.
- The **BRT Bus Operations & Maintenance Facility (Bus Base North)** construction contract bid opening is scheduled for April 4, 2025.
- **Stride** has an active procurement process for the Contracted Service Provider (CSP) and has negotiated with Hoffman Construction for the Maximum Allowable Construction Cost (MACC) negotiation of the Stations, Furnishings, and Systems General Contractor/Construction Management (GC/CM) contract. Staff plans to seek board approval of the GC/CM contract in April 2025.
- **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 and final report due in May 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 coordinating with the Federal Railroad Administration on next steps, initiating Section 106 archaeological borings.















## 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	Development Phase	Cost KPI	Schedule KPI	Comments
Ballard Link	10%	DEIS / PE			<p>Project Cost: The Draft EIS is expected to be published in late Q2/early Q3. Based on cost trends, future cost estimates may exceed 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. Board identified station location in March 2025 to advance into 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 embedded within this project for the project's environmental clearance purposes and will be pulled 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 is scheduled to be advertised in Q2 2025.</p>

\* [Link to KPI Legend](#)

Projects	% Complete	Development Phase	Cost KPI	Schedule KPI	Comments
Sounder Lakewood Station Access Improvements <sup>1</sup>	10%	Design			Project Cost: Baseline budget for the project is \$68M.  Design Schedule: Baseline schedule completion date is September 2028. The project is in procurement to secure a consultant to complete 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 <sup>1</sup>	10%	Design			Project Cost: Baseline budget for the project is \$70M.  Design Schedule: Baseline schedule completion date is September 2028. The project is in procurement to secure a consultant to complete 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. In Q2 2025, the Board will confirm, modify, and/or identify the Preferred Alternative. 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 Q2 2025.  Environmental Phase Schedule: Record of Decision (ROD) has been delayed to April 2025. The project team is examining potential schedule efficiencies.

1. Project Baseline

[\\* Link to KPI Legend](#)



## 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
  - Preparing bottom-up cost estimates.
  - 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 underway.

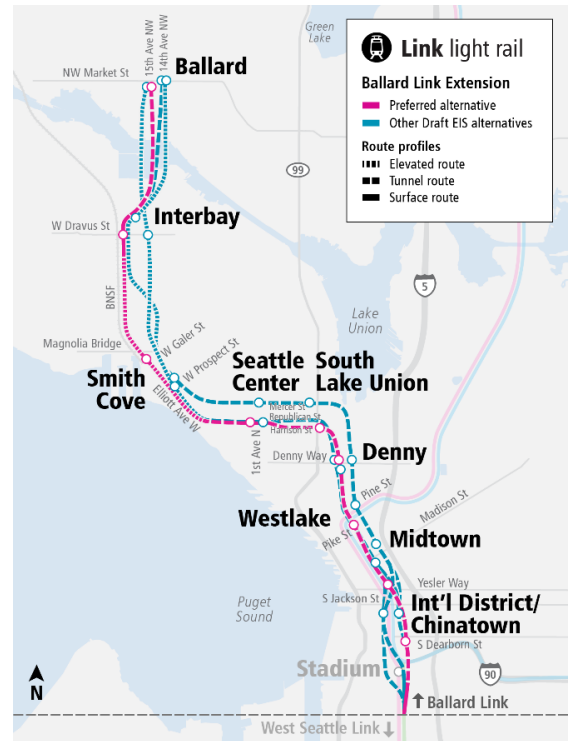


Figure 6: Map of BLE Project Alignment

### 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.

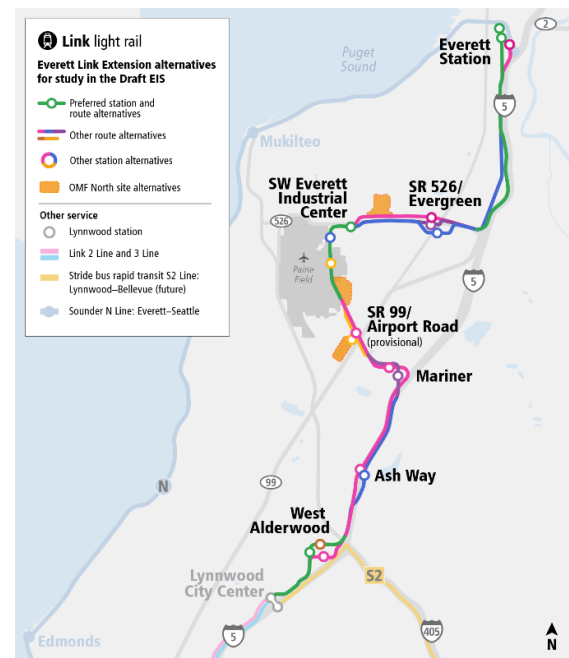


Figure 7: Map of EVLE Project Alignment

## Tacoma Dome Link Extension

- Project Development
  - Draft EIS published December 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
  - Contract amendment for Phase 3: Prepare Final EIS & PE expected in June 2025.

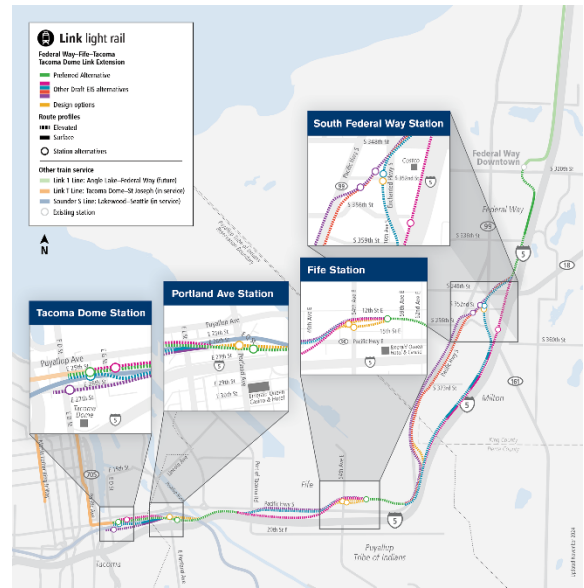


Figure 8: Map of TDLE Project Alignment

## West Seattle Link Extension

- Project Development
  - Final EIS Published September 2024.
  - ROD anticipated April 2025.
  - Planning Expedited Project Delivery (EPD) Grant submittal Q4 2025/Q1 2026.
- Advanced Engineering
  - Staff plans to seek board approval of Phase 1 Engineering Design Services contract April 2025; NTP by May 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
  - W205 Bi-Directional Load test Q4 2025.
  - W200 Pre-Construction Services Q4 2025/Q1 2026.

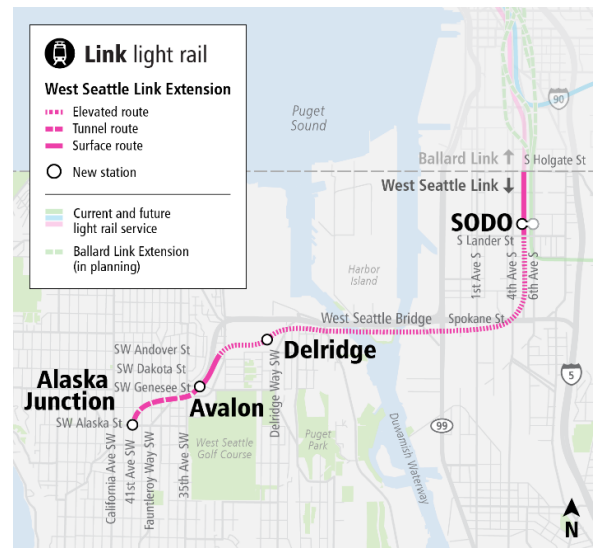










Figure 9: Map of WSLE Project Alignment

## 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	Development Phase	Cost KPI	Schedule KPI	Comments
Stride Bus Base North ST-managed project <sup>1</sup>	100%	Design			Design Schedule: Bids scheduled to open on April 4, 2025. Construction contract award 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.
Stride I-405 ST-managed projects (S1 and S2 Lines) <sup>1</sup>	86%	Design			S1 Line: <b>BT102 Burien Transit Center</b> progressing toward IFB.  S1 Line: <b>BT105 Renton Transit Center</b> design is complete and construction contract being prepared for procurement. Yellow Triangle KPI reflects the loss of float during design and start of procurement. RSD is still within the baselined milestone.
	22%	Design			S2 Line: Final Design for <b>BT212 Lynnwood 196th/Poplar Way</b> is in progress.
Stride SR 522, NE 145 <sup>th</sup> ST-managed project (S3 Line) <sup>1</sup>	96%	Design			Project Cost: Cost pressure due to inflation, market conditions (labor & materials), and delays.  Design Schedule: Challenges with real estate acquisitions and permitting are causing delays.  Designs are complete for <b>BT305 NE 145th</b> and <b>BT307 Bothell/Kenmore</b> segments. Construction contract being prepared for procurement.  Preparing for procurement. <b>BT306 Lake Forest Park</b> design is heading toward completion.

1. Project Baselined

[\\* Link to KPI Legend](#)

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



Projects	% Complete	Development Phase	Cost KPI	Schedule KPI	Comments
Stride I-405 WSDOT-managed projects (S1 Line) <sup>1</sup>	80%	Design			S1 Line: The Inline <b>Tukwila International Boulevard Station (TIBS)</b> design is nearing completion for Design-Build contract procurement. <b>TIBS</b> 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 <b>TIBS</b> .  In 2024, Inline <b>TIBS</b> was put on hold due to WSDOT culvert/fish-passage issues. ST mitigated the schedule impact by planning to open S1 with Interim Stride platform at the Light Rail <b>TIBS</b> .

1. Project Baselined

[\\* Link to KPI Legend](#)

## E. Monthly Performance Tracker for Other Support projects in planning and design

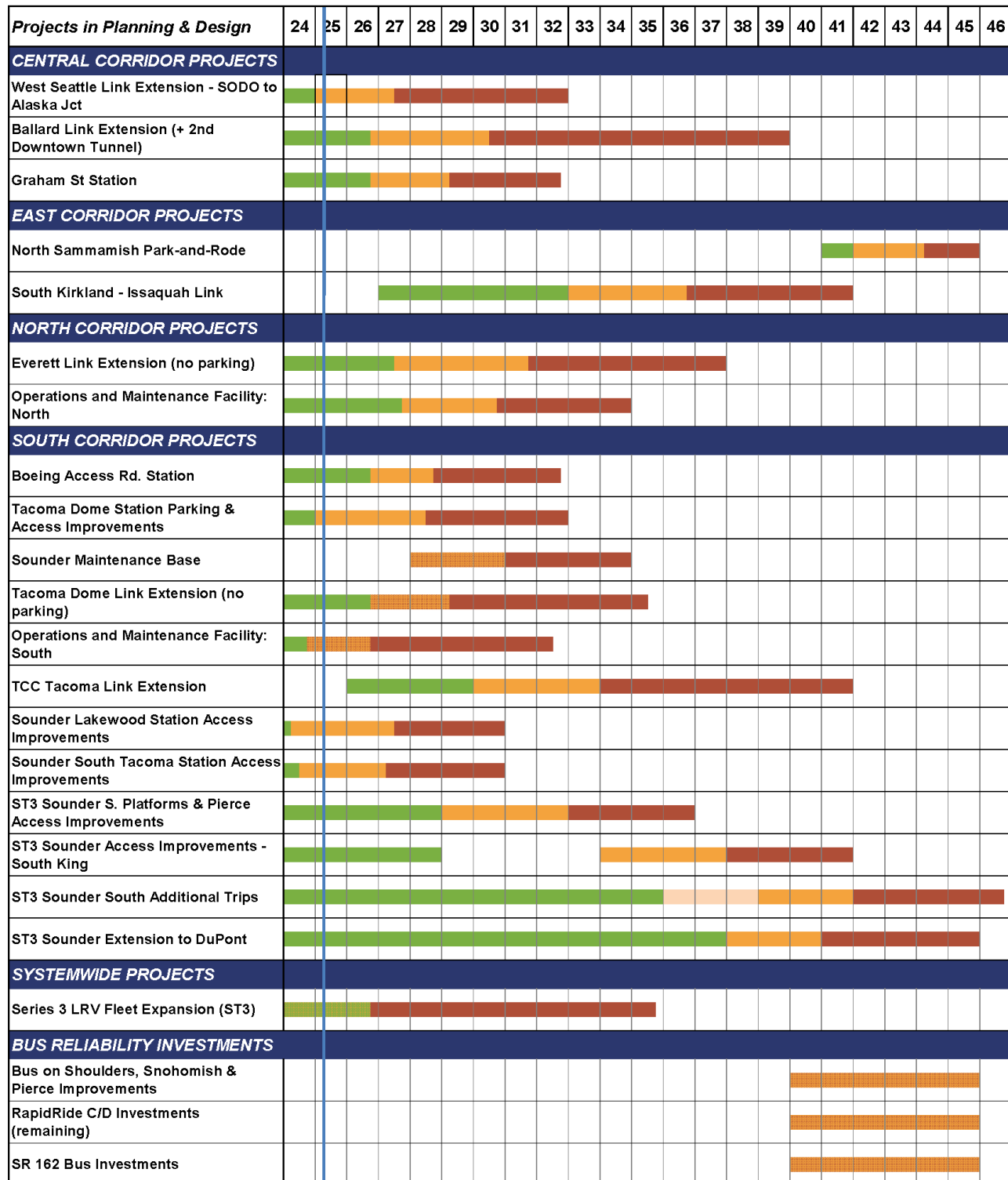
The Operations Department is managing the Series 3 LRV Fleet Expansion project with support from the Capital Delivery Department staff.

Projects	% Complete	Development Phase	Cost KPI	Schedule KPI	Comments
Series 3 LRV Fleet Expansion	<5%	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. Q2 2025 targeted for RFP publication and Board presentation.</p>

\* [Link to KPI Legend](#)

## 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**.
- Systems Integrated Testing (SIT) on the north segment of **FWLE** is nearing completion. SIT on the south segment has begun.
- The final review and assessment of readiness for revenue service is underway for the **DRLE**, with the opening date set for May 10, 2025.
- **LLE** opened for service on Aug. 30, 2024. The project team continues the close-out efforts with the AHJs and WSDOT.
- **Sounder South Sumner, Kent, and Auburn Stations Parking and Access Improvements Project** continue construction at all three locations. **Sumner** will begin slab-on-grade work in April. **Kent** and **Auburn** continued to work on pile installation and ground improvements under early site grading and foundations permits while awaiting full building permit approvals.

### B. Risks, concerns, and opportunities

- **Hilltop Link Extension:** Work is underway to address remaining open items within the existing project budget. Additional funds may be required to address the balance of open items, including those with the City of Tacoma. Further, additional reviews regarding headway compliance are underway.
- **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	Cost KPI	Schedule KPI	Safety KPI	Comments
Downtown Redmond Link Extension <sup>1, 2</sup>	97%				Opening date of project established for May 10, 2025.  Safety (RIR): DRLE experienced an OSHA Lost-Time Injury incident and less hours in March, which caused the RIR to be above the Program Goal. The incident involved a fall from a ladder. See project TIFIA report for more details.
East Link Extension <sup>1, 2</sup>	99%				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 December 2025; however, the schedule is moving into early 2026 due to challenges with unique aspects of the project.
Federal Way Link Extension <sup>1, 2</sup>	95%				Schedule KPI is measured against the target date of March 2026. Testing has begun on the southern end of the alignment.
Pinehurst Station <sup>1, 2</sup>	68%				Started stairway structural steel erection. Project continues to work on ancillary building and underground utility installation, mechanical, electrical, and plumbing.  Safety (RIR): no recordable incidents in March, but the Project's 12-month average rate is currently above the Program Goal and the National Average. See project TIFIA report for more details.
Sounder South Station Parking and Access Improvements					
Sumner <sup>1, 2</sup>	39%				Foundations completed, slab on garage preparation began.
Auburn <sup>1, 2</sup>	23%				Site grading and foundation permit received. Soil mixing for site continued through March. Awaiting Building Permit.
Kent <sup>1</sup>	24%				Foundation pile installation completed, Pile cap forming began.

1. Project Baseline

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

\* [Link to KPI Legend](#)

## D. Monthly Performance Tracker for Stride projects in construction

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

Projects	% Complete	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride I-405 WSDOT-managed projects (S1 and S2 Lines) <sup>1</sup>	37%			N/A	S1 Line: <b>NE 44<sup>th</sup> Inline Station</b> is in construction as part of the WSDOT I-405 Express Toll Bellevue-Renton.
	37%			N/A	S2 Line: Both <b>NE 85<sup>th</sup></b> and <b>Brickyard-Canyon Park</b> Design-Build contracts have been awarded. Construction is in progress.
Stride SR 522, NE 145 <sup>th</sup> Third Party managed project (S3 Line) <sup>1</sup>	87%			N/A	<p>City of Bothell completed <b>BAT Lane construction</b> within its city limits and constructing <b>NE 185<sup>th</sup> Roadway</b> in preparation for Stride.</p> <p>City of Shoreline is constructing the <b>NE 145<sup>th</sup> / I-5 ramps roundabout</b> 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>

1. Project Baseline

[\\* Link to KPI Legend](#)

## E. Monthly Performance Tracker for Other Support projects in construction

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

Projects	% Complete	Cost KPI	Schedule KPI	Safety KPI	Comments
Series 2 LRV Fleet Expansion <sup>1, 2</sup>	84%			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>

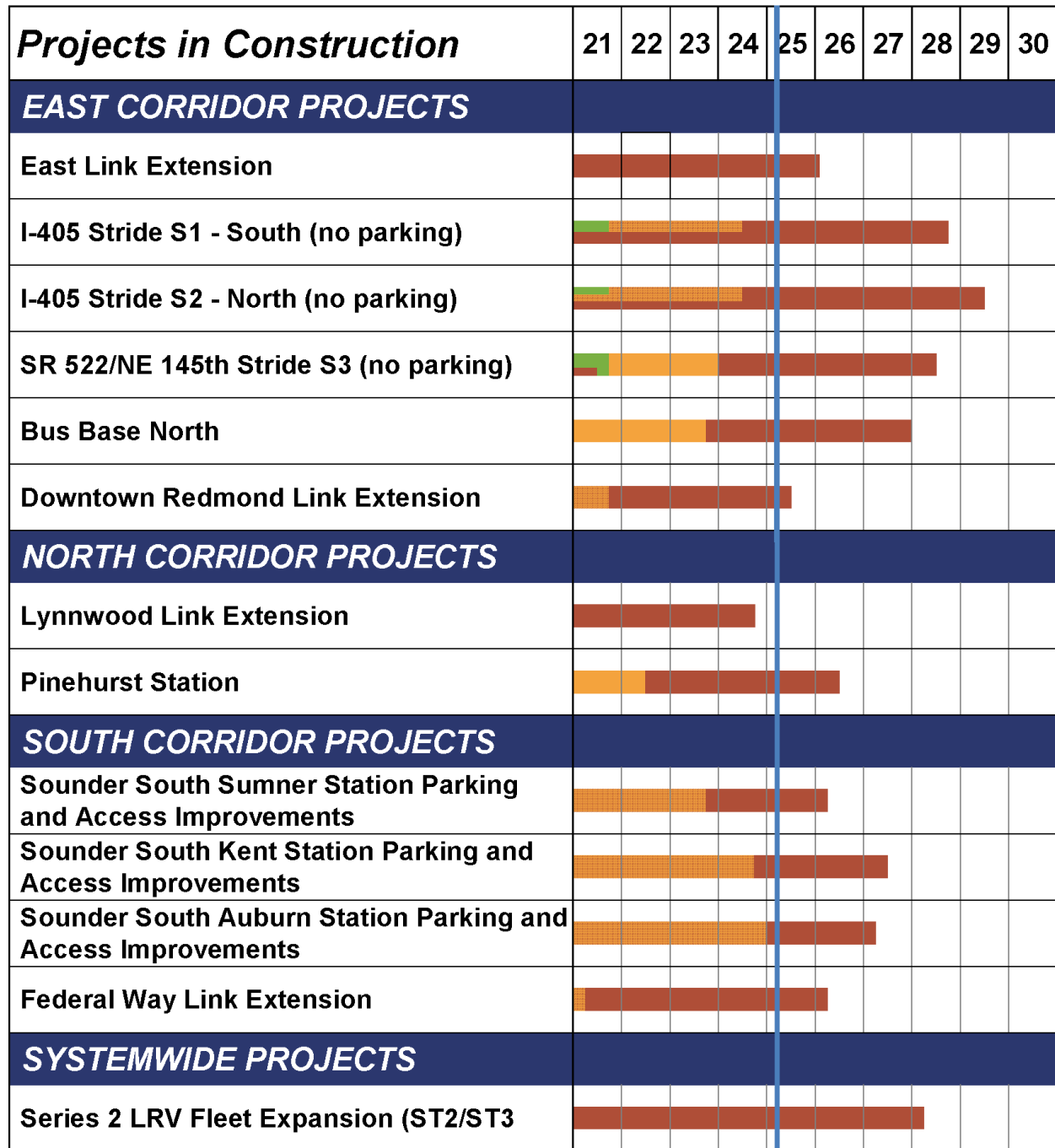
1. Project Baseline

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

[\\* Link to KPI Legend](#)

## 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**

**March 2025**

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

# Link light rail

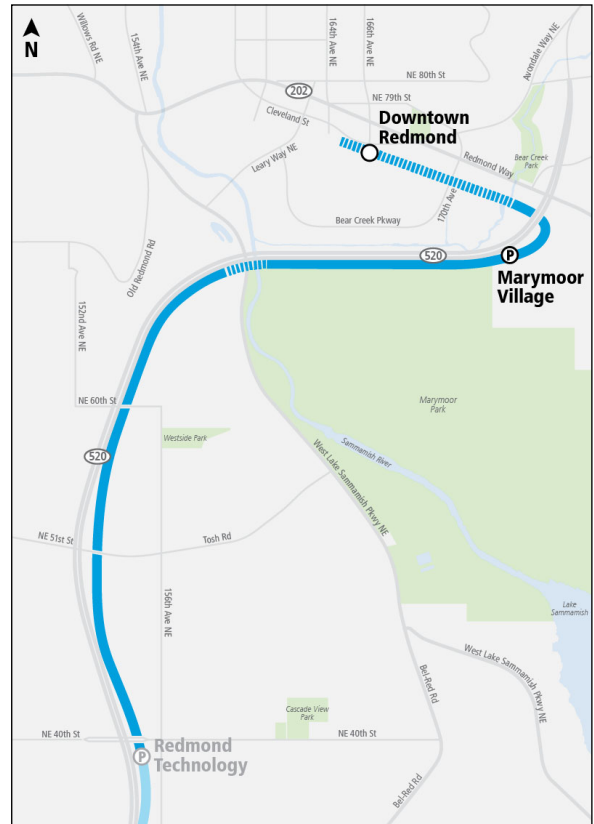
## Downtown Redmond Link Extension

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### Project Summary

#### Scope

<b>Limits</b>	The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.
<b>Alignment</b>	The extension starts at Redmond Technology Station and travels generally along SR 520 and SR 202 to downtown Redmond.
<b>Stations</b>	Two Stations: Marymoor Village and Downtown Redmond
<b>Systems</b>	Signals, traction electrification, and communications (SCADA)
<b>Phase</b>	Construction
<b>Budget</b>	\$1.5 Billion (Baselined October 2018)
<b>Schedule</b>	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

- Temporary Certificate of Occupancy issued by City of Redmond. Ongoing meetings regarding Certificate of Occupancy.
- Facilities handed over to Sound Transit commenced late March.
- Simulated service commenced.
- Punch list work ongoing.
- Remaining commissioning activities ongoing.

