



System Expansion Monthly Status Report

Reporting Period: February 2025



Art panels installed at the Downtown Redmond Station, part of Sound Transit's STart program

In February 2025, Sound Transit advanced its 2025 initiatives in People, Process, and Tools, further strengthening its organizational capabilities. The Capital Delivery Department (CDD) completed its executive leadership team, adding John Martin as Executive Director for Delivery Team 4 (Sunder and State of Good Repair) and Bernadette McDermott as Executive Director for the Center of Excellence. Implementing the Project Management Information System (PMIS) continued, with a focus on platform modules planning and process workflows. Sound Transit hosted the 101st Quarterly Federal Transit Administration (FTA) Meeting, providing updates on safety, operations, and capital program. CDD continues to invest in industry and community partnerships through participation in events, like the ACEC Engineering Excellence Awards and the Northwest Construction Consumer Council.

Projects in planning (pre-baselined)

The Sound Transit 3 (ST3) projects are primarily in the planning phase. Work on the projects is proceeding. Project teams are working to gather cost data, assess market conditions, and identify cost-saving opportunities at both the programmatic and project levels. Key updates are inclusive of the following:

Cost savings & efficiency:

- Projects are identifying measures related to the Cost Savings Workplan to track cost schedule, quality and safety efficiencies, and reduction of construction impacts. This analysis resulted in approximately 500 measures this month that are at various stages of study and implementation.
- The Operations and Maintenance Facilities (OMF) South and North are managed as a maintenance facility ecosystem along with other maintenance facility projects to create enhanced system-wide efficiency.

Project milestones:

- Ballard Link Extension: NEPA scoping completed; System Expansion Committee update in February.
- Tacoma Dome Link: Draft EIS published; Comment period closed on February 10, 2025.
- Everett Link: DEIS publication expected Q1 2026; ongoing third-party coordination.
- Boeing & Graham Infill Stations: Community engagement ongoing; Board update in March 2025.

Project risks & challenges:

- Rising costs: Projects in development are facing nationwide cost pressures.
- FTA: Heavy project workload may delay approvals and acquisitions.
- Environmental mitigation: Ongoing ecosystem mitigation challenges for OMF South require coordination with regulatory agencies and tribal governments.

Projects in construction (baselined)

Construction projects continue to advance toward completion. The Downtown Redmond Link Extension, East Link Extension, Federal Way Link Extension, 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 final design.

Project milestones:

- East Link Extension completed signal tie-in work between the 1 Line and the 2 Line in order to advance integration testing between the two lines.
- Downtown Redmond Link Extension continued implementing a phased handover process to enable early access to the infrastructure for operator training.
- Pinehurst Station (formerly NE 130th St Infill Station) implemented a series of single-track events to enable work on the stair towers and other features of the new station adjacent to the live tracks.
- We expect the Sumner Station Parking and Access Improvements project to complete foundation work in March.

Project risks & challenges:

- Safety: For Link projects under construction, transitioning from a pure construction environment to an environment with construction and commissioning concurrently requires strong oversight. We are planning safety summits and other safety initiatives for this area.
- Construction quality: For Link projects under construction, the team works closely with the contractors to ensure the quality of work and that any emerging issues are resolved quickly. Technical problems from one project are being assessed for potential similarities to other in-progress projects.
- Weather impacts: The weather is affecting construction projects where temperatures are too low for specific activities and/or create complexities for construction, e.g., use of high rail vehicles in icy conditions.

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

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. It includes nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, an elevated and tunnel guideway, and a new crossing across Salmon Bay.

Boeing Access Road Infill Station: The project will plan, design, and construct a new light rail infill station in Tukwila near South Boeing Access Road, and 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 Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing, and delivery of approximately one hundred light rail vehicles (LRVs) with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to 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 downtown Seattle to West Seattle's Junction neighborhood. It includes four light rail stations. The route will run on elevated and tunnel guideway with a new rail-only bridge over 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 provide access improvements 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 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.

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.

Sumner Kent Auburn Station Parking Access Improvements: The Sumner, Kent, and Auburn Stations Parking and Access Improvements project includes 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 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 up to 120 buses, serving I-405 and SR 522/145th BRT ST Express routes.

I-405 Bus Rapid Transit: The project establishes BRT from the Lynnwood Transit Center to Bellevue Transit Center and Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll lane system where available, Business Access Transit (BAT) lanes, and bus-only lanes. Project elements include parking, station access improvements, and 11 pairs of stations, including a new transit center in South Renton and new stations at Northeast 85th Street with connections to Downtown Kirkland and Northeast 44th Street in Renton.

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.

Table of Contents

Monthly executive summary	2
System expansion service map	4
Project descriptions	5
I. Report purpose summary.....	9
II. Program overview	9
A. Accomplishments and innovations.....	9
B. Program performance	11
C. Community development	12
D. Environmental affairs and sustainability.....	13
III. Projects in planning	14
A. Executive overview	14
B. Risks, concerns, and opportunities	15
C. Performance tracker for projects in planning	16
D. Projects in planning schedule	18
IV. Projects in construction	19
A. Executive overview	19
B. Risks, concerns, and opportunities	19
C. Performance tracker for projects in construction	20
D. Projects in construction schedule	22
V. TIFIA detailed project reports	23
A. Downtown Redmond Link Extension	24
B. East Link Extension / Series 2 LRV Fleet Expansion	36
C. Federal Way Link Extension	57
D. Pinehurst Station.....	72
E. Sounder South Station Parking and Access Improvements	82
KPI Legend.....	100
Acronyms	101

I. Report purpose summary

This report provides an overview of progress and performance for Projects in Planning (Pre-Baseline) and Projects in Construction (Baselined). It also contains detailed reports for all TIFIA-funded projects. The report is published monthly, around the middle of the month, 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 February 2025.

- **CDD Executive Leadership – People.** Sound Transit rounded out the Capital Delivery Department’s executive leadership team by filling the Executive Director role for Delivery Team 4 (Sunder and State of Good Repair) and the Executive Director role for the Center of Excellence.
 - **Delivery Team 4: John Martin.** John’s most recently served as the Vice President of Facilities Maintenance at CapMetro in Austin, Texas. He has worked in the transportation and transit market for more than 40 years, leading teams that included engineering, power systems, facilities maintenance, and delivering projects for large contractors. He was a subject-matter expert for the APTA, WMATA, and the Steering Committee for the Panel of Energy and Transportation Agency Officials.
 - **Center of Excellence: Bernadette McDermott.** Bernadette has over 25 years of experience and most recently served as the Vice President of Architecture & Design Public Storage in Southern California for the last 8 years. Her expertise includes preconstruction, collaborative delivery, design, BIM, business inclusion, and sustainability in multiple markets, including transportation.
- **Cost Savings Workplan – Processes and Tools:** In February, CDD staff continued identifying and assessing programmatic and project-level measures to support the accelerated work schedule. CDD is partnering with other departments within the Agency (i.e., Operations, Strategy, Finance, Agency Oversight) to ensure alignment on measures identified as potential high savings benefits to the ST3 Program. To enhance the agency-wide alignment, we established an Enterprise Working Group this month to coordinate regularly on measures requiring cross-department involvement, analysis, and decision-making. Updates to the Systems Expansion Committee and the Board are scheduled quarterly in FY 2025.

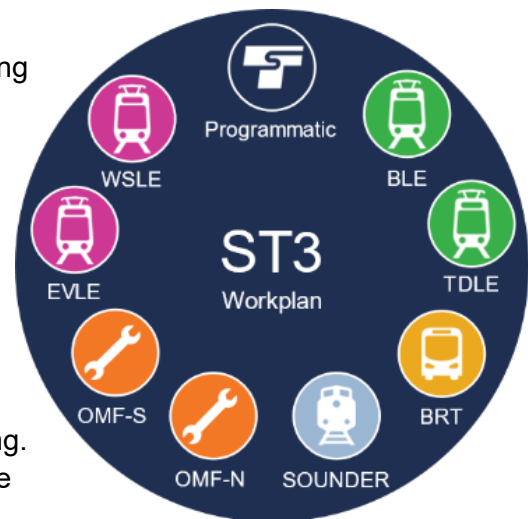


Figure 1

- **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 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.


- **101st Quarterly FTA Meeting – People:** ST hosted the FTA and PMOC for the 101st Quarterly FTA meeting in February. ST provided updates on the following:
 - Safety and quality.
 - Recent Agency organizational structure changes.
 - Operations/Operational readiness.
 - Program Grant drawdowns and expenditures.
 - Rail activation and revenue service date projects.
 - Projects in planning and in construction.





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

- **Industry & Community Events – People:** As ST continues to build industry and community partnerships, CDD led, participated, and/or attended the following:
 - ACEC Engineering Excellence Awards.
 - ACEC Coalitions Winter Meeting.
 - Northwest Construction Consumer Council.
 - NWCCC Legislative Outlook.
 - Society for Applied Anthropology/Northwest Anthropological Conference.
 - ST Fabrication Shop Tour in Orting, WA.



B. Program performance

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

 Payments on System Expansion Contracts ^{2, 3} <i>KPI associated with the Average Days Paid</i>	
Total Invoice Paid	63
Total Value Paid	\$89.5M
Average days from invoice date to paid date ¹	33 (90.9%)
Number of invoices approved within 30 days	47 (74.6%)
Number of invoices approved over 30 days	16 (25.4%)
Total invoice value approved within 30 days	\$43.8M (48.9%)
Total invoice value approved over 30 days	\$45.7M (51.1%)

Workforce Participation <i>Active Projects Only</i>			
		Program Goal	Program Hours
Apprenticeship		20.0%	17.7%
People of Color		21.0%	39.7%
Women		12.0%	7.6%
Local Labor		30.0%	61.0%
Active projects include contracts from Downtown Redmond Link Extension, East Link Extension, Federal Way Link Extension, Pinehurst Station, and Sounder South Station Parking & Access Improvements projects.			

1. Target is 100% payment within 30 days of invoice date. This month the average days from invoice date to paid date (33 days) improved slightly compared to last month (34 days).
2. A/E/Construction contracts for System Expansion projects only; does not include Government agreements.
3. Payment based on Accounts Payable Management Guidelines.

Construction Safety				
		Program Goal ¹	Program Average ²	National Average ³
	Recordable Injury Rate (RIR)	1.15	1.17 ⁴	2.30
	Lost-Time Injury Rate (LTI)	0.50	0.31 ⁵	1.00

1. Program Goal <50% of National average of RIR/LTIR.
2. Program rates are based on 12 monthly rolling averages.
3. RIR/LTIR are based on annual Bureau of Labor Statistics data for Construction.
4. Program RIR 2% above Program Goal and 49% below the National average RIR. For the 12-month period, there was one additional OSHA recordable injury (F200) and 69,000 less labor hours reported since January 2025, causing the overall RIR to exceed program goal (1.15).
5. Program LTIR 38% below Program Goal & 69% below National average LTIR.

* KPI Legend is on the last page of the report.

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. The terms would increase Sound Transit's financial return.
- Preparing joint development concepts, relative cost information, and value potential for **Ballard Link Extension** and **West Seattle Link Extension**. Finalizing additional consultant support for the program.
- Exploring with the City of Seattle potential zoning/regulatory needs to enable joint development above **Ballard Link Extension / West Seattle Link Extension Stations**.
- Reviewing how the agency implements labor requirements on TOD projects.
- Exploring potential anti-displacement strategies with partners and stakeholders near the **Evergreen Station** on **Everett Link Extension**.
- 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:

- Celebrated the groundbreaking of Phase I of the **OMF-East** TOD.
- Executed an agreement with the Washington State Housing Finance Commission for their management of a \$20 million revolving loan fund for affordable housing near high-capacity transit stations in our ST district.
- Advanced contracting for consultant support of the TOD Strategy.

D. Environmental affairs and sustainability

Current conditions and opportunities:

- ST and FTA staff continue to positively collaborate.
- Staff continue to closely manage environmental priorities with FTA staff.
- ST CDD staff are improving the deliverable tracking system for better communication and accountability.
- FTA capacity for ST project workload is constrained and may affect project schedules.

Dependencies and interrelationships:

- None.

Notable activities:

- **West Seattle Link Extension** Section 106 Agreement was fully executed.
- Received a steep slope critical areas exemption for work on the **Bothell BRT** project.
- Received No Further Action Determinations from Ecology for remediation work on four **Federal Way Link Extension** properties.

III. Projects in planning











A. Executive overview

- Most ST3 projects are in the planning phase, with many of the 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 the programmatic and project-level cost-saving opportunities.
- **Ballard Link Extension, Everett Link Extension, Tacoma Dome Link Extension, West Seattle Link Extension, Operation and Maintenance Facility North, Operation and Maintenance Facility South, and Sounder project** teams began 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.
- NEPA scoping process for the **Ballard Link Extension** closed on December 9. Staff updated the ST System Expansion Committee on February 13.
- **Tacoma Dome Link Extensions** Draft EIS 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.
- **Everett Link Extension** continues to progress towards target DEIS publication in January 2026. Ongoing elected official briefings and third-party coordination meeting with AHJ's, WSDOT, WDFW, Utilities, and FTA.
- **Operation and Maintenance Facility South** is preparing to release a Request for Qualification (RFQ) and Request for Proposal (RFP) in Q1/Q2 2025. CDD is treating the multiple maintenance facilities as a portfolio to leverage efficiencies and optimize performance across the system.
- Initiated weekly priorities for FTA staff to manage project schedule considering FTA staff capacity constraints.
- **Boeing and Graham Infill Stations** continue to be in the planning phase. Community engagement ended in February to solicit feedback on station options. Staff anticipates providing a March update to the Board on both projects and to seek approval on station location to advance into environmental review for the **Boeing Access Road Infill Station** project.
- **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.
- **SSCE and Sounder DuPont Extension.** The **Sounder Rail Track & Signals Improvement** 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

- Current cost data indicate ongoing cost pressures across the program.
- The ST project workload going to the FTA over the next 6 months may exceed current FTA capacity. There is a possibility it may affect project schedules and limit early acquisitions.
- Identifying ecosystem mitigation sites for **Operation and Maintenance Facility 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. Performance tracker for projects in planning

Projects	% Design Complete	Development Phase	Cost KPI	Schedule KPI	Comments
Ballard Link	10%	DEIS/PE			<p>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>Schedule: NEPA Scoping was completed and outcomes were presented to the Board in February. 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%	Alternatives Analysis			<p>Cost: Based on cost trends, future cost estimates may exceed financial plan.</p> <p>Schedule: Delay associated with design option refinement and additional analysis. Anticipating potential Board action on a station location in March 2025.</p>
Everett Link	10%	DEIS/CE			<p>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>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>
Graham Street Infill Station	<2%	Alternatives Analysis			<p>Cost: Based on cost trends, future cost estimates may exceed financial plan.</p> <p>Schedule: Delay associated with design option refinement and additional analysis. Anticipating Board presentation in March 2025 on next steps.</p>
O&M Facility South	10-30%	Construction Procurement			<p>Cost: Project team realized 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>Schedule: Procurement for progressive design-build services is scheduled to be advertised in Q1/Q2 2025.</p>

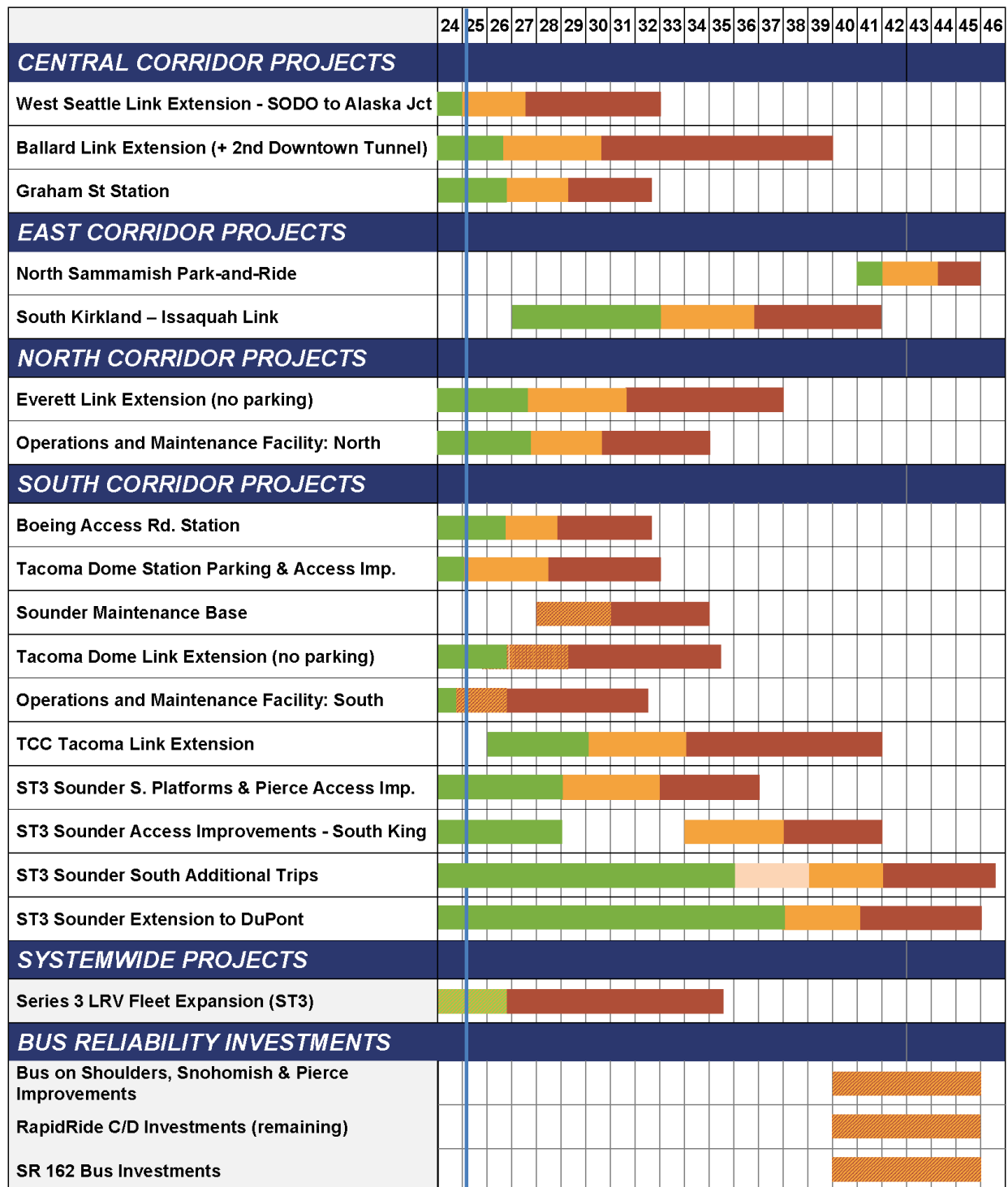
**KPI Legend is on the last page of the report.*

Projects	% Design Complete	Development Phase	Cost KPI	Schedule KPI	Comments
Series 3 LRV Fleet Expansion	N/A	N/A			<p>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>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>
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.
Tacoma Dome Link Extension	10%	DEIS/CE			<p>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.</p> <p>Schedule: The Draft EIS was published Dec 2024. Staff recommendation for preferred alternative scheduled to be presented to the Board in May 2025. Following the Board action, project will advance design and begin preparing the Final EIS. The project team continues examining potential schedule efficiencies.</p>
Tacoma Dome Access Improvement	<2%	Alternatives Analysis			Coordinating development with Tacoma Dome Link Extension.
West Seattle Link	30%	FEIS/PE			<p>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 first quarterly update was shared in February 2025.</p> <p>Schedule: Record of Decision has been delayed to April 2025. The project team is examining potential schedule efficiencies.</p>

**KPI Legend is on the last page of the report.*

D. Projects in planning schedule

The graphic below shows the anticipated overall schedule for projects in the planning phase.



KEY:

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

IV. Projects in construction



















A. Executive overview

- Advanced construction and early testing and commissioning are underway across Link projects, including **East Link Extension**, **Federal Way Link Extension**, and **Pinehurst Station**. All projects are undertaking final construction concurrently with preliminary integration testing underway for the **East Link Extension** and **Federal Way Link Extension**.
- Systems Integrated Testing (SIT) on the north segment of **Federal Way Link Extension** is nearing completion. SIT on the south segment has begun.
- The final review and assessment of readiness for revenue service is underway for **the Downtown Redmond Link Extension**, with the opening date set for May 10, 2025.
- The **BRT Bus Operations & Maintenance Facility (Bus Base North)** construction contract Invitation for Bid (IFB) has been advertised. The pre-bid meeting was on February 11, 2025; bids are due on March 21, 2025, but we will extend the deadline to April 4, 2025.
- **Stride** has an active procurement process for the Contracted Service Provider (CSP) and in the Maximum Allowable Construction Cost (MACC) negotiation of the Stations, Furnishings, and Systems GCCM contract with the contractor.
- **Lynnwood Link Extension** project opened for service on August 30, 2024. The project team continues the close-out efforts with the AHJs and WSDOT.
- **Sumner, Kent, and Auburn Stations Parking and Access Improvements Project** is under construction at all three locations. Sumner is fully permitted; Kent and Auburn are working under early site grading and foundations permit while awaiting full building permit approvals.

