



System Expansion Monthly Status Report

Reporting Period: January 2025



Downtown Redmond Link Extension opens May 10

In January 2025, Sound Transit capitalized on the momentum from December 2024 with significant achievements, bolstered by the newly established Capital Delivery Department (CDD) and its executive leadership working closely with other agency departments. CDD focused on developing 2025 initiatives aimed at improving People, Process, and Tools, marking an important step in enhancing the agency's capital delivery capabilities. Key accomplishments included the development of a Cost Savings Workplan, led by CDD in response to [Board Measure M2024-59](#), which identifies both programmatic and project-level opportunities for financial and operational improvements. Additionally, CDD advanced the implementation of the Project Management Information System (PMIS) and posted its first Multiple Award Task Order Contract (MATOC) procurement to create a bunch of small, medium, and large firms to provide environmental services.

Projects in planning (pre-baselined)

The Sound Transit 3 (ST3) projects are primarily in the planning phase. Key developments and areas of focus were inclusive of:

Cost savings & efficiency:

- Major projects, including Ballard, Everett, Tacoma Dome, and West Seattle Link Extensions are using the Cost Savings Workplan to track cost reductions.

Project milestones:

- Ballard Link Extension: NEPA scoping completed.
- Tacoma Dome Link: Draft EIS published; comment period closes 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: ST3 projects face nationwide cost pressures.
- Federal Transit Administration (FTA) capacity: Heavy project workload may delay approvals and acquisitions.
- Environmental mitigation: Ongoing ecosystem mitigation challenges for OMF South.

Projects in construction (baselined)

Construction projects continue to advance final completion of works concurrently with commissioning activities. The Downtown Redmond Link Extension, East Link Extension, Federal Way Link Extension, and Pinehurst Station projects continue to advance with early testing happening across all projects. Project timelines are being closely monitored for all work. Five Sounder South Station Access Improvement projects are progressing: Foundation work is either in progress or finished at the Sumner, Kent, and Auburn garages, and South Tacoma and Lakewood are starting final design.

Lynnwood Link Extension continues to be recognized and has received sixteen (16) awards and are awaiting the results on two additional awards submissions.

Project milestones:

- Downtown Redmond Link Extension's opening date of May 10 was announced and the teams continued to advance these works including with preliminary access for operator training.
- Crews connected the overhead catenary system between the 2 Line and the 1 Line to advance the integration between the I-90 segment (Segment 2) and the International District Station power systems as part of the East Link Extension.
- The first test train was towed across Structure C on the Federal Way Link Extension project in order to enable testing at the southern end of the alignment in Federal Way.

Project risks & challenges:

- Safety: For Link projects under construction, the transition from a pure construction environment to an environment with construction and commissioning taking place concurrently requires strong oversight. Safety summits and other safety initiatives are planned for this area.
- Construction quality: For Link projects under construction, the team is working closely with the contractors to ensure a high quality of work and that any emerging issues are resolved in a timely fashion. Technical issues that arise on one project are being assessed for potential similar effects with the other projects in progress.
- Weather impacts: The weather is affecting construction projects where temperatures are too low for specific activities and/or create complexities for construction operations, 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, 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: The project will construct foundation and substructure elements for an elevated, side-platform infill light rail station at NE 130th Street and 5th Avenue 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 future 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 Avenue, 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 Duwamish River.

Souder commuter rail program

DuPont Extension: The project will plan, design, and construct a Souder 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.

Souder South Capacity Expansion: The project will plan, design, and deliver capital elements to improve Souder South access, capacity, and services. Elements will include track and signal improvements, and additional vehicles to support additional trips, platform extensions, and access improvements for pedestrians, bicyclists, 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 South Souder 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 SR522/145th 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 connection to Downtown Kirkland and at 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	98
Acronyms	99

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 the momentum from December 2024 into January 2025 with numerous accomplishments strengthened by a new Capital Delivery Department (CDD) and capital delivery executive leadership in close partnership with other agency departments. CDD began to develop a list of 2025 initiatives categorized by improvements in People, Process, and Tools. Below is a partial list of programmatic-level activities and accomplishments for January 2025.

- **Cost Savings Workplan – Processes and Tools:** In response to [Board Measure M2024-59](#), CDD led the development of a ST3 capital program cost opportunities workplan encompassing programmatic opportunities (opportunities that apply to multiple projects) and project level opportunities, working with ST Finance and Service Delivery to identify financial and operational strategies. Figure 1 illustrates the projects captured in the workplan. In January, CDD staff continued to identify and begin to assess both programmatic and project-level measures to support the accelerated workplan schedule. CDD is partnering with other departments within the Agency (i.e., Operations, Strategy, Finance, Agency Oversight) to ensure alignment on measures that are identified as potential high savings benefit to the ST3 Program. Updates to the Systems Expansion Committee and the Board are scheduled to take place quarterly in FY 2025.



Figure 1

- **Project Management Information System (PMIS) – Process and Tools:** In collaboration with ST's new PMIS vendor and implementation consultants, the ST PMIS team held a PMIS Kick-off session in January. Components of the kick-off included a summary level timeline review, goal development for initial discovery sessions, a review of the PMIS user experience and environment set-up, a review of the future process/system re-engineering approach, initial development of roles and responsibilities (i.e., RACI), initial schedule development, and future workshop sessions set-up. System access to the platform was also granted to the ST core PMIS implementation team in January.

As noted in December, the benefits of PMIS will enable ST to deliver projects with greater efficiency and transparency, to include the following:

- Visibility across projects agency-wide.
- Data-driven decision-making.

- Enforcement of industry best practices.
 - Compliance and governance management.
 - Integration with asset lifecycle management.
 - Clear and consistent project information (e.g., reports, schedules, contacts.)
 - Streamlined project planning, prioritization, funding, staffing, and requirements.
- **Multiple Award Task Order Contract (MATOC) – Process and People:** ST is conducting three distinct procurements over the course of the next few months to develop bunches of qualified small, medium, and large firms to receive multi-year Multiple Award Task Order Contracts (MATOC) in the following discipline categories: (1) Environmental Services, (2) Design/Architectural Engineering Services, and (3) Project Management/Construction Management Services.


The **Environmental Services MATOC** was posted in early January with responses due in early March. The base scope of services includes quality management, environmental planning, permitting, compliance, due diligence and hazardous building material surveys, program implementation, and operations support. Additional auxiliary services were noted within the procurement as well and are further described in the Request for Qualifications.





All MATOC procurement information, along with other upcoming and active procurement opportunities can be found here: [Procurement, contracts and agreements | Sound Transit](#)

- **Industry & Community Events – People:** As ST continues to build industry and community partnerships, CDD led, participated, and/or attended the following:
 - Community Oversight Panel.
 - COMTO Membership Meeting.
 - Sound Transit / ACEC Joint MATOC Industry Connection Event.
 - SAME’s Meet the Agencies.
 - Rail Mission to the UK Conference.



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	60
Total Value Paid	\$44.2M
Average days from invoice date to paid date ¹	34 (88.2%)
Number of invoices approved within 30 days	40 (66.7%)
Number of invoices approved over 30 days	20 (33.3%)
Total invoice value approved within 30 days	\$28.4M (64.3%)
Total invoice value approved over 30 days	\$15.8M (35.7%)

Workforce Participation <i>Active Projects Only</i>			
		Program Goal	Program Hours
Apprenticeship		20.0%	18.8%
People of Color		21.0%	35.4%
Women		12.0%	7.7%
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 (34 days) slightly increased compared to last month (33 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	1.07 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 7% below Program Goal & 53% below the National average RIR.
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, which includes design review by internal stakeholders.
- Engaging 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, which would increase financial return to Sound Transit.
- 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 City of Seattle potential zoning/regulatory needs to enable joint development above **Ballard Link Extension / West Seattle Link Extension Stations**.
- Performing review of 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.

Dependencies and interrelationships:

- Development of the TOD Strategy will guide future implementation.

Notable activities:

- Received Board approval for offering strategy for Sites 1 and 2 at **Federal Way Downtown** Station.
- Held developer forum to build awareness for upcoming RFP opportunity at **Federal Way Downtown**.
- Received Board approval for key business terms with Low Income Housing Institute (LIHI) for an affordable housing project near **U District Station**.
- Held exploratory meetings with Housing Authority of Snohomish County and Local Initiatives Support Corporation (LISC) regarding **Evergreen Station**.
- 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 signed by ST and FTA.
- FTA initiated Section 106 consultation on **Ballard Link Extension** and coordinated review of **Ballard Link Extension** Geotechnical Program.
- Environmental Compliance staff continue to conduct site inspections of the **Lynnwood Link, East Link, Redmond Link, Federal Way Link, and Sounder Station(s)** construction sites.