### Closely Monitored Issues

- Resolve open certifiable Items: Some open items will be resolved by Revenue Service Day, but most items will be open to work on post RSD.
- Completion of work to satisfy Certificate of Occupancy requirements.

# 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 \$6M was incurred bring the total expenditure to date is \$1,043M.

This period the project continues to forecast an Estimated Final Cost of \$1,142M with a budget underrun of \$388M.

### 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	\$39	\$1	\$38	\$52	\$25
Preliminary Engineering	\$23	\$20	\$20	\$0	\$20	\$20	\$0
Final Design	\$5	\$5	\$2	\$0	\$2	\$2	\$3
Construction Services	\$58	\$66	\$54	\$1	\$55	\$56	\$10
Third Party Agreements	\$17	\$17	\$11	\$0	\$10	\$12	\$5
Construction	\$1,152	\$1,146	\$822	\$4	\$802	\$875	\$271
ROW	\$199	\$199	\$117	\$0	\$117	\$127	\$72
<b>Total</b>	<b>\$1,530</b>	<b>\$1,530</b>	<b>\$1,065</b>	<b>\$6</b>	<b>\$1,043</b>	<b>\$1,142</b>	<b>\$388</b>

### 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	\$4	\$252	\$251	\$81
20 Stations	\$262	\$190	\$199	\$0	\$195	\$200	\$62
30 Support Facilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
40 Sitework & Special Conditions	\$287	\$224	\$212	\$0	\$198	\$213	\$75
50 Systems	\$109	\$75	\$75	\$0	\$73	\$75	\$34
<b>Construction Subtotal (10 - 50)</b>	<b>\$990</b>	<b>\$858</b>	<b>\$737</b>	<b>\$4</b>	<b>\$718</b>	<b>\$739</b>	<b>\$251</b>
60 Row, Land	\$169	\$141	\$117	\$0	\$117	\$124	\$44
70 Vehicles (Non-Revenue)	\$4	\$4	\$3	\$0	\$2	\$4	\$0
80 Professional Services	\$289	\$275	\$208	\$2	\$206	\$275	\$14
90 Unallocated Contingency	\$78	\$252	\$0	\$0	\$0	\$0	\$78
<b>Total (10 - 90)</b>	<b>\$1,530</b>	<b>\$1,530</b>	<b>\$1,065</b>	<b>\$6</b>	<b>\$1,043</b>	<b>\$1,142</b>	<b>\$388</b>

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

# ***Link light rail***

## ***Downtown Redmond Link Extension***

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### **Risk Management**

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

- **Late Design Changes During Construction:** Owner directed changes including passenger experience, safety, security, and upgrading of electronics to current standards.
- **Project Commissioning:** Potential delay in Safety and Security certification due to delay in approval of construction verification documentation.
- **Permitting and 3<sup>rd</sup> Party Requirements:** Elevator and escalator need more inspection after installation and testing; L&I identification of issues. Identify punch list items and close permits on time to obtain certificate of occupancy.
- **Schedule:** Contractor's ability to "work the plan" with the subcontractors, particularly with vertical and systems. On a month-to-month basis, there are activities being delayed. The risk to regain schedule at stations and garage and may impact project's schedule and cost.



*Sound Transit testing at Marymoor Village Station (above) and Art installed at Downtown Redmond Station (below)*

# Link light rail

## Downtown Redmond Link Extension

### Contingency Management

The project baseline included a total contingency of \$435.8M. The total project contingency remained the same at \$417.8M, compared to 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 remain the same this period at \$165.7M.

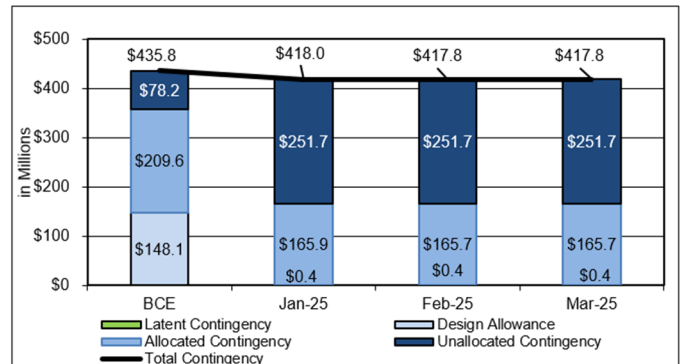
**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. In January un-scope funds were shifted from Future Contingency to Unallocated Contingency, which increased UAC by \$173.7M for a new UAC amount of \$251.7M. This period UAC balance remains the same 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%	\$166	34%
Unallocated Contingency	\$78	5%	\$252	52%
Latent Contingency	\$0	0%	\$0	0%
<b>Total:</b>	<b>\$436</b>	<b>28%</b>	<b>\$418</b>	<b>86%</b>

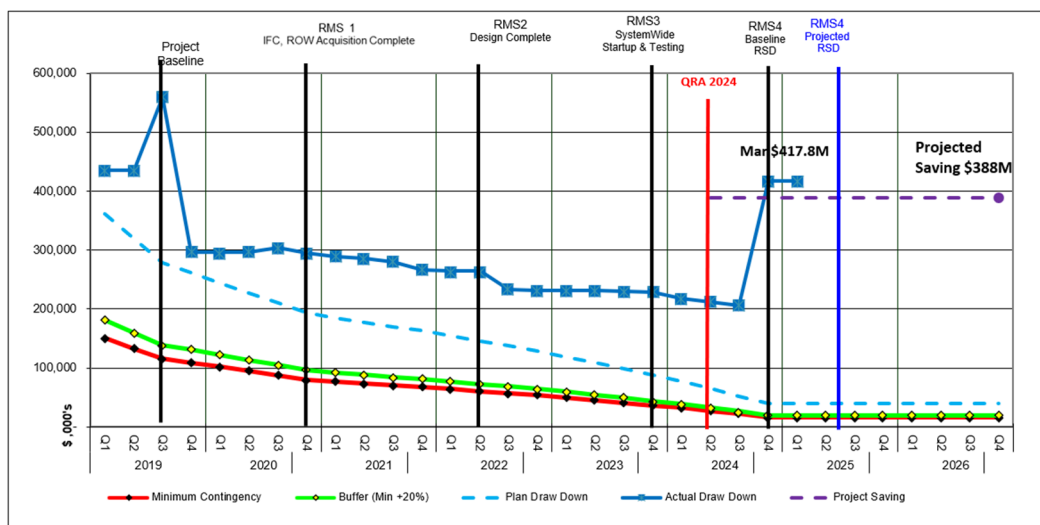
Table figures are shown in millions.

### Contingency by Type



### Contingency Drawdown

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



Contingency Drawdown as of March 31, 2025



# Link light rail

## Downtown Redmond Link Extension

### Project Schedule

The weighted percent complete of the R200 contract is estimated at 97.4% (last month was 97.0%).

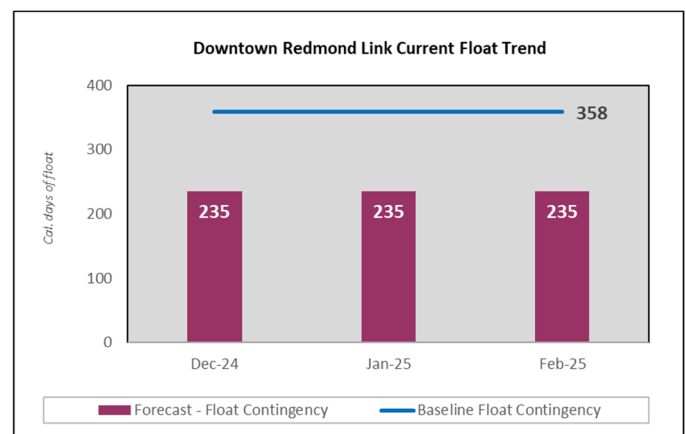
Sound Transit has reviewed and returned the Contractor's February schedule submissions. The March schedule submittal from the contractor is still under preliminary review and is not reflected here. Work continues on planting and restoration throughout the alignment and for System Integration Testing (SIT). Work also continues for finishing work on the communications and electrical rooms at the Marymoor Village garage and station, and the interior and plaza at the Downtown Redmond station. Pre-Revenue Operations commenced on the Guideway on January 13th. Revenue Service remains at May 10, 2025.

Activity Name	Start	Finish	2025					
			Jan	Feb	Mar	Apr	May	Jun
<b>R200 - Downtown Redmond Link</b>	<b>02-Sep-19 A</b>	<b>02-Jul-25</b>						
CONTRACT MILESTONES, FLOAT & INCENTIVE!	09-Sep-19 A	10-May-25						
GENERAL CONDITIONS	09-Sep-19 A	10-Mar-25						
RIGHT OF WAY and EARLY WORK/EXPLORATION	09-Sep-19 A	12-Jul-22 A						
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21 A						
ALL CONSTRUCTION ACTIVITIES	01-Jul-20 A	02-Jul-25						
OCC	03-Sep-21 A	17-Dec-24 A						
PUNCHLIST	01-Feb-24 A	14-Apr-25						
TESTING INTEGRATION / REVENUE SERVICES	09-Dec-22 A	21-Mar-25						
CLOSEOUT	18-Jul-23 A	09-May-25						
COMMISSIONING	01-Feb-23 A	10-Apr-25						
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	10-May-25						
PROVISIONAL SUMS	29-Nov-19 A	09-May-25						
BETTERMENT BID	11-Feb-20 A	02-Jul-25						
CHANGE ORDERS	02-Sep-19 A	09-May-25						
DELETED ACTIVITIES	09-Sep-19 A	31-Jul-24 A						
<b>Downtown Redmond Link - Rail Activation</b>	<b>01-Mar-22 A</b>	<b>10-May-25</b>						
SIT - System Integrated Testing	28-Mar-22 A	02-Apr-25						
RAC - Rail Activation Management	01-Mar-22 A	30-Apr-25						
SSCRS - Safety and Security Certification	28-Mar-22 A	30-Apr-25						
T20 - Transition To Operations	01-Mar-22 A	02-Apr-25						
PSS - Pre-Revenue Service and Startup	28-Mar-22 A	21-Apr-25						
IT - IT Readiness	03-Feb-25	04-Apr-25						
BRI - Bus-Rail Integration	01-Aug-22 A	30-Dec-23 A						
PCR - Passenger & Community Relations	01-Oct-23 A	01-May-25						
Pre-Revenue Service	13-Jan-25 A	09-May-25						
Revenue Service	10-May-25	10-May-25						

### 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 this period to reflect project performance against the Substantial Completion Date laid out in the project recovery plan submitted in March 2023.

Contractor continues to work through station completion and punch list issues. Currently, the Revenue Service Date remains May 10, 2025, with 235 days of float remaining.



# Link light rail

## Downtown Redmond Link Extension

### Critical Path Analysis

The January update is shown below, developed by Sound Transit's Construction Management Consultant to provide an accurate forecast of remaining work. The schedule update covering February and March is currently under review and has not been accepted. The critical path continues to be driven by completion of final Systems Integrated Tests, Safety Certification, and Pre-Revenue Service. Near-critical paths include completion of stations and garages. Off-guideway landscaping and site restoration will likely continue past the revenue service date.

Activity Name	Start	Finish	2025					
			Jan	Feb	Mar	Apr	May	Jun
<b>R200 - Downtown Redmond Link Extension</b>	02-Jun-21 A	08-May-25						
<b>Downtown Redmond Link - Rail Activation</b>	14-Nov-24 A	10-May-25						
<b>SIT - System Integrated Testing</b>	14-Nov-24 A	04-Feb-25						
<b>System Integration Testing Summary-1</b>	14-Nov-24 A	04-Feb-25						
<b>SSCRS - Safety and Security Certification</b>	04-Feb-25	04-Feb-25						
<b>Safety Certifications</b>	04-Feb-25	04-Feb-25						
<b>Pre-Revenue Service</b>	14-Jan-25 A	09-May-25						
<b>Revenue Service</b>	10-May-25	10-May-25						

### Right-of-Way

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

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

Downtown Redmond Link Extension Property Acquisition Status*					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date*	Relocations Required	Relocations Completed to date
84	94	66	83	1579	1579
<p>*All numbers are cumulative totals, except where noted. 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; this includes relocation of storage units by impacted individuals.</p>					

# **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
<b>In-Progress Contracts</b>							
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	\$1,663,998	\$52,632,489	\$54,296,487	\$54,678,011	12/24/2025
R200 Contractor DB*	Stacy Witbeck Kuney, JV	\$719,936,000	\$719,936,000	\$64,997,680	\$784,933,680	\$775,378,477	5/26/2025
<b>Subtotal In-Progress Contracts</b>				<b>\$860,460,272</b>	<b>\$851,273,916</b>		
<b>Planned Contracts</b>							
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
<b>Subtotal Planned Contracts</b>							
<b>Total Contracts</b>				<b>\$860,460,272</b>	<b>\$851,273,916</b>		

\* DB and DBPM reported numbers excluded any betterment.

**Link light rail**  
**Downtown Redmond Link Extension**

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**Community Engagement**

- Ongoing planning for system opening event.

**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	25.9	(4.7)
Consultants	14.5	32.4	(17.9)
TOTAL	35.7	58.3	(22.6)
* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.			

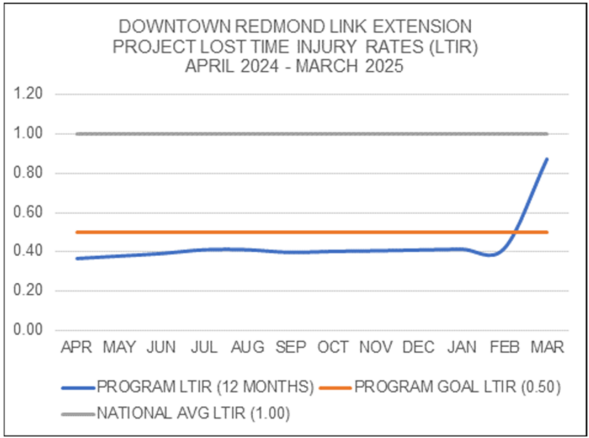
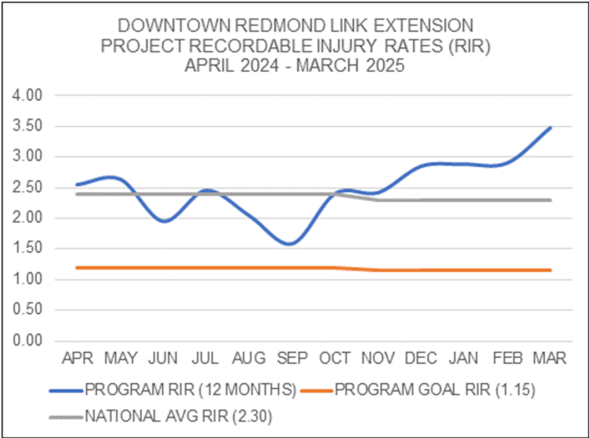
**Sound Transit Board Actions**

Board Action	Description	Date
	No Action	

Link light rail  
Downtown Redmond Link Extension










Construction Safety

Monthly KPI	Construction Safety	Project Monthly <sup>1</sup>	Project Average <sup>2</sup>	Program Goal <sup>3</sup>	National Average <sup>4</sup>	Notes
	Recordable Injury Rate (RIR)	7.32	3.48 <sup>5</sup>	1.15	2.30	There was an incident on the DRLE project, where a worker lost balance on a ladder while using a piece of equipment and fell. Sound Transit is actively mitigating to prevent such incidents from occurring in the future. The OSHA Lost-Time injury incident and 22,213 less labor hours caused the <b>Project Monthly</b> to the following: <ul style="list-style-type: none"><li>• <b>RIR</b> 536.5% above Program Goal and 218.3% above National Average.</li><li>• <b>LTIR</b> 1,364% above Program Goal and 632.0% above National Average.</li></ul>
	Lost-Time Injury Rate (LTIR)	7.32	0.87 <sup>6</sup>	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 (3.48) is 203.0% above the Program Goal and 51.5% above the National Average.
6. For reference the Project Average LTIR (0.87) is 74.3% above the Program Goal but is 12.9% below National Average.

Construction Safety KPI				Notes
			Current Recordable Injury (RIR) and Lost-time Incident Rates (LTIR) are below 50% national averages.	<ul style="list-style-type: none"><li>• Color indicates performance against target.</li><li>• Arrow direction indicates trend.</li><li>• UP Arrow is Favorable.</li><li>• DOWN Arrow is Unfavorable.</li></ul>
			Current Recordable Injury (RIR) and Lost-time Incident Rates (LTIR) are greater than 50% and less than 100% national averages.	
			Current incident rates are higher than the national averages.	



# Link light rail

## Downtown Redmond Link Extension

### Contract R200 - DRLE Design Build

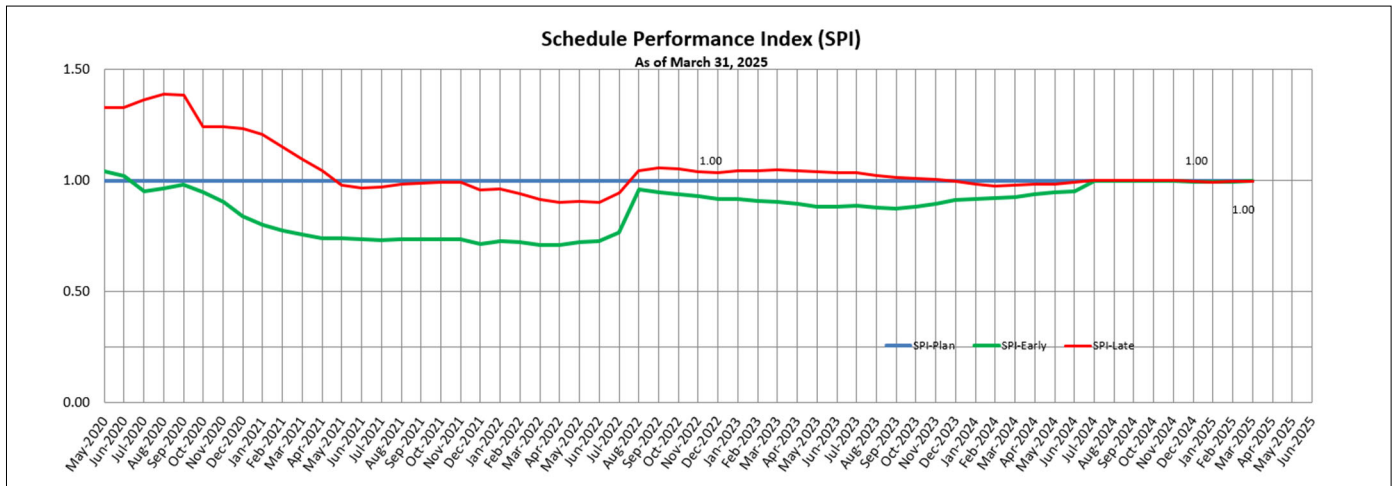
#### Current Progress

##### Construction:

- Cut and Cover Construction: Trail restoration complete next to Safeco Road at 40th to 51st Street. Landscaping outside of guideway is complete at 51st to 60th Street. Ongoing site restoration around E28 TPSS and landscaping at 60th to Structure A.
- Marymoor Village Station (MVS) and Garage: Ongoing landscaping and architectural finishes and signage around station. Ongoing civil landscaping around garage and civil work along 70th Street. Ongoing garage signage installation on columns. Ongoing BMS wiring in garage.
- SR 520/SR 202 Interchange: Ongoing landscaping and civil works along NE 76th and Redmond Way.
- Bear Creek to Downtown Redmond: Ongoing concrete flat work and restoration for RCC Trail. Restoration complete at Plaza & Streets.
- Downtown Redmond Station: Ongoing hardscape, signage installation at all structures, bird deterrent installation, and irrigation installation. Ongoing downspout installation at West Tail Track Buildings. Escalator #1 and #2 L&I inspection complete at East Station Entry. L&I escalator inspection complete at West Station Entry. Ongoing glazing around stairs, signage installation, and gate installation at Station Platform Level. Systems CAT6 cable installation at DTS is complete and testing is ongoing, BMS wiring and testing is ongoing, and installation of Emergency Egress Lights on Maintenance Stair tower is ongoing.

#### Schedule Performance Index

R200 is currently scheduled to hand over all facilities to Sound Transit Operations on March 29, 2025 to begin the simulated service phase of pre-revenue service. Critical remaining work activities include Downtown Redmond Station (DTS) metal ceiling panels, SCADA programming update and installation, vertical transportation inspections, testing and commissioning, trackway maintenance walkway installation, and punch list work.



# Link light rail

## Downtown Redmond Link Extension

### Next Period's Activities

- RTS to Marymoor: Continue punchlist activities outside of alignment, site restoration around E28 TPSS, landscaping, and tall fencing at Marymoor Park.
- Marymoor Village Station: Continue architectural finishes and signage, landscaping, and civil work along 70th Street.
- Marymoor Garage: Continue signage installation on columns, device installation, and BMS wiring.
- Downtown Redmond Station: Continue hardscape and installation of signage, irrigation, and planting. Continue punchlist activities at East Station Entry and West Station Entry as well as signage and gate installation at Station Platform Level. Continue systems BMS wiring and testing and installation of Emergency Egress Lights.

### Closely Monitored Issues

- Station and garage progress: ramp up of resources and coordination of several subcontractors' work.
- SIT progress: progress prerequisite work and submit timely and clear permits.
- Submittals: continue to work with the Design-Builder to improve the timing and turn-around of submittals.
- Transition deliverables such as training manuals, as-builts and training.