B. Risks, concerns, and opportunities










- **Safety:** For Link projects under construction, transitioning from a pure construction environment to an environment with construction and commissioning concurrently requires strong oversight. A safety summit is planned with the **East Link Extension** team in March 2025 to reinforce the safety culture.
- **Construction quality:** For Link projects under construction, the team works closely with the contractors to ensure that the work quality and potential deficiencies are handled promptly. As issues arise on one project, the root causes are under assessment against the other active projects under construction
- **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.
- **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. Performance tracker for projects in construction

Projects	% Complete	Cost KPI	Schedule KPI	Safety KPI	Comments
Downtown Redmond Link Extension ¹	97%				<p>Planning for signal and catenary system tie-ins continued for Downtown Redmond Link Extension. Major system tie-in work is currently scheduled for Q1 2025. As part of updated reporting in February 2025, staff has confirmed an opening date of May 10, 2025.</p> <p>Safety (Cumulative 12-month data point): This project experienced seven OSHA recordable injuries in 2024. Only one of those injuries resulted in lost time.</p>
East Link Extension ¹	99%				<p>Schedule driven by E130 track reconstruction and handover from civil to systems contractors; cost driven by E130 claims resolution, which may exceed available budget.</p> <p>Schedule KPI is measured against target date of December 2025.</p>
Federal Way Link Extension ¹	95%				<p>Preliminary track installation completed to enable a test train to be delivered to the southern end in Q1 2025.</p> <p>Schedule KPI is measured against the target date of March 2026.</p>
Lakewood Station Access Improvements	10%			N/A	Safety: Construction not yet underway.
Pinehurst Station ¹	65%				<p>Low labor hours coupled with early recordable has RIR temporarily higher than benchmark average. The RIR continues to trend in a positive direction from previous months.</p> <p>Safety (Cumulative 12-month data point): This project experienced two OSHA recordable injuries in 2024, one of which resulting in lost time.</p>
Stride Bus Base North	0%			N/A	<p>Schedule: Construction contract procurement active. Bids scheduled to open on April 4, 2025.</p> <p>Safety: Construction not yet underway.</p>
Stride I-405 Stride South	25%			N/A	<p>Schedule: Design under progress for BT212 Lynnwood 196th/Poplar Way (I-405-N) and in the process of completion for BT102 Burien Transit Center. BT105 Renton Transit Center design is complete and construction contract being prepared for procurement.</p> <p>Safety management and monitoring is being handled by the third-party overseeing construction contract administration.</p>
I-405 Stride North	29%				

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

* KPI Legend is on the last page of the report.

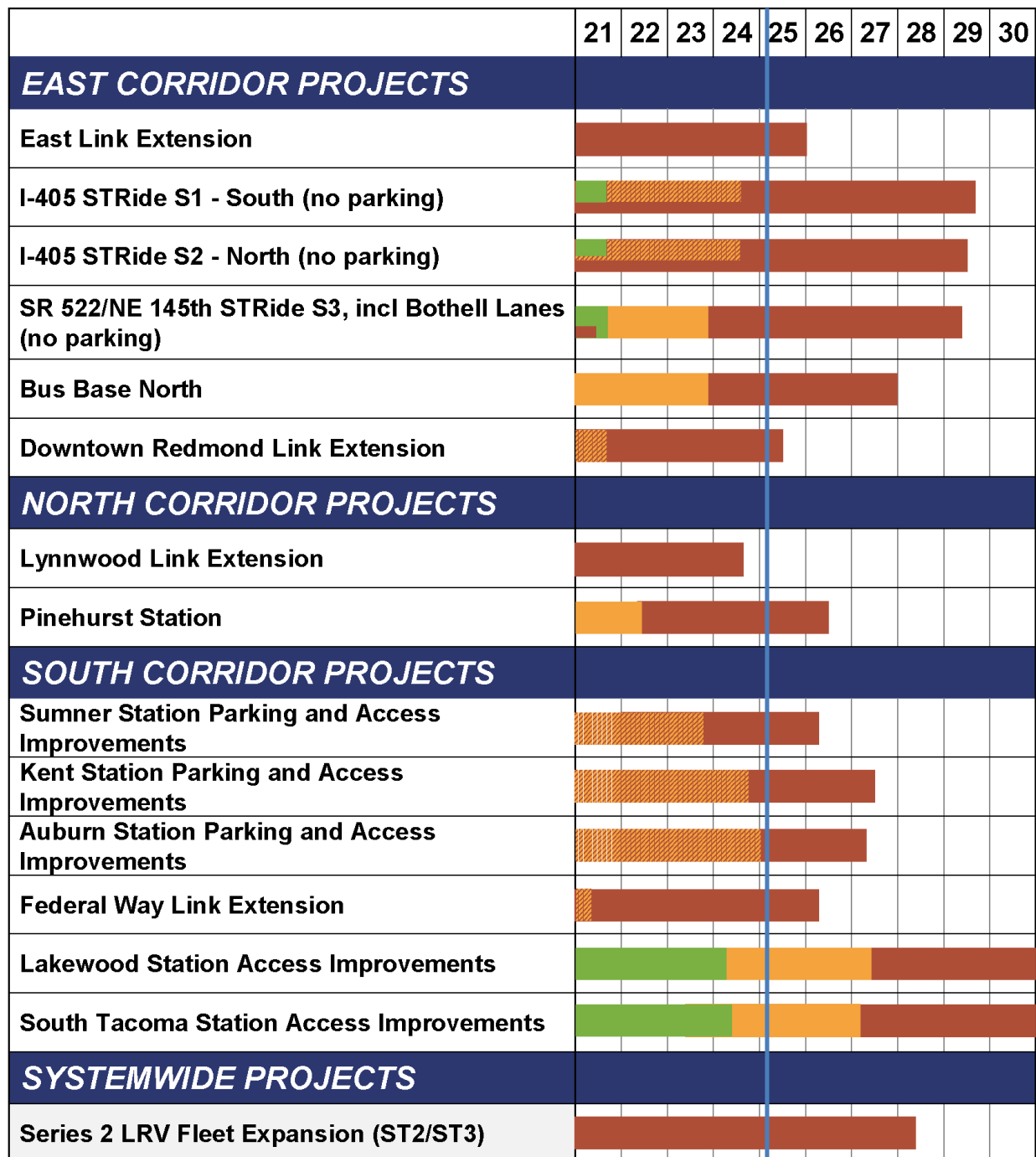
Projects	% Complete	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride SR 522/NE 145th	13%			N/A	<p>Cost: Cost pressure due to inflation, market conditions (labor & materials), and delays.</p> <p>Schedule: Challenges with real estate acquisitions and permitting are causing delays. Construction contract ready for procurement for the work through Kenmore and Bothell.</p> <p>Safety: Construction not yet underway.</p>
Series 2 LRV Fleet Expansion ¹	84%			N/A	<p>Project budget is within the planned range.</p> <p>Project schedule is proceeding per plan.</p> <p>Mitigation steps to improve reliability of LRV brake system and communication system are underway.</p> <p>Safety: Safety management and monitoring is being handled by the third-party overseeing the manufacturing and assembly of the vehicle contract administration. Sound Transit receives delivery of the vehicles and tools upon completion.</p>
South Tacoma Station Improvements	10%			N/A	<p>Safety: Construction not yet underway.</p>
Sumner SPAI ¹	36%				Pile caps and grade beams being formed and placed.
Auburn SPAI ¹	21%				<p>Site grading and foundation permit received. Soil mixing for site started and will be completed by March. Awaiting Building Permit.</p>
Kent SPAI	18%				<p>Site grading and foundation permit received; test drilled shaft placed. Foundations start in February. Awaiting Building Permit.</p>

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

* KPI Legend is on the last page of the report.

D. 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 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

Page intentionally left blank

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

February 2025

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

Link light rail

Downtown Redmond Link Extension

Project Summary

Scope

Limits The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.

Alignment The extension starts at Redmond Technology Station and travels generally along SR 520 and SR 202 to downtown Redmond.

Stations Two Stations: Marymoor Village and Downtown Redmond

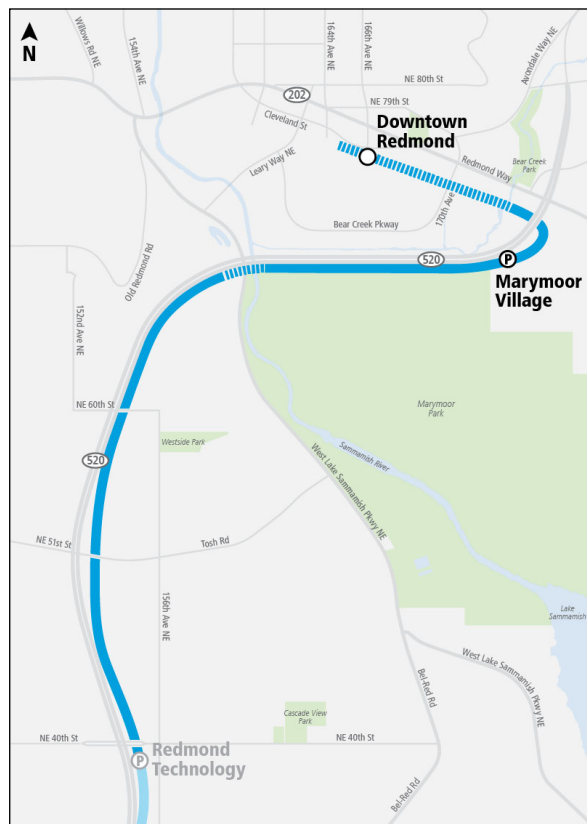
Systems Signals, traction electrification, and communications (SCADA)

Phase Construction

Budget \$1.5 Billion (Baselined October 2018)

Schedule Baseline Revenue Service Date: Dec 2024
FTA Recovery Plan Service Date: Dec 2025

*Sound Transit Board announced
Revenue Service Date: May 10, 2025*



Map of Downtown Redmond Link Extension

Key Project Activities

- End device connection to headend commissioning and testing is ongoing.
- Punchlist inspection work progressing.
- Completed initial walks with Sound Transit facilities.
- Stations and garage major work items ongoing.
- City of Redmond permit closeout meetings ongoing including confirmation of outstanding items for Temporary Certificate of Occupancy (TCO).

Closely Monitored Issues

- End device connection to headend, commissioning, and testing completed in time to effect final Wabtec update.
- Building Management System/Emergency Ventilation System cutover pushed to week to 3/20 or 3/21 while subcontractor troubleshooting.
- Pre-revenue service delayed handover pilot program is underway. The Project is through validation and the next step is Simulated service.
- Station and garage work progress (major components, commissioning, concrete flatwork, and final landscaping).

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.

In this period \$7M was expended, primarily in the construction phase for progression of Design-Build scope. The remaining work phases made up the balance, particularly in Construction Services and Administration. Total cumulative expenditure to date is \$1,037M.

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	\$38	\$0	\$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	\$54	\$56	\$10
Third Party Agreements	\$17	\$17	\$11	\$0	\$10	\$12	\$5
Construction	\$1,152	\$1,146	\$822	\$5	\$798	\$875	\$271
ROW	\$199	\$199	\$117	\$0	\$117	\$127	\$72
Total	\$1,530	\$1,530	\$1,064	\$7	\$1,037	\$1,142	\$388

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred This Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$332	\$370	\$251	\$3	\$248	\$251	\$81
20 Stations	\$262	\$190	\$199	\$1	\$195	\$200	\$62
30 Support Facilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
40 Sitework & Special Conditions	\$287	\$224	\$212	\$1	\$198	\$213	\$75
50 Systems	\$109	\$75	\$75	\$0	\$73	\$75	\$34
Construction Subtotal (10 - 50)	\$990	\$858	\$736	\$5	\$714	\$739	\$251
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	\$207	\$1	\$204	\$275	\$14
90 Unallocated Contingency	\$78	\$252	\$0	\$0	\$0	\$0	\$78
Total (10 - 90)	\$1,530	\$1,530	\$1,064	\$7	\$1,037	\$1,142	\$388

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

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 3rd Party Requirements:** Elevator and escalator need more inspection after installing 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. This is risk to regain schedule at stations and garage and may impact project's schedule and cost.



Artist Rendering of Downtown Redmond (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 decreased to \$417.8M, compared to last month at \$418.0M. 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 decreased this period to \$165.7M due to Design Build change order.

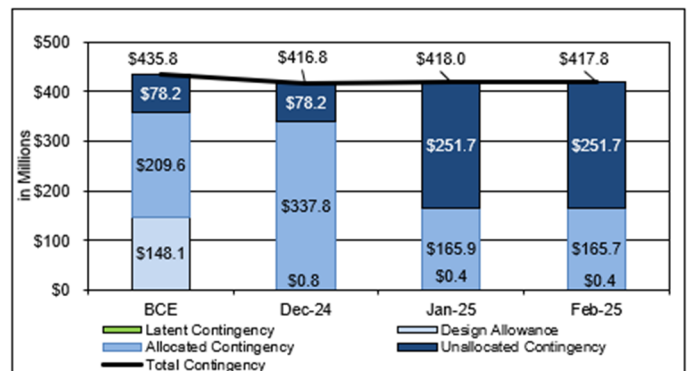
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. In January un-scope funds were shifted from Future Contingency to Unallocated Contingency, which increased UAC by \$173.7M for a new UAC amount of \$251.7M. This period UAC balance remains the same at \$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	51%
Latent Contingency	\$0	0%	\$0	0%
Total:	\$436	28%	\$418	85%

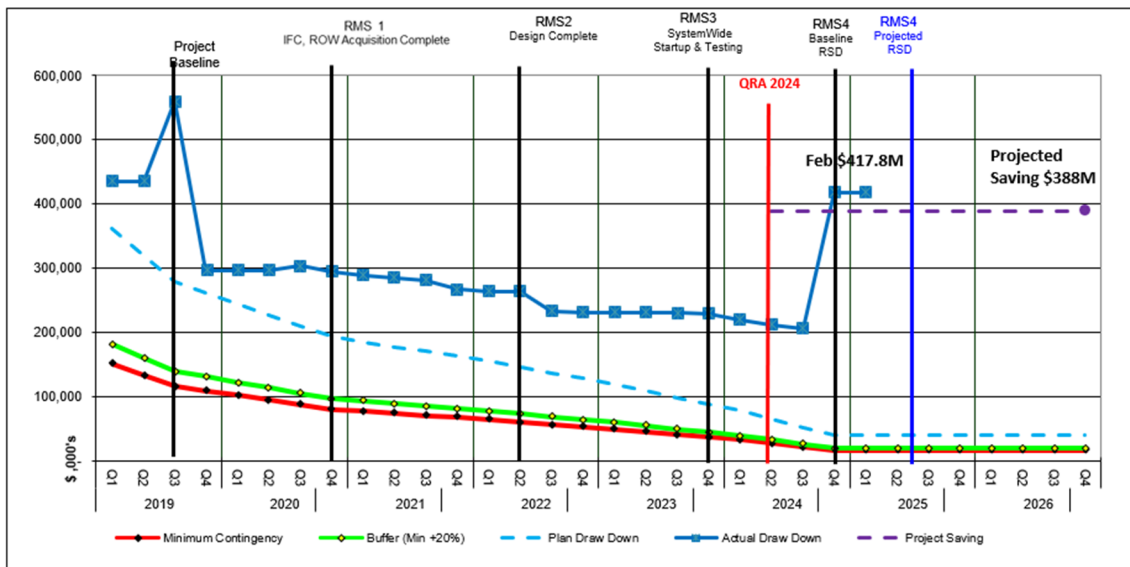
Table figures are shown in millions.

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 February 28, 2025

Link light rail

Downtown Redmond Link Extension

Project Schedule

The weighted percent complete of the R200 contract is estimated at 97.0% (last month was 96.3%).

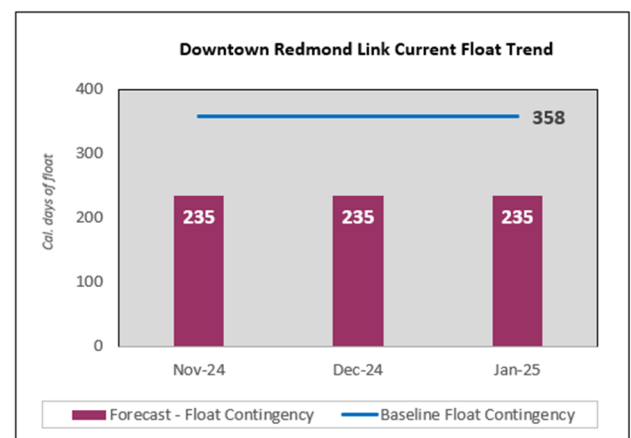
Sound Transit has reviewed and returned the Contractor's January schedule submissions. The February schedule submittal from the contractor is still pending. Work continues on planting and restoration throughout the alignment; System Integration Testing (SIT), and finish work on communications and electrical rooms at the Marymoor Village garage and station, and interior work and plaza at the Downtown Redmond station. Pre-Revenue Operations commenced on the Guideway on January 13th.

Activity Name	Start	Finish	2025					
			Jan	Feb	Mar	Apr	May	Jun
R200 - Downtown Redmond Link	02-Sep-19 A	02-Jul-25						
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/EXPLORATORY	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						
Downtown Redmond Link - Rail Activation	01-Mar-22 A	10-May-25						
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 has been announced publicly as 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 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
R200 - Downtown Redmond Link Extension	02-Jun-21 A	08-May-25						
Downtown Redmond Link - Rail Activation	14-Nov-24 A	10-May-25						
SIT - System Integrated Testing	14-Nov-24 A	04-Feb-25						
System Integration Testing Summary-1	14-Nov-24 A	04-Feb-25						
SSCRS - Safety and Security Certification	04-Feb-25	04-Feb-25						
Safety Certifications	04-Feb-25	04-Feb-25						
Pre-Revenue Service	14-Jan-25 A	09-May-25						
Revenue Service	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 Con- tract Value	Value of Changes/ Amend-	Current Value	Expended Amount	Start Date (NTP)	Comple- tion Date
In-Progress Contracts							
Prelim; 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	\$52,632,489	\$54,296,487	\$53,519,801	8/15/2018	12/24/2025
R200 Contractor DB*	Stacy Witbeck Kuney, JV	\$719,936,000	\$64,905,070	\$784,841,070	\$771,136,414	9/9/2019	5/26/2025
Subtotal In-Progress Contracts				\$860,367,662	\$845,873,643		
Planned Contracts							
Sammamish River Mitigation Project	TBD	4-6M	NA	NA	NA	8/01/2026	10/31/2026
Monitoring and Maintenance of the Bear Creek Restoration Site	ST Environ- mental On- Call (TBD – procurement underway)	\$500-600K	NA	NA	NA	TBD	2032
Consultant services to evaluate hide- and-ride impacts at the two DRLE stations	TBD	\$50-100K	NA	NA	NA	2026	2026
Subtotal Planned Contracts							
Total Contracts				\$860,367,662	\$845,873,643		

* DB and DBPM reported numbers excluded any betterment.

Link light rail Downtown Redmond Link Extension

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	23.1	(1.9)
Consultants	14.5	23.1	(8.6)
TOTAL	35.7	46.2	(10.5)
* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.			

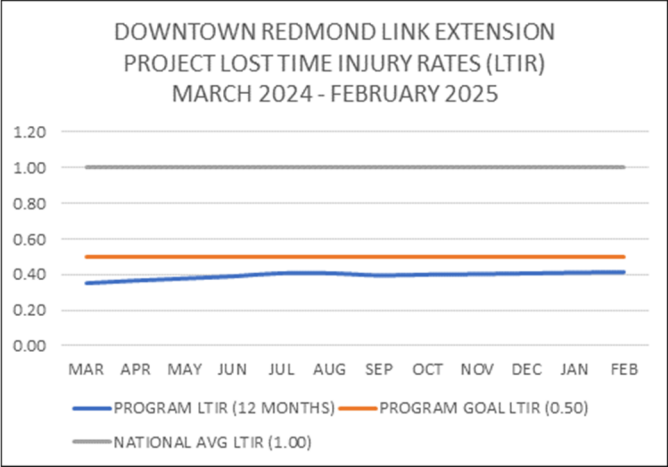
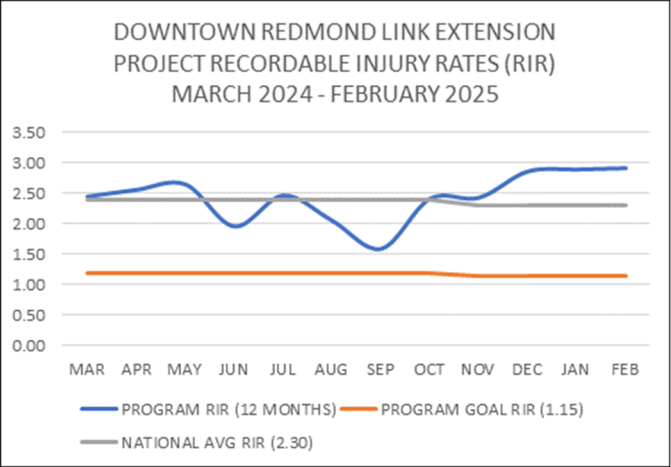
Sound Transit Board Actions

Board Action	Description	Date
M2025-09	Authorizes the chief executive officer to increase certain Downtown Redmond Link Extension contract and/or agreement amounts as necessary.	02-17-2025

Link light rail **Downtown Redmond Link Extension**

Construction Safety

Safety		Project	Program Goal	National Average	WA State Average
	Recordable Injury Rate (RIR)	2.91	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	0.42	0.50	1.00	1.70



- Notes:
- Reporting rate is based off of a 12 month period.
 - Due to the timing of contractor’s reporting periods, the current month’s numbers above are a combination of actuals and estimates. All previous months’ numbers are reconciled and replaced with actuals.
 - The project experienced seven (7) OSHA recordable injuries in 2024. Only one (1) of those injuries resulted in lost time.