III. Projects in planning











A. Executive overview

- The majority of 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 that are approved for implementation.
- NEPA scoping process for the **Ballard Link Extension** closed on December 9. Staff will update 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 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 will be underway through January and 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) value engineering workshop was held in January 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 to coordinate 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 and may affect project schedules and limit early acquisitions.
- The identification of ecosystem mitigation sites for **Operation and Maintenance Facility South** continues to be a challenge. ST is working on the development of a mitigation package to satisfy all parties, including the City of Federal Way, US Army Corps of Engineers, and Puyallup Tribe, and have 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 will be 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 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>

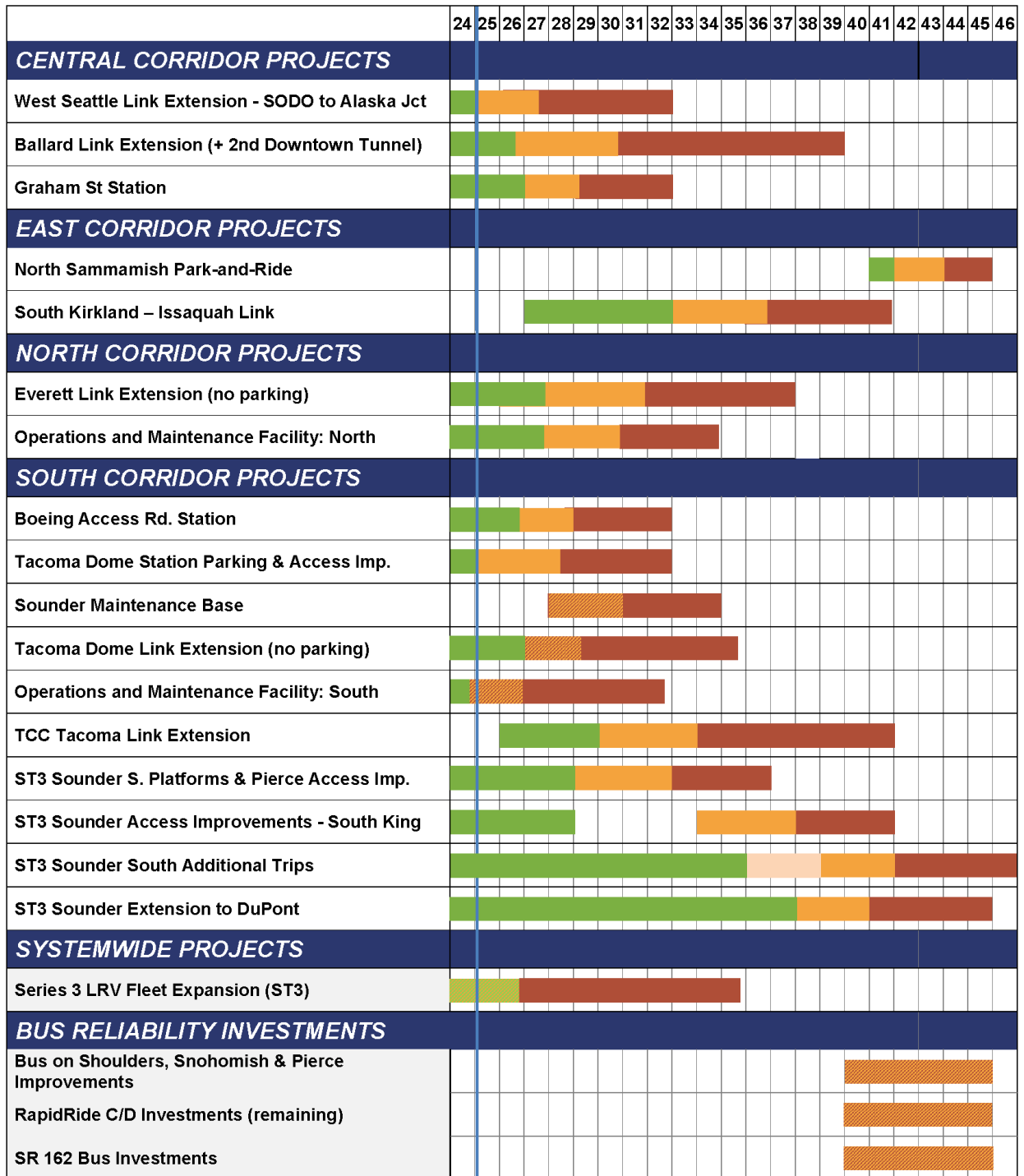
**KPI Legend is on the last page of the report.*

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 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 TDLE.
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 is planned for February 2025.</p> <p>Schedule: Record of Decision anticipated late February 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 both **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 **Downtown Redmond Link Extension**, with the opening date set for May 2025.
- The **BRT Bus Operations & Maintenance Facility (Bus Base North)** construction contract Invitation for Bid (IFB) had been advertised. The pre-bid meeting will be held on February 11, 2025, and bids are due on March 21, 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. Project team continues the close-out efforts with the AHJs and WSDOT.
- **Sumner, Kent and Auburn Stations Parking and Access Improvements Project** has entered construction at all three locations. Sumner fully permitted; Kent and Auburn working under early site grading and foundations permits 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 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. Additional specialist support has been brought onboard to assist where necessary. The teams are focused on applying lessons learned from prior extensions to ensure that new openings are as seamless as possible.
- **Hilltop Link Extension**: Work is underway to address remaining open items that are within the existing project budget. Additional funds may be required to address balance of open items including those with the City of Tacoma. Further, additional reviews regarding headway compliance are underway.

C. Performance tracker for projects in construction

Projects	% Complete	Cost KPI	Schedule KPI	Safety KPI	Comments
Downtown Redmond Link Extension ¹	96%				<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	60%				<p>Low labor hours coupled with early recordable has RIR temporarily higher than benchmark average.</p> <p>Safety (Cumulative 12-month data point): This project experienced two OSHA recordable injuries in 2024, but did not result in lost time.</p>
Stride Bus Base North	0%			N/A	<p>Schedule: Procurement commenced in January 2025 for construction services.</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), in the process of completion for BT105 Renton Transit Center, and BT102 Burien Transit Center.</p> <p>Safety management and monitoring is being handled by the third-party overseeing construction contract administration.</p>
I-405 Stride North	28%			N/A	
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.</p> <p>Safety: Construction not yet underway.</p>

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

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

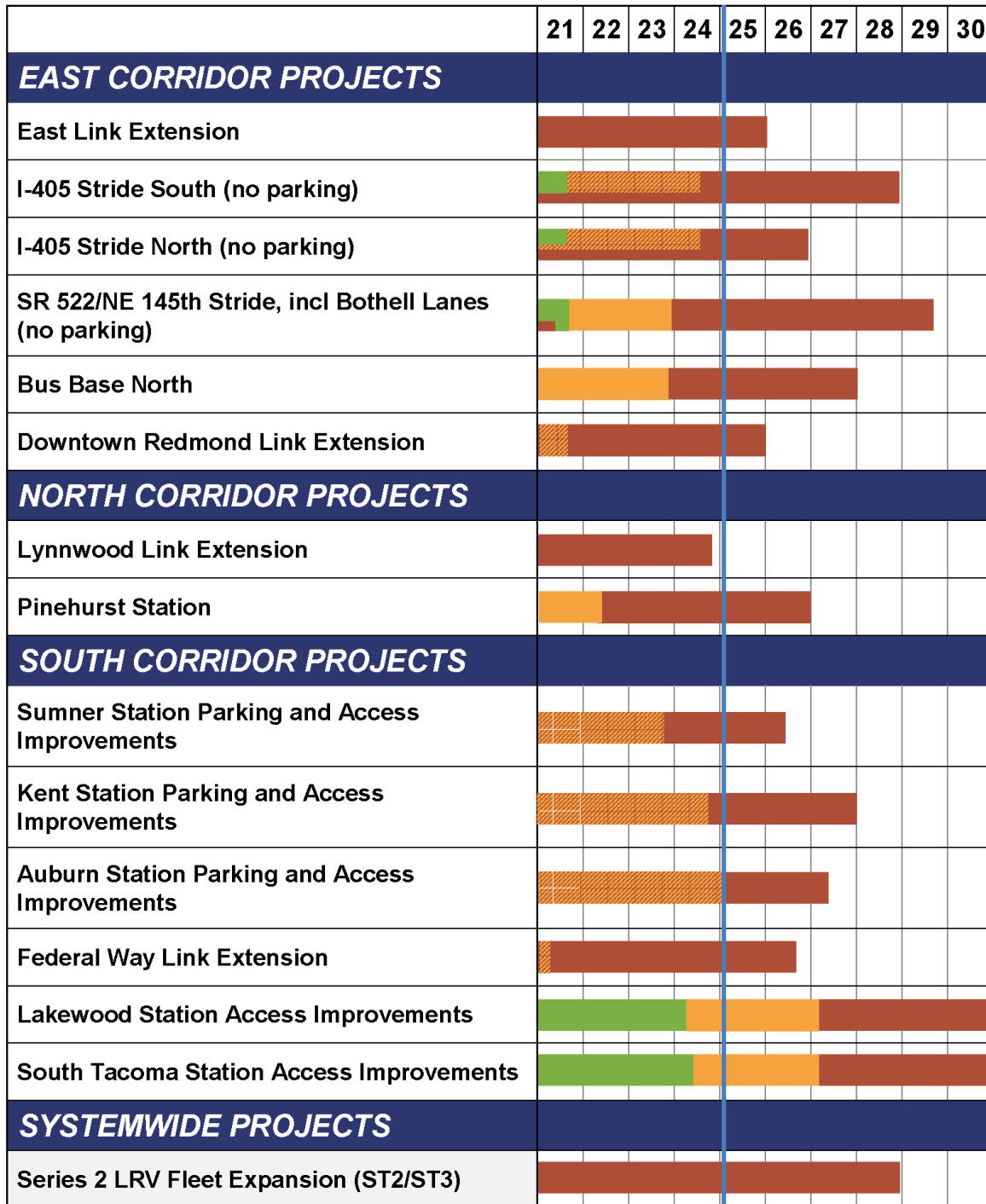
Projects	% Complete	Cost KPI	Schedule KPI	Safety KPI	Comments
Series 2 LRV Fleet Expansion ¹	83%			N/A	<p>Project budget is within the planned range.</p> <p>Project schedule is proceeding per plan.</p> <p>Mitigation steps to improve reliability of LRV brake system and communication system are underway.</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	Safety: Construction not yet underway.
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**