### Cost Summary

Present Financial Status	Amount
<b>R200 Contractor – Stacy Witbeck Kuney, a Joint Venture</b>	
Original Contract Value	\$ 719,936,000
Change Order Value*	\$ 64,997,680
Current Contract Value	\$ 784,933,680
Total Actual Cost (Incurred to Date)	\$ 775,378,477
Percent Complete	97%
Alternative Concept Allowance	\$ 27,950,002
Authorized Contingency	\$ 94,976,598
Contingency Drawdown*	\$ 64,997,680
Contingency Index**	1.65

\*Excludes Betterments

\*\*Excludes Betterments & Alternative Conceptual Allowance



Testing at Marymoor Village Station

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

**TIFIA LOAN AGREEMENT  
MONTHLY REPORT**

**March 2025**

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

## TIFIA Project Cost Summary by SCC

(as of 3/31/2025; figures in million dollars)

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

SCC Element	Baseline Budget <sup>1</sup>	Current Budget <sup>5</sup>	Commitment to Date	Incurred to Date*	Estimate At Completion (EAC)	Current Budget vs. EAC <sup>4</sup>
10 Guideway & Track	\$744.6	\$981.6	\$960.1	\$957.4	\$920.6	\$61.0
20 Stations	\$397.7	\$480.9	\$484.4	\$483.1	\$485.6	(\$4.8)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$989.1	\$758.7	\$739.3	\$733.3	\$762.3	(\$3.5)
50 Systems	\$353.8	\$460.5	\$445.9	\$428.5	\$462.6	(\$2.1)
<b>Construction Subtotal (10 - 50)</b>	<b>\$2,485.2</b>	<b>\$2,681.7</b>	<b>\$2,629.7</b>	<b>\$2,602.3</b>	<b>\$2,631.1</b>	<b>\$50.5</b>
60 Row, Land	\$288.5	\$281.5	\$281.0	\$280.7	\$281.5	\$0.0
70 Vehicles	\$218.9	\$215.7	\$208.0	\$188.0	\$215.7	(\$0.1)
80 Professional Services	\$932.2	\$977.9	\$928.6	\$904.4	\$977.9	\$0.1
90 Unallocated Contingency	\$202.1	\$34.5	\$0.0	\$0.0	\$34.5	\$0.0
<b>Total TIFIA Project (10 - 90)</b>	<b>\$4,126.9</b>	<b>\$4,191.3</b>	<b>\$4,047.3</b>	<b>\$3,975.4</b>	<b>\$4,140.7</b>	<b>\$50.5</b>

\* Amount was estimated

### East Link - Cost Summary by SCC

SCC Element	Baseline Budget <sup>2</sup>	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC <sup>4</sup>
10 Guideway & Track	\$744.6	\$981.6	\$960.1	\$957.4	\$920.6	\$61.0
20 Stations	\$397.7	\$480.9	\$484.4	\$483.1	\$485.6	(\$4.8)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$571.8	\$552.3	\$546.7	\$575.3	(\$3.5)
50 Systems	\$353.8	\$460.5	\$445.9	\$428.5	\$462.6	(\$2.1)
<b>East Link Construction Subtotal</b>	<b>\$2,304.6</b>	<b>\$2,494.7</b>	<b>\$2,442.8</b>	<b>\$2,415.6</b>	<b>\$2,444.1</b>	<b>\$50.6</b>
60 Row, Land	\$288.5	\$281.5	\$281.0	\$280.7	\$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	\$898.9	\$874.1	\$947.3	(\$0.0)
90 Unallocated Contingency	\$182.9	\$33.6	\$0.0	\$0.0	\$33.6	\$0.0
<b>Total East Link</b>	<b>\$3,677.2</b>	<b>\$3,757.2</b>	<b>\$3,622.7</b>	<b>\$3,570.4</b>	<b>\$3,706.6</b>	<b>\$50.6</b>

### Light Rail Vehicles (East Link Portion Only)

SCC Element	Baseline Budget <sup>3</sup>	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC <sup>4</sup>
70 Vehicles (Light Rail)	\$216.1	\$215.7	\$208.0	\$188.0	\$215.7	(\$0.1)
80 Professional Services	\$7.5	\$7.5	\$7.1	\$7.7	\$7.5	\$0.1
90 Unallocated Contingency	\$0.5	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
<b>Total East Link LRV's</b>	<b>\$224.1</b>	<b>\$224.1</b>	<b>\$215.1</b>	<b>\$195.7</b>	<b>\$224.1</b>	<b>(\$0.0)</b>

### 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 <sup>4</sup>
40 Sitework & Special Conditions	\$180.6	\$187.0	\$187.0	\$186.6	\$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
<b>Total I-90 HOV Stage 3</b>	<b>\$225.6</b>	<b>\$210.0</b>	<b>\$209.6</b>	<b>\$209.2</b>	<b>\$210.0</b>	<b>\$0.0</b>

#### 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).

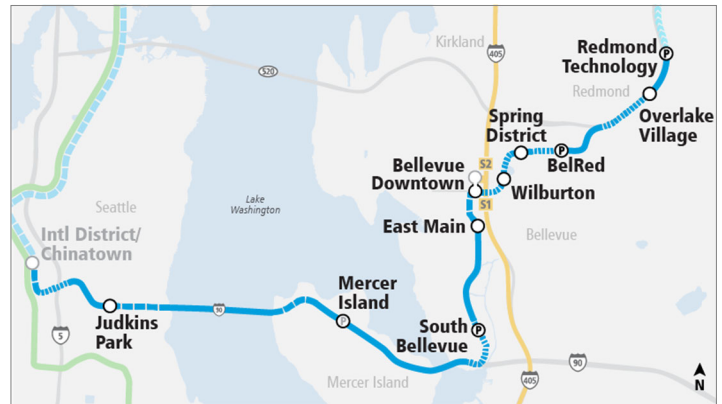
# Link light rail

## 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):** Advanced non-conforming track adjustments and final surveys from International District Station to the East Channel Bridge, including removal/repair/replacement of damaged nylon inserts and track fasteners; continued punch list and commissioning activities at Mercer Island and Judkins Park Stations and tunnels.
- **Mercer Island Transit Integration (E135):** Ongoing landscape maintenance activities, closing out remaining permits, and working to complete administrative items for final acceptance.
- **South Bellevue (E320):** Substantial completion achieved on August 29, 2022. Independent follow-on contractor work continues; acceptance granted for landscaping and plant establishment activities.
- **Downtown Bellevue to Spring District (E335):** Contract acceptance and substantial completion issued effective August 23, 2023. Continued site wide change notice work, and maintenance activities. Continued close-out of commercial items.
- **Bel-Red (E340):** The contract reached Acceptance of all work (Milestone 4) and a final settlement agreement executed and paid. The contract is officially in closeout and working on achieving Final Acceptance.
- **SR 520 to Redmond Technology Station (E360):** All major commercial items have been finalized. Substantial completion achieved on September 30, 2023. Certificate of Occupancy for RT Garage granted September 7, 2023, for RT Station on September 28, 2023, and for Overlake Village Station on October 23, 2023. RT Garage opened for parking on October 30, 2023. The contract is officially in closeout and working on achieving 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: Systems Integration has started in two out of three sections of the I-90 alignment, while the systems contractor stands by for the segment across the floating bridge to become available. Interface discussions between the E750 and E130 Contractors continued.

# Link light rail

## East Link Extension

### Closely Monitored Issues

- Quality Issues: E130 track plinth reconstruction on the floating bridge and associated surveys are ongoing 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 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 budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. The project budget was increased by \$80M from \$3.677B to \$3.757B (Board action Resolution R2024-23).

This period approximately \$10M was incurred, bringing the total expenditure to date at \$3.57B.

Project commitments are now at approximately \$3.62B with all major construction contracts in place or near completion.

The Estimated Final Cost (EFC) is slightly higher than last month at approximately \$3.706B, 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	\$164.8	\$164.5	\$184.5	\$0.0
Preliminary Engineering	\$55.9	\$54.8	\$54.8	\$54.8	\$54.8	\$0.0
Final Design	\$283.0	\$270.1	\$263.4	\$260.2	\$270.1	\$0.0
Construction Services	\$257.5	\$314.1	\$308.5	\$292.9	\$314.1	\$0.0
3rd Party Agreements	\$52.2	\$44.2	\$38.3	\$35.6	\$44.2	\$0.0
Construction	\$2,544.3	\$2,607.9	\$2,512.0	\$2,481.7	\$2,557.4	\$50.6
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$281.5	\$281.0	\$280.7	\$281.5	\$0.0
<b>Total</b>	<b>\$3,677.2</b>	<b>\$3,757.2</b>	<b>\$3,622.7</b>	<b>\$3,570.4</b>	<b>\$3,706.6</b>	<b>\$50.6</b>

#### East Link - Cost Summary by SCC

SCC Element	Baseline Budget	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC
10 Guideway & Track	\$744.6	\$981.6	\$960.1	\$957.4	\$920.6	\$61.0
20 Stations	\$397.7	\$480.9	\$484.4	\$483.1	\$485.6	(\$4.8)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$571.8	\$552.3	\$546.7	\$575.3	(\$3.5)
50 Systems	\$353.8	\$460.5	\$445.9	\$428.5	\$462.6	(\$2.1)
<b>East Link Construction Subtotal</b>	<b>\$2,304.6</b>	<b>\$2,494.7</b>	<b>\$2,442.8</b>	<b>\$2,415.6</b>	<b>\$2,444.1</b>	<b>\$50.6</b>
60 Row, Land	\$288.5	\$281.5	\$281.0	\$280.7	\$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	\$898.9	\$874.1	\$947.3	(\$0.0)
90 Unallocated Contingency	\$182.9	\$33.6	\$0.0	\$0.0	\$33.6	\$0.0
<b>Total East Link</b>	<b>\$3,677.2</b>	<b>\$3,757.2</b>	<b>\$3,622.7</b>	<b>\$3,570.4</b>	<b>\$3,706.6</b>	<b>\$50.6</b>

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



# ***Link light rail East Link Extension***

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## **Risk Management**

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

- **Schedule Issues:** Late completion of E130 civil construction may inhibit the ability of the E750 systems contractor to remain mobilized to advance the work. Coordination continues between civil and systems contractors to allow for activities to continue / advance wherever possible. Exploring potential for additional re-sequencing of systems work.
- **Quality Issues:** Due to quality issues on all three segments of the E130 civil contract, handover of guideway and track areas to the follow-on systems contractor may be delayed on the floating bridge segment. Identification of punch list and corrective actions continue.
- **Availability of Employees-in-Charge (EIC's):** There may not be sufficient Link and/or King County Metro Operations and Maintenance personnel to accommodate startup and testing activities, causing delays in testing and commissioning. These issues are being monitored and mitigation steps are continually being examined.
- **Construction Claims:** There are significant construction contractor claims remaining on E130. Settlement agreements have been reached on E320, E335, E340, E360, and E750.
- **Design and Performance:** Unforeseen changes or circumstances with the cathodic protection system may cause the system to not perform as expected, requiring additional time for testing.



*Aerial view of Judkins Park Station and Guideway*

# 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 \$91.6M (previously \$107.6M). 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 \$58M, a net decrease of \$16M, due mostly to change orders.

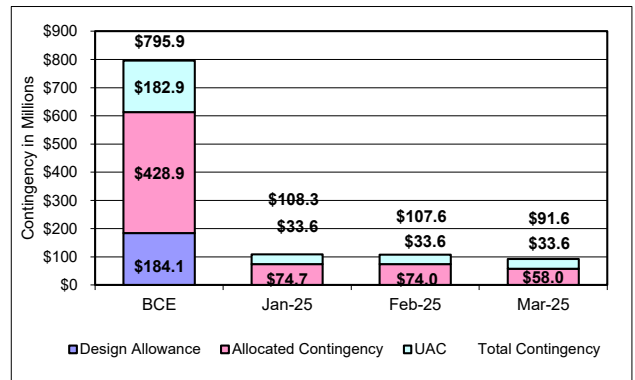
**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. This period, the UAC remains the same at \$33.6M.

## 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%	\$58.0	61.0%
Unallocated Contingency	\$182.9	4.9%	\$33.6	35.3%
<b>Total:</b>	<b>\$795.9</b>	<b>21.2%</b>	<b>\$91.6</b>	<b>96.3%</b>

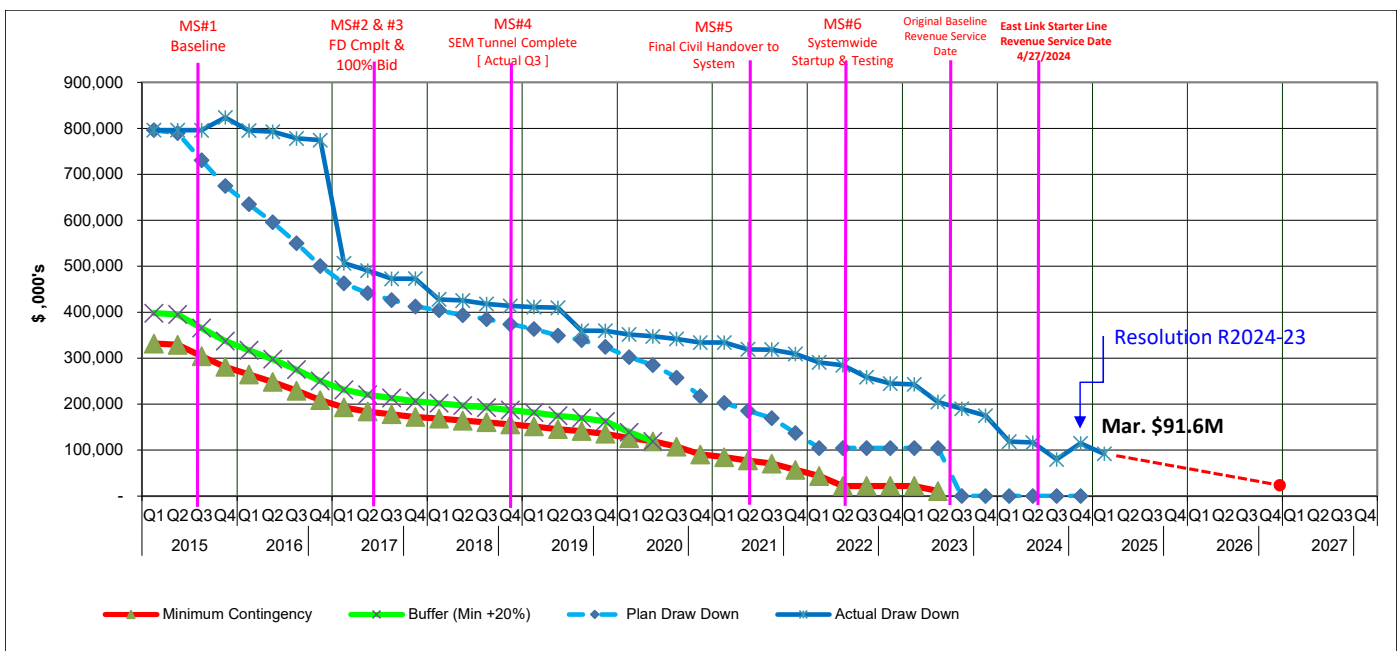
Dollar figures on this page are displayed in millions.

## 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 \$91.6M (previously \$107.6M). With all major construction contracts procured, it remains above the baseline drawdown projection and above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of this period recorded a net decrease of \$16M.



Contingency Drawdown as of March 31, 2025

# Link light rail

## East Link Extension

### Project Schedule

The weighted percent complete for the remaining major construction contracts is estimated at 99.4% (last month was 99.3%).

The schedule below shows the schedule through February. The March schedule submittal is still pending.

- **E130** continued direct fixation track plinth repair/rebuild, closeout, 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.

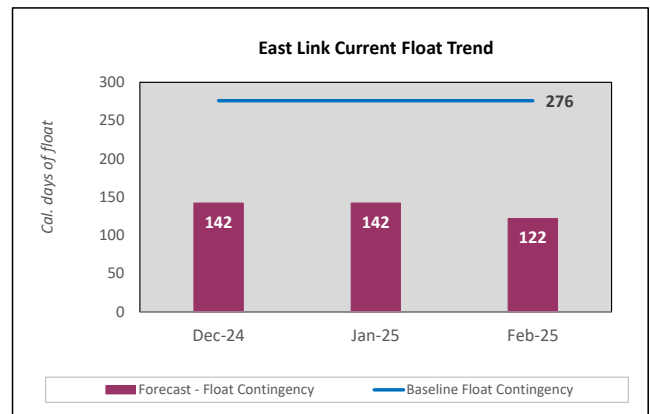
Note: Sound Transit opened the 2-Line for service on April 27, 2024, between South Bellevue and Redmond Technology Stations.

Activity ID	Activity Name	Start	Finish	2025												2026	
				Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
<b>E130 Construction</b>		10-Mar-17 A	20-Jun-25														
<b>E750 Construction</b>		11-Jul-17 A	24-Aug-25														
<b>E750 Project</b>		11-Jul-17 A	24-Aug-25														
<b>System Integration Testing - Eastlink Ext</b>		28-Jan-20 A	05-Sep-25														
<b>Contract Milestones</b>		25-Jul-25	04-Aug-25														
<b>Test Milestones</b>		13-Aug-24 A	06-Aug-25														
<b>Plans and Procedures</b>		28-Jan-20 A	15-May-25														
<b>System Integration Testing Summary</b>		13-Sep-23 A	05-Sep-25														
<b>East Link Rail Activation</b>		19-Sep-19 A	16-Jan-26														
<b>RAC - Rail Activation Committee</b>		21-Jan-20 A	11-Jan-26														
<b>SIT - System Integrated Testing Committee</b>		28-Jan-20 A	31-Jul-25														
<b>SSCRS - Safety and Security Certification Committee</b>		03-Feb-20 A	11-Jan-26														
<b>T20 - Transition To Operations Committee</b>		19-Sep-19 A	30-Dec-25														
<b>PSS - Pre-Revenue Service and Startup Committee</b>		21-Jan-20 A	07-Dec-25														
<b>IT - IT Readiness Committee</b>		08-Mar-21 A	15-Nov-25														
<b>FLSC - Fire-Life Safety &amp; Emergency Response Committee</b>		01-Feb-22 A	05-Nov-25														
<b>BRI - Bus-Rail Integration Committee</b>		01-Dec-22 A	28-Feb-23 A														
<b>RI - Rider Information Committee</b>		06-May-22 A	10-Jan-26														
<b>System Integration Testing</b>		09-Aug-24 A	16-Sep-25														
<b>Pre-Revenue Service</b>		18-Aug-25	15-Jan-26														
<b>Project Float Contingency</b>		07-Jan-26	15-Jan-26														
<b>Revenue Service</b>		16-Jan-26	16-Jan-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 project recovery plan submitted in March 2023.

Completion of trackwork in Segment 3, the floating bridge remains the driving factor in the E130 contract, and subsequent handover of the track to the E750 systems contractor. The project continues to target an RSD in calendar year 2025 as described in the project recovery plan. Currently, the project is forecast to enter RSD by January 16, 2026, with 122 days of float remaining.





# Link light rail East Link Extension

## Critical Path Analysis

The East Link critical path for the February update continues to run through E130 completion of trackwork 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
				Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	
System Integration Testing - Eastlink Extension		14-May-25	04-Aug-25													
Contract Milestones		25-Jul-25	04-Aug-25													
Test Milestones		25-Jul-25	25-Jul-25													
Plans and Procedures		14-May-25	14-May-25													
SIT Readiness Review		14-May-25	14-May-25													
System Integration Testing Summary		14-May-25	25-Jul-25													
Segment 1 SIT		07-Jul-25	25-Jul-25													
Segment 2 SIT		07-Jul-25	25-Jul-25													
Segment 3 SIT		14-May-25	25-Jul-25													
Segment 3 - Track Tests		14-May-25	25-Jul-25													
Segment 3 - OCS Tests		21-May-25	30-May-25													
Segment 3 - Signals Tests		02-Jun-25	25-Jul-25													
End to End SIT		24-Jun-25	11-Jul-25													
East Link Rail Activation		05-Aug-25	16-Jan-26													
SSCRS - Safety and Security Certification Committee		05-Aug-25	18-Aug-25													
T20 - Transition To Operations Committee		16-Oct-25	16-Oct-25													
Pre-Revenue Service		18-Aug-25	15-Jan-26													
Revenue Service		16-Jan-26	16-Jan-26													



Aerial View of Mercer Island Station

# Link light rail

## East Link Extension

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### 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.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	40.6	41.5	(0.9)
Consultants	93.1	106.5	(13.4)
TOTAL	133.7	148.0	(14.3)
* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.			

### Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

### Community Engagement



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

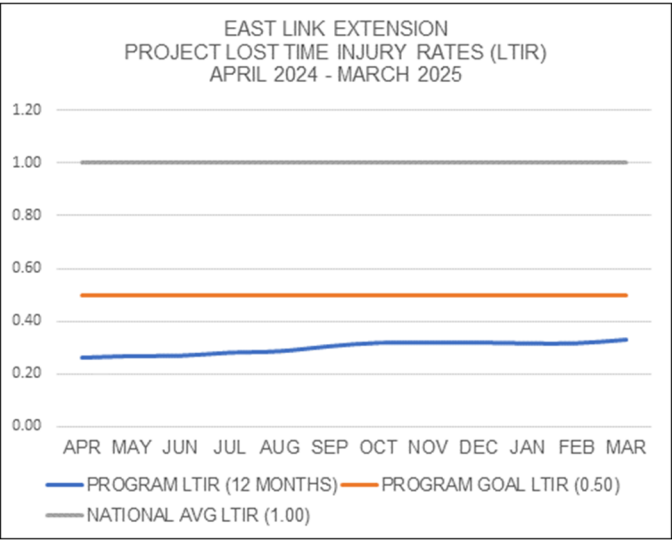
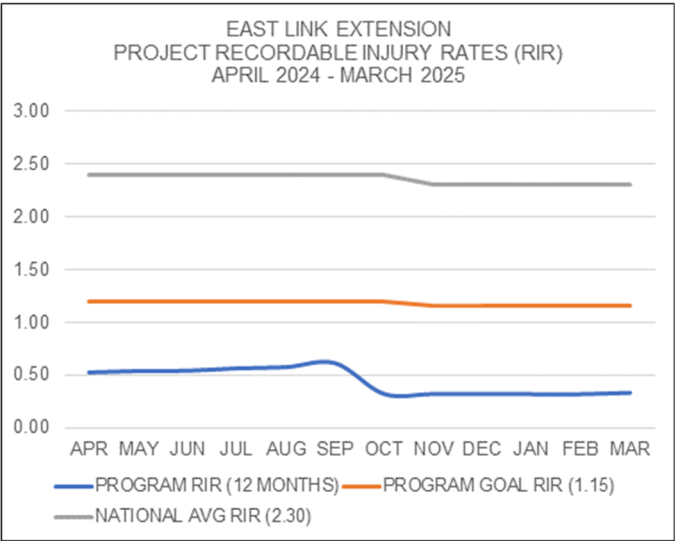
- Responded to several inquiries from the community about the opening timeline for remaining East Link segments.

# Link light rail

## East Link Extension










### Construction Safety

Monthly KPI	Construction Safety	Project Monthly <sup>1</sup>	Project Average <sup>2</sup>	Program Goal <sup>3</sup>	National Average <sup>4</sup>	Notes
	Recordable Injury Rate (RIR)	0.00	0.33 <sup>5</sup>	1.15	2.30	There were no recordable or lost time incidents reported in March.
	Lost-Time Injury Rate (LTIR)	0.00	0.33 <sup>6</sup>	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 (0.33) is 71.2% below the Program Goal and 85.6% below the National Average.
6. For reference the Project Average LTIR (0.33) is 33.8% below the Program Goal and 66.9% below National Average.