Link light rail

Downtown Redmond Link Extension

Contract R200 - DRLE Design Build

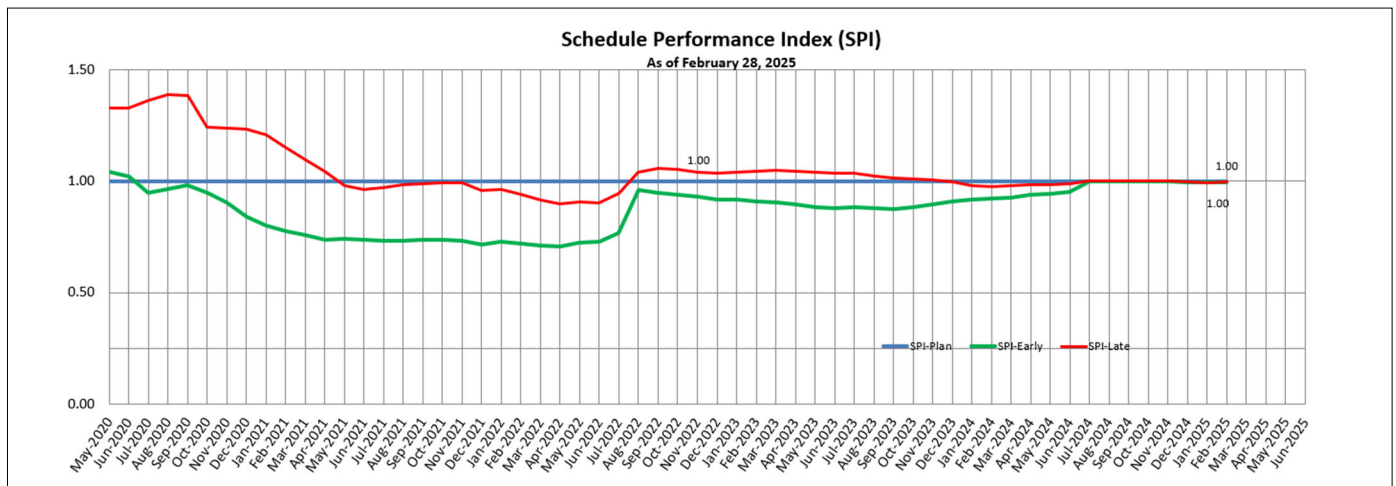
Current Progress

Construction:

- Cut and Cover Construction: Trail restoration next to Safeco Road at 40th to 51st Street. Ongoing landscaping outside of guideway at 51st to 60th Street. Ongoing site restoration around E28 TPSS, landscaping, non conductive fence and gate installation at E28 TPSS, and fencing installation on WSDOT walls at 60th to Structure A.
- Marymoor Village Station (MVS) and Garage: Ongoing landscaping, flatwork and architectural finishes and signage around station. Ongoing civil landscaping around garage, KC trail work along garage, flatwork from garage access ramp to street, and landscaping inside east split pond. Ongoing garage handrail installation, signage installation on columns, and painting. Ongoing systems Cat 6 and devices installation, and 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. Ongoing restoration and decorative metal panel install at 166th at Plaza & Streets.
- Downtown Redmond Station: Ongoing hardscape, signage installation, bird deterrent installation, and irrigation installation. Fire protection sprinkler head installation complete, elevator testing complete, escalator #1 waiting on L&I inspection, and ongoing wayfinding tile work at plaza level at East Station Entry. Elevator testing is complete and ongoing wayfinding tile work at the plaza level at West Station Entry. Ongoing caulking tile work in preparation for L&I elevator inspection at Station Platform Level. Systems CAT6 cable installation at DTS is complete and testing is ongoing, and BMS wiring and testing 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 trail restoration next to Safeco Road, site restoration around E28 TPSS, landscaping, non-conductive fence and gate installation, and fencing installation.
- Marymoor Village Station: Continue flatwork around station, architectural finishes and signage, and landscaping.
- Marymoor Garage: Continue handrail installation, signage installation on columns, and painting.
- Downtown Redmond Station: Continue hardscape and installation of signage, bird deterrent, irrigation, and bike lockers. Continue L&I inspection on Escalator #1 and wayfinding tile work at the plaza level at East Station Entry as well as glazing around stairs at Station Platform Level. Continue systems BMS wiring and testing.

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
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	\$ 719,936,000
Change Order Value*	\$ 64,905,070
Current Contract Value	\$ 784,841,070
Total Actual Cost (Incurred to Date)	\$ 771,136,414
Percent Complete	97%
Alternative Concept Allowance	\$ 28,104,618
Authorized Contingency	\$ 94,821,982
Contingency Drawdown*	\$ 64,905,070
Contingency Index**	1.64

*Excludes Betterments

**Excludes Betterments & Alternative Conceptual Allowance



Train at Marymoor Village Station

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

February 2025

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

TIFIA Project Cost Summary by SCC

(as of 2/28/2025; figures in million dollars)

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

SCC Element	Baseline Budget ¹	Current Budget ⁵	Commitment to Date	Incurred to Date*	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
10 Guideway & Track	\$744.6	\$981.6	\$960.0	\$957.5	\$913.1	\$68.5
20 Stations	\$397.7	\$480.9	\$484.3	\$482.8	\$485.6	(\$4.7)
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	\$730.1	\$762.3	(\$3.5)
50 Systems	\$353.8	\$460.5	\$446.1	\$425.6	\$462.6	(\$2.1)
Construction Subtotal (10 - 50)	\$2,485.2	\$2,681.7	\$2,629.7	\$2,596.1	\$2,623.5	\$58.1
60 Row, Land	\$288.5	\$281.5	\$281.0	\$280.7	\$281.5	\$0.0
70 Vehicles	\$218.9	\$215.7	\$207.9	\$187.4	\$215.7	(\$0.1)
80 Professional Services	\$932.2	\$977.9	\$911.5	\$899.4	\$977.9	\$0.1
90 Unallocated Contingency	\$202.1	\$34.5	\$0.0	\$0.0	\$34.5	\$0.0
Total TIFIA Project (10 - 90)	\$4,126.9	\$4,191.3	\$4,030.0	\$3,963.6	\$4,133.1	\$58.0

* Amount was estimated

East Link - Cost Summary by SCC

SCC Element	Baseline Budget ²	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
10 Guideway & Track	\$744.6	\$981.6	\$960.0	\$957.5	\$913.1	\$68.5
20 Stations	\$397.7	\$480.9	\$484.3	\$482.8	\$485.6	(\$4.7)
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	\$545.6	\$575.3	(\$3.5)
50 Systems	\$353.8	\$460.5	\$446.1	\$425.6	\$462.6	(\$2.1)
East Link Construction Subtotal	\$2,304.6	\$2,494.7	\$2,442.7	\$2,411.5	\$2,436.5	\$58.2
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	\$881.8	\$869.2	\$947.3	(\$0.0)
90 Unallocated Contingency	\$182.9	\$33.6	\$0.0	\$0.0	\$33.6	\$0.0
Total East Link	\$3,677.2	\$3,757.2	\$3,605.5	\$3,561.4	\$3,699.0	\$58.2

Light Rail Vehicles (East Link Portion Only)

SCC Element	Baseline Budget ³	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
70 Vehicles (Light Rail)	\$216.1	\$215.7	\$207.9	\$187.4	\$215.7	(\$0.1)
80 Professional Services	\$7.5	\$7.5	\$7.1	\$7.6	\$7.5	\$0.1
90 Unallocated Contingency	\$0.5	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
Total East Link LRV's	\$224.1	\$224.1	\$214.9	\$195.0	\$224.1	\$0.0

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

SCC Element	Baseline Budget	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
40 Sitework & Special Conditions	\$180.6	\$187.0	\$187.0	\$184.6	\$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
Total I-90 HOV Stage 3	\$225.6	\$210.0	\$209.6	\$207.2	\$210.0	\$0.0

Notes:

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

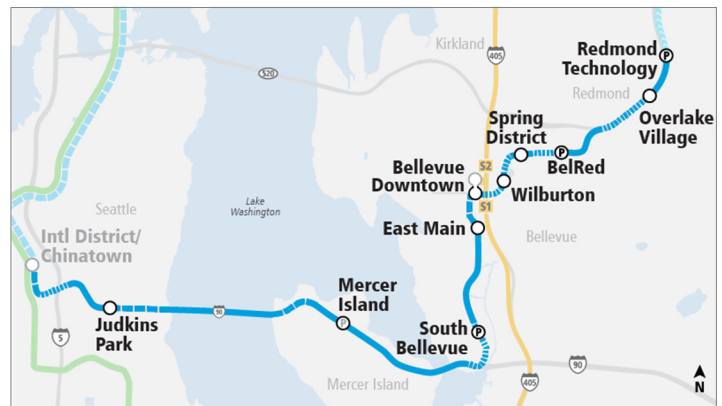
Link light rail

East Link Extension

Project Summary

Scope

Limits	Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.
Alignment	East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond.
Stations	Judkins Park (JPS), Mercer Island (MIS), South Bellevue (SBS), East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).
Systems	Signals, traction electrification, and communications systems.
Phase	Construction (South Bellevue to Seattle) Revenue Service (RTS to SBS)
Budget	\$3.7 Billion (Baseline April 2015, revised October 2024)
Schedule	Baseline Revenue Service Date: June 2023 FTA Recovery Plan Service Date: May 2026 East Link Starter Line (ELSL) Revenue Service Date: RTS to South Bellevue April 27, 2024 (actual) Possible Opening Timeline for ELE: South Bellevue to International District Station Q4 2025 (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, whilst the systems contractor stands by for the last 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 plinths reconstruction and associated surveys are ongoing and cathodic protection system corrective action is being implemented; both 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 & security adjustments; theft of equipment or materials; operational needs, 3rd party requirements, and commissioning needs could result in both impacts to schedule and 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 Estimated Final Cost (EFC) is slightly higher than last month at approximately \$3.699B, but still within the Authorized Project Budget Allocation that was amended via Board Action (Resolution R2024-23). The project budget was increased by \$80M from \$3.677B to \$3.757B. This period's net expenditures came in at about \$6.5M, bringing the total expenditure to date to approx. \$3.56B. Project commitments are now at approximately \$3.60B with all major construction contracts in place or near completion.

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	\$163.3	\$163.0	\$184.5	\$0.0
Preliminary Engineering	\$55.9	\$54.8	\$54.8	\$54.8	\$54.8	\$0.0
Final Design	\$283.0	\$270.1	\$262.7	\$259.7	\$270.1	\$0.0
Construction Services	\$257.5	\$314.1	\$293.5	\$290.1	\$314.1	\$0.0
3rd Party Agreements	\$52.2	\$44.2	\$38.3	\$35.5	\$44.2	\$0.0
Construction	\$2,544.3	\$2,607.9	\$2,511.9	\$2,477.5	\$2,549.8	\$58.2
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
Total	\$3,677.2	\$3,757.2	\$3,605.5	\$3,561.4	\$3,699.0	\$58.2

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	\$960.0	\$957.5	\$913.1	\$68.5
20 Stations	\$397.7	\$480.9	\$484.3	\$482.8	\$485.6	(\$4.7)
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	\$545.6	\$575.3	(\$3.5)
50 Systems	\$353.8	\$460.5	\$446.1	\$425.6	\$462.6	(\$2.1)
Subtotal 10 - 50	\$2,304.6	\$2,494.7	\$2,442.7	\$2,411.5	\$2,436.5	\$58.2
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	\$881.8	\$869.2	\$947.3	(\$0.0)
90 Unallocated Contingency	\$182.9	\$33.6	\$0.0	\$0.0	\$33.6	\$0.0
Total	\$3,677.2	\$3,757.2	\$3,605.5	\$3,561.4	\$3,699.0	\$58.2

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

Link light rail East Link Extension

Risk Management

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

- **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 one or more of the segments. 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 cathodic protection system causes 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 \$107.6M (previously \$108.3M). 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 shows a net decrease of \$0.7M mostly due to change orders.

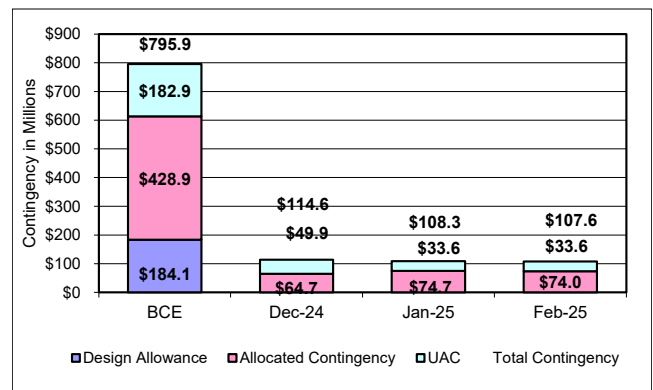
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC remains the same at \$16.3M.

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%	\$74.0	83.9%
Unallocated Contingency	\$182.9	4.9%	\$33.6	38.1%
Total:	\$795.9	21.2%	\$107.6	122.0%

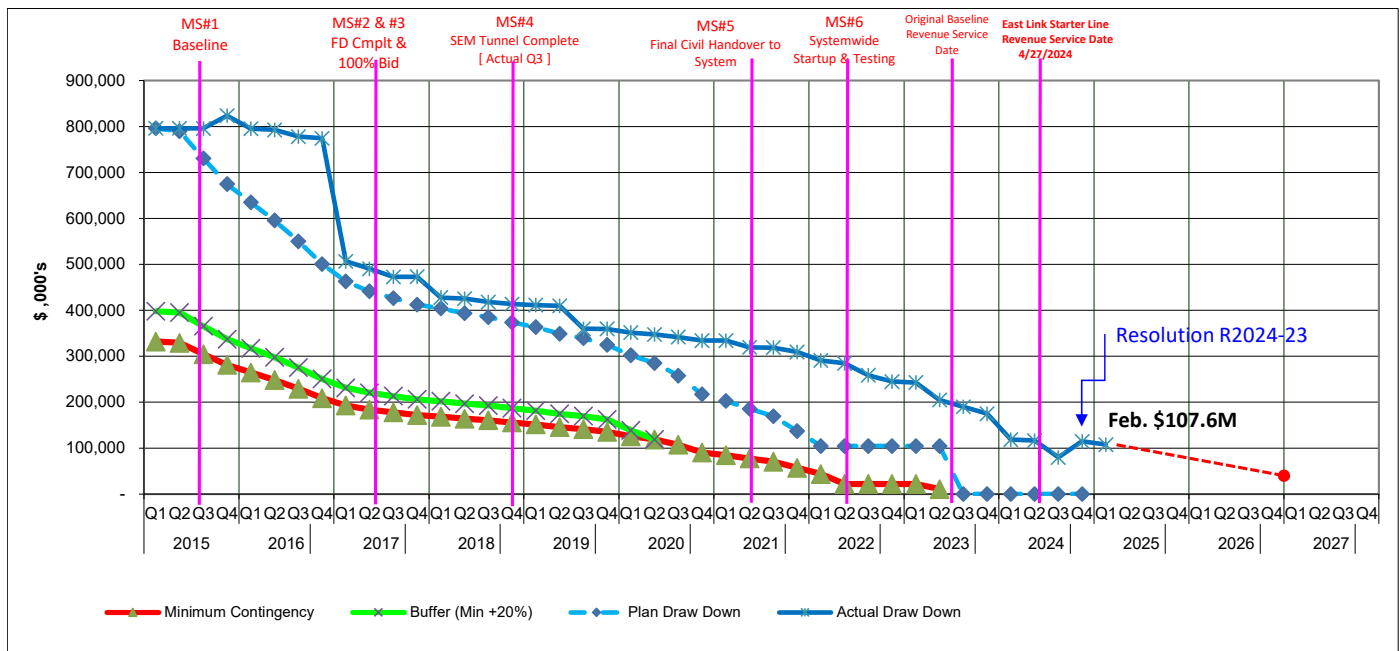
Dollar figures on this page are displayed in millions.

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 \$107.6M (previously \$108.3M). 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 \$0.7M.



Contingency Drawdown as of February 28, 2025

Link light rail East Link Extension

Project Schedule

The weighted percent complete for the remaining major construction contracts is estimated at 99.3% (last month was 99.1%).

The schedule below shows the schedule through January. The February 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.

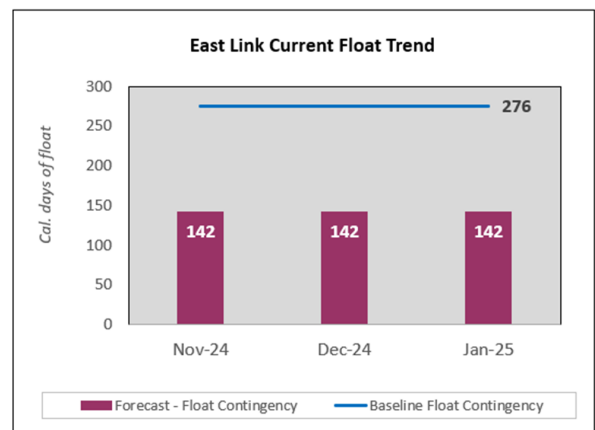
Note: Sound Transit opened the 2-Line for service on April 27, 2024, between South Bellevue and Redmond Technology Stations.

Activity ID	Activity Name	Start	Finish	2025												2
				Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	
E130 Construction		10-Mar-17 A	04-May-25													
E750 Construction		11-Jul-17 A	04-Jun-25													
System Integration Testing - Eastlink Extension		28-Jan-20 A	11-Aug-25													
Contract Milestones		30-Jun-25	10-Jul-25													
Test Milestones		13-Aug-24 A	11-Jul-25													
Plans and Procedures		28-Jan-20 A	19-Apr-25													
System Integration Testing Summary		13-Sep-23 A	11-Aug-25													
East Link Rail Activation		19-Sep-19 A	27-Dec-25													
RAC - Rail Activation Committee		21-Jan-20 A	17-Dec-25													
SIT - System Integrated Testing Committee		28-Jan-20 A	23-Jul-21 A													
SSCRS - Safety and Security Certification Committee		03-Feb-20 A	17-Dec-25													
T20 - Transition To Operations Committee		19-Sep-19 A	04-Dec-25													
PSS - Pre-Revenue Service and Startup Committee		21-Jan-20 A	04-Nov-25													
IT - IT Readiness Committee		08-Mar-21 A	20-Oct-25													
FLSC - Fire-Life Safety & Emergency Response Plan		01-Feb-22 A	10-Oct-25													
BRI - Bus-Rail Integration Committee		01-Dec-22 A	28-Feb-23 A													
RI - Rider Information Committee		06-May-22 A	21-Dec-25													
System Integration Testing		09-Aug-24 A	21-Aug-25													
Pre-Revenue Service		24-Jul-25	26-Dec-25													
Project Float Contingency		13-Dec-25	26-Dec-25													
Revenue Service		27-Dec-25	27-Dec-25													

Project Float

The project's Recovery Plan includes 276 days of project float for a Revenue Service Date 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. Currently, the project is forecast to enter revenue service by December 27, 2025, with 142 days of float remaining.