January 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

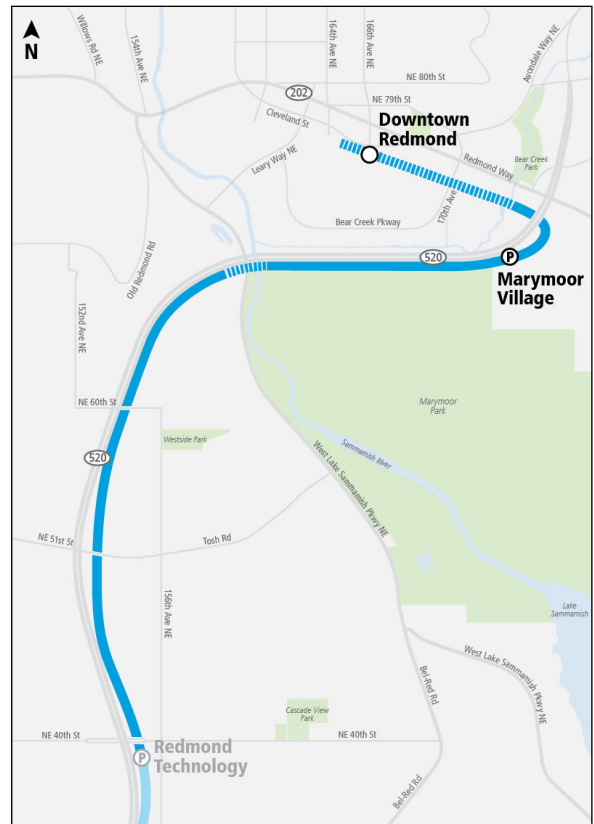
Systems Signals, traction electrification, and communications (SCADA)

Phase Construction

Budget \$1.5 Billion (Baselined October 2018)

Schedule Revenue Service: May 10, 2025 *
TIFIA Projected Substantial Completion Date December 31, 2025

**Sound Transit Board announced Revenue Service date.*



Map of Downtown Redmond Link Extension

Key Project Activities

- End device connection to headend commissioning and testing is ongoing (see closely monitored issues below).
- Punchlist inspections progressing, including initial walks with ST Facilities.
- Stations and garage major work items ongoing (concrete flatwork and commissioning).
- City of Redmond permit closeout meetings ongoing including confirmation of outstanding items for Temporary Certificate of Occupancy (TCO).
- Closeout deliverables.

Closely Monitored Issues

- End device connection to headend, commissioning, and testing completed in time to effect final Wabtec update.
- Pre-revenue service delayed handover pilot program is underway. Monitoring activity for conformance.
- Station and garage work progress (major components, commissioning, concrete flatwork, and final vertical transportation inspection).

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 \$5M 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 \$1,030M.

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	\$77.0	\$77.0	\$38.0	\$1.0	\$37.0	\$52.0	\$25.0
Preliminary Engineering	\$23.0	\$20.0	\$20.0	\$0.0	\$20.0	\$20.0	\$0.0
Final Design	\$5.0	\$5.0	\$2.0	\$0.0	\$2.0	\$2.0	\$3.0
Construction Services	\$58.0	\$66.0	\$54.0	\$1.0	\$53.0	\$56.0	\$10.0
Third Party Agreements	\$17.0	\$17.0	\$11.0	\$0.0	\$10.0	\$12.0	\$5.0
Construction	\$1,152.0	\$1,146.0	\$821.0	\$3.0	\$793.0	\$875.0	\$271.0
ROW	\$199.0	\$199.0	\$117.0	\$0.0	\$117.0	\$127.0	\$72.0
Total	\$1,530.0	\$1,530.0	\$1,063.0	\$5.0	\$1,030.0	\$1,142.0	\$388.0

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	\$332.0	\$370.0	\$251.0	(\$6.0)	\$246.0	\$381.0	(\$49.0)
20 Stations	\$262.0	\$190.0	\$199.0	\$4.0	\$194.0	\$197.0	\$65.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$287.0	\$224.0	\$212.0	\$4.0	\$197.0	\$210.0	\$77.0
50 Systems	\$109.0	\$75.0	\$75.0	\$1.0	\$72.0	\$82.0	\$26.0
Construction Subtotal (10 - 50)	\$990.0	\$858.0	\$736.0	\$3.0	\$709.0	\$870.0	\$120.0
60 Row, Land	\$169.0	\$141.0	\$117.0	\$0.0	\$117.0	\$127.0	\$42.0
70 Vehicles (Non-Revenue)	\$4.0	\$4.0	\$3.0	\$0.0	\$2.0	\$4.0	\$0.0
80 Professional Services	\$289.0	\$275.0	\$206.0	\$2.0	\$203.0	\$141.0	\$148.0
90 Unallocated Contingency	\$78.0	\$252.0	\$0.0	\$0.0	\$0.0	\$0.0	\$78.0
Total (10 - 90)	\$1,530.0	\$1,530.0	\$1,063.0	\$5.0	\$1,030.0	\$1,142.0	\$388.0

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:

- **Organizational Capacity:** The planned openings of two other major light rail extensions in 2025 - 2026 could strain the agency's staffing and operating labor capacity. This includes developing and mobilizing resources, coordinating system integration, and starting up activities across multiple extensions simultaneously, amidst a market shortage of qualified operating labor.
- **Late Design Changes During Construction:** Owner directed changes including passenger experience, safety, security, and upgrading of electronics to current standards.
- **Permitting and 3rd Party Requirements:** Construction adjacent to SR 520; construction impacts to traffic; protracted negotiation with third parties; interfacing with private utilities and power service, delay in Safety and Security certification.
- **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 Bird's-eye View Current Progress (below)

Link light rail Downtown Redmond Link Extension

Contingency Management

The project baseline included a total contingency of \$435.8M. The total project contingency increased to \$418.0M, compared to last month at \$416.8M. 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 as un-scoped contingency shifted to Unallocated category also started to close our ROW Phase, this period balance is \$166M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance had increased by \$173.7 due to shifted un-scoped fund from Future Contingency to Unallocated Contingency. The balance for this period is \$251.7.

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	12%
Unallocated Contingency	\$78	5%	\$252	18%
Latent Contingency	\$0	0%	\$188	0%
Total:	\$436	28%	\$418	29%

Contingency by Type

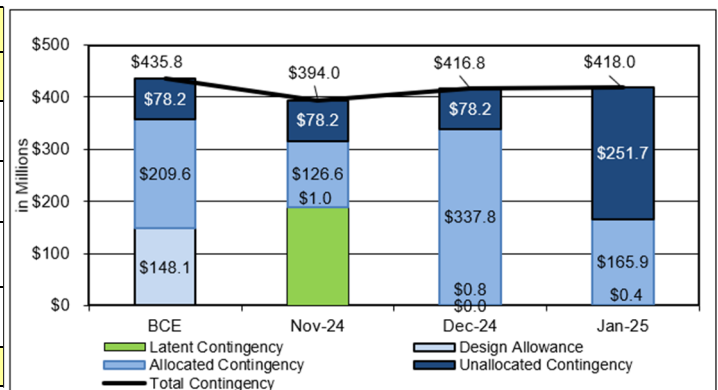
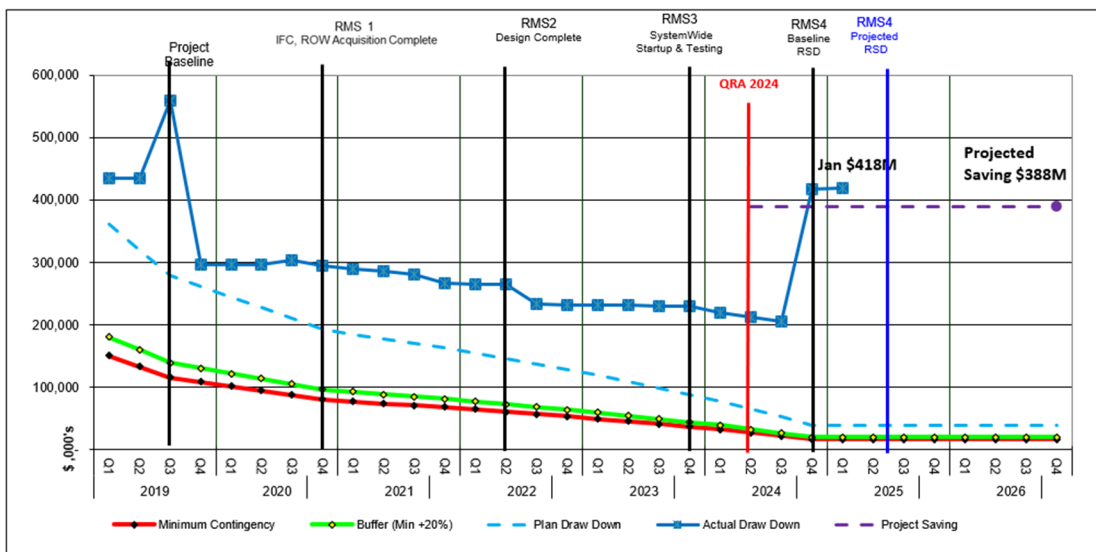


Table figures are shown in millions.

Contingency Drawdown

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



Contingency Drawdown as of January 31, 2025

Link light rail Downtown Redmond Link Extension

Project Schedule

The weighted percent complete of the R200 contract is 96.3% (last month was also 95.6%).