Construction Safety KPI				Notes
			Current Recordable Injury (RIR) and Lost-time Incident Rates (LTIR) are below 50% national averages.	<ul style="list-style-type: none"><li>• Color indicates performance against target.</li><li>• Arrow direction indicates trend.</li><li>• UP Arrow is Favorable.</li><li>• DOWN Arrow is Unfavorable.</li></ul>
			Current Recordable Injury (RIR) and Lost-time Incident Rates (LTIR) are greater than 50% and less than 100% national averages.	
			Current incident rates are higher than the national averages.	



# 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 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:** Installing shimming and other track materials on floating bridge westbound

# Link light rail East Link Extension

## Major Contract Status

### East Link Major Contract List as of 3/31/2025

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	\$ 70,188,901	\$ 2,151,866	11/5/2012	6/30/2025
FD/DSDC - Bellevue	HJH	\$ 4,800,000	\$ 138,673,772	\$ 143,473,772	\$ 142,915,435	\$ 558,337	3/8/2012	9/30/2025
FD/DSDC - System	Hatch	\$ 17,707,707	\$ 9,573,285	\$ 27,280,992	\$ 27,130,032	\$ 150,960	8/1/2012	6/30/2026
FD/DSDC - MI Transit Integration	David Evans Associates	\$ 709,239	\$ 414,272	\$ 1,123,511	\$ 1,081,164	\$ 42,347	10/25/2019	6/30/2025
CMC - Seattle - Bellevue	Jacobs PM Co.	\$ 4,721,795	\$ 103,697,555	\$ 108,419,350	\$ 98,824,813	\$ 9,594,537	12/21/2015	1/31/2026
CMC - Bellevue	HDR Engineering Inc.	\$ 3,445,455	\$ 121,994,545	\$ 125,440,000	\$ 123,580,972	\$ 1,859,028	9/12/2014	6/30/2026
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	\$ 37,172,527	\$ 4,537,634	8/15/2016	4/30/2025
E130 Civil / Seattle - Bellevue	Kiewit-Hoffman, East Link Constructors	\$ 665,000,000	\$ 79,875,037	\$ 744,875,037	\$ 737,616,840	\$ 7,258,197	3/15/2017	5/31/2025
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	\$ 44,371,973	\$ 365,469,973	\$ 365,069,973	\$ 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	\$ 84,779,570	\$ 340,547,698	\$ 322,188,703	\$ 18,358,995	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	\$ 10,892,669	\$ 13,510,460	\$ 12,118,869	\$ 1,391,591	3/13/2023	4/4/2025
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	\$ 3,232,501	\$ 2,308,457	~ 2022	3/31/2026
ELE Mitigation Project - 76th Ave SE & 80th Ave SE	TITAN Earthworks	\$ 3,070,644	\$ 208,553	\$ 3,279,197	\$ 2,368,564	\$ 910,633	5/31/2024	5/20/2025
Total In-Progress Contracts				\$ 2,822,866,723	\$ 2,770,468,124	\$ 52,398,600		

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:** Completing jet fan testing, progress data reporting for Mt Baker Tunnel; ongoing track remediation, including final inspection of punchlist items for closeout at International District Station.
- **Center Segment:** Ongoing cathodic protection testing and commissioning on floating bridge; continue track remediation including rail adjustment, welding, bolt torquing, and nylon insert replacement.
- **East Segment:** Continuing plant maintenance and irrigation repairs at Mercer Island Station; finalizing submittal of jet fan testing data for Mercer Island Tunnel; track remediation including rail shimming at East Channel Bridge.

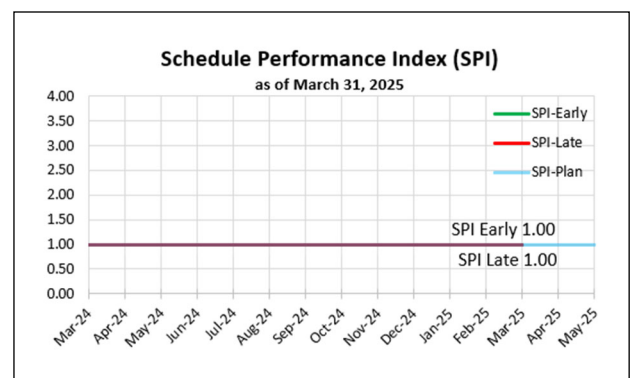
### Schedule Summary

The contractor's February schedule update forecasts a May 20, 2025 substantial completion; 447 calendar days later than the contractual milestone date of February 28, 2024. As of the time of reporting, a March update has been received and is in initial review. The critical path to substantial completion runs through the trackwork on the floating bridge and then through the handover of the floating bridge to the E750 systems contractor. The E130 and E750 teams are currently operating under a coordinated work plan to achieve overall schedule savings.

Activity Name	Start	Finish	2025
<b>E130 Construction</b>	10-Mar-17 A	20-Jun-25	Mar Apr May Jun
Milestones	10-Mar-17 A	20-Jun-25	
Project Management	10-Mar-17 A	20-Jun-25	
Procurement	10-Mar-17 A	04-Apr-25	
Permitting	12-May-17 A	01-Jul-24 A	
Construction	20-Mar-17 A	21-May-25	
<b>Preliminary Activities</b>	03-Apr-17 A	06-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	07-Mar-25	
Stations	31-May-17 A	05-Apr-25	
OCS Bases/Frames	02-Apr-18 A	03-Feb-25 A	
Civil/Utilities	05-Jul-17 A	15-Mar-25	
Electrical	20-Mar-17 A	30-May-23 A	
Structures Retrofit	20-Mar-17 A	14-May-25	
Trackwork	02-Jan-18 A	21-May-25	
Systems	26-Jun-17 A	16-Jun-23 A	
IDS Modification	16-Jan-19 A	24-Mar-25	
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21 A	
Testing and Commissioning	01-May-18 A	20-May-25	
HMH Floating Bridge	01-May-18 A	20-May-25	
LVM Floating Bridge	27-Jul-20 A	20-May-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	10-Apr-25	
Mt. Baker Tunnel	06-Jul-20 A	20-Apr-25	
Mercer Island Station	11-Nov-19 A	23-Oct-24 A	
Judkins Park Station	26-Oct-20 A	14-Mar-25	

### Schedule Performance Index

The E130 contract substantial completion date was originally scheduled for Q4 2020 and is currently forecast to occur in Q2 2025. Remaining critical work to achieve substantial completion includes reconstruction of non-conforming direct fixation track work, replacement of nylon inserts, and other Non-Conformance Report (NCR) work. By definition, at substantial completion the schedule performance index is 1.0, because all planned work is completed.



# Link light rail East Link Extension

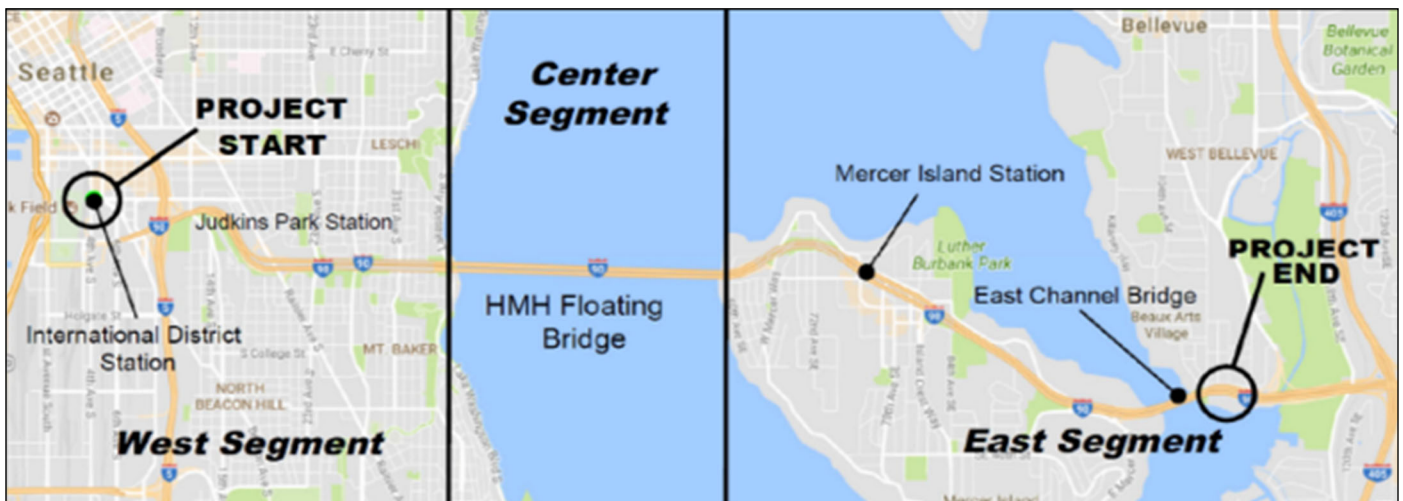
## Next Period's Activities

- **West Segment:** Track remediation punchlist at IDS; tree planting at Dearborn yard; install precast panels at Judkins Park Station pedestrian crossing.
- **Center Segment:** Cathodic protection auto-potential process; rail remediation punchlist.
- **East Segment:** Substantial Completion of work from East Channel Bridge to west end of Mercer Island (Milestone 1); remaining punchlist activities.

## 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.

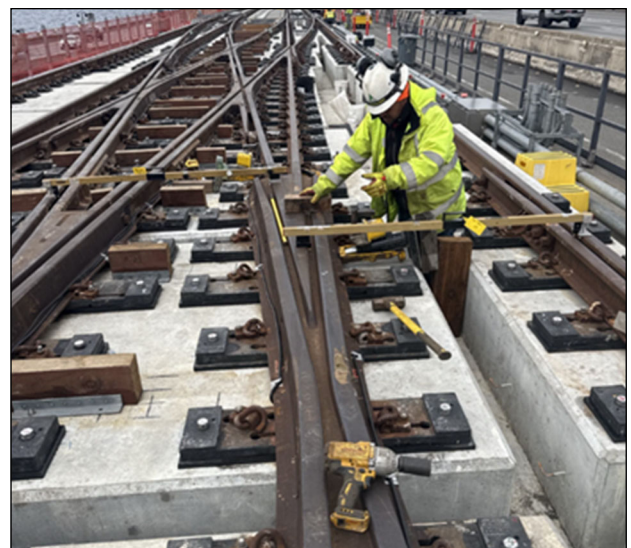
## E130 Construction Segments



## Cost Summary

Present Financial Status	Amount*
<b>E130 Contractor - Kiewit-Hoffman</b>	
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000
Change Order Value	\$79,875,037
Current Contract Value*	\$742,950,696
Total Actual Cost (Incurred to Date)	\$737,616,840
Percent Complete	99.4%
Authorized Contingency	\$85,660,541
Contingency Drawdown	\$79,875,037
Contingency Index	1.07

\* Contract Value excludes Betterments



Crew 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

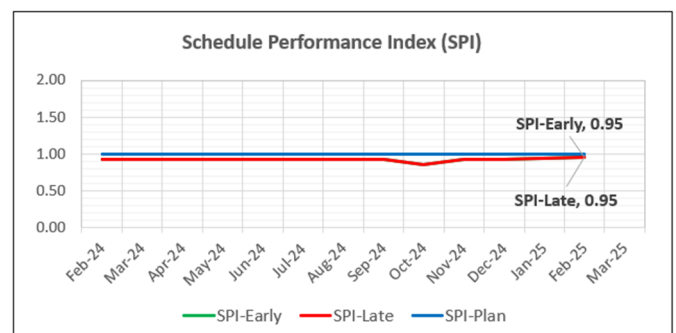
The contractor's February schedule forecasts a July 25, 2025 Substantial Completion date; 299 calendar days later than the contractual milestone date of September 29, 2024. The March schedule update is still in the initial stage of review. The critical path for this contract continues to be driven by track handover from the E130 civil contractor, which is significantly delayed. The E130 and E750 contractors are continuing to maintain a coordinated work plan to achieve schedule savings.

Activity Name	Start	Finish	2024		2025					
			Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>E750 Construction</b>	12-Jun-17 A	05-Jun-25								
General	12-Jun-17 A	05-Jun-25								
N830 Project	12-Jun-17 A	16-Feb-25								
E750 Project	12-Jun-17 A	05-Jun-25								
<b>E750 Engineering</b>	11-Jul-17 A	16-Apr-25								
<b>E750 Construction</b>	12-Sep-18 A	04-Jun-25								
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A								
E750 Milestones	12-Mar-19 A	21-May-25								
E750 SCCCRM	25-Jan-19 A	29-Jan-25 A								
E750 OCS	14-Feb-19 A	20-Mar-25								
E750 Traction Power / Substations	01-Oct-18 A	11-Feb-25								
E750 Signals	12-Sep-18 A	14-Feb-25								
E750 Communications	13-Nov-18 A	12-Feb-25								
E750 Radio	28-Jan-19 A	10-Dec-24								
E750 SCADA	12-Jul-22 A	20-Apr-23								
E750 Trunk Fiber	19-Dec-18 A	07-Feb-25								
E750 Testing and Commissioning	27-May-20 A	04-Jun-25								
<b>E750 Fees</b>	12-Jun-17 A	05-Jun-25								
<b>E750 Provisional Sums</b>	28-Mar-18 A	01-Feb-25								
<b>E750 NSS</b>	12-Jun-17 A	02-Feb-25								
<b>E750 Risk</b>	12-Jun-17 A	05-Jun-25								
<b>E750 Indirects</b>	12-Jun-17 A	31-Dec-21 A								
<b>E750 Change Orders / Provisio</b>	12-Jun-17 A	05-Jun-25								

#### Schedule Performance Index

E750 contract substantial completion date anticipated to occur in Q3 2025. The SPI-Early and SPI-Late is 0.95. The SPI index indicates the contractor is behind early/late planned work compared to the baseline plans.

The lag is due to delayed access to civil segments, primarily within the I-90 segment. The East Link team continues to monitor and evaluate various mitigation options should the late plan slip further.



# Link light rail East Link Extension

## Next Period's Activities.

- Reinstalling systems work removed on I-90 work for the replacement of the direct fixated track.
- Commencing System Integration Testing on the western segment of the I-90 segment.

## Closely Monitored Issues

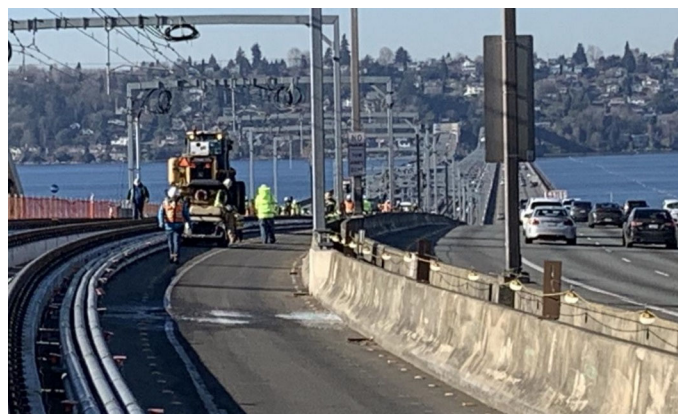
- Reinstallation of removed systems work on I-90 segment for plinth reconstruction.
- Timing for completion of system integration testing of segment 1, East Channel Bridge to Mercer Island Tunnel west portal.
- Completion of the stray current monitoring system for the floating bridge.



## Cost Summary

Present Financial Status	Amount
<b>E750 Contractor - Mass Electric Construction Co.</b>	
Original Contract Value	\$255,768,128
Change Order Value	\$84,779,570
Current Contract Value	\$340,547,698
Total Actual Cost (Incurred to Date)	\$322,188,703
Percent Complete	95.1%
Authorized Contingency	\$100,788,406
Contingency Drawdown	\$84,779,570
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**

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### **Project Summary**

<b>Scope</b>	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.
<b>Phase</b>	Manufacturing, delivering, testing & commissioning
<b>Budget</b>	\$836.9 Million (Baseline Sept 2015, 122 LRVs; Amended Apr 2017, 152 LRVs; Amended Nov 2023, 162 LRVs)
<b>Schedule</b>	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 LRV deliveries to ST's Operations and Maintenance Facilities (OMF) – One LRV was delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF Central – Three LRVs were CA this month.
- Continued final assembly in Sacramento facilities.
- 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. 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 \$2.4M was incurred, bringing the total expenditure to date at \$664.6M. The majority of the cost attributed to the vehicles phase at approximately \$636.1M (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	\$10.3	\$10.4	\$18.0	\$0.0
Construction Services	\$31.7	\$31.7	\$25.2	\$18.1	\$31.7	\$0.0
Vehicles	\$787.2	\$787.2	\$754.4	\$636.1	\$787.2	\$0.0
<b>Total</b>	<b>\$836.9</b>	<b>\$836.9</b>	<b>\$789.8</b>	<b>\$664.6</b>	<b>\$836.9</b>	<b>\$0.0</b>

### 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)	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
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	\$639.1	\$791.3	(\$0.2)
80 Professional Services	\$47.2	\$40.0	\$28.8	\$25.3	\$39.9	\$0.2
90 Contingency	\$6.3	\$5.7	\$0.0	\$0.0	\$5.7	\$0.0
<b>Total (SCC 10 - 90)</b>	<b>\$836.9</b>	<b>\$836.9</b>	<b>\$790.4</b>	<b>\$664.6</b>	<b>\$836.9</b>	<b>\$0.0</b>

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 decreased by about \$0.5M for new total of \$40.4M, an amount approximately that is 30.6% of remaining work in the project.

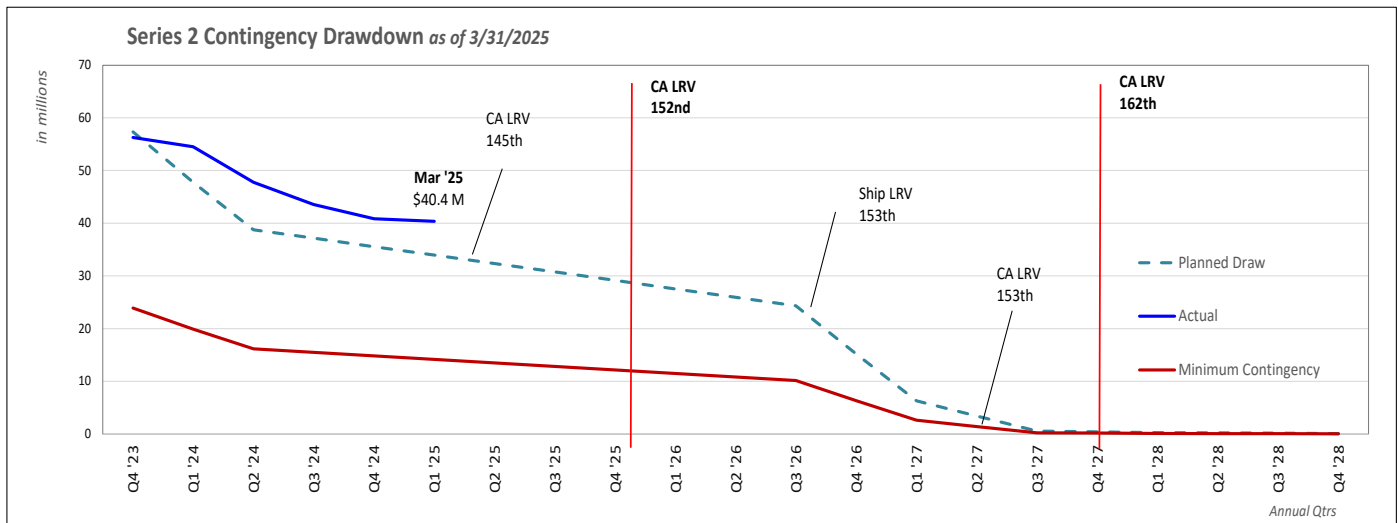
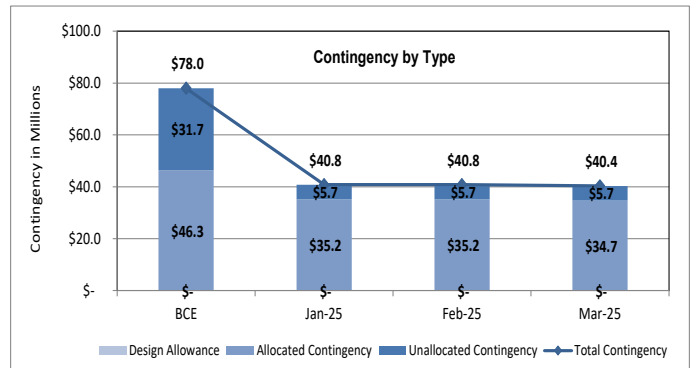
**Allocated Contingency (AC)** is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. This period the allocated contingency balance decreased slightly from \$35.2M to \$34.7M compared to last period due to change orders.

**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	26.3%
Unallocated Contingency	\$31.7	4.3%	\$ 5.7	4.3%
<b>Total</b>	<b>\$78.0</b>	<b>10.7%</b>	<b>\$ 40.4</b>	<b>30.6%</b>

### 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 LRVs at both OMF Central and OMF East 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 83.9% (last month was 83.7%).

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

CA of 141 LRVs has been completed to support revenue service.

Three (3) CA were completed in March and three (3) total LRVs are currently in acceptance testing.

The remaining delivery, commissioning, and testing of the 150 LRV order is projected to be complete in August 2025. The Conditional Acceptance of the final two (2) LRVs (#151-152) is expected in September 2025 due to availability of components during the final assembly of these LRVs.

For the 10 additional LRVs added to the contract (#153-162), production will start on the first car in Q2 2025, 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.

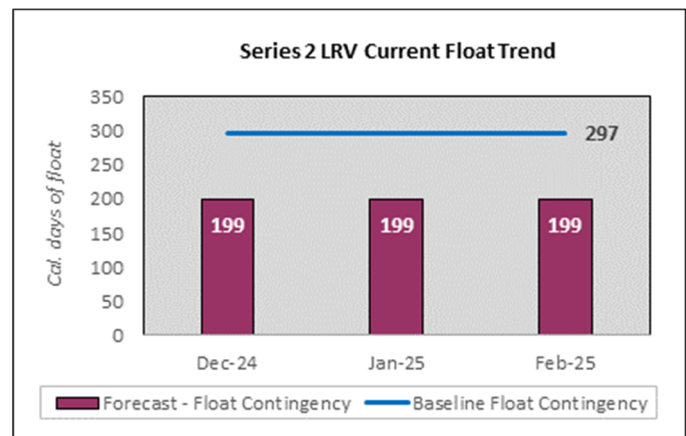
Activity Name	Start	Finish	2025				2026				2027			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>ST LRV Fleet Expansion - Recovery</b>	12-Jul-2021 A	31-Mar-2028												
Revised Project Delivery Sequence - (based on R2023-06)	07-Mar-2022 A	31-Mar-2028												
East Link - Starter Line - LRV Summary (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												
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												
East Link - LRV Summary (Cars #108 - Car #130) 23 - Cars	29-Feb-2024 A	17-Jan-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	22-Aug-2025													
East Link - Pre-Revenue Service - Forecast - END		17-Jan-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	09-Jun-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

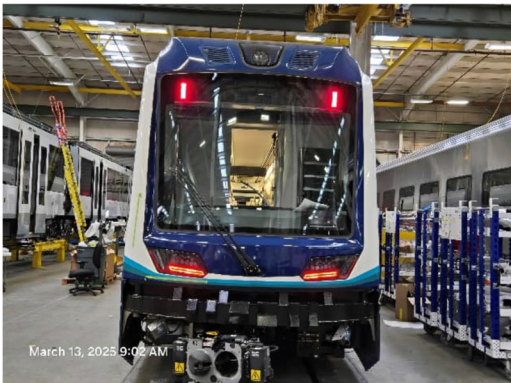
The Series 2 LRV Fleet Expansion project was re-baselined with 297 days of program float in December 2023.