Link light rail East Link Extension

Critical Path Analysis

The East Link critical path for the January 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
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
System Integration Testing - Eastlink Extension		23-Dec-24 A	10-Jul-25													
Contract Milestones		30-Jun-25	10-Jul-25													
Test Milestones		30-Jun-25	30-Jun-25													
Plans and Procedures		18-Apr-25	18-Apr-25													
SIT Readiness Review		18-Apr-25	18-Apr-25													
System Integration Testing Summary		23-Dec-24 A	30-Jun-25													
Segment 1 SIT		10-Jun-25	30-Jun-25													
Segment 2 SIT		10-Jun-25	30-Jun-25													
Segment 3 SIT		23-Dec-24 A	30-Jun-25													
Segment 3 - Track Tests		23-Dec-24 A	30-Jun-25													
Segment 3 - OCS Tests		25-Apr-25	05-May-25													
Segment 3 - Signals Tests		06-May-25	30-Jun-25													
End to End SIT		29-May-25	16-Jun-25													
East Link Rail Activation		11-Jul-25	27-Dec-25													
SSCRS - Safety and Security Certification Committee		11-Jul-25	24-Jul-25													
T20 - Transition To Operations Committee		20-Sep-25	20-Sep-25													
Pre-Revenue Service		24-Jul-25	26-Dec-25													
Revenue Service		27-Dec-25	27-Dec-25													



Aerial View of Mercer Island Station

Link light rail

East Link Extension

Staffing Summary

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

Consultant utilization is dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to decline over time. The current overage is not indicative of an immediate budget overage. That said, the longer than anticipated construction duration due to quality issues and potential delay in transitioning to operations will require more labor resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	40.6	39.7	0.9
Consultants	93.1	98.8	(5.7)
TOTAL	133.7	138.5	(4.8)
<i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i>			

Sound Transit Board Actions

Board Action	Description	Date
	No Action This Period.	

Community Engagement



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

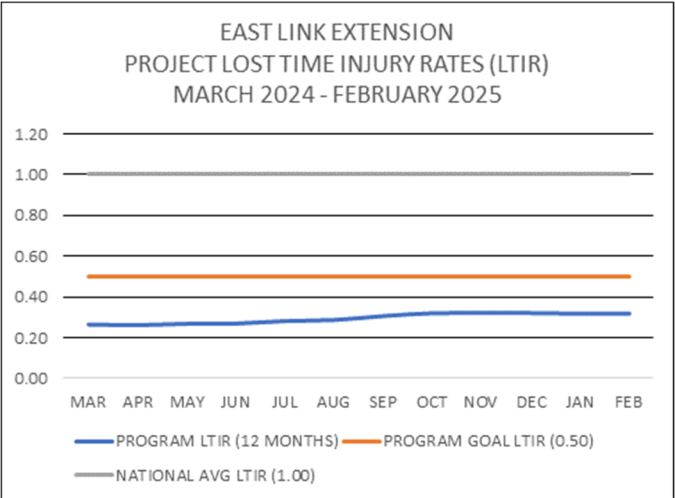
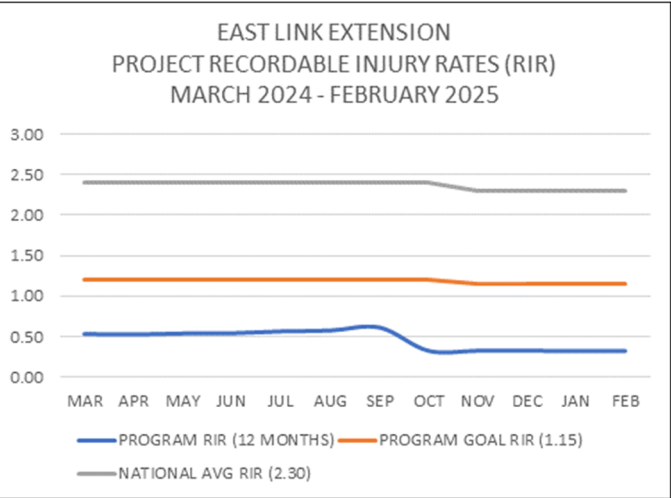
- Responded to neighbors on 36th Ave about contractor parking on the street. Refreshed the no parking signs and the issue appears to be improving.
- Updated the external web pages for East Link to reflect the 2 Line opening and the continued progress of Mercer Island and Judkins Park Stations.

Link light rail

East Link Extension

Construction Safety

Safety		Project	Program Goal	National Average	WA State Average
	Recordable Injury Rate (RIR)	0.32	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	0.32	0.50	1.00	1.70



- Notes:
- 1. Reporting rate is based off of a 12 month period.
 - 2. Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Link light rail

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 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: Achieved Acceptance and working on Final Acceptance.

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

Status: Achieved Substantial Completion on 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 2/28/2025

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	\$ 120,337,454	\$ -	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	\$ 70,407,901	\$ 1,932,866	11/5/2012	12/31/2025
FD/DSDC - Bellevue	HJH	\$ 4,800,000	\$ 138,011,843	\$ 142,811,843	\$ 142,431,564	\$ 380,279	3/8/2012	9/30/2025
FD/DSDC - System	Hatch	\$ 17,707,707	\$ 9,573,285	\$ 27,280,992	\$ 27,019,651	\$ 261,341	8/1/2012	6/30/2026
FD/DSDC - MI Transit Integration	David Evans Associates	\$ 709,239	\$ 414,272	\$ 1,123,511	\$ 1,080,135	\$ 43,376	10/25/2019	6/30/2025
CMC - Seattle - Bellevue	Jacobs PM Co.	\$ 4,721,795	\$ 93,697,555	\$ 98,419,350	\$ 96,824,813	\$ 1,594,537	12/21/2015	1/31/2026
CMC - Bellevue	HDR Engineering Inc.	\$ 3,445,455	\$ 121,994,545	\$ 125,440,000	\$ 123,254,269	\$ 2,185,731	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	9/30/2026
CMC - Systems	Northwest Transit System Partners - NWTSP	\$ 25,455,931	\$ 11,254,230	\$ 36,710,161	\$ 36,369,854	\$ 340,307	8/15/2016	4/30/2025
E130 Civil / Seattle - Bellevue	Kiewit-Hoffman, East Link Constructors	\$ 665,000,000	\$ 79,650,602	\$ 744,650,602	\$ 739,338,307	\$ 5,312,295	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	\$ 320,671,103	\$ 19,876,595	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	\$ 11,708,688	\$ 1,801,772	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	\$ 3,178,493	\$ 2,362,465	~ 2022	3/31/2026
ELE Mitigation Project - 76th Ave SE & 80th Ave SE	TITAN Earthworks	\$ 3,070,644	\$ 208,553	\$ 3,279,197	\$ 1,860,965	\$ 1,418,232	5/31/2024	5/20/2025
Total In-Progress Contracts				\$ 2,806,980,360	\$ 2,766,194,546	\$ 40,785,814		

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:** Continuing plant maintenance and punch list work at Judkins Park Station; ongoing defective direct fixation plinth reconstruction, including misaligned insert corrective actions.
- **Center Segment:** Ongoing investigations of cathodic protection components on the floating bridge; continuing defective direct fixation plinth reconstruction including nylon insert replacement.
- **East Segment:** Continuing defective direct fixation plinth reconstruction, including nylon insert replacement; complete jet fan testing, Mercer Island Tunnel; ongoing punch list, plant maintenance at Mercer Island Station.

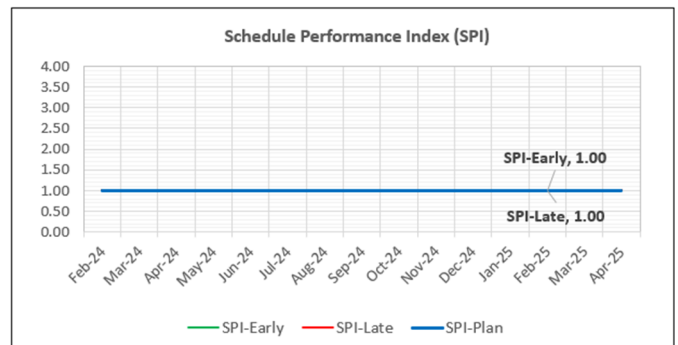
Schedule Summary

The contractor's January schedule update forecasts a April 8, 2025 substantial completion; 405 calendar days later than the contractual milestone date of February 28, 2024. As of the time of reporting, a February update has not yet been received. 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	2024	2025
E130 Construction	10-Mar-17 A	04-May-25		
Milestones	10-Mar-17 A	04-May-25		
Project Management	10-Mar-17 A	04-May-25		
Procurement	10-Mar-17 A	28-Feb-25		
Permitting	12-May-17 A	01-Jul-24 A		
Construction	20-Mar-17 A	04-Apr-25		
Preliminary Activities	03-Apr-17 A	08-Feb-21 A		
Sitework	23-Aug-17 A	13-Jul-20 A		
Demolition	20-Jul-17 A	27-Nov-24 A		
Tunnel Modifications	18-Sep-17 A	03-Mar-25		
Stations	31-May-17 A	08-Mar-25		
OCS Bases/Frames	02-Apr-18 A	03-Feb-25		
Civil/Utilities	05-Jul-17 A	15-Feb-25		
Electrical	20-Mar-17 A	30-May-23 A		
Structures Retrofit	20-Mar-17 A	17-Mar-25		
Trackwork	02-Jan-18 A	04-Apr-25		
Systems	26-Jun-17 A	16-Jun-23 A		
IDS Modification	16-Jan-19 A	21-Feb-25		
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21 A		
Testing and Commissioning	01-May-18 A	21-Apr-25		
HMH Floating Bridge	01-May-18 A	03-Apr-25		
LVM Floating Bridge	27-Jul-20 A	03-Apr-25		
East Channel Bridge	07-Aug-19 A	15-Aug-19		
West Approach & TPSS #2	18-Sep-24 A	23-Dec-24		
West Ballasted & TPSS #1	04-May-23 A	09-May-23		
D2 Structure	05-Nov-21 A	31-Jan-22		
Mercer Island Tunnel	23-Sep-19 A	21-Apr-25		
Mt. Baker Tunnel	08-Jul-20 A	21-Apr-25		
Mercer Island Station	11-Nov-19 A	23-Oct-24 A		
Judkins Park Station	26-Oct-20 A	14-Feb-25		

Schedule Performance Index

E130 contract substantial completion date was planned for Q4 2020 and is currently forecast to occur in Q1 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

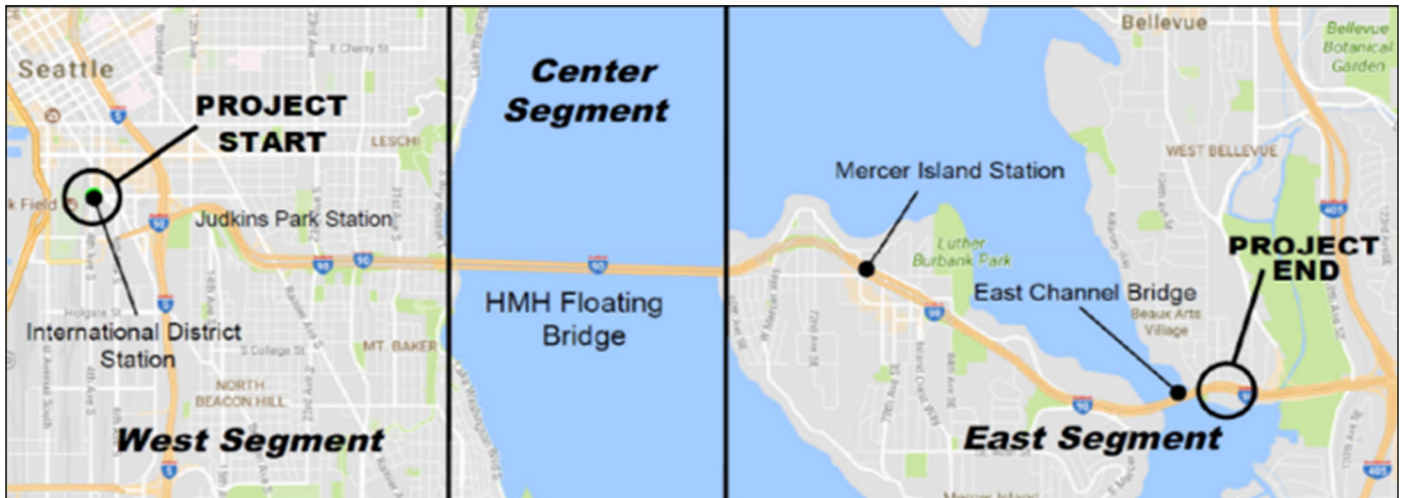
Next Period's Activities

- **West Segment:** Address final punch list items, continue final track surveys; complete jet fan testing at Mount Baker Tunnel.
- **Center Segment:** Cathodic protection activities, defective track plinth reconstruction. Conduct track to earth testing and continue final track surveys.
- **East Segment:** Punch list work to continue; complete jet fan testing at Mercer Island Tunnel.

Closely Monitored Issues

- Completion of track reconstruction.
- Survey quality and accuracy with E130 contractor work.
- Resolution of commercial issues.
- Closeout and transition to operations.
- Integrated E130/E750/SIT Readiness schedule.

E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000
Change Order Value	\$79,650,595
Current Contract Value*	\$742,726,261
Total Actual Cost (Incurred to Date)	\$739,338,307
Percent Complete	99.4%
Authorized Contingency	\$85,660,541
Contingency Drawdown	\$79,650,595
Contingency Index	1.07

* Contract Value excludes Betterments



LRV at Judkins Park Station platform near Mount Baker Tunnel during jet fan testing

Link light rail East Link Extension

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

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

Schedule Summary

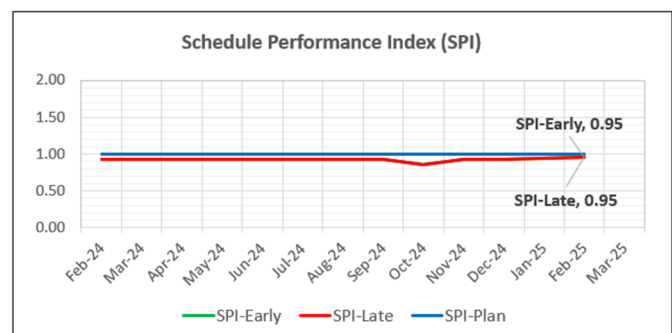
The contractor's January schedule forecasts a June 04, 2025 Substantial Completion date; 248 calendar days later than the contractual milestone date of September 29, 2024. As of the time of reporting, a February update is in the initial stage of review. The critical path for this contract continues to 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	Jul	Aug	Sep	Oct	Nov	Dec																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
E750 Construction	12-Jun-17 A	05-Jun-25																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

Schedule Performance Index

E750 contract substantial completion date anticipated to occur in Q2 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 lagging 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 plans to slip further.



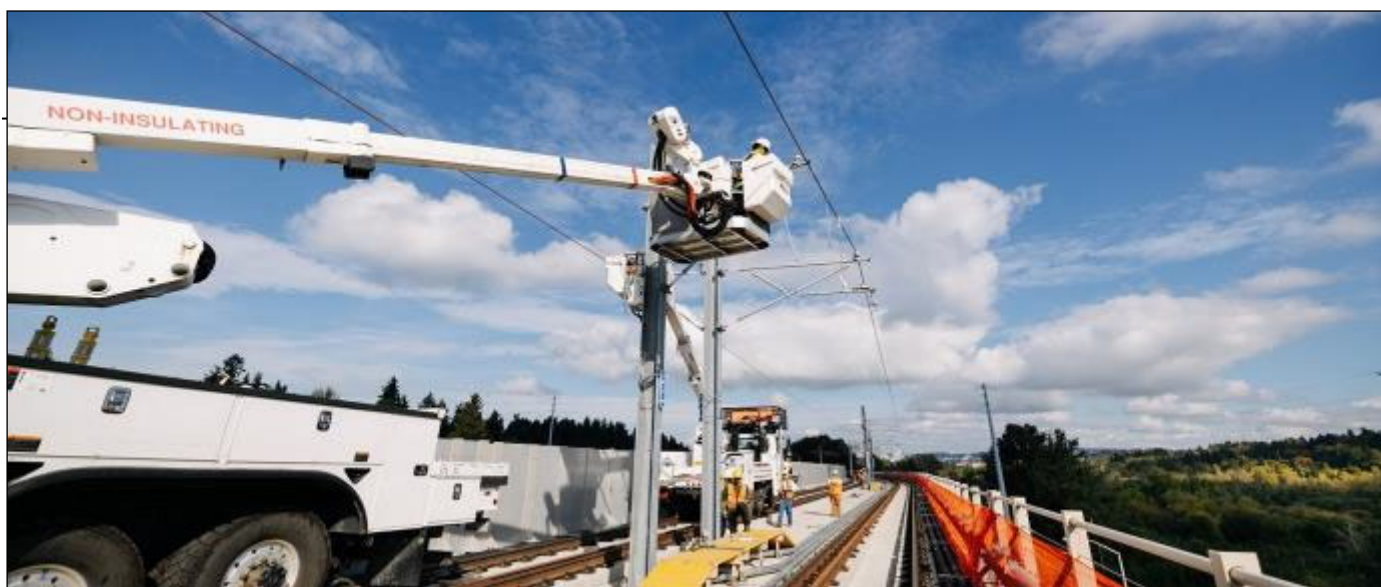
Link light rail East Link Extension

Next Period's Activities.

- Reinstalling systems work removed on I-90 work for the replacement of the direct fixated track.
- Commence Systems 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 systems 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
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$84,779,570
Current Contract Value	\$340,547,698
Total Actual Cost (Incurred to Date)	\$320,671,103
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

Project Summary

Scope	Design, manufacturing, assembly, inspection, testing and delivery of 162 low floor LRVs for predominantly service requirements of Northgate, East Link and Lynnwood Link, Federal Way and Downtown Redmond Extensions.
Phase	Manufacturing, delivering, testing & commissioning
Budget	\$836.9 Million (Baseline Sept 2015, 122 LRVs; Amended Apr 2017, 152 LRVs; Amended Nov 2023, 162 LRVs)
Schedule	Baseline Conditional Acceptance (fleet enters revenue service)
	152nd LRV: Q4 2025
	162nd LRV: Q1 2028



Conditionally Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued LRV deliveries to ST's Operations and Maintenance Facilities (OMF) – two LRV were delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF Central – one LRV was CA this month.
- Continued final assembly and car shell fabrication 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

- Fifteen 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.

The project total expenditure incurred to date is approximately \$662.3M. The majority of the cost attributed to the vehicles phase at approximately \$634.M. The current period expenditure is \$7.1M; 95% of cost attributable to the LRV manufacturing, while engineering, inspection, and administrative efforts the remainder.

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	\$10.3	\$18.0	\$0.0
Construction Services	\$31.7	\$31.7	\$25.2	\$18.0	\$31.7	\$0.0
Vehicles	\$787.2	\$787.2	\$754.4	\$634.0	\$787.2	\$0.0
Total	\$836.9	\$836.9	\$789.8	\$662.3	\$836.9	\$0.0

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land, Existing Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
70 Vehicles	\$783.3	\$791.2	\$761.1	\$637.1	\$791.3	(\$0.2)
80 Professional Services	\$47.2	\$40.0	\$28.7	\$25.2	\$39.9	\$0.2
90 Contingency	\$6.3	\$5.7	\$0.0	\$0.0	\$5.7	\$0.0
Total (SCC 10 - 90)	\$836.9	\$836.9	\$789.8	\$662.3	\$836.9	\$0.0

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

Link light rail

Series 2 LRV Fleet Expansion

Contingency Management

The project's budget was baselined in September 2015 and amended in April 2017 with \$78.0M of Total Contingency. The project's current Total Contingency balance remains unchanged from last period at \$40.8M or approximately 29.1% of remaining work in the project.

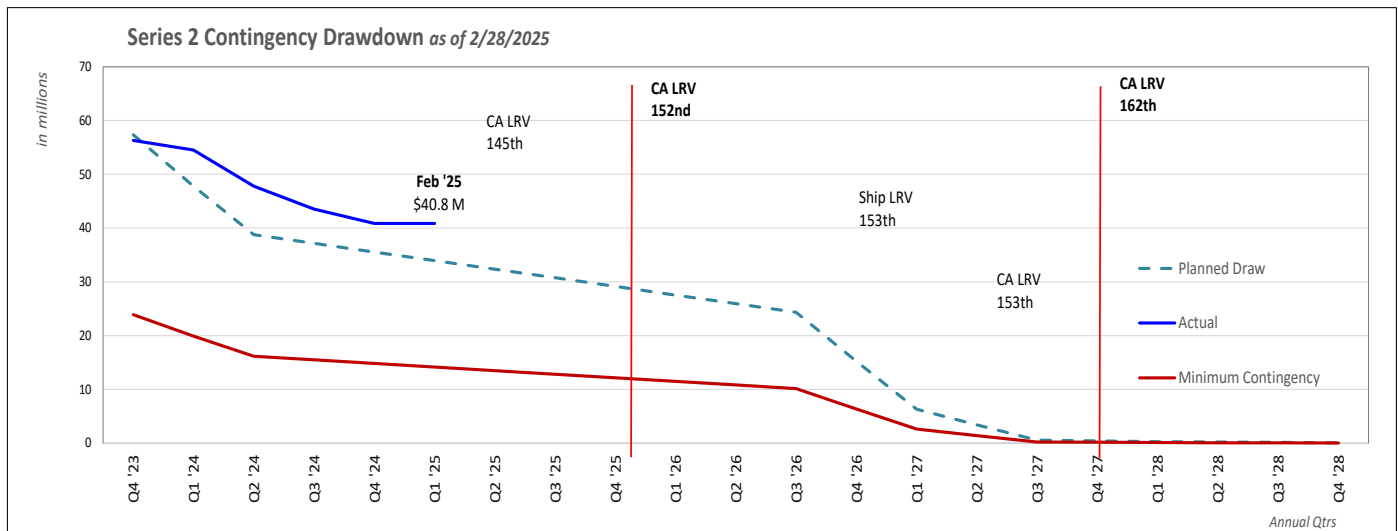
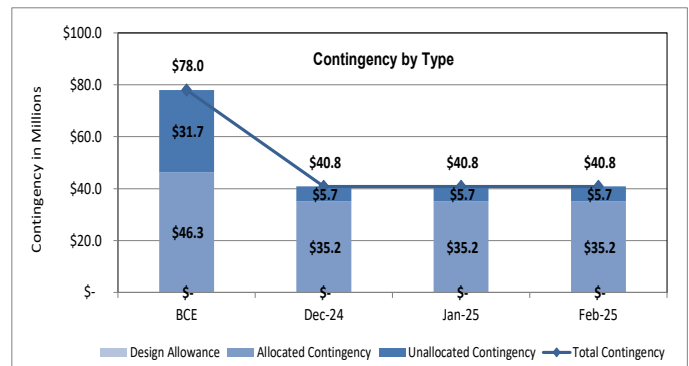
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. The current allocated contingency balance remains unchanged at \$35.2 compared to last period.