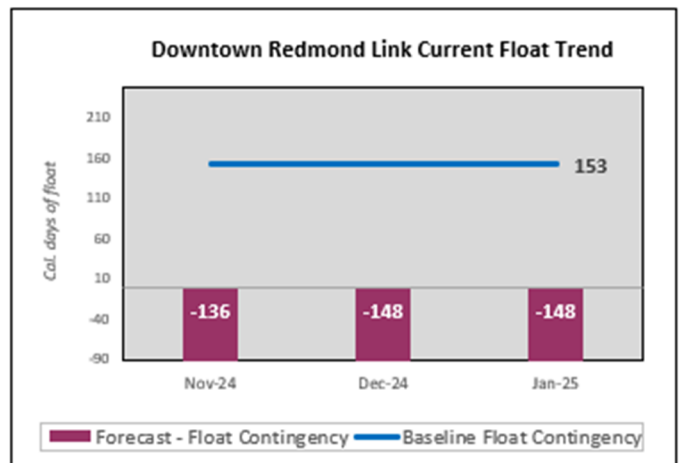
Sound Transit is currently reviewing the Contractor's January schedule submissions. A January update developed by Sound Transit's Construction Management Consultant is shown below, to provide an accurate forecast of remaining work. Work continues on planting and restoration throughout the alignment; 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	[Gantt bar spanning from Sep-19 to Jul-25]					
CONTRACT MILESTONES, FLOAT & INCENTIVE!	09-Sep-19 A	10-May-25	[Gantt bar spanning from Sep-19 to May-25]					
GENERAL CONDITIONS	09-Sep-19 A	10-Mar-25	[Gantt bar spanning from Sep-19 to Mar-25]					
RIGHT OF WAY and EARLY WORK/EXPLORATOF	09-Sep-19 A	12-Jul-22 A	[Gantt bar spanning from Sep-19 to Jul-22]					
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21 A	[Gantt bar spanning from Sep-19 to Sep-21]					
ALL CONSTRUCTION ACTIVITIES	01-Jul-20 A	02-Jul-25	[Gantt bar spanning from Jul-20 to Jul-25]					
OCC	03-Sep-21 A	17-Dec-24 A	[Gantt bar spanning from Sep-21 to Dec-24]					
PUNCHLIST	01-Feb-24 A	14-Apr-25	[Gantt bar spanning from Feb-24 to Apr-25]					
TESTING INTEGRATION / REVENUE SERVICES	09-Dec-22 A	21-Mar-25	[Gantt bar spanning from Dec-22 to Mar-25]					
CLOSEOUT	18-Jul-23 A	09-May-25	[Gantt bar spanning from Jul-23 to May-25]					
COMMISSIONING	01-Feb-23 A	10-Apr-25	[Gantt bar spanning from Feb-23 to Apr-25]					
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	10-May-25	[Gantt bar spanning from Jul-20 to May-25]					
PROVISIONAL SUMS	29-Nov-19 A	09-May-25	[Gantt bar spanning from Nov-19 to May-25]					
BETTERMENT BID	11-Feb-20 A	02-Jul-25	[Gantt bar spanning from Feb-20 to Jul-25]					
CHANGE ORDERS	02-Sep-19 A	09-May-25	[Gantt bar spanning from Sep-19 to May-25]					
DELETED ACTIVITIES	09-Sep-19 A	31-Jul-24 A	[Gantt bar spanning from Sep-19 to Jul-24]					
Downtown Redmond Link - Rail Activation	01-Mar-22 A	10-May-25	[Gantt bar spanning from Mar-22 to May-25]					
SIT - System Integrated Testing	28-Mar-22 A	02-Apr-25	[Gantt bar spanning from Mar-22 to Apr-25]					
RAC - Rail Activation Management	01-Mar-22 A	30-Apr-25	[Gantt bar spanning from Mar-22 to Apr-25]					
SSCRS - Safety and Security Certification	28-Mar-22 A	30-Apr-25	[Gantt bar spanning from Mar-22 to Apr-25]					
T20 - Transition To Operations	01-Mar-22 A	02-Apr-25	[Gantt bar spanning from Mar-22 to Apr-25]					
PSS - Pre-Revenue Service and Startup	28-Mar-22 A	21-Apr-25	[Gantt bar spanning from Mar-22 to Apr-25]					
IT - IT Readiness	03-Feb-25	04-Apr-25	[Gantt bar spanning from Feb-25 to Apr-25]					
BRI - Bus-Rail Integration	01-Aug-22 A	30-Dec-23 A	[Gantt bar spanning from Aug-22 to Dec-23]					
PCR - Passenger & Community Relations	01-Oct-23 A	01-May-25	[Gantt bar spanning from Oct-23 to May-25]					
Pre-Revenue Service	13-Jan-25 A	09-May-25	[Gantt bar spanning from Jan-25 to May-25]					
Revenue Service	10-May-25	10-May-25	[Gantt bar spanning from May-25 to May-25]					

Project Float

The project was baselined with 153 days of project float. Float projection from the January schedule remains -148 days, as the contractor works through station completion and punch list issues.

Currently the Revenue Service Date has been announced publicly as May 10, 2025.



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		[Red bar spanning Feb to May]					
Downtown Redmond Link - Rail Activation	14-Nov-24 A	10-May-25		[Red bar spanning Feb to May]					
SIT - System Integrated Testing	14-Nov-24 A	04-Feb-25		[Red bar]					
System Integration Testing Summary-1	14-Nov-24 A	04-Feb-25		[Red bar]					
SSCRS - Safety and Security Certification	04-Feb-25	04-Feb-25		[Red bar]					
Safety Certifications	04-Feb-25	04-Feb-25		[Red bar]					
Pre-Revenue Service	14-Jan-25 A	09-May-25		[Red bar spanning Feb to May]					
Revenue Service	10-May-25	10-May-25						[Red bar]	

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

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

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

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

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

Relocations: Based on number of affected individuals; this includes relocation of storage units by impacted individuals.

Link light rail Downtown Redmond Link Extension

Major Contract Status

Contract Number/ Name	Contractor/ Consultant	Base Contract Value	Value of Changes/ Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date
In-Progress Contracts							
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	\$52,840,257	8/15/2018	12/24/2024
R200 Contractor DB*	Stacy Wit- beck Kuney, JV	\$719,936,000	\$64,662,745	\$784,598,745	\$766,322,570	9/9/2019	5/26/2025
Subtotal In-Progress Contracts				\$860,125,337	\$840,380,255		
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				\$860,125,337	\$840,380,255		

* DB and DBPM reported numbers excluded any betterment.

Link light rail

Downtown Redmond Link Extension

Community Engagement

- Responded to several questions about opening timelines following the press announcement of opening date.
- Ongoing coordination with SWK, ST Security, and City of Redmond Homeless services to address personal belongings left under guideway at Bear Creek.
- 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. 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	22.4	(1.2)
Consultants	14.5	23.8	(9.3)
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.

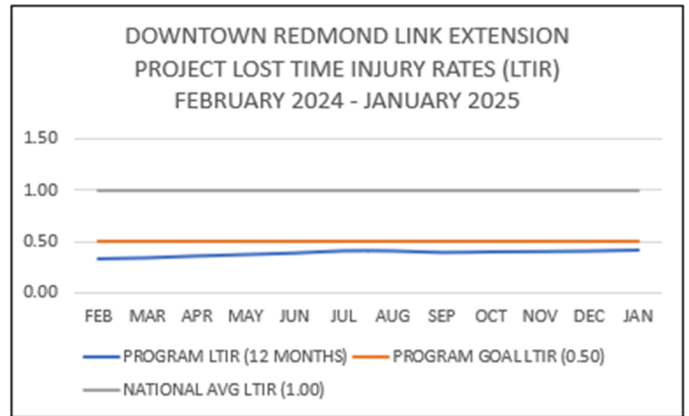
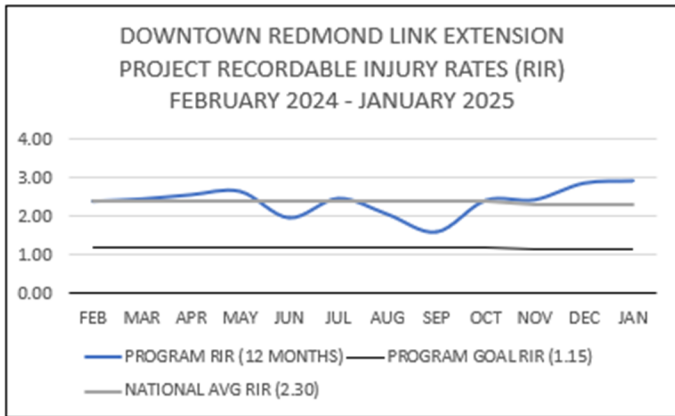
Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Link light rail Downtown Redmond Link Extension

Construction Safety

Safety		Project	Program Goal	National Average	WA State Average
	Recordable Injury Rate (RIR)	2.92	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	0.42	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.
3. Safety (Cumulative 12-month data point): This 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