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

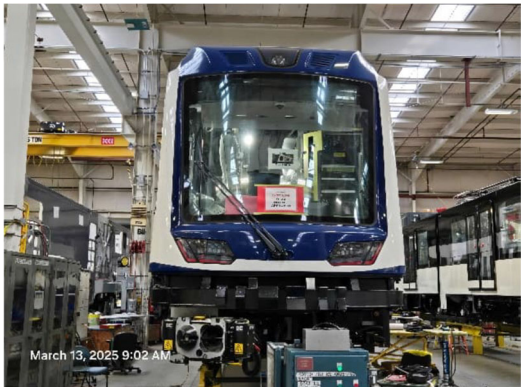
This month there is 199 days of float remaining, which reflects the availability of components during the final assembly of these LRVs.



# **Link light rail** **Series 2 LRV Fleet Expansion**



Car 206 on BAY 19 for shipment in Sacramento, CA



Car 349 on BAY 16 for testing in Sacramento, CA

LRV Delivery and Testing Progress as of March 30, 2025				
LRV status	Received /	Testing In Progress	Conditionally	Entered Revenue
*Planned	152	6	146	146
Actual (Seattle)	132	1	131	131
Actual (Bellevue)	12	2	10**	10**

*\* Updated based on the Final Term Sheet revised schedule signed between ST and Siemens in June 6, 2024.*  
*\*\* Transferred from OMFC to OMFE to support East Link Starter Line services.*

## **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 March 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 averages out.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.1	4.4	1.7
Consultants	7.3	5.6	1.7
TOTAL	13.4	10.0	3.4

*\* 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**

**March 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 03/31/2025; 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	\$510.7	\$2.7	\$491.4	\$520.2	\$12.2	\$2.8
20 Stations	\$318.9	\$319.1	\$312.4	\$2.0	\$295.5	\$312.4	\$6.7	\$6.5
30 Support Facilities	\$5.3	\$11.3	\$12.0	\$0.0	\$11.5	\$12.0	(\$0.7)	(\$6.6)
40 Sitework & Special Conditions	\$542.5	\$565.0	\$504.1	\$3.3	\$466.1	\$600.6	(\$35.5)	(\$58.1)
50 Systems	\$153.8	\$136.0	\$129.8	\$0.4	\$124.5	\$131.0	\$5.0	\$22.7
<b>Construction Subtotal (10 - 50)</b>	<b>\$1,543</b>	<b>\$1,564</b>	<b>\$1,469</b>	<b>\$8</b>	<b>\$1,389</b>	<b>\$1,576</b>	<b>(\$12)</b>	<b>(\$33)</b>
60 Row, Land	\$341.6	\$287.7	\$245.2	\$2.4	\$242.6	\$257.5	\$30.3	\$84.1
70 Vehicles	\$99.2	\$102.5	\$97.1	\$0.3	\$86.6	\$102.5	(\$0.0)	(\$3.3)
80 Professional Services	\$386.6	\$513.5	\$424.8	\$3.5	\$415.5	\$500.2	\$13.3	(\$113.5)
90 Unallocated Contingency	\$637.4	\$540.8	\$0.0	\$0.0	\$0.0	\$81.5	\$459.3	\$555.9
<b>Total (10 - 90)</b>	<b>\$3,008</b>	<b>\$3,008</b>	<b>\$2,236</b>	<b>\$15</b>	<b>\$2,134</b>	<b>\$2,518</b>	<b>\$491</b>	<b>\$491</b>

### 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)

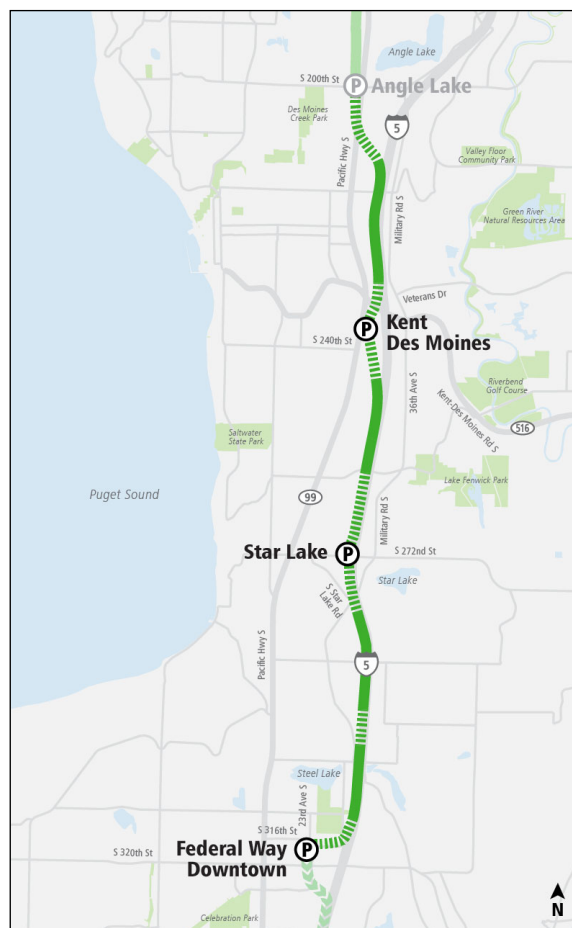
**Systems** Signals, traction power, and communications (SCADA)

**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.
- The new Bus Loop opened for the public to use at FWD.
- Project team continues to work with City of Federal Way on permit issues.
- Project team continues to work with City of SeaTac, Des Moines, and Kent on permit closure.
- Project team is advancing the preparation of the O&M Agreement with WSDOT.
- Project team conducting community outreach for residents qualified 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 \$14.4M was incurred, bringing the total expenditure to date at \$2,048M.

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	\$70.9	\$1.0	\$70.2	\$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	\$5.0	\$0.1	\$4.8	\$7.2	\$0.0
Construction Services	\$107.0	\$164.2	\$139.6	\$2.2	\$135.2	\$164.2	\$0.0
3rd Party Agreements	\$27.7	\$44.0	\$31.5	(\$0.2)	\$28.6	\$43.7	\$0.3
Construction	\$1,831.9	\$1,790.7	\$1,604.9	\$8.8	\$1,521.7	\$1,790.7	\$0.0
ROW	\$338.8	\$287.7	\$245.2	\$2.4	\$242.6	\$257.5	\$30.3
<b>Total</b>	<b>\$2,451.5</b>	<b>\$2,451.5</b>	<b>\$2,142.5</b>	<b>\$14.4</b>	<b>\$2,048.5</b>	<b>\$2,420.3</b>	<b>\$31.2</b>

## 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	\$510.7	\$2.7	\$491.4	\$520.2	\$12.2
20 Stations	\$318.9	\$319.1	\$312.4	\$2.0	\$295.5	\$312.4	\$6.7
30 Support Facilities	\$5.3	\$11.3	\$12.0	\$0.0	\$11.5	\$12.0	(\$0.7)
40 Sitework/Special Condition	\$558.4	\$565.0	\$504.1	\$3.3	\$466.1	\$600.6	(\$35.5)
50 Systems	\$153.8	\$136.0	\$129.8	\$0.4	\$124.5	\$131.0	\$5.0
<b>Construction Subtotal(10-50)</b>	<b>\$1,559.4</b>	<b>\$1,563.9</b>	<b>\$1,469.0</b>	<b>\$8.4</b>	<b>\$1,389.0</b>	<b>\$1,576.2</b>	<b>(\$12.3)</b>
60 ROW, Land	\$341.6	\$287.7	\$245.2	\$2.4	\$242.6	\$257.5	\$30.3
70 Vehicles	\$1.8	\$5.0	\$3.5	\$0.0	\$1.5	\$5.0	\$0.0
80 Professional Services	\$370.7	\$513.5	\$424.8	\$3.5	\$415.5	\$500.2	\$13.3
90 Unallocated Contingency	\$178.1	\$81.5	\$0.0	\$0.0	\$0.0	\$81.5	\$0.0
<b>Total (10 - 90)</b>	<b>\$2,451.5</b>	<b>\$2,451.5</b>	<b>\$2,142.5</b>	<b>\$14.4</b>	<b>\$2,048.5</b>	<b>\$2,420.3</b>	<b>\$31.2</b>

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

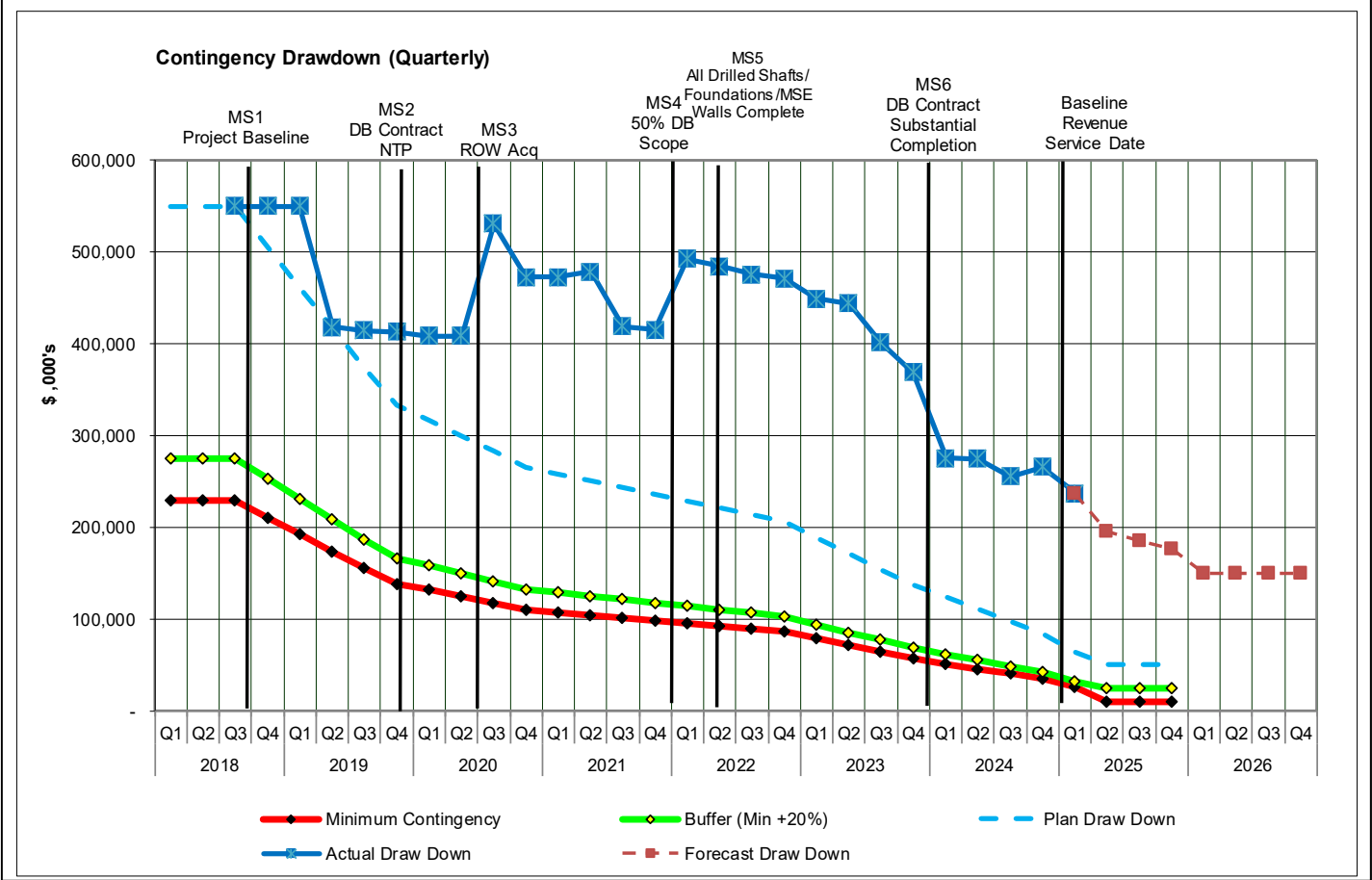
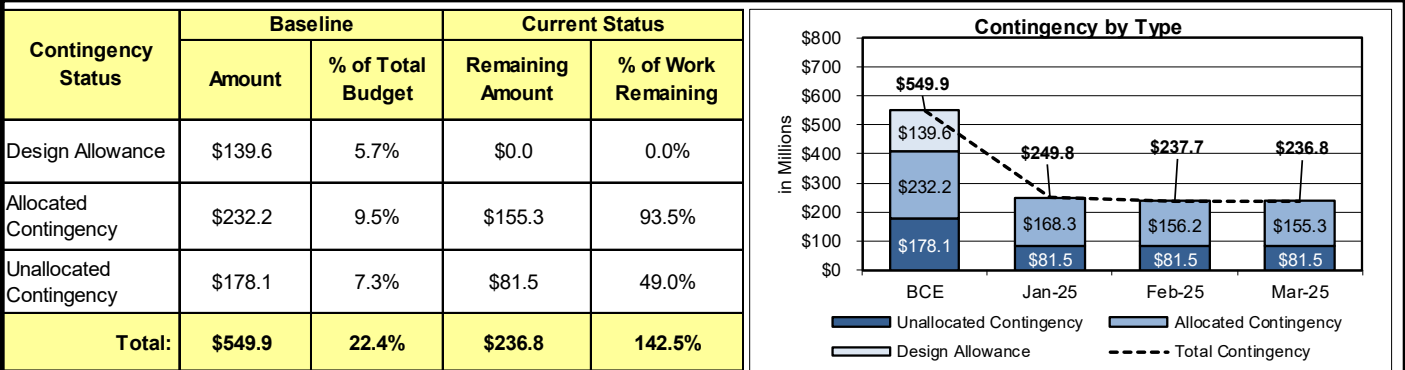
# Link light rail Federal Way Link Extension

## Contingency Management

The FWLE project budget was baselined in September 2018 with a total contingency of \$549.9M. The current contingency balance is \$236.8M. 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 \$0.9M due mostly to F200 executed change orders. The AC contingency balance is \$155.3M.

**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. During this period the UAC balance remained unchanged at \$81.5M.



# ***Link light rail Federal Way Link Extension***

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## **Risk Management**

Changes to the projects top risks are reflected below:

- **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.
- **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.
- **Schedule (F200):** Low productivity and inefficient performance by the Contractor could lead to schedule delays and increased cost.
- **Lack of Resources:** Preceding the project opening late, results in inadequate resources for completing SIT and moving through Pre-Revenue into simulated service.
- **Project Testing:** System Integration Testing( SIT) may take longer than what's shown on the CPM schedule due to testing failure.
- **Third Party Issues:** Additional third party scope is identified during construction (above current expectations and scope) resulting in cost and schedule impacts to the project.
- **Third Party Issues:** Protracted permitting process with Authorities Having Jurisdiction (AHJs) results in delay of the Traffic Mitigation construction contract.
- **Project Testing:** Rail to earth testing fails, requiring retest that may cause increased cost and schedule delay.
- **Schedule:** Delay in review of submittal by Sound Transit and WSDOT may result in cost and schedule impact to the project.
- **Third Party Issues:** Delay in permit issuance by City of Kent and Federal Way may impact project closeout schedule.



*Star Lake Station Bus Loop Paving Tile Installation*



*Canopy Install– Federal Way Downtown Garage*



# Link light rail Federal Way Link Extension

## Project Schedule

The weighted percent complete of major construction contracts this month is 95.8% (last month was 95.1%).

The schedule below shows the project schedule through March. 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.

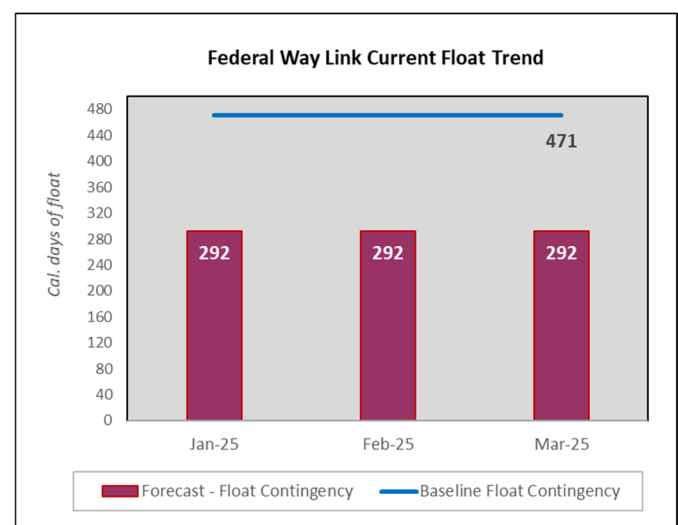
FFGA Milestone #3 is trending Q2 2026 due to delays in F200 ROW acquisitions, which do not impact the critical path. Notice to Proceed was issued in January 2025 for the F210 traffic mitigation project, with Acceptance forecast for one year later in January 2026.

Activity Name	Start	Finish	2025				2026	
			Q1	Q2	Q3	Q4	Q1	Q2
<b>Federal Way Link Extension Integrated Schedule</b>	01-Jul-2016 A	28-Jun-2026						
<b>Federal Way - Project Management and Milestones</b>	01-Jul-2016 A	28-Jun-2026						
<b>Federal Way Link Extension - FFGA and Planning</b>	01-Jul-2016 A	28-Jun-2026						
Baseline/FFGA Milestones	27-Sep-2018 A	28-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)		10-Sep-2025						
MS 07 - Revenue Service w/Float (Q4 2026)		31-Mar-2026						
MS 03 - ROW Acquisitions Complete (Q1 2020)		28-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						
<b>Federal Way - Construction</b>	01-Jun-2019 A	21-Jan-2026						
<b>F200 Federal Way Link Extension Design-Build</b>	01-Jun-2019 A	17-Dec-2025						
<b>F210 - Traffic Mitigation - Construction</b>	25-Jul-2024 A	21-Jan-2026						
<b>Federal Way - Rail Activation &amp; Pre-Revenue Service</b>	01-Apr-2022 A	15-Mar-2026						
<b>Federal Way Link Extension - RACT and Pre-Revenue Service</b>	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	11-Aug-2025	14-Mar-2026						
Milestones	04-Sep-2025	04-Sep-2025						
Operator Familiarization	11-Aug-2025	08-Oct-2025						
Validation Period	08-Oct-2025	27-Oct-2025						
Simulated Service	28-Oct-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. Float calculations have been adjusted this period to reflect project performance against the Substantial Completion Date laid out in the project recovery plan submitted in March 2023, and subsequently revised by the FTA in December 2024. This adjustment acknowledges the substantial change to the F200 contract as a result of differing site conditions.

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



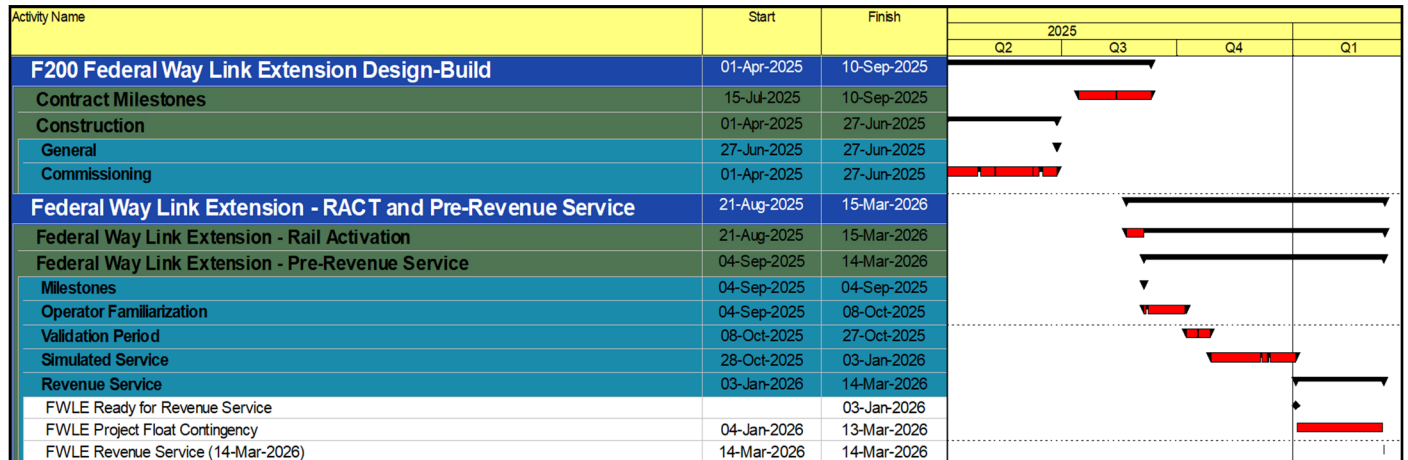


# Link light rail

## 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 pre-revenue plan has been adjusted this month to provide more time for system validation and simulated service. The Current Progress RSD is March 14, 2026, which currently includes 69 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
<b>Completed Contracts</b>					\$ 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
<b>In-Progress Contracts</b>					\$1,715,715,598	\$1,631,185,611			
RTA/AE 0021-21	Traffic Mitigation Final Design & DSDC	David Evans & Associates	\$ 1,179,063	\$ 1,727,126	\$ 2,906,189	\$ 2,737,935	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	\$ 134,784,496	\$ 139,388,969	\$ 135,109,206	Mar-18	Jun-26	Open
RTA/CN 0009-17	F200 Angle Lake to FWTC Design-Build	Kiewit Infrastructure West Co	\$1,285,200,000	\$ 324,780,700	\$1,538,151,579	\$1,475,221,338	Jun-19	Jan-26	Open
RTA/RP 0186-19	Capital Signage	Tube Art Displays	\$ 2,504,937	\$ 229,207	\$ 2,734,144	\$ 67,572	May-20	Dec-25	Open
	Cumulative Utility Relocation	Multiple Parties			\$ 20,886,576	\$ 15,981,282	varies	varies	Open
RTA/CN 0015-24	F210 Traffic Mitigation Improvement Construction	Stacy & Witbeck	\$ 11,648,140	\$ -	\$ 11,648,140	\$ 2,068,278	Jan-25	Jan-26	Open
<b>Planned Contracts</b>					\$ 1,000,000	\$ -			
	PSE Fiber	TBD			\$ 1,000,000				Agr pending
				<b>Contract Totals</b>	<b>\$1,765,849,787</b>	<b>\$1,680,146,292</b>			

# 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	437	445	443
<p><i>*All numbers are cumulative totals, except where noted. Total number may differ from other reports due to timing of report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners.</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions).</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders.</i></p> <p><i>Relocations: Based on number of affected individuals, in the case of FWLE 18 parcels added for traffic mitigation and 5 parcel added to board approved April 1, 2022.</i></p>					

## Community Engagement

- FWLE Engagement team worked with Sound Transit Ambassadorship to provide additional support for the bus loop opening.
- Drop in meetings at the Federal Way Transit Center and neighborhoods for bus loop engagement.
- Continued Temporary Construction closeout/ activation coordination with property owners.
- The community engagement team has confirmed all the summer sponsorships.