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	0.0%
Allocated Contingency	\$46.3	6.3%	\$35.2	25.1%
Unallocated Contingency	\$31.7	4.3%	\$5.7	4.1%
Total	\$78.0	10.7%	\$40.8	29.1%

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 83.7% (last month was 82.8%).

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

CA of 138 LRVs has been completed to support revenue service.

One (1) CA were completed in February and five (5) 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.

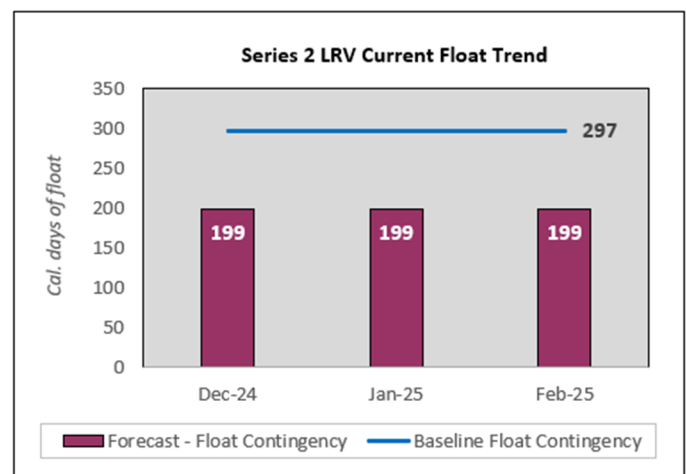
Activity Name	Start	Finish	2025				2026				2027			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
ST LRV Fleet Expansion - Recovery	12-Jul-2021 A	31-Mar-2028												
Revised Project Delivery Sequence - (based on R2023-06)	07-Mar-2022 A	31-Mar-2028												
East Link - Starter Line - LRV Summary (Car #041- #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	27-Dec-2025												
LRV Conditional Acceptance - East Link - Summary - Car #108-#130	29-Feb-2024 A	27-Sep-2024 A												
East Link - Pre-Revenue Service Forecast - START	28-Jul-2025													
East Link - Pre-Revenue Service - Forecast - END		27-Dec-2025												
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	21-Aug-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	14-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 Q40 Inspections in Sacramento, CA



Car 349 in water test in Sacramento, CA

LRV Delivery and Testing Progress as of February 28, 2025				
LRV status	Received /	Testing In Progress	Conditionally	Entered Revenue
*Planned	152	7	145	145
Actual (Seattle)	131	3	128	128
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 February 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	4.3	1.8
Consultants	7.3	6.2	1.1
TOTAL	13.4	10.5	2.9

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

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT
February 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 02/28/2025; figures in million dollars)

SCC Element	Revised TIFIA Application Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs EFC Budget	TIFIA vs EFC Budget
10 Guideway & Track	\$523.0	\$532.5	\$510.4	\$488.6	\$522.9	\$9.6	\$0.1
20 Stations	\$318.9	\$319.1	\$312.2	\$293.5	\$312.2	\$6.9	\$6.7
30 Support Facilities	\$5.3	\$11.3	\$11.9	\$11.4	\$11.9	(\$0.7)	(\$6.6)
40 Sitework & Special Conditions	\$542.5	\$565.0	\$503.7	\$462.8	\$598.2	(\$33.1)	(\$55.6)
50 Systems	\$153.8	\$136.0	\$129.7	\$124.1	\$130.9	\$5.1	\$22.8
Construction Subtotal (10 - 50)	\$1,543	\$1,564	\$1,468	\$1,381	\$1,576	(\$12)	(\$33)
60 Row, Land	\$341.6	\$287.7	\$242.8	\$240.2	\$257.5	\$30.3	\$84.1
70 Vehicles	\$99.2	\$102.5	\$97.0	\$86.3	\$102.5	(\$0.0)	(\$3.3)
80 Professional Services	\$386.6	\$513.5	\$423.6	\$412.0	\$500.9	\$12.6	(\$114.2)
90 Unallocated Contingency	\$637.4	\$540.8	\$0.0	\$0.0	\$81.5	\$459.3	\$555.9
Total (10 - 90)	\$3,008	\$3,008	\$2,231	\$2,119	\$2,518	\$490	\$490

TIFIA reporting nuances:

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

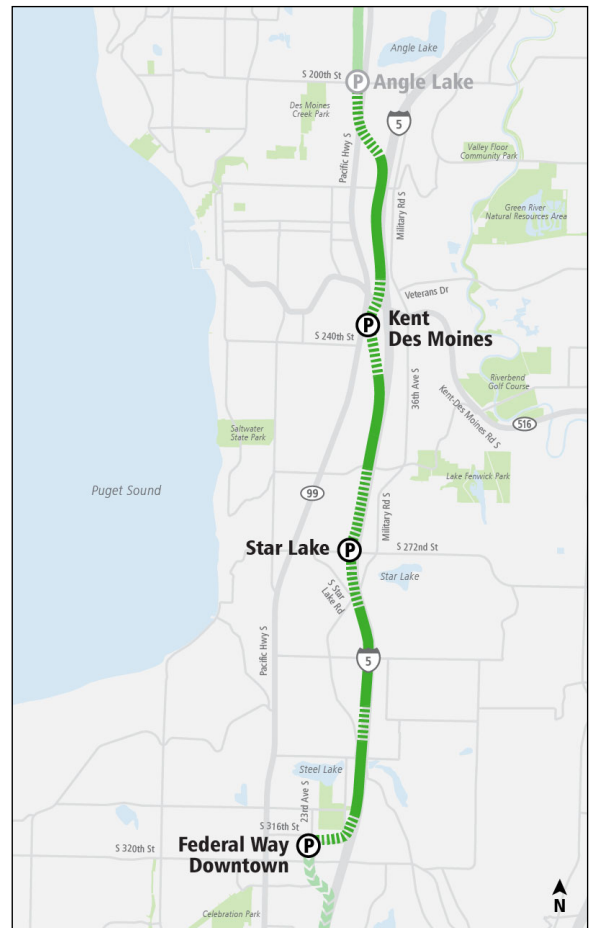
Link light rail

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 *
	<i>*If there are changes it will be reflected in future reports.</i>



Map of Federal Way Link Extension

Key Project Activities

- LRVs moved successfully down to Federal Way Downtown tracks for live wire testing.
- FWLE team continues minor utility relocations needed on FWLE project.
- Continue to progress on Bus Loop opening at FWD for Q1 2025.
- Project team continues to work with City of Federal Way on permit issues.
- Project team continues to work with City of SeaTac, Des Moines, Kent on permit closure.
- Project team is advancing the preparation of the O&M Agreement with WSDOT.
- Project team conducting community outreach for residents who may qualify for the Residential Sound Insulation Program (RSIP).
- Ongoing ROW acquisition and relocations continue related to Traffic Mitigation (F210).
- Major construction activities are ongoing for Traffic Mitigation construction contract (F210).

Closely Monitored Issues

- Bus Loop at Federal Way Downtown.

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 \$14.5M was incurred. Approximately \$9.3M in Construction phase, \$2.8M for Construction Services, \$0.9M for ROW, \$0.9M for Admin Phases, and remaining expenditures derived from Preliminary Engineering, Final Design, and Third Party phases. This period the project continues to forecast an Estimated Final Cost of \$2.4B with a budget underrun of \$30.6M.

*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	\$69.8	\$0.9	\$69.2	\$111.5	\$0.0
Preliminary Engineering	\$46.5	\$46.1	\$45.6	\$0.0	\$45.4	\$46.1	\$0.0
Final Design	\$3.1	\$7.2	\$5.0	\$0.0	\$4.7	\$7.2	\$0.0
Construction Services	\$107.0	\$164.2	\$139.6	\$2.8	\$133.0	\$164.2	\$0.0
3rd Party Agreements	\$27.7	\$44.0	\$31.5	\$0.4	\$28.8	\$43.7	\$0.3
Construction	\$1,831.9	\$1,790.7	\$1,603.5	\$9.3	\$1,512.9	\$1,790.6	\$0.1
ROW	\$338.8	\$287.7	\$242.8	\$0.9	\$240.2	\$257.5	\$30.3
Total	\$2,451.5	\$2,451.5	\$2,137.8	\$14.5	\$2,034.2	\$2,420.9	\$30.6

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	\$510.4	\$1.4	\$488.6	\$522.9	\$9.6
20 Stations	\$318.9	\$319.1	\$312.2	\$3.0	\$293.5	\$312.2	\$6.9
30 Support Facilities	\$5.3	\$11.3	\$11.9	\$0.1	\$11.4	\$11.9	-\$0.7
40 Sitework/Special Condition	\$558.4	\$565.0	\$503.7	\$4.1	\$462.8	\$598.2	-\$33.1
50 Systems	\$153.8	\$136.0	\$129.7	\$0.9	\$124.1	\$130.9	\$5.1
Construction Subtotal(10-50)	\$1,559.4	\$1,563.9	\$1,467.9	\$9.5	\$1,380.5	\$1,576.1	(\$12.2)
60 ROW, Land	\$341.6	\$287.7	\$242.8	\$0.9	\$240.2	\$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	\$423.6	\$4.0	\$412.0	\$500.9	\$12.6
90 Unallocated Contingency	\$178.1	\$81.5	\$0.0	\$0.0	\$0.0	\$81.5	\$0.0
Total (10 - 90)	\$2,451.5	\$2,451.5	\$2,137.8	\$14.5	\$2,034.2	\$2,420.9	\$30.6

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 \$237.7M. 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 \$12.1M due mostly to F200 executed change orders. The AC contingency balance is \$156.2M.

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.

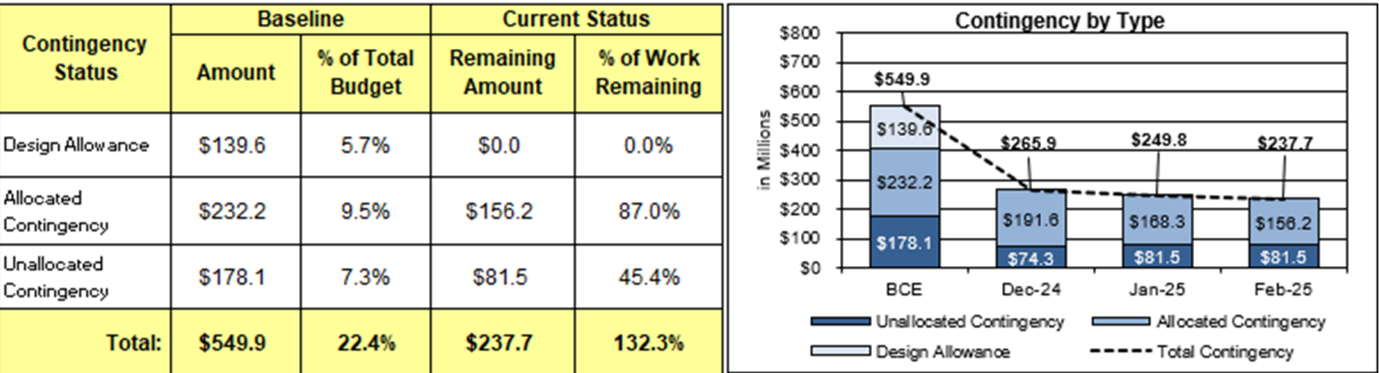
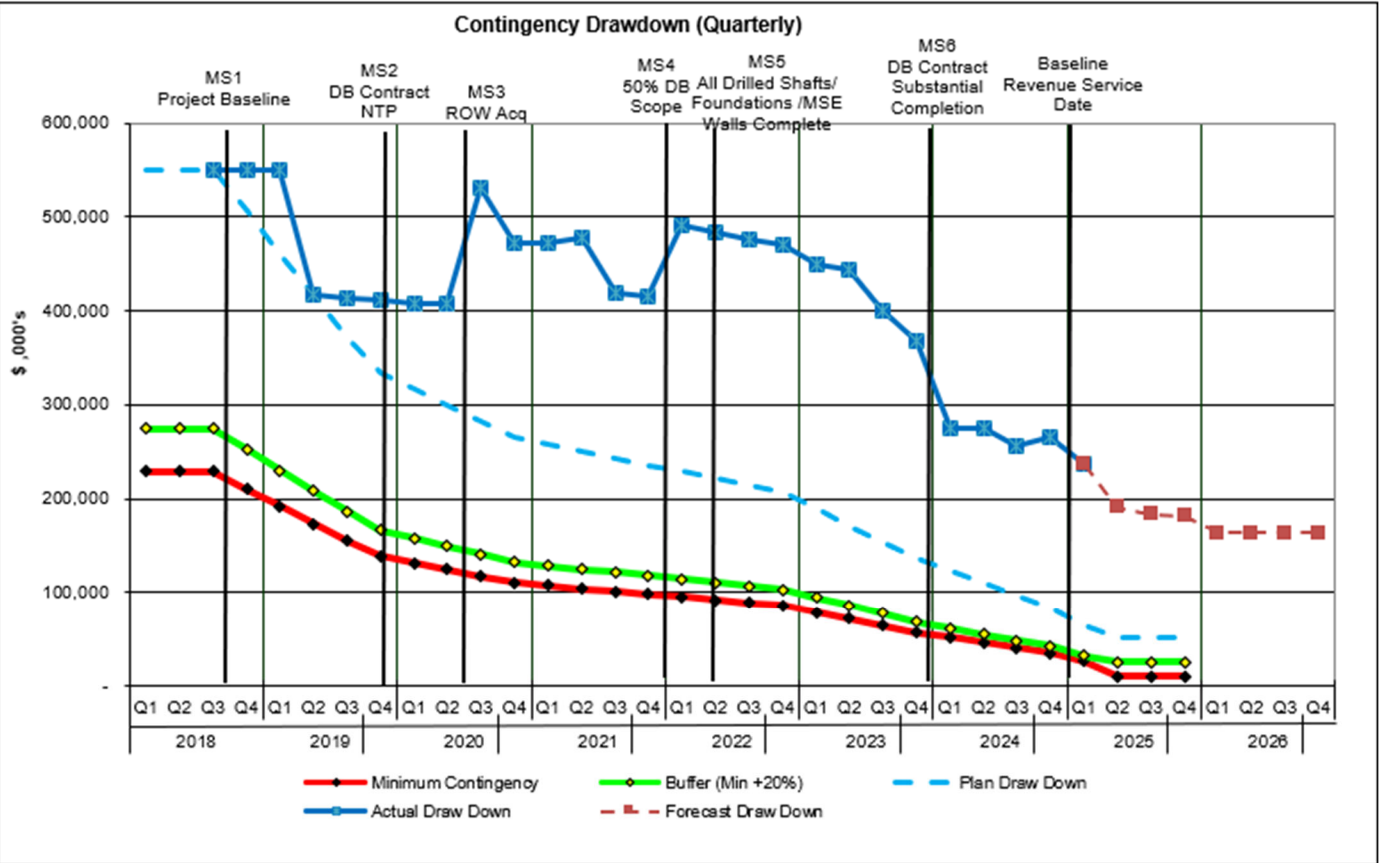


Table figures are shown in millions.



Link light rail Federal Way Link Extension

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 (F210):** Delay in permit issuance by City of Kent and Federal Way may impact project closeout schedule.



Star Lake Station West Wall C– Channel HPC Apply



Wood Mulch Application– Bus Layover Area

Link light rail Federal Way Link Extension

Project Schedule

The weighted percent complete of major construction contracts this month is 95.1% (last month was 94.8%).

The schedule below shows the project schedule through February. 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 98 days in advance of the March 2026 target.

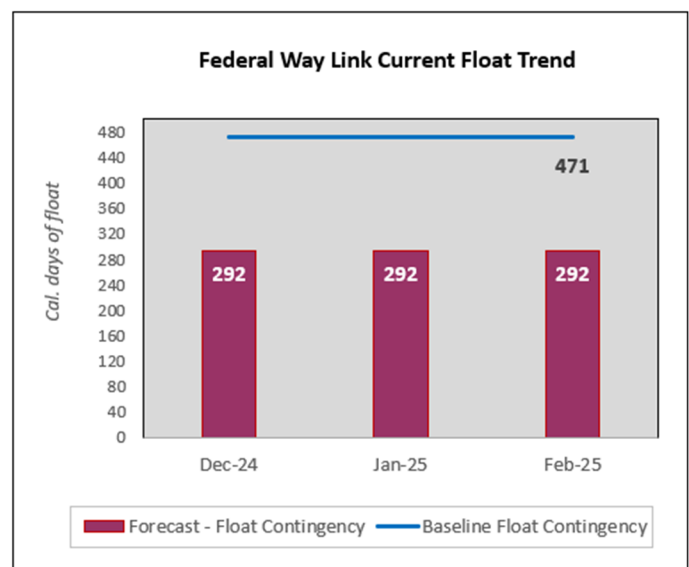
FFGA Milestone #3 is trending Q2 2026 due to delays in F200 ROW acquisitions, which do not impact the critical path. Notice to Proceed was issued in January 2025 for the F210 traffic mitigation project, with Acceptance forecast for one year later in January 2026.

Activity Name	Start	Finish	2025						2026	
			Q1	Q2	Q3	Q4	Q1	Q2		
Federal Way Link Extension Integrated Schedule	01-Jul-2016 A	24-Apr-2026								
Federal Way - Project Management and Milestones	01-Jul-2016 A	24-Apr-2026								
Federal Way Link Extension - FFGA and Planning	01-Jul-2016 A	24-Apr-2026								
Baseline/FFGA Milestones	27-Sep-2018 A	24-Apr-2026								
MS 01 - Baseline Project (Q3 2018)		27-Sep-2018 A								
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-2019 A								
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		05-Jan-2022 A								
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		12-Sep-2023 A								
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		20-Aug-2025								
MS 07 - Revenue Service w/Float (Q4 2026)		14-Mar-2026								
MS 03 - ROW Acquisitions Complete (Q1 2020)		24-Apr-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	28-Feb-2026								
Federal Way Design/Build Contract Procurement	11-Mar-2017 A	07-Jun-2019 A								
Federal Way - Construction	01-Jun-2019 A	21-Jan-2026								
F200 Federal Way Link Extension Design-Build	01-Jun-2019 A	17-Dec-2025								
F210 - Traffic Mitigation - Construction	25-Jul-2024 A	21-Jan-2026								
Federal Way - Rail Activation & Pre-Revenue Service	01-Apr-2022 A	15-Mar-2026								
Federal Way Link Extension - RACT and Pre-Revenue Service	01-Apr-2022 A	15-Mar-2026								
Federal Way Link Extension - Rail Activation	01-Apr-2022 A	15-Mar-2026								
Federal Way Link Extension - Pre-Revenue Service	04-Aug-2025	14-Mar-2026								
Milestones	21-Aug-2025	21-Aug-2025								
Operator Familiarization	04-Aug-2025	23-Sep-2025								
Validation Period	10-Sep-2025	29-Sep-2025								
Simulated Service	30-Sep-2025	05-Dec-2025								
Revenue Service	05-Dec-2025	14-Mar-2026								
FWLE Ready for Revenue Service		05-Dec-2025								
FWLE Project Float Contingency	06-Dec-2025	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.