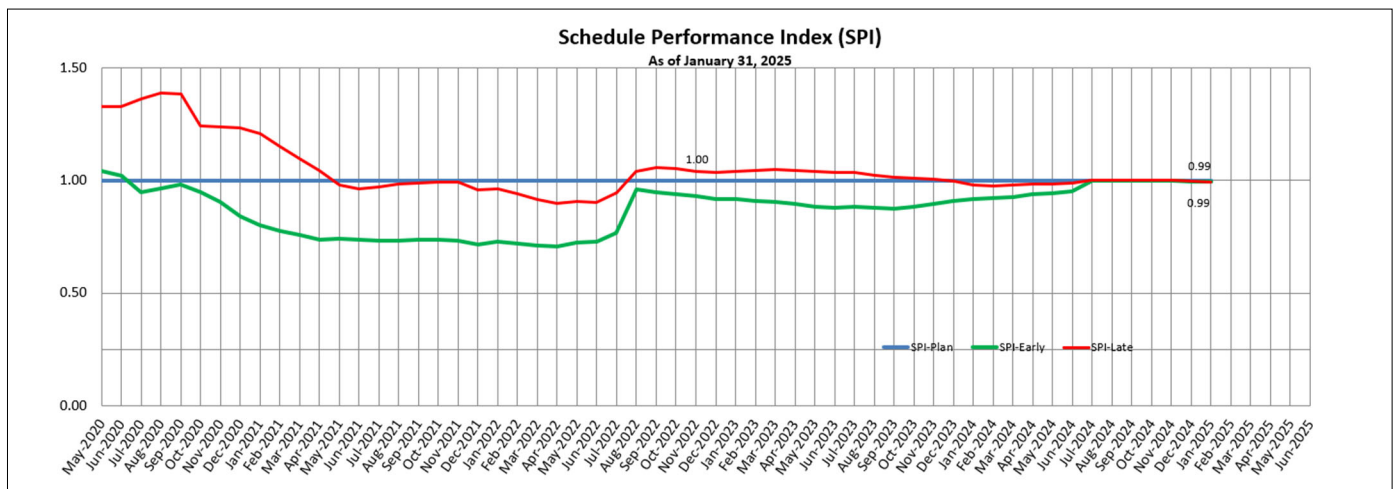
Current Progress

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 and landscaping at 60th to Structure A.
- WLSP and SR520 on and off-ramp striping completed at Structure A.
- Ongoing Emergency Access Point civil and electrical work for At Grade Guideway.
- Marymoor Village Station (MVS) and Garage: Ongoing electrical work at platform and flatwork and architectural finishes around station. Ongoing civil landscaping around garage and KC trail work along garage. Ongoing garage handrail installation for stairs, signage installation on columns, and painting. Ongoing systems radio installation, Cat 6 and devices installation, and BMS wiring in garage.
- SR 520/SR 202 Interchange: Ongoing landscaping, fencing, East Lake Sammamish trail construction, and 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 DMP install at 166th at Plaza & Streets.
- Downtown Redmond Station: Ongoing hardscape, signage installation, art framework installation, bird deterrent installation, and irrigation installation. Fire protection sprinkler head installation, work for precast stair installation, acoustical ceiling installation, and electrical device installation is ongoing at East Station Entry. Fire protection sprinkler head installation, electrical device installation, metal panel installation, and wayfinding tile work at the plaza level is ongoing at West Station Entry. Fire protection sprinkler MP5 head installation, electrical device installation, and metal panel installation is ongoing 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 Emergency Access Point civil and electrical work, site restoration around E28 TPSS, trail restoration next to Safeco Road, landscaping, and fencing installation.
- Marymoor Village Station: Continue electrical work at the platform, flatwork around station, architectural finishes and signage, and landscaping.
- Marymoor Garage: Continue handrail installation, signage installation on columns, and painting.
- Downtown Redmond Station: Continue fire protection sprinkler head installation and precast stair installation at East Station Entry, fire protection sprinkler head installation and electrical device installation at West Station Entry, and fire protection sprinkler MP5 head installation at Station Platform Level.

Closely Monitored Issues

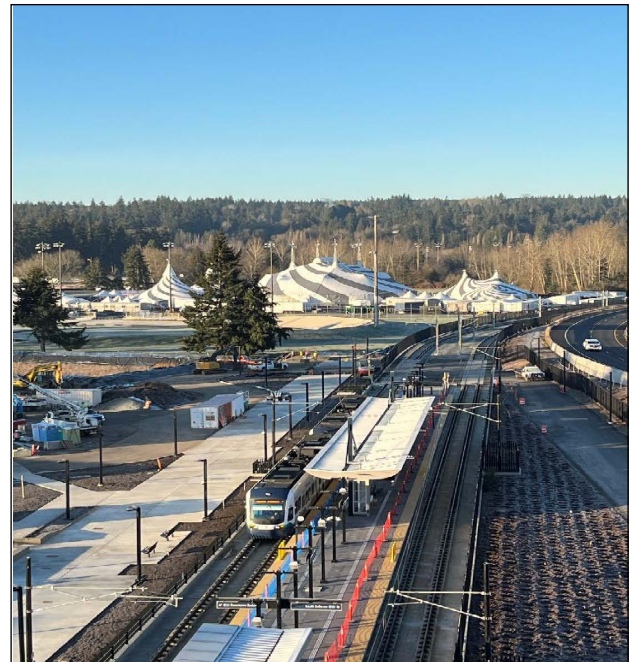
- Station and garage progress: ramp up of resources and coordination of several subcontractors' work.
- SIT progress: progress prerequisite work and submit timely and clear permits.
- Submittals: continue to work with the Design-Builder to improve the timing and turn-around of submittals.
- Transition 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*	\$ 64,662,745
Current Contract Value	\$ 784,598,745
Total Actual Cost (Incurred to Date)	\$ 766,322,570
Percent Complete	96.3%
Alternative Concept Allowance	\$ 28,173,015
Authorized Contingency	\$ 94,753,585
Contingency Drawdown*	\$ 64,662,745
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**

January 2025

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

TIFIA Project Cost Summary by SCC

(as of 1/31/2025; figures in million dollars)

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

SCC Element	Baseline Budget ¹	Current Budget ⁵	Commitment to Date	Incurred to Date*	Estimated Final Cost (EFC)	Current Budget vs. EFC ⁴
10 Guideway & Track	\$744.6	\$997.7	\$960.0	\$956.8	\$909.3	\$88.4
20 Stations	\$397.7	\$469.4	\$484.3	\$482.7	\$485.5	(\$16.1)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$989.1	\$755.5	\$739.2	\$729.1	\$762.2	(\$6.8)
50 Systems	\$353.8	\$458.7	\$445.4	\$444.0	\$462.6	(\$3.9)
Construction Subtotal (10 - 50)	\$2,485.2	\$2,681.2	\$2,628.9	\$2,612.6	\$2,619.6	\$61.5
60 Row, Land	\$288.5	\$283.5	\$281.0	\$280.6	\$281.5	\$2.0
70 Vehicles	\$218.9	\$218.4	\$207.9	\$185.3	\$215.7	\$2.7
80 Professional Services	\$932.2	\$957.3	\$910.9	\$896.4	\$977.9	(\$20.5)
90 Unallocated Contingency	\$202.1	\$50.8	\$0.0	\$0.0	\$34.5	\$16.3
Total TIFIA Project (10 - 90)	\$4,126.9	\$4,191.3	\$4,028.7	\$3,974.9	\$4,129.3	\$61.9

* Amount was estimated

East Link - Cost Summary by SCC

SCC Element	Baseline Budget ²	Current Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC ⁴
10 Guideway & Track	\$744.6	\$997.7	\$960.0	\$956.8	\$909.3	\$88.4
20 Stations	\$397.7	\$469.4	\$484.3	\$482.7	\$485.5	(\$16.1)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$568.5	\$552.2	\$544.6	\$575.3	(\$6.8)
50 Systems	\$353.8	\$458.7	\$445.4	\$444.0	\$462.6	(\$3.9)
East Link Construction Subtotal	\$2,304.6	\$2,494.3	\$2,441.9	\$2,428.0	\$2,432.7	\$61.6
60 Row, Land	\$288.5	\$283.5	\$281.0	\$280.6	\$281.5	\$2.0
70 Vehicles (non-revenue)	\$2.8	\$2.8	(\$0.0)	(\$0.0)	\$0.0	\$2.8
80 Professional Services	\$898.4	\$926.7	\$881.3	\$866.2	\$947.3	(\$20.6)
90 Unallocated Contingency	\$182.9	\$49.9	\$0.0	\$0.0	\$33.6	\$16.3
Total East Link	\$3,677.2	\$3,757.2	\$3,604.2	\$3,574.9	\$3,695.1	\$62.0

Light Rail Vehicles (East Link Portion Only)

SCC Element	Baseline Budget ³	Current Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC ⁴
70 Vehicles (Light Rail)	\$216.1	\$215.7	\$207.9	\$185.3	\$215.7	(\$0.1)
80 Professional Services	\$7.5	\$7.5	\$7.0	\$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	\$192.9	\$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	Estimated Final Cost (EFC)	Current Budget vs. EFC 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.

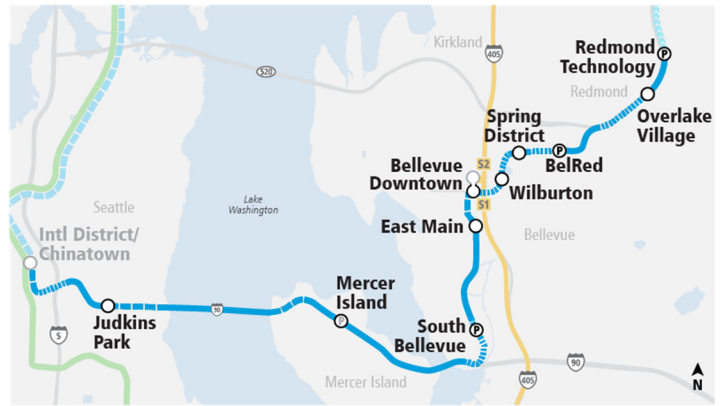
Phase Construction (South Bellevue to Seattle)
Revenue Service (RTS to SBS)

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

Schedule Baseline Revenue Service Date: June 2023

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 punch list, landscape maintenance activities, and follow-on contract work; continued close-out of commercial items.
- **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 is awaiting track to be finalized and handed over to the E750 Contractor to commence the remaining Systems related installation on the I-90 segment. Interface discussions between the E750 and E130 Contractors continued. Systems Integration Testing 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 and security adjustments; theft of equipment or materials; operational needs, 3rd party requirements, and commissioning needs could result in both impacts to schedule and cost.