Sound Transit CEO Goran Sparrman speaks at Federal Way Bus Loop Ribbon Cutting

## ***Link light rail Federal Way Link Extension***

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### **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 under the plan and is predicted to continue declining 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	36.8	7.5
Consultants	71.2	69.5	1.7
TOTAL	115.5	106.3	9.2
* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.			

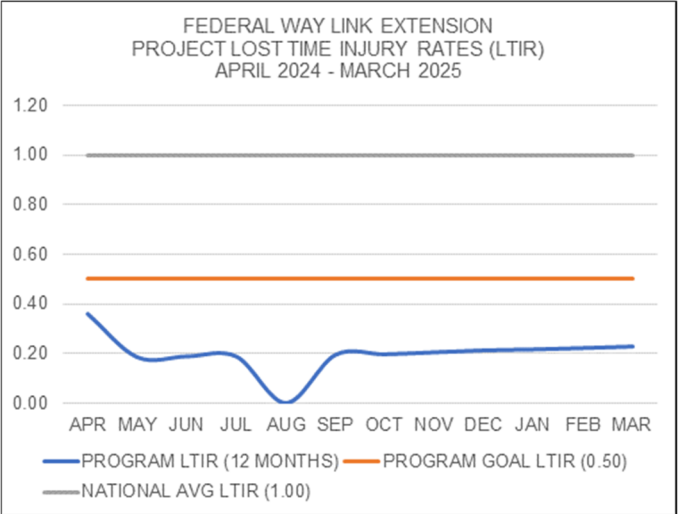
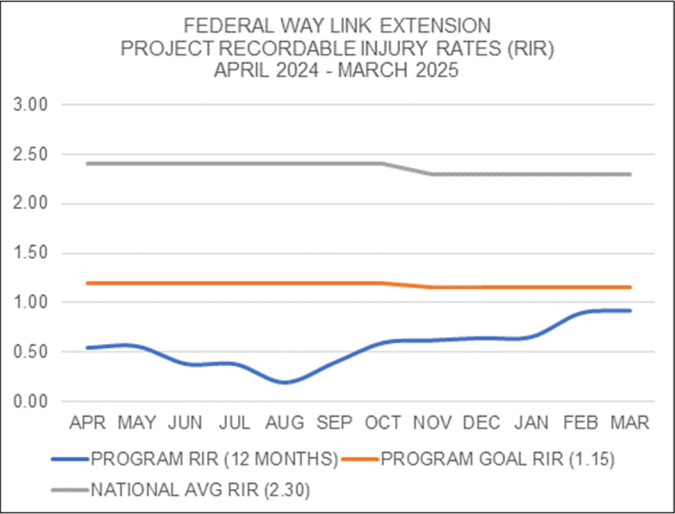
### **Sound Transit Board Actions**

Board Action	Description	Date
NA	No action this period.	










Link light rail  
Federal Way Link Extension

Construction Safety

Monthly KPI	Construction Safety	Project Monthly <sup>1</sup>	Project Average <sup>2</sup>	Program Goal <sup>3</sup>	National Average <sup>4</sup>	Notes
	Recordable Injury Rate (RIR)	0.00	0.91 <sup>5</sup>	1.15	2.30	There were no recordable or lost time incidents reported in March.
	Lost-Time Injury Rate (LTIR)	0.00	0.23 <sup>6</sup>	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 (0.91) is 20.6% below the Program Goal and 60.3% below the National Average.
  - 6. For reference the Project Average LTIR (0.23) is 54.4% below the Program Goal and 77.2% below National Average.

Construction Safety KPI				Notes
			Current Recordable Injury (RIR) and Lost-time Incident Rates (LTIR) are below 50% national averages.	<ul style="list-style-type: none"><li>• Color indicates performance against target.</li><li>• Arrow direction indicates trend.</li><li>• UP Arrow is Favorable.</li><li>• DOWN Arrow is Unfavorable.</li></ul>
			Current Recordable Injury (RIR) and Lost-time Incident Rates (LTIR) are greater than 50% and less than 100% national averages.	
			Current incident rates are higher than the national averages.	

# ***Link light rail Federal Way Link Extension***

## **F200 Design Build Contract**

### **Current Progress**

Status at the close of March 2025, the baseline schedule confirmed completion: Contract total = 95.8% (last month was 95.1%); 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:**

- Track-Corridor Wide: Direct fixed track plinths-100%, Sub Ballast-100%, Ballast-100%, Ties-100%, Rails-100%.
- Ballasted Track: WA 1.3, 2.4, 3.1, 3.5, and 3.7.
- Signal House S02: Testing & commissioning—Complete.
- 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 (96.7% 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.
- Bus Shelters: Complete.
- 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.
- Bus shelters: Complete.
- End of Line Facility: Work on both interior/exterior elements. Testing & Commissioning.



*Shoulder Restoration*



*Concrete Side Walk Pour– Federal Way Downtown*



# Link light rail Federal Way Link Extension

## Schedule Summary

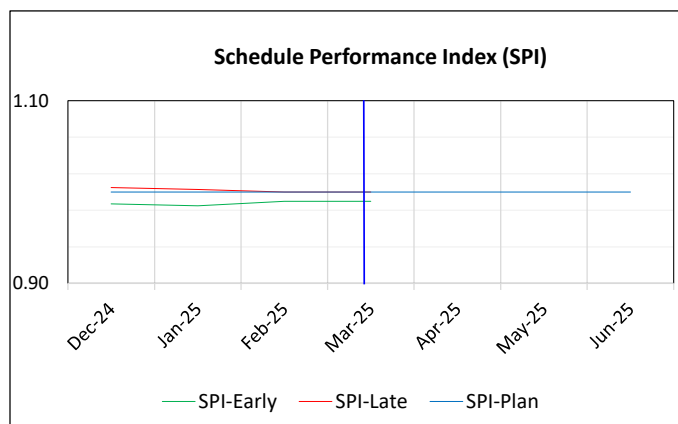
The schedule below represents the March 2025 CPM update. The weighted percent complete of major construction contracts is at 95.8% (last month was 95.1%). The Structure C Long Span impact and optimized contract milestones per change order #181 have been incorporated into the F200 schedule. All of the 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
<b>F200 Federal Way Link Extension Design-Build</b>	01-Jun-2019 A	17-Dec-2025			
<b>Contract Milestones</b>	07-Jun-2019 A	17-Dec-2025			
Limited Notice to Proceed	07-Jun-2019 A				
Contractual Notice to Proceed	28-Feb-2020 A				
Notice to Proceed	04-May-2020 A				
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-2020 A				
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		01-Mar-2022 A			
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (07-Nov-22)		04-Nov-2022 A			
MS 4a - Work in WSDOT ROW from Angle Lake Station to S 259th Place (VA-3) (01-Nov-23)		31-Oct-2023 A			
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jan-24)		22-Dec-2023 A			
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-2024 A			
Capability to move LRV South of Structure C (For Testing)	22-Nov-2024 A				
Schedule LRV Move South of Str C w/ ST Ops	19-Dec-2024 A	06-Jan-2025 A			
MS 5a - Substantial Completion Work North of Structure C (01-Jan-25)		31-Dec-2024 A			
Move LRV South of Str C (Deferred to January 2025 w/ ST Ops Concurrence)	07-Jan-2025 A	07-Jan-2025 A			
F200 ST Controlled Float for FW Bus Loop	19-Feb-2025 A	27-Feb-2025 A			
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)		27-May-2025*			
Substantial Completion for Milestone 5c		12-Jun-2025			
MS 5b - Substantial Completion Work South of Structure C (29-Mar-25)		17-Jun-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)		13-Aug-2025*			
MS 5c - Substantial Completion of All Work (except MS 5x Scope) (20-Aug-25)		10-Sep-2025*			
MS 5x - Substantial Completion of All Remaining Work (20-Oct-25)		20-Oct-2025*			
MS 5d - Acceptance of All Work (except MS 5x Scope) and Project Ready of Revenue Service (20-Oct-25)		09-Nov-2025*			
<b>Substantial Completion Inspection and Punchlist Milestone 5a</b>	08-Feb-2024 A	04-Apr-2025			
<b>Substantial Completion Inspection and Punchlist Milestone 5b</b>	25-Jul-2024 A	14-Aug-2025			
<b>Substantial Completion Inspection and Punchlist Milestone 5c</b>	17-Mar-2025 A	07-Nov-2025			
<b>Substantial Completion Inspection and Punchlist Milestone 5x</b>	10-Jun-2025	17-Dec-2025			
<b>Design</b>	07-Jun-2019 A	14-Apr-2025			
<b>Construction</b>	01-Jun-2019 A	17-Dec-2025			
<b>General</b>	01-Jun-2019 A	17-Dec-2025			
<b>Segment 1 Construction [STA 990+10 to 1112+99]</b>	28-Jun-2019 A	01-Oct-2025			
<b>Segment 2 Construction [STA 1112+99 to 1227+29]</b>	28-Jun-2019 A	30-Oct-2025			
<b>Segment 3 Construction [STA 1227+29 to 1401+87]</b>	28-Jun-2019 A	28-Oct-2025			
<b>Commissioning</b>	10-May-2021 A	08-Nov-2025			
<b>Provisional Sums</b>	01-Dec-2019 A	18-Aug-2025			
<b>Change Orders</b>	01-Jul-2019 A	10-Oct-2025			

## Schedule Performance Index

The Early SPI is 0.99 and Late SPI is 1.00. Current report calculated based on the March 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:

- Guideway superstructure construction is wrapping up, drainage, curb, and finish work remains.
- Track: Corridor Wide direct fixation track, plinths, sub ballast, ballast, ties, and rail.
- Ballasted Trackwork: WA 1.3, 2.4, 3.1, 3.5, and 3.7.
- Systems Corridor Wide: OCS pole, cantilevers, and framing. Down guy installation and wire pulls are also ongoing.
- 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 efforts.
- Star Lake Ancillary Building: Testing and Punchlist activities and commissioning.
- FWD Garage modification: Extensive work on interior/exterior elements. Testing and Commissioning efforts.

### Construction (continued):

- FWD Station: Extensive work on North/South surface and platform levels. Testing and Commissioning efforts.
- 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
<b>F200 Contractor– Kiewit Infrastructure West Co</b>	
Original Contract Value	\$1,285,200,000
Change Order Value (excludes betterments)	\$324,780,700
Current Contract Value	\$1,538,151,579
Total Actual Cost (Incurred to Date)	\$1,475,221,338
Percent Complete	95.8%
Authorized Contingency + Add'l Ctg	\$385,568,854
Contingency Drawdown (excludes betterments)	\$325,830,700
Contingency Index *	
*Excludes ATC/NTD, betterments	1.10



Soil Work at 317th St. S Federal Way

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

**TIFIA LOAN AGREEMENT  
MONTHLY REPORT**

**March 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 3/31/2025; 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	\$122.0	\$3.9	\$83.4	\$13.1	\$135.1	\$13.6	\$10.2
30-Support Facilities	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.4	\$0.4	\$0.0	\$0.0
40-Sitework I Special Conditions	\$7.4	\$6.6	\$5.5	\$0.0	\$0.7	\$1.1	\$6.6	\$0.8	(\$0.0)
50-Systems	\$16.2	\$16.2	\$15.1	\$0.2	\$7.0	\$1.1	\$16.2	(\$0.0)	(\$0.0)
<b>Construction Subtotal</b>	<b>\$172.7</b>	<b>\$168.5</b>	<b>\$142.6</b>	<b>\$4.2</b>	<b>\$91.1</b>	<b>\$15.8</b>	<b>\$158.3</b>	<b>\$14.4</b>	<b>\$10.1</b>
60-ROW	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.1	(\$0.0)	\$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	\$41.7	\$0.9	\$34.0	\$10.7	\$52.4	(\$2.7)	\$0.8
90-Unallocated Contingency	\$17.7	\$18.4	\$0.0	\$0.0	\$0.0	\$10.3	\$10.3	\$7.3	\$8.0
<b>Total TIFIA Project</b>	<b>\$240.2</b>	<b>\$240.2</b>	<b>\$184.3</b>	<b>\$5.1</b>	<b>\$125.2</b>	<b>\$36.9</b>	<b>\$221.2</b>	<b>\$18.9</b>	<b>\$18.9</b>

# Link light rail Pinehurst Station

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## 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 in future reports.</i>



Rendering of Station as Viewed from I-5 Overpass

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## Key Project Activities

- Continued ancillary building mechanical, electrical, plumbing installation, and painting.
- Continued station underground utility installation.
- Completed stairway structural steel erection.
- Continued platform communication room equipment setting.

## Closely Monitored Issues

- Coordination of single tracking to complete platform roof, lighting and stair towers.
- Station switchgear delivery.

# 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 \$5.1M was incurred, bringing the total expenditure to date at \$125.2M.

This period the project continues to forecast an Estimated Final Cost of \$221.2M with a budget underrun of \$18.9M.

### 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	\$5.7	\$0.2	\$5.7	\$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	\$16.7	\$0.2	\$16.1	\$21.0	\$0.1
Construction Services	\$17.3	\$17.2	\$12.7	\$0.5	\$8.4	\$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	\$145.5	\$4.2	\$91.4	\$170.2	\$18.9
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
<b>Total</b>	<b>\$240.2</b>	<b>\$240.2</b>	<b>\$184.3</b>	<b>\$5.1</b>	<b>\$125.2</b>	<b>\$221.2</b>	<b>\$18.9</b>

### 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	\$122.0	\$3.9	\$83.4	\$135.1	\$10.2
30 Support Facilities	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.4	\$0.0
40 Sitework & Special Conditions	\$7.4	\$6.6	\$5.5	\$0.0	\$0.7	\$6.6	\$0.0
50 Systems	\$16.2	\$16.2	\$15.1	\$0.2	\$7.0	\$16.2	\$0.0
<b>Construction Subtotal(10 - 50)</b>	<b>\$172.8</b>	<b>\$168.5</b>	<b>\$142.6</b>	<b>\$4.2</b>	<b>\$91.1</b>	<b>\$158.3</b>	<b>\$10.1</b>
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	\$41.7	\$0.9	\$34.0	\$52.4	\$0.8
90 Unallocated Contingency	\$17.6	\$18.4	\$0.0	\$0.0	\$0.0	\$10.3	\$8.0
<b>Total (10 - 90)</b>	<b>\$240.2</b>	<b>\$240.2</b>	<b>\$184.3</b>	<b>\$5.1</b>	<b>\$125.2</b>	<b>\$221.2</b>	<b>\$18.9</b>

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 \$45.7M.

**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 \$393k for construction change orders.

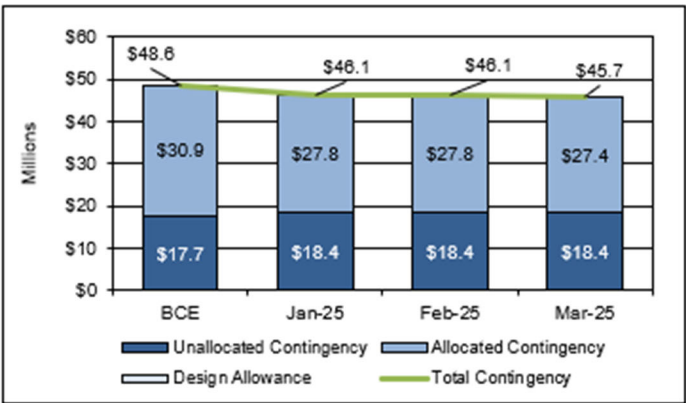
**Unallocated Contingency (UAC):** Used to address general project-wide cost risks and uncertainties. This period UAC did not change.

#### Contingency Status

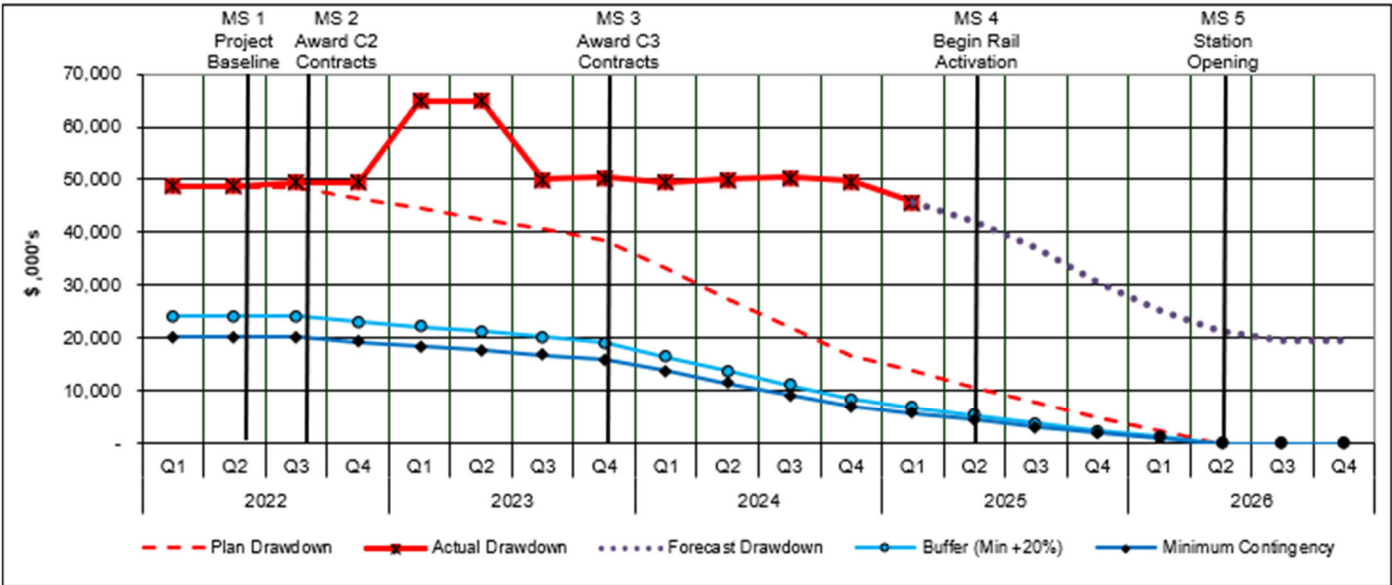
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Allocated Contingency	\$30.9	12.9%	\$27.4	31.9%
Unallocated Contingency	\$17.7	7.4%	\$18.4	21.4%
<b>Total:</b>	<b>\$48.6</b>	<b>20.2%</b>	<b>\$45.7</b>	<b>53.2%</b>

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

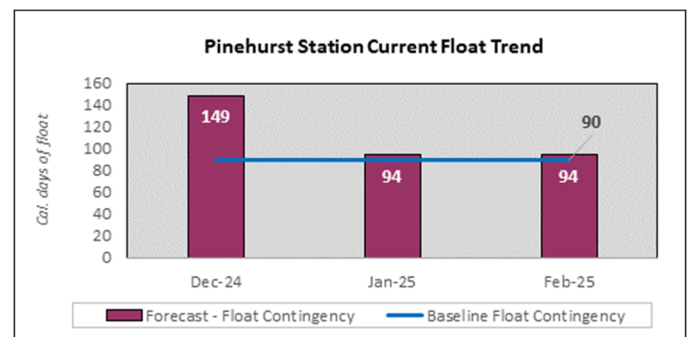
The weighted percent complete for the major construction contracts this month is 68.0% (last month was 64.8%).

The schedule below shows the integrated project schedule through February. The March schedule submittal from the contractor is still pending. The L230 contractor continues work on the station ancillary building, support structures for vertical conveyance, as well communications infrastructure. Work on base slabs is complete. The current projected Revenue Service Date remains Q2 2026.

Activity Name	Start	Finish	Q1	Q2	2025	Q3	Q4	Q1	2026	Q2	Q3
<b>Pinehurst Station</b>	15-Jul-13 A	25-Jun-26									
<b>Pinehurst Station - Design &amp; Permittin</b>	04-Feb-19 A	25-Jun-26									
<b>Pinehurst Station - ROW Acquisitions</b>	23-Jun-22 A	01-Mar-25									
<b>Pinehurst Station - L210 Platform &amp; Ca</b>	22-Sep-20 A	26-Jun-24 A									
<b>Pinehurst Station - L230 Finishes</b>	31-Jul-23 A	02-Mar-26									
<b>GENERAL</b>	31-Jul-23 A	02-Mar-26									
<b>PROCUREMENT</b>	31-Jul-23 A	22-Aug-25									
<b>CONSTRUCTION</b>	30-Aug-23 A	30-Dec-25									
<b>Mobilization</b>	30-Aug-23 A	30-Apr-24 A									
<b>STATION CONSTRUCTION</b>	14-Sep-23 A	30-Dec-25									
<b>CIVIL SITE UTILITIES</b>	21-May-24 A	07-Jul-25									
<b>SITE IMPROVEMENTS</b>	01-Mar-25	29-Dec-25									
<b>CLOSEOUT</b>	01-Oct-24 A	26-Dec-25									
<b>Pinehurst Station - L810 Systems Insta</b>	26-Dec-24 A	20-Oct-25									
<b>Sound Transit L810 90% Engineering / Cor</b>	26-Dec-24 A	20-Oct-25									
<b>L810 Construction</b>	26-Dec-24 A	20-Oct-25									
<b>Pinehurst Station - Rail Activation</b>	23-Feb-24 A	25-Jun-26									
<b>RA Tasks</b>	23-Feb-24 A	19-Mar-26									
<b>Pre-Revenue Service</b>	04-Mar-26	24-Mar-26									
<b>Project Float</b>	23-Mar-26	25-Jun-26									
Project Float	23-Mar-26	25-Jun-26									
<b>Revenue Service</b>	25-Jun-26	25-Jun-26									

## Project Float

Project float remains 94 days. Future updates may reflect a change in float shown as ST evaluates the impact of delays that have been incurred by the civil, L230 contractor. At this time 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	\$13.2	\$17.6	\$17.4	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	\$7.8	Jul 2020	May 2026
Systems CMC	NWTSP	\$0.2	\$0.0	\$0.2	\$0.1	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	\$1.7	\$99.9	\$61.3	Aug 2023	Oct 2025
L810 Systems Construction	Mass Electric	\$14.3	\$0.1	\$14.4	\$6.8	Feb 2022	Nov 2025
				\$167.8	\$116.6		

# Link light rail

## Pinehurst Station

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### 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.