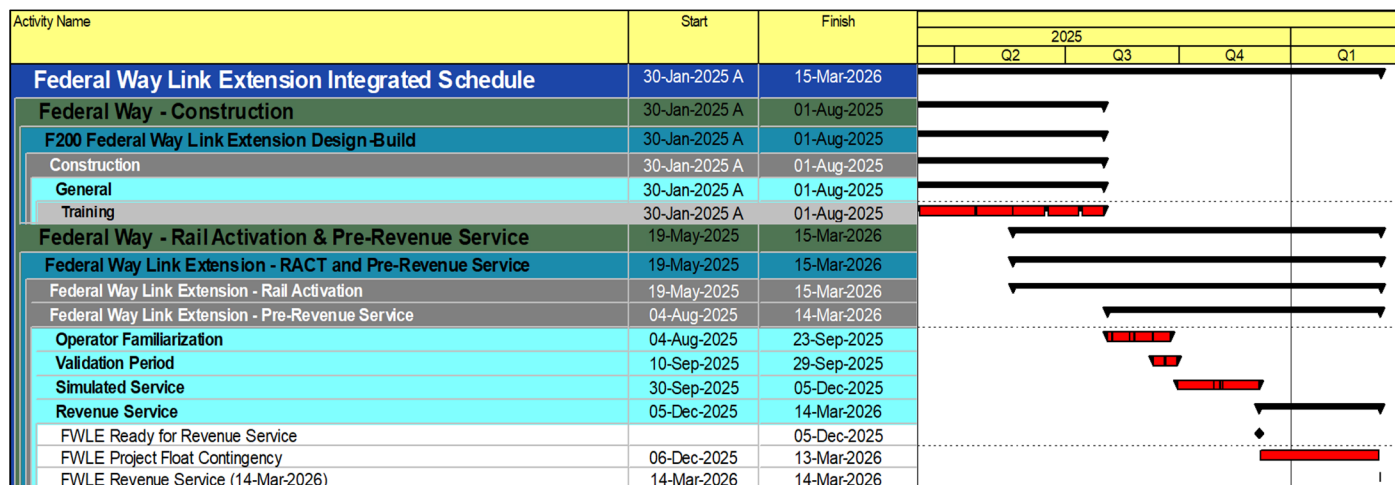


Link light rail

Federal Way Link Extension

Critical Path Analysis

The critical path to revenue service currently runs through the required training and submittals for ST Operations to take custody of the alignment to begin operator familiarization. This reflects an optimized approach to the pre-revenue period that allows some overlap between F200 completion and operational preparations. ST continues to monitor system installations and testing as near-critical work. The Current Progress RSD is March 14, 2026, which currently includes 98 days of project float contingency.



Link light rail Federal Way Link Extension

Major Contract Status

Contract Number	Contract Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
Completed Contracts					\$ 137,668	\$ 137,668			
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
In-Progress Contracts					\$ 1,763,799,787	\$ 1,669,181,440			
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	Open-low activity
RTA/AE 0021-21	Traffic Mitigation Final Design & DSDC	David Evans & Associates	\$ 1,179,063	\$ 1,727,126	\$ 2,906,189	\$ 2,729,296	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	\$ 132,907,710	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	\$ 1,537,101,579	\$ 1,467,575,017	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	\$ 15,968,564	varies	varies	Open
RTA/CN 0015-24	F210 Traffic Mitigation Improvement Construction	Stacy & Witbeck	\$ 11,648,140	\$ -	\$ 11,648,140	\$ 972,600	Jan-25	Jan-26	Open
Planned Contracts					\$ 1,000,000	\$ -			
	PSE Fiber	tbd			\$ 1,000,000				Agr pending
Contract Totals					\$ 1,764,937,455	\$ 1,669,319,108			

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 tabled at the Federal Way Performing Arts Center.
- Drop in meetings about the Federal Way Bus Loop opening at Federal Way Library.
- Continued Temporary Construction closeout/ activation coordination with property owners.
- Continued engagement regarding final restoration, water intrusion, and fencing plans with adjacent property owners.



Community Engagement Specialist staff at the Bus Loop drop-in meeting

Link light rail Federal Way Link Extension

Staffing Summary

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

FWLE project overall is 16.9 FTEs below the staffing plan for this period. Consultant staffing is 3.2 FTEs below the plan this period. The main contributor is the DBPM services contract; DBPM supports the Design-Build contractor for change management, major construction oversight pertaining to stations, garages, various civil site work throughout the alignment, systems and commissioning activities, and supplementing ST project staff vacancies. ST staffing is trending approximately 13.6 FTE under plan. There are a few key vacancies in the project team waiting to be filled.



Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	44.3	30.7	13.6
Consultants	71.2	67.9	3.2
TOTAL	115.5	98.6	16.9
* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.			

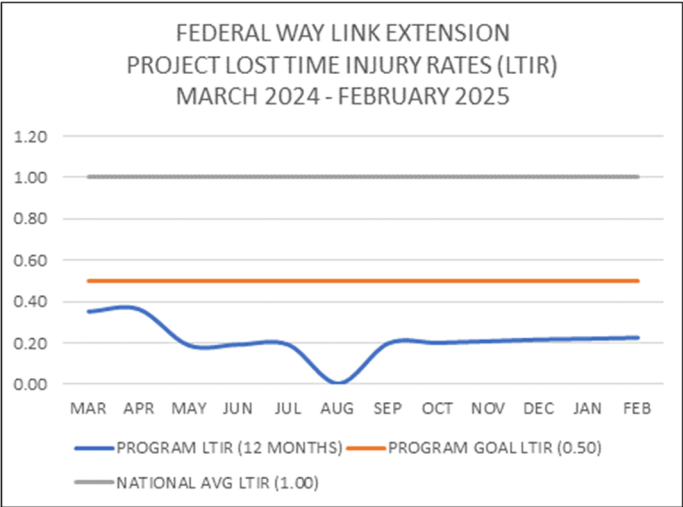
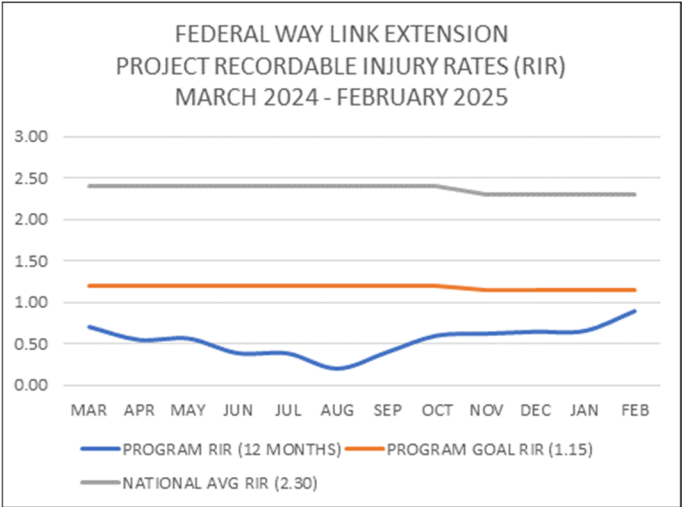
Sound Transit Board Actions

Board Action	Description	Date
M2025-10	Increase Contingency Funds for Certain Federal Way Link Extension Agreements and Contracts	2/13/2025

Link light rail **Federal Way Link Extension**

Construction Safety

Safety		Project	Program Goal	National Average	WA State Average
	Recordable Injury Rate (RIR)	0.89	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	0.22	0.50	1.00	1.70



- Notes:
- Reporting rate is based off of a 12 month period.
 - Due to the timing of contractor’s reporting periods, the current month’s numbers above are a combination of actuals and estimates. All previous months’ numbers are reconciled and replaced with actuals.

Link light rail Federal Way Link Extension

F200 Design Build Contract

Current Progress

Status at the close of February 2025, the baseline schedule confirmed completion: Contract total = 95.1% (last month was 94.8%); 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.
- Systems WA 1.1: OCS work – Complete.
- TPSS S02: Complete.
- Systems WA 1.2: OCS work —Complete.
- Signal House S02: Testing & commissioning ongoing.
- Systems WA 1.3: OCS work—Complete.
- Signal house SO3: Testing & commissioning—Complete.
- KDM Station (100.0% complete): Platform and plaza levels, exterior/interior elements. Testing & Commissioning.
- KDM Garage (100.0% complete): Finish work, Punchlist activities, and commissioning.
- TPSS S03: Installation and testing—Complete.
- Structure C: Complete.
- Star Lake Station (96.4% 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.
- Systems: WA 3.5 - OCS work—Complete. WA 3.7 - OCS work—Complete. WA 3.8 - OCS work—Complete.
- TPSS S06: Testing and commissioning –Complete. TPSS S07: Installations—Complete.
- Signal House S06: Installation and testing—Complete.
- Bus Shelters: Aluminums and glass work.
- 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.
- End of Line Facility: Work on both interior/exterior elements. Testing & Commissioning.



Clearance Cart Test



Contractor Setting Rail

Link light rail

Federal Way Link Extension

Schedule Summary

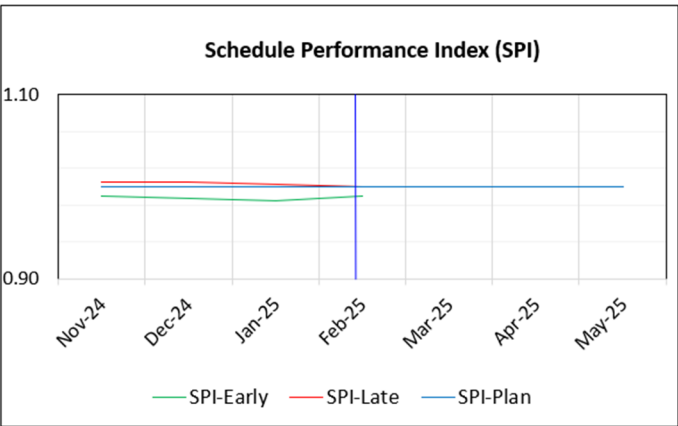
The schedule below represents the February 2025 CPM update. The weighted percent complete of major construction contracts is at 95.1% (last month was 94.8%). The Structure C Long Span impact and optimized contract milestones per change order #181 have been incorporated into the F200 schedule. All of 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	
F200 Federal Way Link Extension Design-Build	01-Jun-2019 A	17-Dec-2025				
Contract Milestones	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 5b - Substantial Completion Work South of Structure C (29-Mar-25)		18-Apr-2025*				
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)		28-May-2025*				
Substantial Completion for Milestone 5c		05-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)		14-Aug-2025*				
MS 5c - Substantial Completion of All Work (except MS 5x Scope) (20-Aug-25)		20-Aug-2025*				
MS 5d - Acceptance of All Work (except MS 5x Scope) and Project Ready of Revenue Service (20-Oct-25)		19-Oct-2025				
MS 5x - Substantial Completion of All Remaining Work (20-Oct-25)		20-Oct-2025				
Substantial Completion Inspection and Punchlist Milestone 5a	08-Feb-2024 A	07-Mar-2025				
Substantial Completion Inspection and Punchlist Milestone 5b	25-Jul-2024 A	15-Jun-2025				
Substantial Completion Inspection and Punchlist Milestone 5c	03-Mar-2025	17-Oct-2025				
Substantial Completion Inspection and Punchlist Milestone 5x	15-Apr-2025	17-Dec-2025				
Design	07-Jun-2019 A	07-Mar-2025				
Construction	01-Jun-2019 A	17-Dec-2025				
General	01-Jun-2019 A	17-Dec-2025				
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-2019 A	11-Sep-2025				
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-2019 A	09-Oct-2025				
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-2019 A	23-Sep-2025				
Commissioning	10-May-2021 A	15-Aug-2025				
Provisional Sums	01-Dec-2019 A	16-Oct-2025				
Change Orders	01-Jul-2019 A	13-Oct-2025				

Schedule Performance Index

The Early SPI is 0.99 and Late SPI is 1.00. Current report calculated based on the February 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.
- KDM Station: Extensive work on both platform and plaza levels. Exterior and interior elements. Testing and Commissioning.
- Star Lake Station: Extensive work on both East and West Platform and Plaza levels. Testing and Commissioning.
- Star Lake Garage: Work on interior/exterior elements. Testing and Commissioning efforts.

Construction (continued):

- Star Lake Ancillary Building: Testing and Punchlist activities and commissioning.
- Bus shelters: Aluminum and glass work.
- FWD Garage modification: Extensive work on interior/exterior elements. Testing and Commissioning efforts.
- FWD Station: Extensive work on North/South surface and platform levels. Testing and Commissioning efforts.
- Bus shelters: Aluminum and glass work.
- End of Line Facility: Work on both interior/exterior elements. Testing and Commissioning.

Closely Monitored Issues (F200)

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

Cost Summary

Present Financial Status	Amount
F200 Contractor– Kiewit Infrastructure West Co	
Original Contract Value	\$1,285,200,000
Change Order Value (excludes betterments)	\$324,780,700
Current Contract Value	\$1,537,101,579
Total Actual Cost (Incurred to Date)	\$1,467,575,017
Percent Complete	95.1%
Authorized Contingency + Add'l Ctg	\$358,297,519
Contingency Drawdown (excludes betterments)	\$324,780,700
Contingency Index *	
*Excludes ATC/NTD, betterments	1.10



Planting works– Bus Layover Area

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT
February 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 2/28/2025; 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	\$121.7	\$6.2	\$79.5	\$13.3	\$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	\$14.8	\$1.4	\$6.7	\$1.3	\$16.1	\$0.1	\$0.1
Construction Subtotal	\$172.7	\$168.5	\$142.0	\$7.7	\$86.9	\$16.2	\$158.2	\$14.5	\$10.3
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	\$41.4	\$0.9	\$33.1	\$11.0	\$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
Total TIFIA Project	\$240.2	\$240.2	\$183.5	\$8.5	\$120.0	\$37.6	\$221.1	\$19.1	\$19.1

Link light rail

Pinehurst Station

Project Summary

Scope	Construct an elevated infill station at NE 130th St and 5th Ave NE in Seattle.
Phase	Construction
Budget	\$240.2 Million
Schedule	Revenue Service: Q2 2026 Projected Substantial Completion Date June 2026* <i>*If there are changes it will be reflected in future reports.</i>



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Continued ancillary building mechanical, electrical, and plumbing installation along with roofing.
- Continued station underground utility installation.
- Continued stairway structural steel erection.
- Continued platform canopy roofing and framing.

Closely Monitored Issues

- Coordination of single tracking at night to complete platform roofs and lighting.
- Structural steel and 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.

Current period incurred \$8.5M. The major expenditures were for civil construction, civil DSDC, construction management, and ST staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$8.1	\$8.6	\$5.4	\$0.2	\$5.5	\$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	\$0.1	\$15.9	\$21.0	\$0.1
Construction Services	\$17.3	\$17.2	\$12.7	\$0.5	\$7.9	\$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	\$144.9	\$7.7	\$87.2	\$170.1	\$19.0
ROW	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.0
Project Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$240.2	\$240.2	\$183.5	\$8.5	\$120.0	\$221.1	\$19.1

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	\$121.7	\$6.2	\$79.5	\$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	\$14.8	\$1.4	\$6.7	\$16.1	\$0.1
Construction Subtotal(10 - 50)	\$172.8	\$168.5	\$142.0	\$7.7	\$86.9	\$158.2	\$10.3
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	\$41.4	\$0.9	\$33.1	\$52.4	\$0.8
90 Unallocated Contingency	\$17.6	\$18.4	\$0.0	\$0.0	\$0.0	\$10.3	\$8.0
Total (10 - 90)	\$240.2	\$240.2	\$183.5	\$8.5	\$120.0	\$221.1	\$19.1

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 \$46.1M.

Allocated Contingency (AC): Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period allocated contingency was not changed.

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%	\$27.8	37.5%
Unallocated Contingency	\$17.7	7.4%	\$18.4	24.8%
Total:	\$48.6	20.2%	\$46.1	62.3%

Contingency by Type

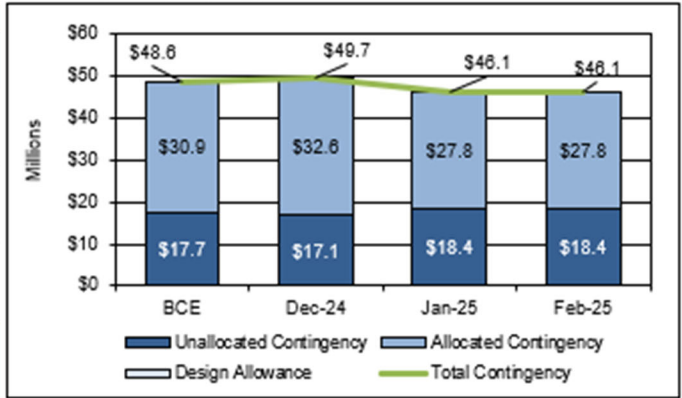
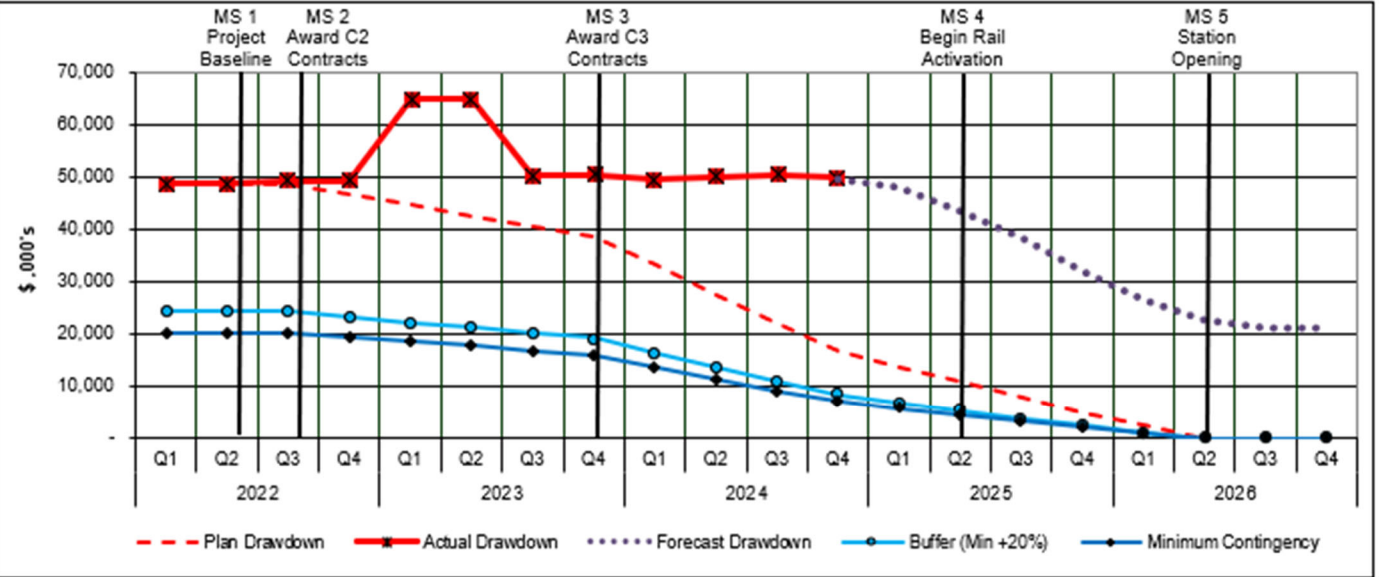


Table figures are shown in millions.

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

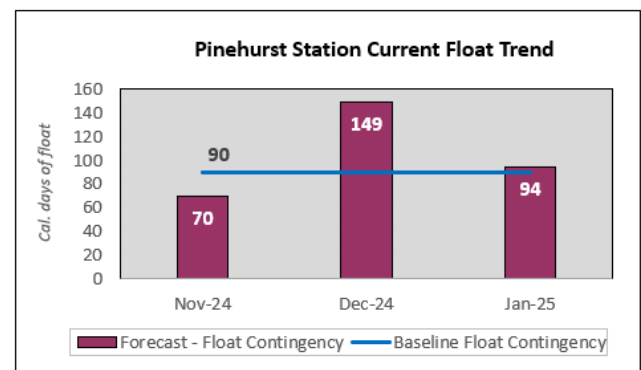
The weighted percent complete for the major construction contracts this month is 64.8% (last month was 60.4%).

The schedule below shows the integrated project schedule through January. The February schedule submittal from the contractor is still pending. The L230 contractor has begun work on the station ancillary building, support structures for vertical conveyance. Work on base slabs is continuing. The current projected Revenue Service Date remains Q2 2026.