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 lower at approximately \$3.695B, 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 \$25M, bringing the total expenditure to date to over \$3.575B. 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	Estimated Final Cost (EFC)	Current Budget vs. EFC
Administration	\$186.2	\$184.5	\$162.7	\$161.9	\$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	\$259.3	\$270.1	(\$0.0)
Construction Services	\$257.5	\$314.1	\$293.5	\$288.9	\$314.1	\$0.0
3rd Party Agreements	\$52.2	\$44.2	\$38.2	\$35.4	\$44.2	\$0.0
Construction	\$2,544.3	\$2,607.9	\$2,511.2	\$2,494.0	\$2,545.9	\$62.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$281.5	\$281.0	\$280.6	\$281.5	\$0.0
Total	\$3,677.2	\$3,757.2	\$3,604.2	\$3,574.9	\$3,695.1	\$62.0

East Link - Cost Summary by SCC

SCC Element	Baseline Budget	Current Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC
10 Guideway & Track	\$744.6	\$997.7	\$960.0	\$956.8	\$909.3	\$88.4
20 Stations	\$397.7	\$469.4	\$484.3	\$482.7	\$485.5	(\$16.1)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$568.5	\$552.2	\$544.6	\$575.3	(\$6.8)
50 Systems	\$353.8	\$458.7	\$445.4	\$444.0	\$462.6	(\$3.9)
East Link Construction Subtotal	\$2,304.6	\$2,494.3	\$2,441.9	\$2,428.0	\$2,432.7	\$61.6
60 Row, Land	\$288.5	\$283.5	\$281.0	\$280.6	\$281.5	\$2.0
70 Vehicles (non-revenue)	\$2.8	\$2.8	(\$0.0)	(\$0.0)	\$0.0	\$2.8
80 Professional Services	\$898.4	\$926.7	\$881.3	\$866.2	\$947.3	(\$20.6)
90 Unallocated Contingency	\$182.9	\$49.9	\$0.0	\$0.0	\$33.6	\$16.3
Total East Link	\$3,677.2	\$3,757.2	\$3,604.2	\$3,574.9	\$3,695.1	\$62.0

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:

- **Quality Issues:** Non-conforming Direct Fixation (DF) concrete plinth reconstruction on E130 is now substantially complete, with punch list and non-conformance repairs continuing. Late emergent issues are highly problematic during this late stage of the project due to the lack of time to recover and adhere to the planned schedule.
- **Quality Issues:** Due to the high track-to-earth resistance requirements for the stray current protection system on the floating bridge, the track contractor might not meet requirements.
- **Contractor Availability:** Potential of running out of concurrent activities to keep the systems contractor (Mass Electric Co. - MEC) engaged. After splitting out the East Link Starter Line (ELSL), the risk now lies in the I-90/E130 portion of the project. The E130 and E750 contractors are coordinating work activities to maximize areas available for systems work.
- **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 \$108.3M (previously \$114.6M). The current contingency balance is consistent with the project’s planned contingency drawdown.

Design Allowance (DA) DA is now fully depleted.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, allocated contingency shows a net increase of \$10M mostly due to the budgetary realignment of contingencies during the budget rebalancing, as well as minor change orders.

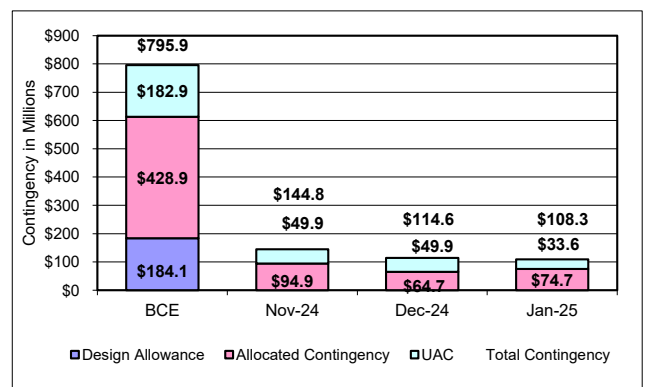
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC decreased to \$16.3M.

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%	\$74.7	101.1%
Unallocated Contingency	\$182.9	4.9%	\$33.6	45.5%
Total:	\$795.9	21.2%	\$108.3	146.6%

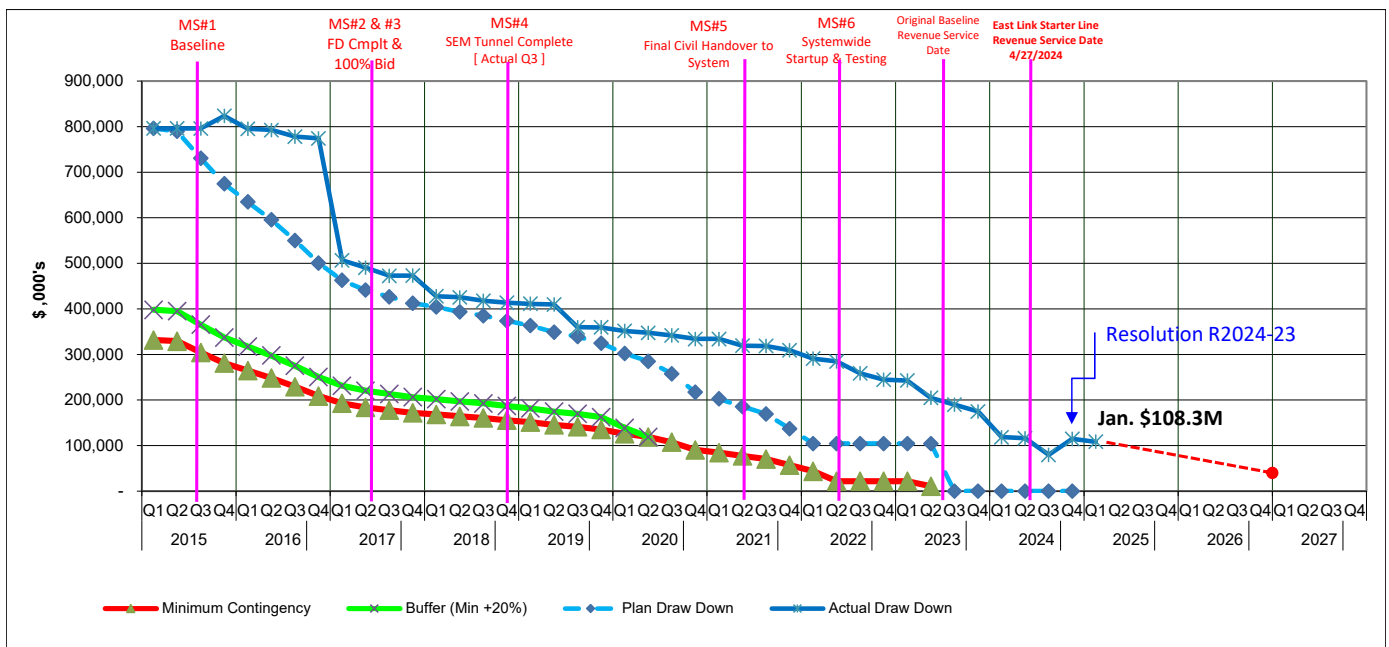
Dollar figures on this page are displayed in millions.

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 \$108.3M (previously \$114.6M). With all major construction contracts procured, it remains above the baseline drawdown projection and above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of this period recorded a net decrease of \$6.3M.



Contingency Drawdown as of January 31, 2025

Link light rail East Link Extension

Critical Path Analysis

The East Link critical path for the December 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											
				Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
System Integration Testing - Eastlink Extension				[Timeline bar from Dec to Jul]											
	Plans and Procedures	28-Feb-25	28-Feb-25	[Timeline bar from Feb to Feb]											
	SIT Readiness Review	28-Feb-25	28-Feb-25	[Timeline bar from Feb to Feb]											
System Integration Testing Summary				[Timeline bar from Dec to Jul]											
	Segment 1 SIT	21-Apr-25	23-Apr-25	[Timeline bar from Apr to Apr]											
	Segment 2 SIT	21-Apr-25	23-Apr-25	[Timeline bar from Apr to Apr]											
	Segment 3 SIT	23-Dec-24 A	01-May-25	[Timeline bar from Dec to May]											
	Segment 3 - Track Tests	23-Dec-24 A	01-May-25	[Timeline bar from Dec to May]											
	Segment 3 - OCS Tests	07-Mar-25	17-Mar-25	[Timeline bar from Mar to Mar]											
	Segment 3 - Signals Tests	18-Mar-25	23-Apr-25	[Timeline bar from Mar to Apr]											
	End to End SIT	09-Apr-25	03-Jul-25	[Timeline bar from Apr to Jul]											
East Link Rail Activation				[Timeline bar from Mar to Dec]											
	SSCRS - Safety and Security Certification Committee	06-Jun-25	19-Jun-25	[Timeline bar from Jun to Jun]											
	T20 - Transition To Operations Committee	31-Aug-25	31-Aug-25	[Timeline bar from Aug to Aug]											
	Pre-Revenue Service	03-Mar-25	12-Dec-25	[Timeline bar from Mar to Dec]											
	Revenue Service	13-Dec-25	13-Dec-25	[Timeline bar from Dec to Dec]											



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	43.1	(2.5)
Consultants	93.1	101.1	(8.0)
TOTAL	133.7	144.2	(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
	No Action This Period.	