### 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	9.6	6.7
Consultants	13.1	25.0	(11.9)
TOTAL	29.4	34.6	(5.2)
* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.			

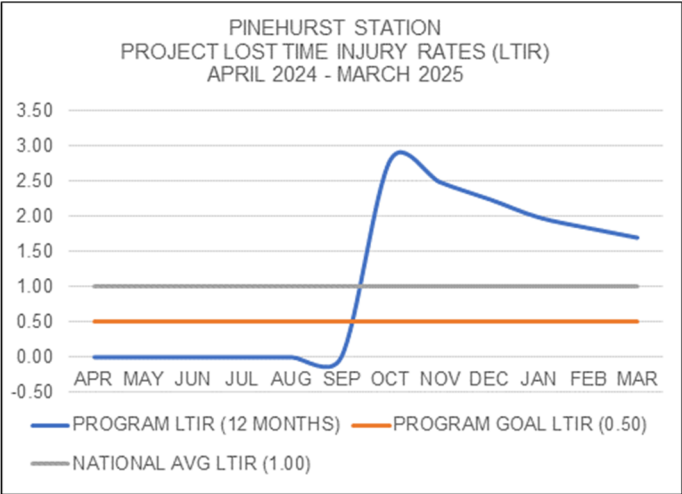
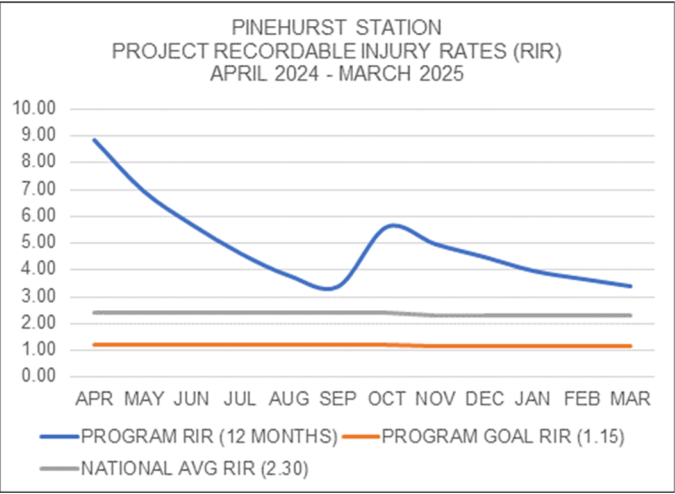
### Sound Transit Board Actions

Board Action	Description	Date
	None this period	

Link light rail  
Pinehurst Station










Construction Safety

Monthly KPI	Construction Safety	Project Monthly <sup>1</sup>	Project Average <sup>2</sup>	Program Goal <sup>3</sup>	National Average <sup>4</sup>	Notes
	Recordable Injury Rate (RIR)	0.00	3.39 <sup>5</sup>	1.15	2.30	There were no recordable or lost time incidents reported in March.
	Lost-Time Injury Rate (LTIR)	0.00	1.70 <sup>6</sup>	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 (3.39) is 195.0% above the Program Goal and 47.5% 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.
- For reference the Project Average LTIR (1.70) is 239.3% above the Program Goal and 69.6% above the National Average. The project experienced two (2) OSHA recordable injuries in 2024, one of which resulting in lost time.

Construction Safety KPI				Notes
			Current Recordable Injury (RIR) and Lost-time Incident Rates (LTIR) are below 50% national averages.	<ul style="list-style-type: none"><li>Color indicates performance against target.</li><li>Arrow direction indicates trend.</li><li>UP Arrow is Favorable.</li><li>DOWN Arrow is Unfavorable.</li></ul>
			Current Recordable Injury (RIR) and Lost-time Incident Rates (LTIR) are greater than 50% and less than 100% national averages.	
			Current incident rates are higher than the national averages.	



# Link light rail Pinehurst Station

## Contract L230 Station Finishes

### Current Progress

- Continued precast stair and elevator base structural steel installation.
- Continued underground utility installation.
- Continued ancillary building M/E/P, flooring and painting.

### Schedule Summary

The L230 contract schedule has been updated through February. The March schedule submittal is pending. The critical path in the remains in the construction of the Ancillary Building. 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
Pinehurst Station - L230 Finishes	31-Jul-23 A	02-Mar-26																						
GENERAL	31-Jul-23 A	02-Mar-26																						
Milestones (Start / Complete)	31-Jul-23 A	02-Mar-26																						
Milestones (Interim Contract)	22-Nov-23 A	15-May-25																						
Milestones (CIP Contractor Coordination MSs - Ab	26-Jun-25	10-Nov-25																						
Project Start-up	31-Jul-23 A	11-Aug-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-Mar-25																						
CONSTRUCTION	30-Aug-23 A	30-Dec-25																						
Mobilization	30-Aug-23 A	30-Apr-24 A																						
STATION CONSTRUCTION	14-Sep-23 A	30-Dec-25																						
CIVIL SITE UTILITIES	21-May-24 A	07-Jul-25																						
SITE IMPROVEMENTS	01-Mar-25	29-Dec-25																						
CLOSEOUT	01-Oct-24 A	26-Dec-25																						
PROVISIONAL SUMS	19-Aug-24 A	02-Jan-26																						
CHANGE ORDERS	28-Aug-24 A	15-May-25																						

Present Financial Status	Amount
<b>L230 Absher – Civil Construction</b>	
Original Contract Value	\$98,270,000
Change Order Value	\$1,655,392
Current Contract Value	\$99,925,392
Total Actual Cost (Incurred to Date)	\$61,304,870
Percent Complete	63.4%
Authorized Contingency	\$14,740,500
Contingency Drawdown	\$1,655,392
Contingency Index	5.6



North plaza stairs

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

**TIFIA LOAN AGREEMENT  
MONTHLY REPORT  
March 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 3/31/2025; 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	\$52.5	\$3.1	\$55.7	\$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	\$12.4	\$0.1	\$12.5	\$29.5	(\$6.8)
50 Systems	\$6.9	\$3.8	\$6.3	\$6.3	\$6.3	\$0.0	\$6.3	\$6.3	(\$6.3)
<b>Construction Subtotal (10 - 50)</b>	<b>\$191.5</b>	<b>\$191.9</b>	<b>\$189.3</b>	<b>\$148.0</b>	<b>\$71.2</b>	<b>\$3.2</b>	<b>\$74.4</b>	<b>\$170.5</b>	<b>\$19.2</b>
60 Row, Land	\$22.1	\$20.8	\$31.4	\$27.4	\$27.2	\$0.1	\$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	\$78.6	\$67.5	\$0.4	\$67.9	\$85.8	(\$3.6)
90 Unallocated Contingency	\$11.3	\$14.5	\$10.3	\$0.1	\$0.1	\$0.0	\$0.1	\$6.3	\$7.7
<b>Total RRIF Project (10 - 90)</b>	<b>\$314.4</b>	<b>\$311.3</b>	<b>\$318.8</b>	<b>\$254.0</b>	<b>\$166.0</b>	<b>\$3.7</b>	<b>\$169.7</b>	<b>\$294.8</b>	<b>\$21.2</b>

#### 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 <sup>1</sup>
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	(\$0.1)	\$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)
<b>Puyallup Construction Subtotal</b>	<b>\$47.8</b>	<b>\$48.0</b>	<b>\$47.7</b>	<b>\$46.7</b>	<b>\$46.7</b>	<b>(\$0.1)</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>\$1.4</b>
60 Row, Land	\$6.7	\$5.4	\$6.8	\$6.7	\$6.7	\$0.0	\$6.7	\$6.7	(\$1.4)
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
<b>Total Puyallup Project</b>	<b>\$82.3</b>	<b>\$79.1</b>	<b>\$81.9</b>	<b>\$80.4</b>	<b>\$80.4</b>	<b>(\$0.1)</b>	<b>\$80.3</b>	<b>\$80.3</b>	<b>(\$1.2)</b>

#### 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	\$12.2	\$0.8	\$13.0	\$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	\$1.9	\$0.0	\$1.9	\$10.5	\$0.1
50 Systems	\$2.3	\$2.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Sumner Construction Subtotal</b>	<b>\$67.0</b>	<b>\$67.1</b>	<b>\$65.6</b>	<b>\$45.7</b>	<b>\$14.1</b>	<b>\$0.8</b>	<b>\$15.0</b>	<b>\$57.0</b>	<b>\$8.5</b>
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	\$29.3	\$25.1	\$0.1	\$25.2	\$32.6	\$0.5
90 Unallocated Contingency	\$4.8	\$4.8	\$4.8	\$0.1	\$0.1	\$0.0	\$0.1	\$2.8	\$1.9
<b>Total Sumner Project</b>	<b>\$108.9</b>	<b>\$109.0</b>	<b>\$108.0</b>	<b>\$79.4</b>	<b>\$43.5</b>	<b>\$0.9</b>	<b>\$44.4</b>	<b>\$97.0</b>	<b>\$11.0</b>

#### 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	\$47.5	\$9.3	\$2.4	\$11.6	\$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	\$1.1	\$0.1	\$1.2	\$9.7	\$1.5
50 Systems	\$0.8	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Auburn Construction Subtotal</b>	<b>\$76.7</b>	<b>\$76.8</b>	<b>\$76.1</b>	<b>\$55.6</b>	<b>\$10.4</b>	<b>\$2.4</b>	<b>\$12.8</b>	<b>\$66.8</b>	<b>\$9.3</b>
60 Row, Land	\$10.8	\$10.8	\$20.1	\$16.4	\$16.3	\$0.1	\$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	\$22.2	\$15.5	\$0.3	\$15.8	\$26.2	\$0.8
90 Unallocated Contingency	\$6.1	\$6.1	\$5.5	\$0.0	\$0.0	\$0.0	\$0.0	\$3.5	\$2.0
<b>Total Auburn Project</b>	<b>\$123.2</b>	<b>\$123.3</b>	<b>\$128.8</b>	<b>\$94.2</b>	<b>\$42.2</b>	<b>\$2.8</b>	<b>\$45.0</b>	<b>\$117.5</b>	<b>\$11.3</b>

#### 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***

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### **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*

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### **Key Project Activities**

#### **Sumner:**

- Continued construction of foundation for grade beams, pile caps, and sitework.
- Completed all design package IFC's and is working to incorporate any post IFC design changes.
- Underground utility rough-in has started within the garage footprint.
- Preparation for slab on grade placement has started. First zone planned for April.

# ***Sounder commuter rail***

## ***Sumner Kent Auburn Stations Parking & Access Improvements***

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### **Key Project Activities (continued)**

#### **Kent:**

- Auger-Cast Piling work completed.
- Absher proceeding with excavation of pile cap.
- Installation of dewatering system completed.
- Design Package Status:
  - DP-02 Site and Foundations Package:
    - ◇ Civil package submitted and under review by City of Kent.
  - DB-03 Garage: ST review of 100% design completed. Absher updating design and coordinating with City of Kent for permit resubmittal.
  - DP-04 KCM layover yard: KCM requested removal of charging system from layover yard scope of work on 2/13. ST issued stop work order to Absher on 2/14 for design of KCM layover yard. KCM is currently revising the scope of work for layover yard.
  - DP-05 Offsite work: ST completed 60% package review. Absher proceeding to 100% design and permit submittal with City of Kent.

#### **Auburn:**

- Absher continues to work on deep soil mixing activities.
- Draft agreement with King County Metro for bus stop improvements under review by KCM.
- Submitted initial request to Auburn vacate street ROW property for garage transformer.
- Design-Builder continued to progress all design packages:
  - The DP-02 site and foundation package IFC is approved.
  - ST is reviewing the 100% Garage package.
  - The building permit has been approved by the City and pending issuance.



# ***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 \$7.5M was incurred, bringing the total expenditure to date at \$123.7M.

This period the project continues to forecast an Estimated Final Cost of \$325.1M with a budget underrun of \$34.5M

\*Note: Incurred this month does not include Puyallup.

### **Cost Summary by Phase**

<b>Project Phase</b>	<b>Baseline Budget</b>	<b>Authorized Project Allocation</b>	<b>Commitment to Date</b>	<b>Incurred this Month*</b>	<b>Incurred to Date</b>	<b>Estimated Final Cost (EFC)</b>	<b>Authorized Allocation vs. EFC</b>
Administration	\$26.2	\$26.2	\$14.6	\$0.2	\$14.6	\$25.2	\$1.0
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	\$27.6	\$0.0	\$12.2	\$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	\$175.8	\$7.1	\$55.8	\$221.7	\$31.1
ROW	\$31.2	\$31.2	\$26.4	\$0.1	\$26.2	\$31.2	\$0.0
<b>Total</b>	<b>\$359.7</b>	<b>\$359.7</b>	<b>\$260.6</b>	<b>\$7.5</b>	<b>\$123.7</b>	<b>\$325.1</b>	<b>\$34.5</b>

### **Cost Summary by SCC**

<b>SCC Element</b>	<b>Baseline Budget</b>	<b>Authorized Project Allocation</b>	<b>Commitment to Date</b>	<b>Incurred this Month</b>	<b>Incurred to Date</b>	<b>Estimated Final Cost (EFC)</b>	<b>Authorized Allocation vs. EFC</b>
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$135.3	\$184.5	\$134.0	\$6.5	\$35.8	\$163.3	\$21.3
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special	\$85.1	\$37.7	\$24.8	\$0.3	\$4.4	\$33.0	\$4.7
50 Systems	\$5.1	\$0.0	\$0.1	\$0.0	\$0.1	\$0.1	(\$0.1)
<b>Construction Subtotal (10 - 50)</b>	<b>\$225.5</b>	<b>\$222.3</b>	<b>\$158.9</b>	<b>\$6.8</b>	<b>\$40.2</b>	<b>\$196.4</b>	<b>\$25.9</b>
60 ROW, Land	\$24.5	\$30.5	\$26.4	\$0.1	\$26.2	\$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	\$75.3	\$0.5	\$57.2	\$87.0	\$3.5
90 Unallocated Contingency	\$17.2	\$16.2	\$0.0	\$0.0	\$0.0	\$11.0	\$5.2
<b>Total (10 - 90)</b>	<b>\$359.7</b>	<b>\$359.7</b>	<b>\$260.6</b>	<b>\$7.5</b>	<b>\$123.7</b>	<b>\$325.1</b>	<b>\$34.5</b>

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 \$81.1M, with a decrease of \$586K compared to previous month.

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

**Allocated Contingency (AC)** is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period AC decreased by \$586K, including \$175K for the executed change order for the Sumner design-build contract.

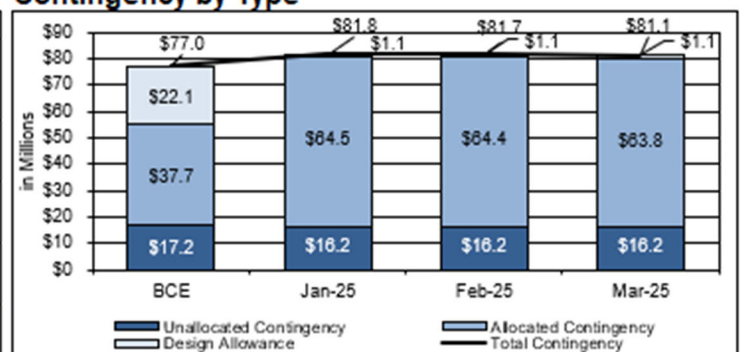
**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

### **Contingency Status (Monthly)**

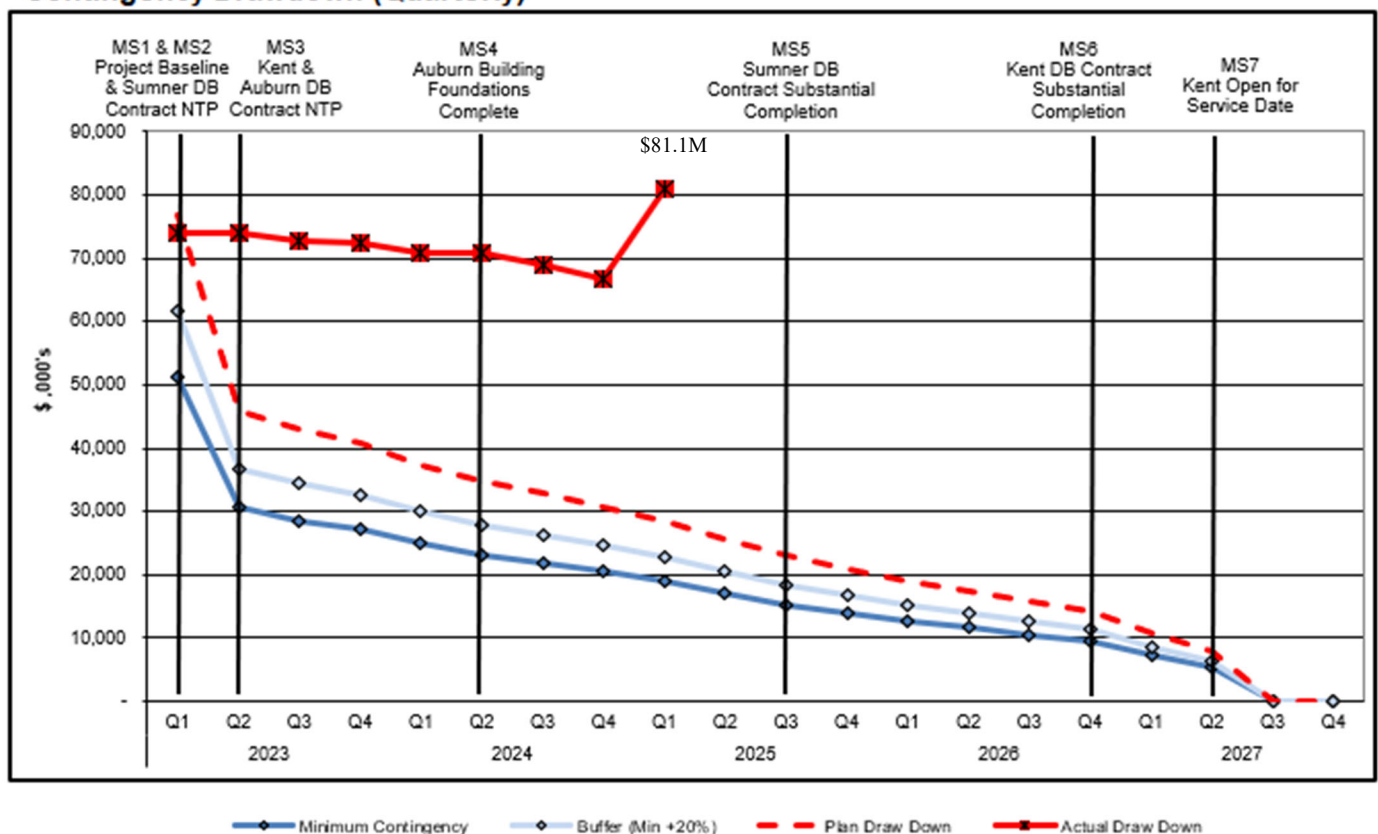
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$22.1	6.1%	\$1.1	0.71%
Allocated Contingency	\$37.7	10.5%	\$63.8	41.20%
Unallocated Contingency	\$17.2	4.8%	\$16.2	10.46%
<b>Total:</b>	<b>\$77.0</b>	<b>21.4%</b>	<b>\$81.1</b>	<b>52.37%</b>

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 27.97% (last month was 23.76%).

The schedule below shows the schedule through March 1 for Sumner and Auburn and thru April 1 for Kent. 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. Revised Issue for Construction (IFC) drawings for DP02 are still with ST for review. City of Sumner reviewing Lot Line Adjustment permit and Frontage Lighting Redesign. Foundation Concrete in Zone 4 and 5 are in progress. Form, Reinforce and Pour for Foundation Walls of GL2 & 3 of L1Z1, the Shear Walls and Columns of L1Z2 and Z3, and the rough-in mechanical for Zone 1 thru Zone 5 are all in progress

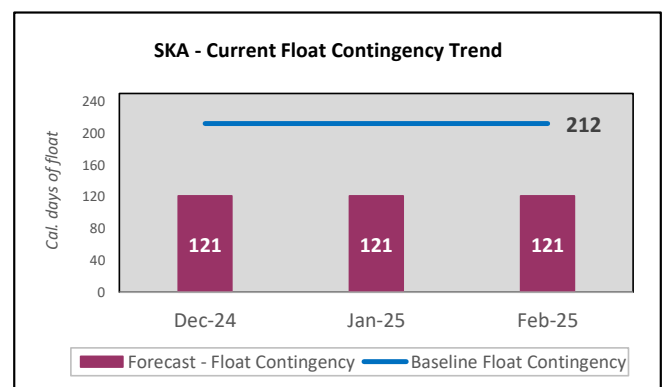
**Auburn:** NTP was issued in January 2024. Auburn IFC Design Package (DB) 01 is still in the final stage. DP02 IFC is under ST review and DP03 and DP04 100% package are still in progress. Design Builder is incorporating City comments for Building Permit and the City of Auburn is reviewing DP04 Permit. Site Deep Soil Mixing for Zone 2 is in progress and Potholes at A, and 1st. Streets are near completion.

**Kent:** NTP was issued in December 2023. City of Kent continues 2nd Permit Review for DP03. IFC DPO02 Comment Resolution is completed. The Design Builder continues working on 100% DP03, DP04, and DP05. Zone 1 and Zone 2 Auger Cast Piles Installations are completed.

Activity Name	Start	Finish	2025			2026			2027		
			p	q	a	q	a	q	a	q	a
<b>S300018 - Sumner Station Parking and Access Improvements - DB APR MS</b>	Jan-26-23 A	Mar-31-26									
ST Board Approves Project Baseline - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A									
MS03 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		Mar-27-25*									
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*									
<b>S300040 - Auburn Station Parking and Access Improvements - DB APR MS - Original</b>	Jan-26-23 A	Mar-31-27									
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A									
MS03 CS Issues DB LNT - 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		Jul-10-25									
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review) - Per CL		Dec-31-26*									
Operational Readiness Period	Dec-31-26	Feb-28-27									
Revenue Service Date - Baseline		Mar-31-27									
<b>S300035 - Kent Station Parking and Access Improvements - DB APR MS</b>	Jan-26-23 A	Jun-30-27									
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A									
MS03 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-03-25									
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review) CL 10/10/2026		Oct-12-26*									
Operational Readiness Period - Kent - Handing Over	Oct-13-26	Dec-11-26									
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. 91 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 30 days of the Auburn baseline float have been exhausted recovering 0 days from last update. ST continues working with the design-build contractor to recover the Auburn schedule. Overall, the project still has 121 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
<b>Completed Contracts</b>					<b>4,891,608</b>	<b>4,891,608</b>			
	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
<b>In-Progress Contracts</b>					<b>128,279,738</b>	<b>44,726,577</b>			
RTA/AE 0613-18	DBPM/ Auburn	HNTB Corporation	1,800,002	7,631,918	9,431,920	3,713,310	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	15,957,006	1/16/2024	12/31/2026	Open
RTA/AE 0613-18	DBPM/ Sumner	HNTB Corporation	6,100,115	523,834	7,030,402	4,687,941	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	20,368,320	2/27/2023	11/30/2025	Open
<b>Planned Contracts</b>									
None									
<b>Total Contracts</b>					<b>133,171,346</b>	<b>49,618,185</b>			

# ***Souder commuter rail***

## ***Sumner Kent Auburn Stations Parking & Access Improvements***

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### **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 during permit approval.
- Increasing market costs could impact the design-builder's project buy-out going forward.