Activity Name	Start	Finish	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Pinehurst Station - Design & Permitting	04-Feb-19 A	17-Mar-25								
Pinehurst Station - ROW Acquisitions -	23-Jun-22 A	29-Jan-25								
Pinehurst Station - L210 Platform & Ca	22-Sep-20 A	26-Jun-24 A								
Pinehurst Station - L230 Finishes	31-Jul-23 A	19-Feb-26								
GENERAL	31-Jul-23 A	19-Feb-26								
PROCUREMENT	31-Jul-23 A	08-Jul-25								
CONSTRUCTION	30-Aug-23 A	19-Dec-25								
Mobilization	30-Aug-23 A	30-Apr-24 A								
STATION CONSTRUCTION	14-Sep-23 A	19-Dec-25								
CIVIL SITE UTILITIES	21-May-24 A	10-Jun-25								
SITE IMPROVEMENTS	04-Jan-25	18-Dec-25								
CLOSEOUT	01-Oct-24 A	12-Nov-25								
PROVISIONAL SUMS	19-Aug-24 A	19-Feb-26								
CHANGE ORDERS	28-Aug-24 A	02-Jan-25								
Pinehurst Station - L810 Systems Installation	10-Apr-23 A	19-Nov-25								
Sound Transit L810 90% Engineering / Con	10-Apr-23	19-Nov-25								
L810 Engineering	10-Apr-23 A	19-Nov-25								
L810 Construction	26-Dec-24 A	20-Oct-25								
L810 Fees	10-Apr-23 A	19-Nov-25								
L810 NSS	01-Jan-25	17-Mar-25								
L810 Risk	10-Apr-23 A	19-Nov-25								
L810 Change Orders	27-Jan-25	27-Jan-25								
Pinehurst Station - Rail Activation	23-Feb-24 A	25-Jun-26								
RA Tasks	23-Feb-24 A	10-Feb-26								
Pre-Revenue Service	12-Nov-25	22-Jan-26								
Revenue Service Preparation	28-Jan-26	28-Jan-26								
Targeted In-Service - NE 130th Sta	28-Jan-26	28-Jan-26								
Revenue Service	28-Jan-26	25-Jun-26								
Project Float	28-Jan-26	25-Jun-26								
Current In-Service - NE 130th Sta										

Project Float

Project float decreased to 94 days. This decrease is based in part on L230 schedule logic changes that affect the critical path, as well as revisions made to the Activation schedule. The float shown is likely to vary as delivery and installation sequences are firmed up, as well as refinements to the Rail Activation schedule. The project continues to reflect an on-time completion.



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	\$17.2	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	\$7.3	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	\$1.4	\$99.7	\$57.4	Aug 2023	Oct 2025
L810 Systems Construction	Mass Electric	\$14.3	\$0.0	\$14.3	\$6.5	Feb 2022	Nov 2025
				\$167.4	\$111.8		

Link light rail

Pinehurst Station

Community Engagement

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

- Continuing to coordinate outreach and communications with Shoreline and Seattle on their respective project areas.

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	9.5	6.8
Consultants	13.1	25.2	(12.1)
TOTAL	29.4	34.7	(5.3)
* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.			

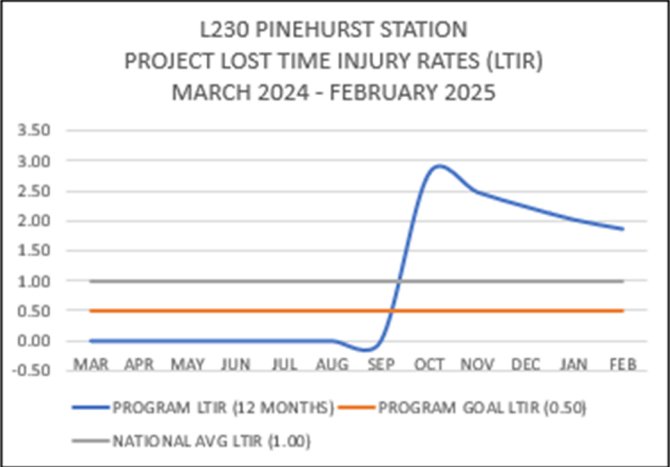
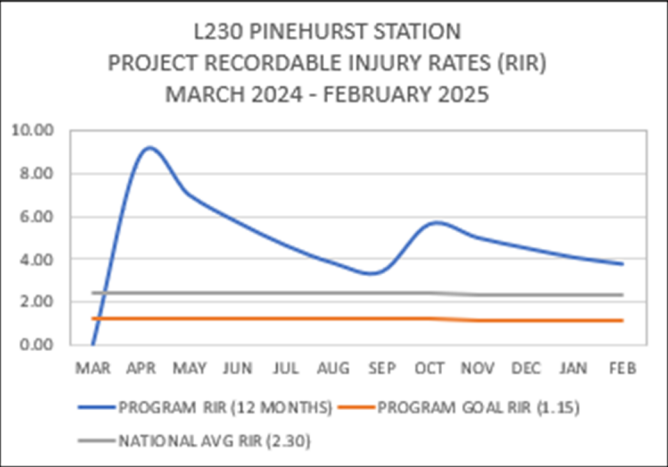
Sound Transit Board Actions

Board Action	Description	Date
	None this period	

Link light rail Pinehurst Station

Construction Safety

Safety		Project	Program Goal	National Average	WA State Average
	Recordable Injury Rate (RIR)	3.74	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	1.87	0.50	1.00	1.70



Notes:

- Reporting rate is based off of a 12 month period.
- Due to the timing of contractor’s reporting periods, the current month’s numbers above are a combination of actuals and estimates. All previous months’ numbers are reconciled and replaced with actuals.
- The project experienced two (2) OSHA recordable injuries in 2024, one of which resulting in lost time. 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.

Link light rail **Pinehurst Station**

Contract L230 Station Finishes

Current Progress

- Continued northwest stair and elevator steel erection.
- Continued underground utility installation.
- Continued ancillary building M/E/P installation.

Schedule Summary

The L230 contract schedule has been updated through January. The February 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 include the egress stairs, elevators, and escalators.

Activity Name	Start	Finish	2023	J	J	A	S	O	N	D	2024	J	F	M	A	M	J	J	A	S	O	N	D	2025	J	F	M	A	M	J	J	A	S	O	N	D	2026	J	F	M
Pinehurst Station - L230 Finishes	31-Jul-23 A	10-Mar-26																																						
GENERAL	31-Jul-23 A	10-Mar-26																																						
Milestones (Start / Complete)	31-Jul-23 A	10-Mar-26																																						
Milestones (Interim Contract)	22-Nov-23 A	15-May-25																																						
Milestones (CIP Contractor Coordination MSs - Ab	26-Jun-25	17-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	07-Jan-26																																						
Mobilization	30-Aug-23 A	30-Apr-24 A																																						
STATION CONSTRUCTION	14-Sep-23 A	07-Jan-26																																						
CIVIL SITE UTILITIES	21-May-24 A	10-Jun-25																																						
SITE IMPROVEMENTS	04-Mar-25	02-Jan-26																																						
CLOSEOUT	01-Oct-24 A	26-Dec-25																																						
PROVISIONAL SUMS	19-Aug-24 A	10-Mar-26																																						
CHANGE ORDERS	28-Aug-24 A	03-Feb-25																																						

Present Financial Status	Amount
Absher – Civil Construction	
Original Contract Value	\$98,270,000
Change Order Value	\$1,398,420
Current Contract Value	\$99,668,420
Total Actual Cost (Incurred to Date)	\$57,364,170
Percent Complete	59.4%
Authorized Contingency	\$14,740,500
Contingency Drawdown	\$1,398,420
Contingency Index	6.3



North plaza stairs

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT
February 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 2/28/2025; 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	\$117.6	\$50.5	\$2.0	\$52.5	\$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	\$23.9	\$12.3	\$0.1	\$12.4	\$29.5	(\$6.8)
50 Systems	\$6.9	\$3.8	\$6.3	\$6.3	\$6.3	\$0.0	\$6.3	\$6.3	(\$6.3)
Construction Subtotal (10 - 50)	\$191.5	\$191.9	\$189.3	\$147.8	\$69.1	\$2.2	\$71.2	\$170.5	\$19.2
60 Row, Land	\$22.1	\$20.8	\$31.4	\$27.2	\$27.2	\$0.0	\$27.2	\$31.0	(\$1.1)
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	\$78.5	\$66.7	\$0.8	\$67.5	\$85.8	(\$3.6)
90 Unallocated Contingency	\$11.3	\$14.5	\$10.3	\$0.1	\$0.0	\$0.1	\$0.1	\$6.9	\$7.1
Total RRIF Project (10 - 90)	\$314.4	\$311.3	\$318.8	\$253.6	\$163.0	\$3.1	\$166.0	\$294.4	\$21.6

Puyallup Project¹

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

Sumner Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Baseline Budget vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$20.9	\$21.0	\$54.9	\$39.0	\$11.2	\$1.1	\$12.2	\$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	\$1.8	\$0.1	\$1.9	\$10.6	\$0.0
50 Systems	\$2.3	\$2.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Sumner Construction Subtotal	\$67.0	\$67.1	\$65.6	\$45.6	\$13.0	\$1.2	\$14.1	\$57.1	\$8.5
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	\$29.2	\$24.9	\$0.2	\$25.1	\$32.6	\$0.6
90 Unallocated Contingency	\$4.8	\$4.8	\$4.8	\$0.1	\$0.0	\$0.1	\$0.1	\$4.0	\$0.8
Total Sumner Project	\$108.9	\$109.0	\$108.0	\$79.2	\$42.1	\$1.4	\$43.49	\$98.2	\$9.9

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	\$8.3	\$1.0	\$9.3	\$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	\$0.0	\$1.1	\$9.6	\$1.5
50 Systems	\$0.8	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Auburn Construction Subtotal	\$76.7	\$76.8	\$76.1	\$55.6	\$9.4	\$1.0	\$10.4	\$66.7	\$9.4
60 Row, Land	\$10.8	\$10.8	\$20.1	\$16.2	\$16.3	\$0.0	\$16.3	\$19.9	\$0.3
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	\$14.9	\$0.6	\$15.5	\$26.2	\$0.8
90 Unallocated Contingency	\$6.1	\$6.1	\$5.5	\$0.0	\$0.0	\$0.0	\$0.00	\$3.0	\$2.5
Total Auburn Project	\$123.2	\$123.3	\$128.8	\$94.0	\$40.5	\$1.6	\$42.16	\$115.9	\$13.0

Notes

1. Puyallup Station Parking and Access Improvements project was baselined in February 2019 in the amount of \$79.1M. The baseline contingency levels were insufficient and required an additional \$3.25M that was approved by the ST Board in April

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Project Summary

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

Phase Complete Environmental / Enter Design & Construction

Budget \$359.7 Million

Schedule Baselined Revenue Service Dates / Projected Substantial Completion Dates*

Sumner: March 2026 / November 2025

Auburn: March 2027 / December 2026

Kent: June 2027 / October 2026

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



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements



Auburn Station Parking & Access Improvements

Key Project Activities

Sumner:

- 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 packages.
- Underground utility rough in has started within the garage footprint.
- The site storm drainage system is under construction with manholes and detention pipe being set.

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Key Project Activities (continued)

Kent:

- Auger-Cast Piling work started. 49 piles completed in February.
- Completed contaminated soils removal at ADA lot. ST is reviewing final samples report confirming results.
- Conducted second partnering meeting between Absher and Sound Transit.
- Design Package Status:
 - DP-02 Site and Foundations Package:
 - ◊ RFC issued for Auger cast piles. Building permit issued by City of Kent on 2/11.
 - ◊ Civil package in review by City of Kent.
 - DB-03 Garage: Progressing to 100% design and coordinating permit review with City of Kent.
 - 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: 60% package in review by ST.

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:
 - Sound Transit is reviewing the DO-02 site and foundation package IFC.
 - 60% Garage and offsite packages review completed by ST.

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 expenditures increased by \$4.5M. The incurred cost increased from \$111.7M to \$116.2M. The majority of costs are attributed to staff costs, design-build project management activities, right-of-way activities, and the Sumner, Kent, and Auburn Stations design-build construction contracts.

*Note: Incurred this month does not include Puyallup.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month*	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$26.2	\$26.2	\$14.3	\$0.3	\$14.4	\$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	\$0.4	\$12.1	\$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	\$175.6	\$3.8	\$48.6	\$221.6	\$31.2
ROW	\$31.2	\$31.2	\$26.2	\$0.0	\$26.1	\$31.0	\$0.3
Total	\$359.7	\$359.7	\$260.0	\$4.5	\$116.2	\$324.7	\$34.9

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$135.3	\$184.5	\$133.9	\$3.2	\$29.2	\$163.3	\$21.3
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$85.1	\$37.7	\$24.8	\$0.2	\$4.1	\$32.9	\$4.9
50 Systems	\$5.1	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	(\$0.1)
Construction Subtotal (10 - 50)	\$225.5	\$222.3	\$158.8	\$3.5	\$33.4	\$196.2	\$26.0
60 ROW, Land	\$24.5	\$30.5	\$26.2	\$0.0	\$26.1	\$30.2	\$0.3
70 Vehicles	\$0.0	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3	\$0.0
80 Professional Services	\$92.5	\$90.5	\$75.1	\$1.0	\$56.7	\$87.0	\$3.5
90 Unallocated Contingency	\$17.2	\$16.2	\$0.0	\$0.0	\$0.0	\$11.0	\$5.2
Total (10 - 90)	\$359.7	\$359.7	\$260.0	\$4.5	\$116.2	\$324.7	\$34.9

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 \$81.7M, with a decrease of \$77.7K 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 \$77.7K, due mostly to the executed change order for the Sumner design-build contract (\$55.9K).

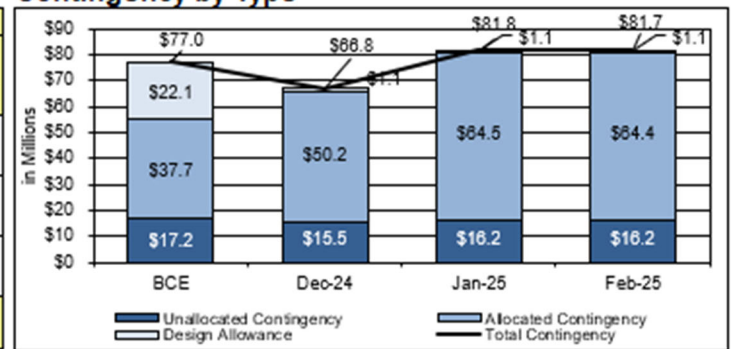
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

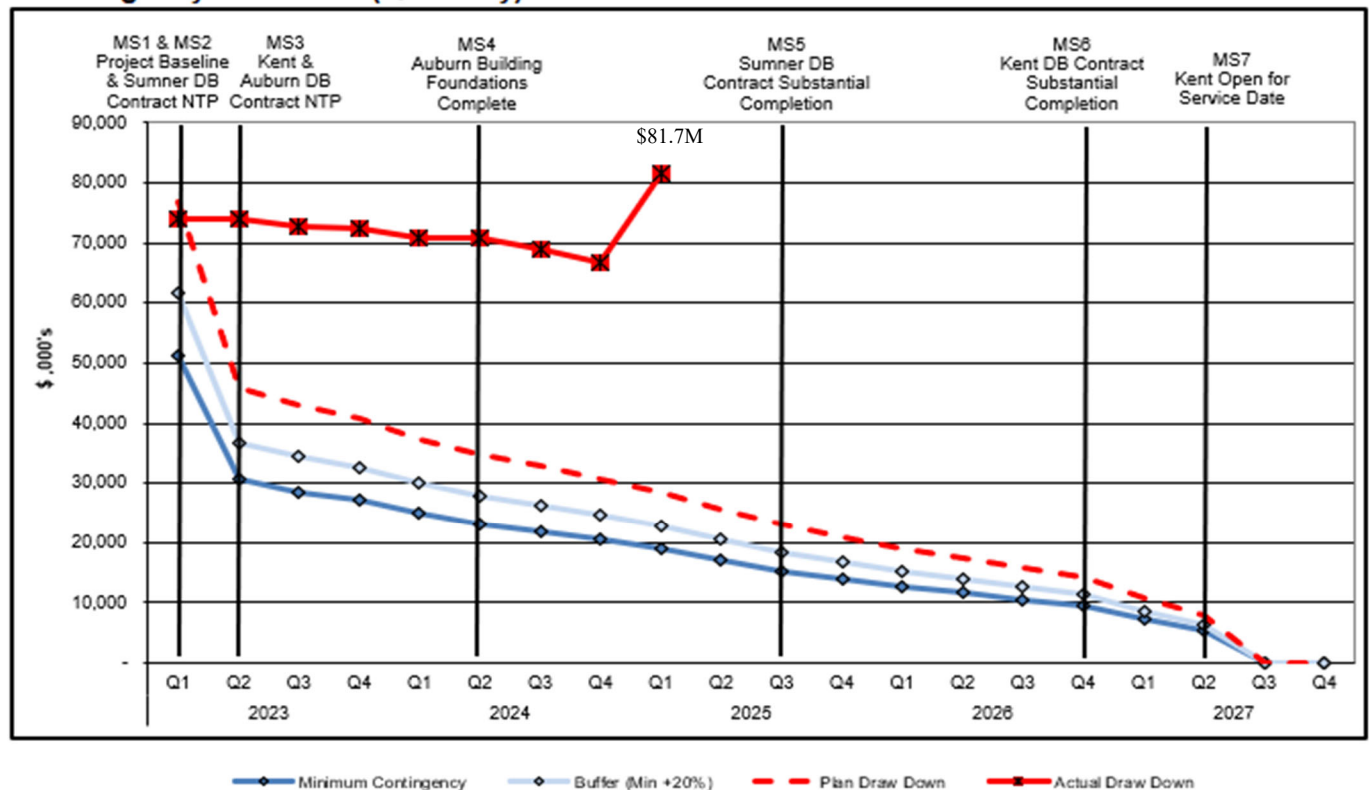
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$22.1	6.1%	\$1.1	0.68%
Allocated Contingency	\$37.7	10.5%	\$64.4	39.80%
Unallocated Contingency	\$17.2	4.8%	\$16.2	10.02%
Total:	\$77.0	21.4%	\$81.7	50.50%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Souder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Major Contract Status

Contract Number	Contract Name	Contractor/ Consultant	Base Contract Value	Value of Changes/ Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
Completed Contracts					4,891,608	4,891,608			
	Prelim. Eng./ Design Consultant	CDM Smith, Inc.	449,827	2,075,522	2,525,349	2,525,349	10/21/2016	7/31/2021	Done
	Prelim. Eng./ Design Consultant	Parametrix, Inc.	402,341	1,963,919	2,366,259	2,366,259	5/15/2013	4/2/2021	Done
In-Progress Contracts					128,104,738	42,783,663			
RTA/AE 0613-18	DBPM/ Auburn	HNTB Corporation	1,800,002	7,631,918	9,431,920	3,536,024	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	15,190,951	1/16/2024	12/31/2026	Open
RTA/AE 0613-18	DBPM/ Sumner	HNTB Corporation	6,100,115	523,834	7,030,402	4,517,866	7/1/2019	12/31/2027	Open
RTA/DB 0252-19	SSAI Contractor DB	Harbor Pacific Contractors, Inc.	49,000,000	2,239,598	51,239,598	19,538,822	2/27/2023	11/30/2025	Open
Planned Contracts									
None									
Total Contracts					132,996,346	47,675,271			

Souder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Risk Management

The following are the top Project-wide risks:

- Permitting process could delay Auburn or Kent projects.
- Additional scope and project change requests from stakeholders could cause project delay during permit approval.
- Increasing market costs could impact the design-builder's project buy-out going forward.

Closely Monitored Issues

- **Sumner:** Sumner RFD still need to be finalized internally.
- **Auburn:** Property acquisition in Auburn court appeal process is underway and outcome may impact final ROW budget expenditure.
- **Kent:** Coordination with City of Kent project staff regarding challenges with design deviations that have been identified as critical to the project.

Community Engagement

- **Sumner:** Ongoing construction engagement for impacted stakeholders.
- **Auburn:** Ongoing construction engagement for impacted stakeholders.
- **Kent:** Ongoing construction engagement for impacted stakeholders. Construction alert sent regarding auger cast pile drilling work.

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. The Planned FTE is annually projected and remains consistent each month . The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.



Less than anticipated level of effort by Sound Transit staff due to availability constraints of resources. Consultant level of effort is anticipated to increase to meet the planned average as the Kent and Auburn projects progress further in construction.