Community Engagement

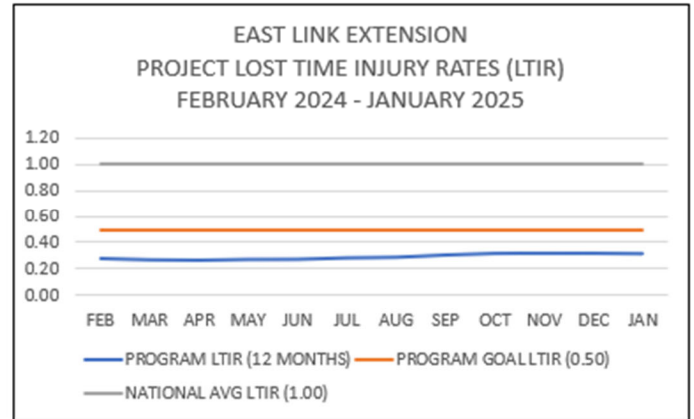
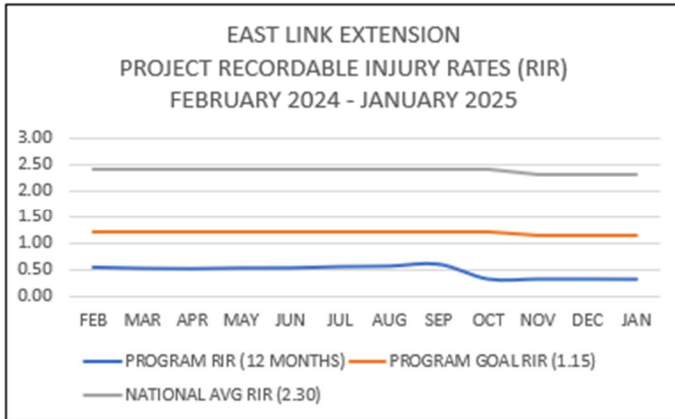
January's focus included, but was not limited to:

- Fielding a call from Bellfield Residential about signage and an above ground sprinkler system for a protected area on their property and working to determine the status of the protected area.
- Responding to a Lake Bellevue Home Owner Association (HOA) concern about high water asking Sound Transit to clear debris from the grate on Sturtevant Creek. Investigating the grate indicated that it was clear of debris.

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. Punch list work remains.

E320 South Bellevue: One (1) Light Rail Station and a Parking Garage at South Bellevue P&R; aerial, at-grade, and retained-cut guideway along Bellevue Way SE and 112th Avenue SE. [Design-bid-build]

Status: Substantial Completion on 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 1/31/2025								
Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Contract Value	Incurred Amount incl. Accruals	Amount Remaining	Start Date (NTP)	Completion Date
Completed Contracts								
Civil CE ELE LR&Systems	CH2MHill	\$ 3,960,521	\$ 11,584,326	\$ 15,544,847	\$ 15,544,847	\$ -	2/20/2006	5/28/2009
Civil PE ELE LR&Systems	CH2MHill	\$ 28,257,220	\$ 5,414,315	\$ 33,671,535	\$ 33,671,535	\$ -	5/28/2009	3/25/2019
TrackBridge System Phase 1 & Phase 2	Parson Brinckerhoff	\$ 4,376,072	\$ 10,917,351	\$ 15,293,423	\$ 15,293,423	\$ -	2/28/2011	3/5/2021
R8A-3A I-90 East/North Ramp	Washington Dept. Transportation	\$ 12,200,000	\$ (2,533,067)	\$ 9,666,933	\$ 9,666,933	\$ -	4/23/2013	11/14/2017
120th Roadway Improvement	City of Bellevue	\$ 9,350,728	\$ (1,305,274)	\$ 8,045,454	\$ 8,045,454	\$ -	8/22/2016	5/2/2018
124th Roadway Improvement	City of Bellevue	\$ 10,954,948	\$ (978,396)	\$ 9,976,552	\$ 9,976,552	\$ -	8/12/2019	7/28/2021
E330 - Civil Downtown Bellevue Tunnel	Atkinson	\$ 121,446,551	\$ (1,109,097)	\$ 120,337,454.21	\$ 120,337,454.21	\$ -	2/8/2016	7/13/2020
E130 GC/CM Pre-Construction	Kiewit-Hoffman, A Joint Venture	\$ 4,792,156	\$ 20,306	\$ 4,812,461.6	\$ 4,812,462	\$ -	12/1/2015	9/9/2019
E335 GC/CM Pre-Construction	Stacy and Witbeck / Atkinson JV	\$ 2,510,215	\$ 421,301	\$ 2,931,516	\$ 2,931,516	\$ -	1/5/2015	4/30/2017
E750 GC/CM Pre-Construction	Mass Electric Construction	\$ 1,496,769	\$ (107,918)	\$ 1,388,851	\$ 1,388,851	\$ -	1/19/2016	12/31/2018
Follow On Package 2	Combined Construction Inc.	\$ 1,761,420	\$ 264,213	\$ 2,025,633	\$ 1,883,734	\$ 141,899	8/7/2023	3/31/2024
Subtotal 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	\$ 70,183,518	\$ 2,157,249	11/5/2012	12/31/2025
FD/DSDC - Bellevue	HJH	\$ 4,800,000	\$ 137,658,611	\$ 142,458,611	\$ 142,108,894	\$ 349,717	3/8/2012	6/30/2025
FD/DSDC - System	Hatch	\$ 17,707,707	\$ 9,573,285	\$ 27,280,992	\$ 27,059,651	\$ 221,341	8/1/2012	6/30/2026
FD/DSDC - MI Transit Integration	David Evans Associates	\$ 709,239	\$ 414,272	\$ 1,123,511	\$ 1,073,388	\$ 50,123	10/25/2019	6/30/2025
CMC - Seattle - Bellevue	Jacobs PM Co.	\$ 4,721,795	\$ 93,697,555	\$ 98,419,350	\$ 96,277,905	\$ 2,141,445	12/21/2015	1/31/2026
CMC - Bellevue	HDR Engineering Inc.	\$ 3,445,455	\$ 121,994,545	\$ 125,440,000	\$ 122,609,161	\$ 2,830,839	9/12/2014	5/31/2026
DBPM - Redmond	Hill International	\$ 898,636	\$ 21,345,384	\$ 22,244,020	\$ 22,223,229	\$ 20,791	12/10/2014	9/30/2025
CMC - Systems	Northwest Transit System Partners - NWTSP	\$ 25,455,931	\$ 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	\$ 79,633,871	\$ 744,633,871	\$ 738,385,807	\$ 6,248,064	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	\$ 84,115,248	\$ 339,883,376	\$ 317,887,420	\$ 21,995,956	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	\$ 11,467,270	\$ 2,043,190	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	\$ 3,130,063	\$ 2,410,895	~ 2022	3/31/2026
ELE Mitigation Project - 76th Ave SE & 80th Ave SE	TITAN Earthworks	\$ 3,070,644	\$ 200,000	\$ 3,270,644	\$ 1,846,321	\$ 1,424,323	5/31/2024	4/2/2025
Subtotal In-Progress Contracts				\$ 2,805,937,522	\$ 2,760,448,054	\$ 45,489,468		
Planned Contracts								
		Estimated Value					Anticipated NTP	Anticipated Completion
None								
Subtotal Planned Contracts				\$ -	\$ -			
Total Contracts								

Notes: *1 Contract not closed out, residual work or warranty works remain. * 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, including closeout of L&I elevator inspection; 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 rail profile shimming and thermite welding.
- **East Segment:** Continuing defective direct fixation plinth reconstruction, including rail profile shimming and horizontal alignment adjustments; ongoing punch list and plant maintenance at Mercer Island Station.

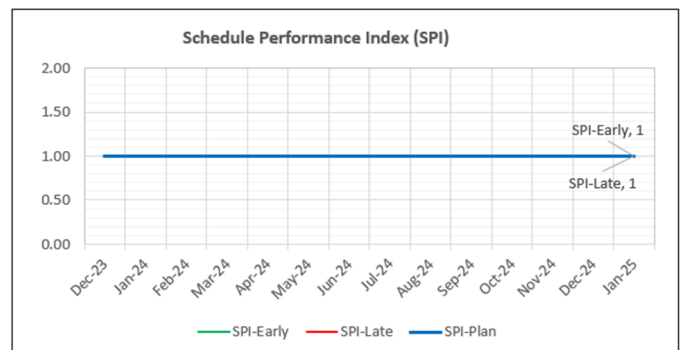
Schedule Summary

The contractor’s December schedule update forecasts a April 8, 2025 substantial completion; 405 calendar days later than the contractual milestone date of February 28, 2024. 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 developing a coordinated work plan to achieve overall schedule savings. The December schedule update is still under review.

Activity Name	Start	Finish	Oct	2024 Nov	Dec	Jan	Feb	2025 Mar	Apr
E130 Construction	10-Mar-17 A	02-May-25							
Milestones	10-Mar-17 A	02-May-25							
Project Management	10-Mar-17 A	02-May-25							
Procurement	10-Mar-17 A	11-Feb-25							
Permitting	12-May-17 A	01-Jul-24 A							
Construction	20-Mar-17 A	02-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	08-Jan-25							
Tunnel Modifications	18-Sep-17 A	04-Mar-25							
Stations	31-May-17 A	05-Feb-25							
OCS Bases/Frames	02-Apr-18 A	23-Jan-25							
Civil/Utilities	05-Jul-17 A	24-Jan-25							
Electrical	20-Mar-17 A	30-May-23 A							
Structures Retrofit	20-Mar-17 A	21-Feb-25							
Trackwork	02-Jan-18 A	02-Apr-25							
Systems	26-Jun-17 A	16-Jun-23 A							
IDS Modification	16-Jan-19 A	03-Feb-25							
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21 A							
Testing and Commissioning	01-May-18 A	07-Apr-25							
HMH Floating Bridge	01-May-18 A	14-Mar-25							
LVM Floating Bridge	27-Jul-20 A	14-Mar-25							
East Channel Bridge	07-Aug-19 A	15-Aug-19 A							
West Approach & TPSS #2	18-Sep-24 A	23-Dec-24 A							
West Ballasted & TPSS #1	04-May-23 A	09-May-23 A							
D2 Structure	05-Nov-21 A	31-Jan-22 A							
Mercer Island Tunnel	23-Sep-19 A	07-Apr-25							
Mt. Baker Tunnel	08-Jul-20 A	31-Mar-25							
Mercer Island Station	11-Nov-19 A	23-Oct-24 A							
Judkins Park Station	26-Oct-20 A	22-Jan-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