### **Closely Monitored Issues**

- **Auburn:** Property acquisition in Auburn court appeal process is underway and 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:** Coordination with City of Kent project staff regarding challenges with alley width design deviations that have been identified as critical to the project.
- Reviewing project staffing given ST re-organization.

### **Community Engagement**

- **Sumner:** Ongoing construction engagement for impacted stakeholders.
- **Auburn:** Ongoing construction engagement for impacted stakeholders.
- **Kent:** Ongoing construction engagement for impacted stakeholders.



# ***Sounder commuter rail***

## ***Sumner Kent Auburn Stations Parking & Access Improvements***

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### **Sound Transit Board Actions**

<b>Board Action</b>	<b>Description</b>	<b>Date</b>
	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.

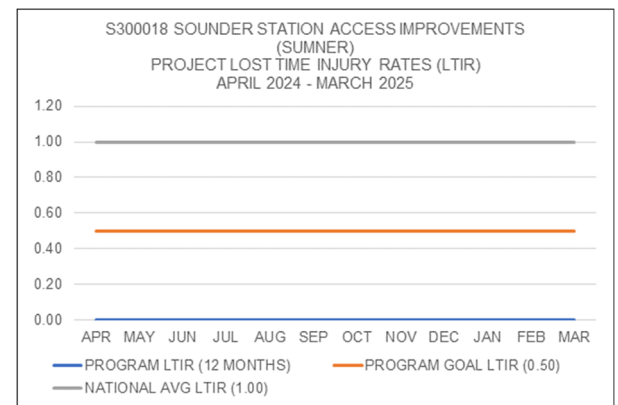
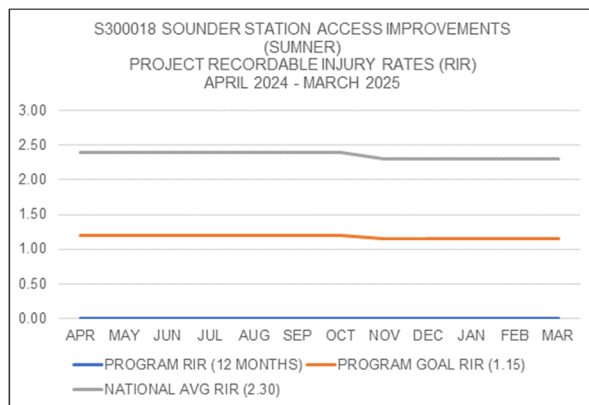
<b>Resource Type</b>	<b>Planned FTE Monthly Average</b>	<b>YTD Actual FTE Monthly Average</b>	<b>Variance</b>
ST Staff	18.3	13.4	4.9
Consultants	20.0	17.9	2.1
TOTAL	38.3	31.3	7.0
<i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i>			

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



## **Construction Safety**

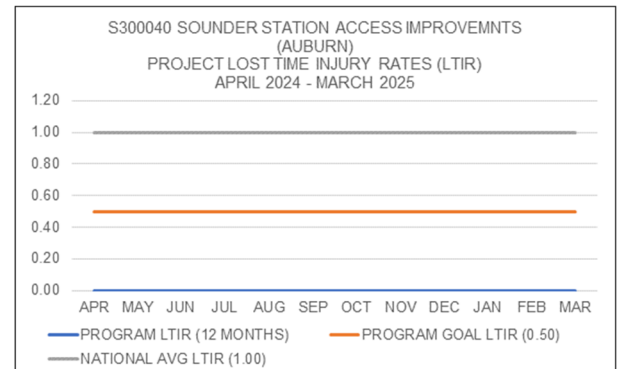
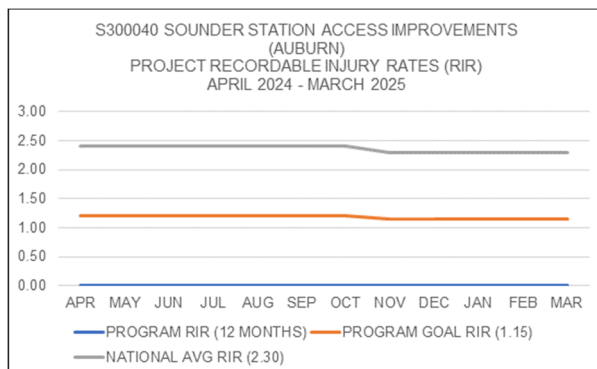
### **Sumner Station Parking & Access Improvements**

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



### **Auburn Station Parking & Access Improvements**

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





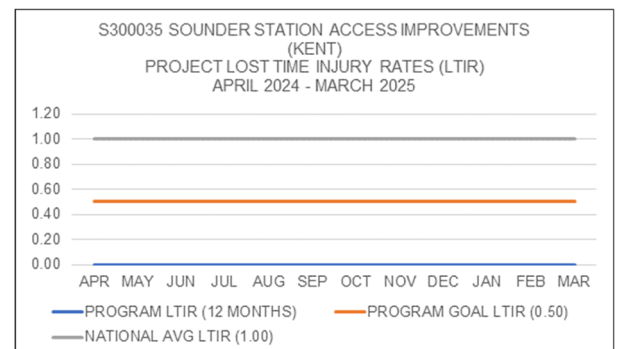
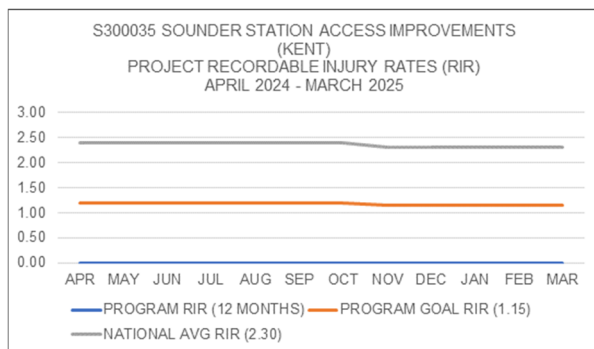
# ***Sounder commuter rail***

## ***Sumner Kent Auburn Stations Parking & Access Improvements***

### **Construction Safety (continued)**










#### Kent Station Parking & Access Improvements

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

Construction Safety KPI				Notes
			Current Recordable Injury (RIR) and Lost-time Incident Rates (LTIR) are below 50% national averages.	<ul style="list-style-type: none"> <li>• Color indicates performance against target.</li> <li>• Arrow direction indicates trend.</li> <li>• UP Arrow is Favorable.</li> <li>• DOWN Arrow is Unfavorable.</li> </ul>
			Current Recordable Injury (RIR) and Lost-time Incident Rates (LTIR) are greater than 50% and less than 100% national averages.	
			Current incident rates are higher than the national averages.	

# ***Sounder commuter rail*** ***Sumner Kent Auburn Stations Parking & Access Improvements***

## **Design / Build Contract - Sumner Station Parking & Access Improvements**

### **Current Progress (Based on February Schedule Update)**

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

- DP02 Revised IFC - Structural and Architectural Drawings - with ST for review.
- Elevators, signage, Lighting, Vertical Circulation Structural Steel, Fire Suppression Piping, Façade Structural Steel, and Lighting Material Submittals are still under review and approval.
- Fabricate / Deliver Structural Steel Embeds, Diesel Generator, and Switch Gear are in progress.
- Form/Rebar/Pour Pile Caps for L1 Z1, Z2, and Z3 are complete. Pile Caps of L1 Z4 and Z5 and Foundation Walls of L1 Z1, and Columns and Sheer Walls of L1 Z2 / Z3 are in progress.
- Storm Vault installation, mechanical rough-in, and electrical work commenced.

### **Schedule Summary**

The schedule below represents February schedule update, as March is still under review. Logic still needs to be revised to mitigate delays. Change Order No. 9 has been approved and incorporated in both schedule and Baseline update cycle. DP02 IFC modifications submittal is still under ST review. Design Builder still working on acquiring Mechanical and fire Permits, developing numerous construction and material submittals, early utility, Mechanical rough-in, concrete FRP Pile Caps work on L1 / Zones 4 and 5 and on Level 1 Zone 1, 2, and 3.

Activity Name	Start	Finish	2025				2026	
			Q1	Q2	Q3	Q4	Q1	Q2
<b>Sumner Parking and Access Improvement - Update 20 - 2/28/2025 - Rev1 - Current</b>	Feb-27-23 A	Apr-13-26						
<b>Administrative</b>	Feb-27-23 A	Apr-13-26						
<b>Contract Milestones</b>	Feb-12-26	Apr-13-26						
MST 1 Substantial Completion (NTP + 948 + 59 CD = 11/30/2025)		Feb-12-26*						
MST 2 Acceptance (NTP + 978 + 59 CD = 12/30/2025)		Mar-14-26*						
MST 3 Final Acceptance (NTP + 1008 + 59 CD = 1/29/2026)		Apr-13-26*						
<b>Interface Milestones</b>	May-09-24 A	Dec-23-25						
<b>Contract Administration</b>	Feb-27-23 A	Apr-13-26						
<b>Design</b>	Feb-27-23 A	Apr-13-26						
Design Team Administrative Submittals	Sep-04-25	Apr-13-26						
Design Review	Mar-04-24 A	Mar-27-25						
Permitting	Aug-19-24 A	Feb-12-26						
Third Party Coordination	Feb-27-23 A	Apr-18-25						
<b>Construction</b>	Sep-06-23 A	Apr-08-26						
Construction Administrative Submittals	Oct-06-25	Apr-08-26						
Procurement	Sep-06-23 A	Oct-17-25						
Maintenance of Traffic	Apr-28-25	Sep-11-25						
Sitework	Jun-17-25	Jun-23-25						
Utilities	May-16-24 A	Aug-21-25						
Earthwork	Jan-18-25 A	Jun-16-25						
Structure	Jan-23-25 A	Dec-02-25						
Mechanical	Feb-03-25 A	Oct-23-25						
Electrical	Mar-05-25	Dec-22-25						
Elevator	Aug-28-25	Nov-17-25						
Architectural Finishes	Jun-13-25	Feb-11-26						
Restoration	May-29-25	Sep-04-25						
Off Site Improvements (Thompson)	May-05-25	Jun-13-25						
Commissioning & Closeout	Dec-19-25	Mar-14-26						
Provisional Sums	Feb-27-23 A	Jan-28-26						
Change Orders	Nov-01-23 A	Feb-27-26						

# ***Souder commuter rail***

## ***Sumner Kent Auburn Stations Parking & Access Improvements***

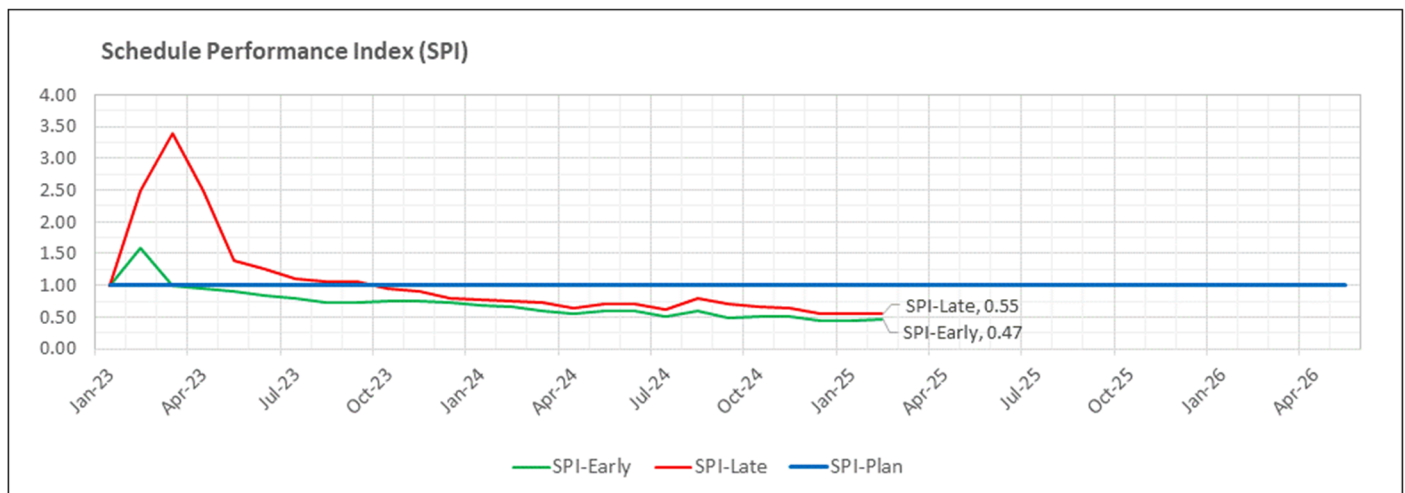
### **Design / Build Contract - Sumner Station Parking & Access Improvements**

#### **Critical Path Analysis**

The critical path is based on February's schedule's longest path; 46 activities are on the longest path. It starts with FRP Pile Caps for L1 Z4, concrete work for L1 Z4 and 5, L2 Z4 and Z5, Electrical rough-in, and Trim/Finish work, architectural finishes, Start-up/testing and commissioning, punch list items, final inspection, and closeout.

#### **Schedule Performance Index**

Early SPI represents progress against an optimistic version of the contract baseline schedule. February period early SPI is 0.47 (increase from 0.45 reported last period). Late SPI represents progress against a more conservative schedule. Late SPI is 0.55 (decrease from 0.56 reported last period). Main contributors of the Early SPI are fabrication/delivery of lighting, switch gear and facade structural steel, installation of brick façade at Knee Walls and roofing vertical circulation. None of which are the Critical Path. Many form deck and beams activities are contributing to this SPI that are on the longest path of schedule.





# ***Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements***

## **Design / Build Contract - Sumner Station Parking & Access Improvements**

### **Next Period Activities:**

- Working towards finalizing Revised DP02 IFC Drawings.
- FRP Pile Caps—L1 Z4 and Z5.
- FRP Foundation Walls L1 Z1, FRP Columns and Sheer Walls for L1 Z2 and Z3.
- Utilities, mechanical and Earthwork—Different Phases.
- Continue development, submit, and review and approval of Material/Equipment submittals.
- FRP Pile Caps and foundation walls concrete work.

### **Closely Monitored Issues:**

- Change orders related to extensive coordination with City of Sumner permitting process.
- Design changes related to design deviation and code compliance.
- BNSF coordination of Maple Street intersection.

### **Cost Summary**

<b>Present Financial Status</b>	<b>Amount</b>
<b>SCR670 DB Contractor—Harbor Pacific Contractors</b>	
Original Contract Value	\$49,000,000
Change Order Value	\$2,414,598
Current Contract Value	\$51,414,598
Total Actual Cost (Incurred to Date)	\$20,368,320
Percent Complete	40%
Authorized Contingency	\$10,880,000
Contingency Drawdown	\$2,414,598
Contingency Index	1.8



*Forming & pacing pile caps/grade beams at Sumner*

# ***Souder commuter rail***

## ***Sumner Kent Auburn Stations Parking & Access Improvements***

### **Design / Build Contract - Auburn Station Parking & Access Improvements**

#### **Current Progress (Based on February Schedule Update)**

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

- IFC DP02 Foundation and Utilities - Submitted.
- 60% DP03 Package is in Comment Resolution.
- 60% DP04 Completed Comment Resolution.
- DP03 Building Permit - under Comment Address / Incorporate.
- DP04 Offsite Work Permit - Under City of Auburn Review.
- Zone 3 : Deep Soil Mixing for Garage Foundation - Completed.
- A and 1st. Street Survey - Completed.

Activity Name	Start	Finish	2025					2026				2027		
			4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
<b>S300040 - ASAI Pay App 13 - 2025.2.28- Current</b>	Jan-16-24 A	Apr-30-27												
<b>ADMINISTRATIVE</b>	Jan-16-24 A	Apr-30-27												
<b>Contract Milestones &amp; Summaries</b>	Jan-16-24 A	Apr-30-27												
Contract Duration: (LNTP+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*												
<b>Coordination to Final Acceptance</b>	Jan-22-27	Apr-30-27												
<b>DESIGN</b>	Jan-16-24 A	Jun-23-26												
<b>Design Milestones</b>	Mar-07-25	Mar-07-25												
<b>Design Administration</b>	Jan-16-24 A	Jun-23-26												
<b>Design Contracts &amp; Administrative Submittals</b>	Dec-23-24 A	Mar-25-25												
<b>Design Development</b>	Dec-23-24 A	Jul-10-25												
<b>02 Site, Foundation &amp; Utilities</b>	Feb-27-25 A	Mar-04-25												
<b>IFC Site, Foundation &amp; Utilities</b>	Feb-27-25 A	Mar-04-25												
<b>03 Building</b>	Dec-23-24 A	Jul-01-25												
<b>60% Building</b>	Jan-27-25 A	Mar-06-25												
<b>100% Building</b>	Dec-23-24 A	May-12-25												
<b>IFC Building</b>	May-13-25	Jul-01-25												
<b>04 Offsite Work</b>	Dec-23-24 A	Jul-10-25												
<b>60% Offsite Work</b>	Jan-27-25 A	Mar-03-25												
<b>100% Offsite Work</b>	Dec-23-24 A	Apr-30-25												
<b>IFC Offsite Work</b>	May-01-25	Jul-10-25												
<b>PERMITTING</b>	Jan-31-25 A	Sep-25-25												
<b>PROCUREMENT</b>	Jan-17-25 A	Nov-12-26												
<b>CONSTRUCTION</b>	Feb-17-25 A	Feb-18-27												
<b>BID ITEM 2 TRENCH EXCAVATION</b>	Oct-02-25	Oct-08-25												
<b>PROVISIONAL SUMS</b>	Oct-28-24 A	Nov-16-26												
<b>CHANGE ORDERS</b>	Jan-21-25 A	Sep-03-25												

# ***Souder commuter rail***

## ***Sumner Kent Auburn Stations Parking & Access Improvements***

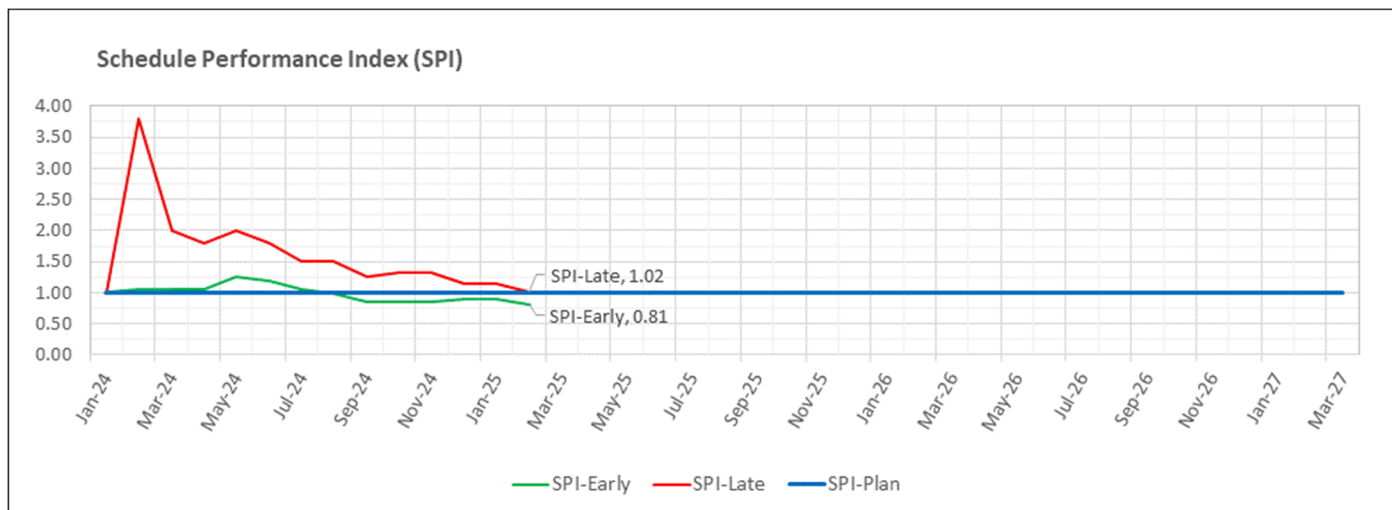
### **Design / Build Contract - Auburn Station Parking & Access Improvements**

#### **Critical Path Analysis**

The critical path is based on February schedule's longest path. 243 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. February period early SPI is 0.81 (compared to 0.89 last period). Late SPI represents progress against a more conservative schedule. Late SPI is 1.02 (compared to 1.14 last period). Main contributors of the Early SPI are deep soil mixing of Zones 1 and 2, Detention Vault Excavate, Concrete Footings Form, and Excavate Foundations for Zone 1 and Zone 2.



# ***Souder commuter rail***

## ***Sumner Kent Auburn Stations Parking & Access Improvements***

### **Design / Build Contract - Auburn Station Parking & Access Improvements**

#### **Next Period Activities (February Schedule):**

- Completing DP01 Early Site Work IFC Drawings Issuance.
- Completing DP03 and DP04 100% Drawings.
- Completing DP03 Permit Comment Incorporation and DP04 Permit City of Auburn comment receipt.
- Continue Dev/Submit, review and approval of designs, and early construction submittals.
- Deep Soil Mixing in Zone 2.
- Completing Off-Site work (potholes) at A, 1st and B Streets.

#### **Closely Monitored Issues:**










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

#### **Cost Summary**




<b>Present Financial Status</b>	<b>Amount</b>
<b>SCR672 DB Contractor—Absher Construction Co</b>	
Original Contract Value	\$60,000,000
Change Order Value	\$402,818
Current Contract Value	\$60,402,818
Total Actual Cost (Incurred to Date)	\$15,957,006
Percent Complete	26%
Authorized Contingency	\$11,000,000
Contingency Drawdown	\$402,818
Contingency Index	7.2




## 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 (RIR) and Lost-time Incident Rates (LTIR) are below 50% national averages.
	Current Recordable Injury (RIR) and Lost-time Incident Rates (LTIR) 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 refers to Link light rail between Northgate and Angle Lake</p> <p>2 Line (Effective spring 2024) refers to Link light rail operating between South Bellevue and Redmond Technology</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
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
TAG	Technical Advisory Group

Acronym	Terminology
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
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
WTS	Women's Transportation Seminar
YOE	Year of Expenditure