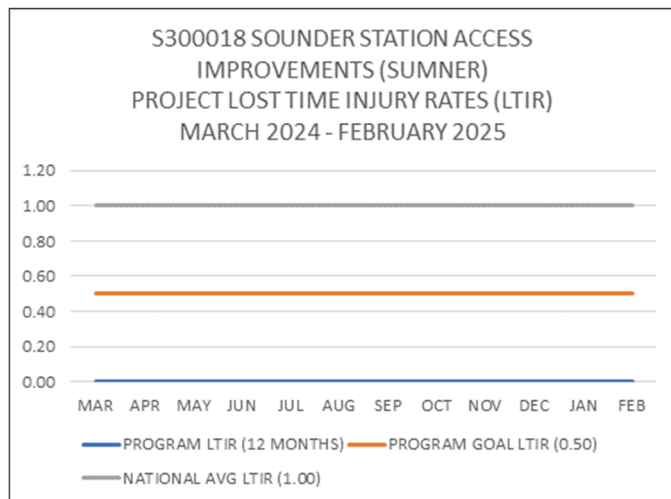
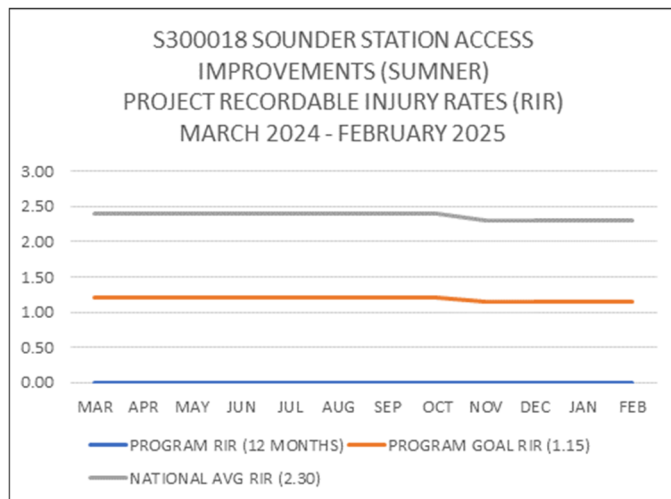
Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.3	13.9	4.4
Consultants	20.0	17.7	2.3
TOTAL	38.3	31.6	6.8
<i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i>			

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



Construction Safety

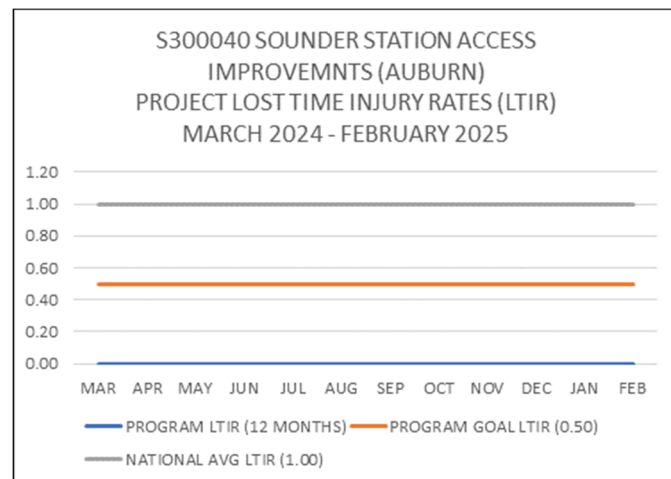
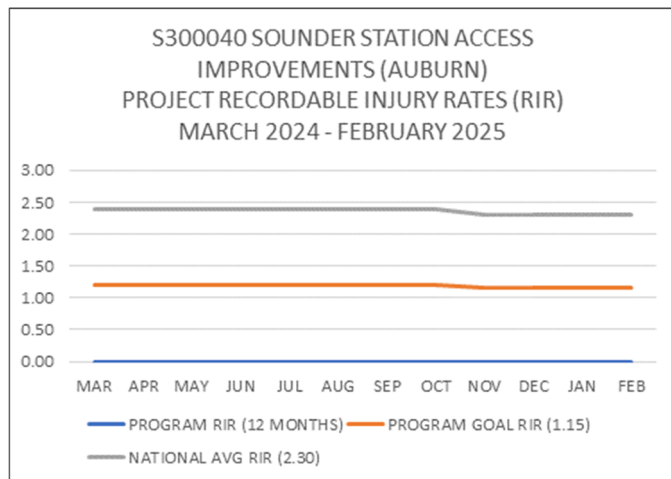
Sumner Station Parking & Access Improvements

Safety		Project	Program Goal	National Average	WA State Average
	Recordable Injury Rate (RIR)	0.00	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	0.00	0.50	1.00	1.70



Auburn Station Parking & Access Improvements



Safety		Project	Program Goal	National Average	WA State Average
	Recordable Injury Rate (RIR)	0.00	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	0.00	0.50	1.00	1.70

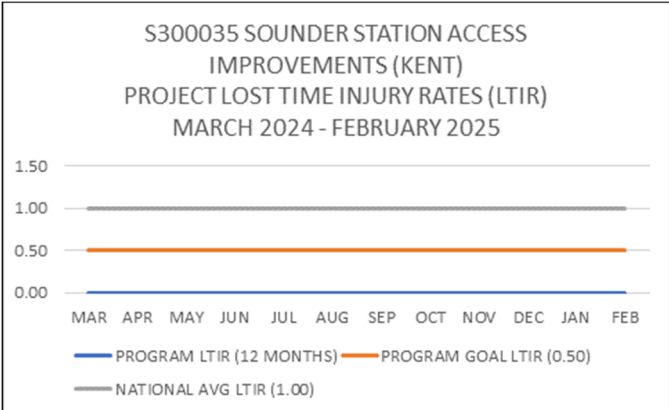
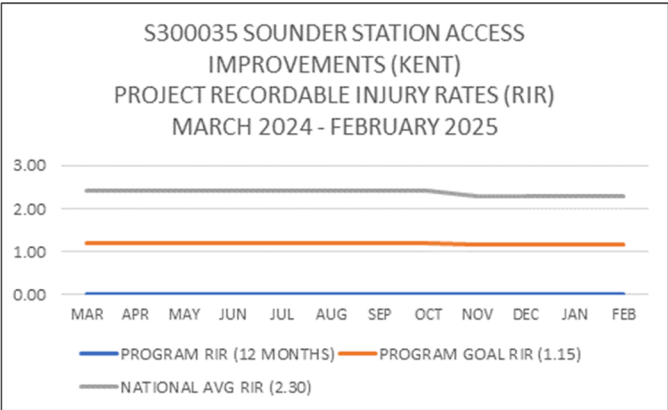


Souder commuter rail **Sumner Kent Auburn Stations Parking & Access Improvements**

Construction Safety (continued)

Kent Station Parking & Access Improvements

Safety		Project	Program Goal	National Average	WA State Average
	Recordable Injury Rate (RIR)	0.00	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	0.00	0.50	1.00	1.70



- Notes:
- Reporting rate is based off of a 12 month period.
 - Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Sumner Station Parking & Access Improvements

Current Progress (Based on January Schedule which is currently under review)

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

- DP02 Revised IFC - Structural and Architectural Drawings - with ST for review.
- City of Sumner still reviewing Lot Line Adjustment. PSE Frontage Lighting Redesign was approved.
- Vertical Superstructure Concrete and Structural Steel CWP are being developed.
- Elevators, signage, Lighting, Vertical Circulation Structural Steel, Fire Suppression Piping, 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 work of Zone 1, 2, 3, and 5 of L1 are in progress.
- Early utilities and electrical work started.

Schedule Summary

The schedule below represents January schedule update, which is still under review. Logic still needs to be revised to mitigate delays. Change Order No. 8 has been approved and incorporated in both schedule and Baseline update cycle. DP02 IFC modifications submittal is under ST review. Design Builder still working on acquiring Mechanical and fire Permits, developing numerous construction and material submittals, early utility, electrical, and concrete work on L1 / Zones 1, 2, 3, and 5.

Activity Name	Start	Finish	2025					2026	
			Q4	Q1	Q2	Q3	Q4	Q1	Q2
Sumner Parking and Access Improvement - Update 19 - 1/31/2025 - Rev0	Feb-27-23 A	Apr-13-26							
Administrative	Feb-27-23 A	Apr-13-26							
Contract Milestones	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*							
Interface Milestones	May-09-24 A	Dec-23-25							
Contract Administration	Feb-27-23 A	Apr-13-26							
Design	Feb-27-23 A	Apr-13-26							
Design Team Administrative Submittals	Sep-10-25	Apr-13-26							
Design Review	Mar-04-24 A	Feb-28-25							
Permitting	Aug-19-24 A	Feb-12-26							
Third Party Coordination	Feb-27-23 A	Mar-24-25							
Construction	Sep-06-23 A	Apr-08-26							
Construction Administrative Submittals	Sep-22-25	Apr-08-26							
Procurement	Sep-06-23 A	Nov-20-25							
Maintenance of Traffic	Apr-01-25	Sep-08-25							
Sitework	Jun-23-25	Jun-27-25							
Utilities	May-16-24 A	Jul-25-25							
Earthwork	Jan-18-25 A	Jun-20-25							
Structure	Sep-11-24 A	Dec-04-25							
Mechanical	Feb-06-25	Oct-10-25							
Electrical	Feb-05-25	Dec-22-25							
Elevator	Sep-19-25	Dec-03-25							
Architectural Finishes	May-22-25	Jan-29-26							
Restoration	Jun-04-25	Aug-29-25							
Off Site Improvements (Thompson)	Apr-08-25	May-16-25							
Commissioning & Closeout	Dec-23-25	Mar-14-26							
Provisional Sums	Feb-27-23 A	Feb-03-26							
Change Orders	Nov-01-23 A	Feb-27-26							

Souder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

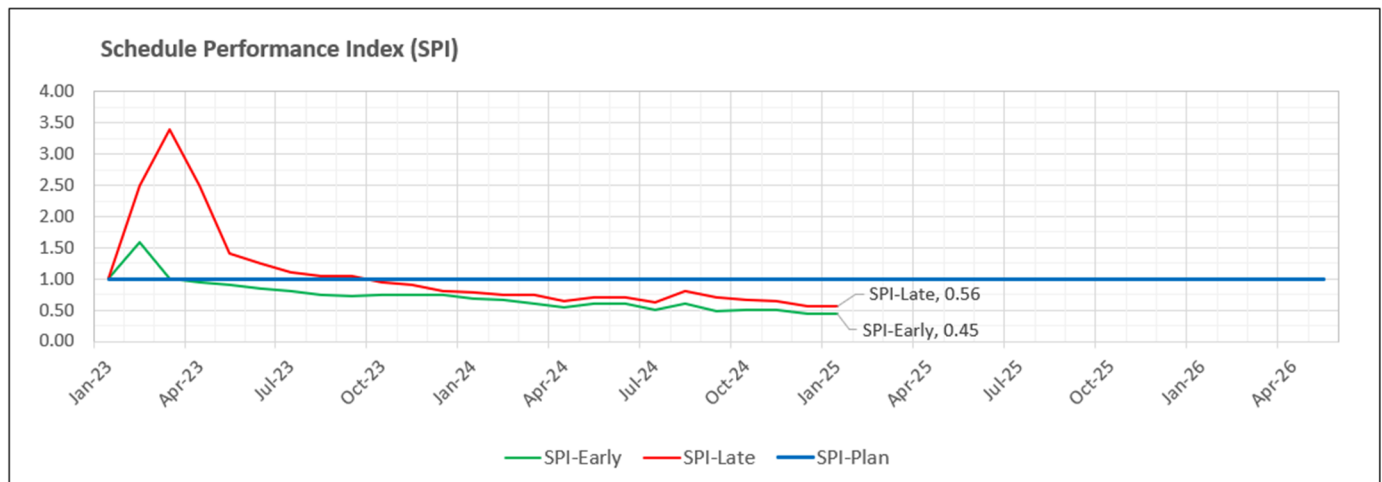
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis

The critical path is based on January's schedule's longest path; 63 activities are on the longest path. It starts with FRP Pile Caps for L1Z1 thru L1Z5, revise IFC DP02, structural steel fabrication and delivery, pile driving, garage foundation, slab on grade, garage superstructure, earthwork, mechanical/electrical rough-in, architectural finishes and facade, mechanical and electrical systems installation, Start-up/testing and commissioning, punch list items, and closeout.

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. January period early SPI is 0.45 (no change from last period). Late SPI represents progress against a more conservative schedule. Late SPI is 0.56 (No change from last period). Main contributors of the Early SPI fabrication/delivery of lighting, facade structural steel and others, and installation of roofing vertical circulation. None of which are the Critical Path. Some form deck and beams are contributing to this SPI and 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—L1Z1 and Z2.
- Utilities and Earthwork—Different Phases.
- Continue Dev/Submit and review and approval 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

Present Financial Status	Amount
SCR670 DB Contractor—Harbor Pacific Contractors	
Original Contract Value	\$49,000,000
Change Order Value	\$2,239,598
Current Contract Value	\$51,239,598
Total Actual Cost (Incurred to Date)	\$19,538,822
Percent Complete	38%
Authorized Contingency	\$10,880,000
Contingency Drawdown	\$2,239,598
Contingency Index	1.9



Forming & pacing pile caps/grade beams at Sumner

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

Design / Build Contract - Auburn Station Parking & Access Improvements

Current Progress (Based on Dec 2024 schedule update; Jan/Feb 2025 schedule pending)

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

- IFC DP01 Drawings Set - Issued.
- IFC DP02 Foundation and Utilities - Being prepared.
- 60% DP03 Package is under team QC.
- 30% DP04 Completed Comment resolution.
- DP02 Foundation Permit Resubmittal - under City of Auburn review.
- Site Excavation and Grading - Finalized.
- Field Office Trailer Set Up and Utilities - Completed.
- Field Power Initial Set Up - Completed.

Activity Name	Start	Finish	4	2025	2026	2027
			Q	Q Q Q Q Q	Q Q Q Q Q	Q Q Q Q Q
S300040 - ASAI Pay App 11 - 2024.12.31 R1	Jan-16-24 A	Apr-30-27				
ADMINISTRATIVE	Jan-16-24 A	Apr-30-27				
Contract Milestones & Summaries	Jan-16-24 A	Apr-30-27				
Contract Duration: (LNT+1200 Calendar Days)	Jan-16-24 A	Apr-30-27				
Milestone No. 1 - Garage Substantial Completion		Feb-08-27*				
Milestone No. 2 - Acceptance		Mar-31-27*				
Milestone No. 3 - Final Acceptance		Apr-30-27*				
Coordination to Final Acceptance	Feb-09-27	Apr-30-27				
Contract Administration	Oct-01-24 A	Feb-07-27				
DESIGN	Jan-16-24 A	Jun-23-26				
Design Milestones	Mar-15-25	Mar-17-25				
Design Administration	Jan-16-24 A	Jun-23-26				
Design Contracts & Administrative Submittals	Dec-23-24 A	Jan-27-25				
Design Development	Sep-13-24 A	Aug-15-25				
02 Site, Foundation & Utilities	Oct-14-24 A	Jan-30-25				
100% Site, Foundation & Utilities	Oct-14-24 A	Jan-02-25				
IFC Site, Foundation & Utilities	Dec-19-24 A	Jan-30-25				
03 Building	Dec-11-24 A	Jul-02-25				
60% Building	Dec-11-24 A	Mar-14-25				
100% Building	Jan-02-25	May-02-25				
IFC Building	May-05-25	Jul-02-25				
04 Offsite Work	Sep-13-24 A	Aug-15-25				
60% Offsite Work	Sep-13-24 A	Mar-21-25				
100% Offsite Work	Feb-10-25	May-16-25				
IFC Offsite Work	May-19-25	Aug-15-25				
PERMITTING	Dec-23-24 A	Sep-26-25				
PROCUREMENT	Jan-31-25	Nov-12-26				
CONSTRUCTION	Jul-01-24 A	Mar-08-27				
BID ITEM 2 TRENCH EXCAVATION	Oct-02-25	Oct-08-25				
PROVISIONAL SUMS	Oct-28-24 A	Jan-27-27				
CHANGE ORDERS	Jan-27-25	Jul-29-25				

Souder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

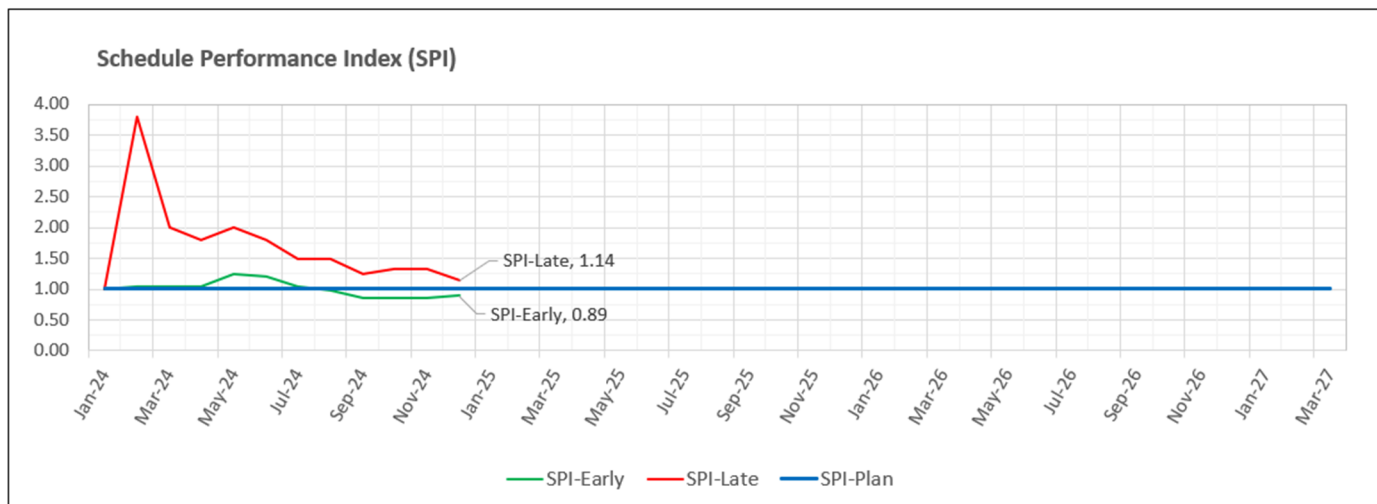
Design / Build Contract - Auburn Station Parking & Access Improvements

Critical Path Analysis

The critical path is based on December schedule's longest path; 255 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 to go 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. December period early SPI is 0.89 (compared to 0.86 last period). Late SPI represents progress against a more conservative schedule. Late SPI is 1.14 (compared to 1.33 last period). Main contributors of the Early SPI are deep soil mixing to Zones 2 and 3, 100% building design, and DP03 building permit preparation.



Souder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Auburn Station Parking & Access Improvements

Next Period Activities (October Schedule):

- Completing QC DP01 Early Site Work IFC Drawings.
- Completing ST Reviews for DP03 and DP04 60%.
- Working on finalizing Building Permit.
- Completing Issue DP02 Permit, DP03 Permit Comment Resolution, and DP04 Permit Submittal.
- Continue Dev/Submit, review and approval of designs, and early construction submittals.
- Deep Soil Mixing Sub Mobilization.

Closely Monitored Issues:










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

Cost Summary




Present Financial Status	Amount
SCR672 DB Contractor—Absher Construction Co	
Original Contract Value	\$60,000,000
Change Order Value	\$402,818
Current Contract Value	\$60,402,818
Total Actual Cost (Incurred to Date)	\$15,190,951
Percent Complete	25%
Authorized Contingency	\$11,000,000
Contingency Drawdown	\$402,818
Contingency Index	6.9




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. Favorable is UP Arrow. Unfavorable is DOWN Arrow.
Not meeting Target Minor Variance				
Not meeting Target Major Variance				




KPI for projects in construction

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 Revenue Service Date (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%.

Workforce Participation	
	Indicates Apprenticeship above 20%, People of Color above 21%, and Women above 12%.
	Not used.
	Indicates Apprenticeship below 15%, People of Color below 21%, and Women below 7%.

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
AHJ	Authority Having Jurisdiction
APTA	American Public Transportation Association
BIM	Building Information Modeling
BLE	Ballard Link Extension
BNSF	Burlington Northern Sante Fe Railway
BRT	Bus Rapid Transit
CCI	Consumer Cost Index
CCTB	Close Circuit Television
CDD	Capital Delivery Department
CM	Construction Management
CO	Change Order
COMTO	Conference of Minority Transportation Officials
CPI	Consumer Price Index
CPM	Critical Path Method
CSP	Contracted Service Providers
CY	Current Year
DAHP	Department of Archaeology & Historical Preservation
DB	Design-Build
DBB	Design Bid Build
DBPM	Design-Build Project Management
DCE	Documented Categorical Exclusion
DEIS	Draft Environmental Impact Statement
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
EIS	Environmental Impact Statement
ELE	East Link Extension
ELSL	East Link Starter Line (2-Line service between South Bellevue Station to Redmond Technology Station)
EMI	Electro Magnetic Interference
ESMS	Environmental and Sustainability Management System
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
GC/CM	General Contractor/Construction Management

Acronym	Terminology
GEC	General Engineering Contract
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
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
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
NWCCC	Northwest Construction Consumer Council
OCS	Overhead Catenary System
O&M	Operations and Maintenance
OMF	Operations and Maintenance Facility
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

Acronym	Terminology
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
SOGR	State of Good Repair
SOW	Scope of Work
SPI	Schedule Performance Index
SRTSI	Sounder Rail Track & Signals Improvement
SSCE	Sounder South Capacity Expansion Project
ST	Sound Transit
TAG	Technical Advisory Group
TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
TCE	Temporary Construction Easement
TDLE	Tacoma Dome Link Extension
TE	Traction Electrification
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIP	Transit Improvement Plan
TOD	Transit Oriented Development
TPSS	Traction Power Substations
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
YOE	Year of Expenditure