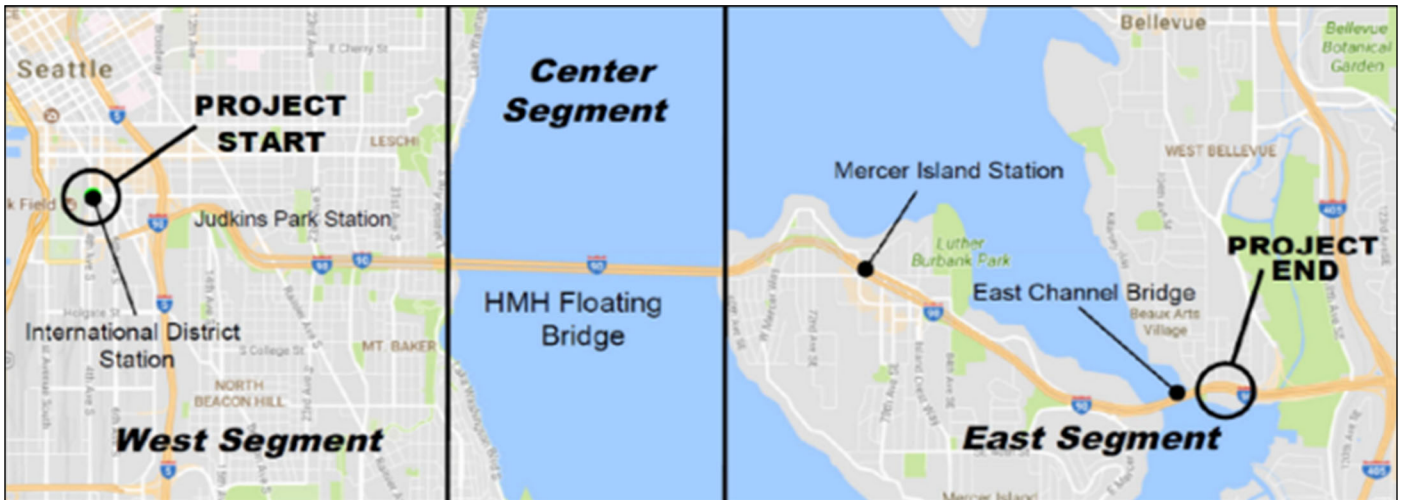
Next Period’s Activities

- **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

- Direct fixation track reconstruction.
- Survey quality and accuracy with E130 contractor work.
- Testing and commissioning of Mount Baker and Mercer Island Tunnel emergency ventilation systems.
- 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	\$79,633,871
Current Contract Value*	\$742,709,530
Total Actual Cost (Incurred to Date)	\$738,385,807
Percent Complete	98.7%
Authorized Contingency	\$85,660,541
Contingency Drawdown	\$79,633,871
Contingency Index	1.06

* Contract Value excludes Betterments



Aerial view of the guideway at the Mercer Island Bridge

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

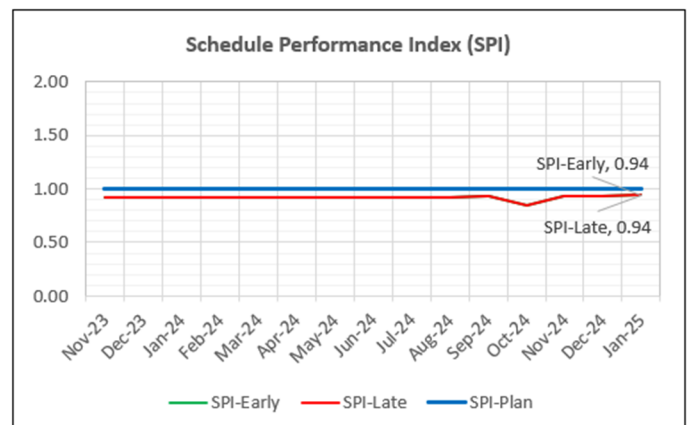
The contractor's December schedule forecasts April 20, 2025 substantial completion; 203 calendar days later than the contractual milestone date of September 29, 2024. The critical path for this contract continues to be driven by track handover from the E130 civil contractor, which is significantly delayed. The E130 and E750 contractors are continuing to maintain a coordinated work plan which could result in further time savings in the coming months. The December schedule is currently under review.

Activity Name	Start	Finish	2024 Q4	Q1 2025	Q2
E750 Construction	12-Jun-17	08-May-25	[Gantt bar spanning from 2024 Q4 to Q2 2025]		
General	12-Jun-17	07-Jan-25	[Gantt bar]		
N830 Project	28-Sep-17	01-Nov-23	[Gantt bar]		
E750 Project	12-Jun-17	08-May-25	[Gantt bar]		
E750 Engineering	11-Jul-17	25-Mar-25	[Gantt bar]		
E750 Construction	12-Sep-18	07-May-25	[Gantt bar]		
E750 Construction (General)	15-Mar-19	19-Mar-19	[Gantt bar]		
E750 Milestones	12-Mar-19	23-Apr-25	[Gantt bar]		
E750 SCCCRM	25-Jan-19	23-Jan-25	[Gantt bar]		
E750 OCS	14-Feb-19	08-Feb-25	[Gantt bar]		
E750 Traction Power / Substations	01-Oct-18	07-Jan-25	[Gantt bar]		
E750 Signals	12-Sep-18	24-Jan-25	[Gantt bar]		
E750 Communications	13-Nov-18	29-Jan-25	[Gantt bar]		
E750 Radio	28-Jan-19	10-Dec-24	[Gantt bar]		
E750 SCADA	12-Jul-22	20-Apr-23	[Gantt bar]		
E750 Trunk Fiber	19-Dec-18	13-Jan-25	[Gantt bar]		
E750 Testing and Commissioning	27-May-20	07-May-25	[Gantt bar]		
E750 Fees	12-Jun-17	08-May-25	[Gantt bar]		
E750 Provisional Sums	28-Mar-18	01-Jan-25	[Gantt bar]		
E750 NSS	12-Jun-17	31-Jan-25	[Gantt bar]		
E750 Risk	12-Jun-17	08-May-25	[Gantt bar]		
E750 Indirects	12-Jun-17	31-Dec-21	[Gantt bar]		
E750 Change Orders / Provisio	12-Jun-17	08-May-25	[Gantt bar]		
E750 Deleted Activities	18-Sep-17	01-Dec-19	[Gantt bar]		

Schedule Performance Index

E750 contract substantial completion date anticipated to occur in Q2 2025. The SPI-Early and SPI-Late is 0.94. 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	\$84,115,248
Current Contract Value	\$339,883,376
Total Actual Cost (Incurred to Date)	\$317,887,420
Percent Complete	95.1%
Authorized Contingency	\$100,788,406
Contingency Drawdown	\$84,115,248
Contingency Index	1.3



I-90 Signals Installations

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

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) – one LRV was delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF Central – two LRVs were 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 \$655.2M. The majority of the cost attributed to the vehicles phase at approximately \$67.2M. The current period expenditure is \$3.2M, cost attributable to the LRV manufacturing, engineering, inspection, and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$18.0	\$18.0	\$10.3	\$10.2	\$18.0	\$0.0
Construction Services	\$31.7	\$31.7	\$25.2	\$17.8	\$31.7	\$0.0
Vehicles	\$787.2	\$787.2	\$754.4	\$627.2	\$787.2	\$0.0
Total	\$836.9	\$836.9	\$789.8	\$655.2	\$836.9	\$0.0

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land, Existing Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
70 Vehicles	\$783.3	\$787.1	\$761.1	\$630.1	\$791.3	(\$0.2)
80 Professional Services	\$47.2	\$44.1	\$28.7	\$25.1	\$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	\$655.2	\$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 is at \$40.8M or approximately 29.1% of remaining work in the project.

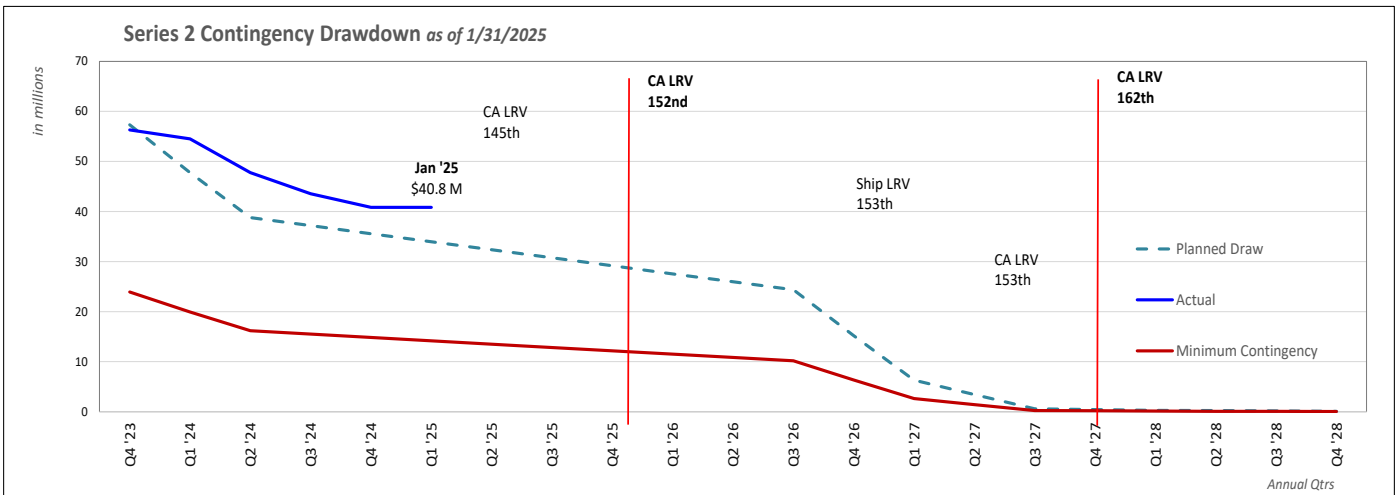
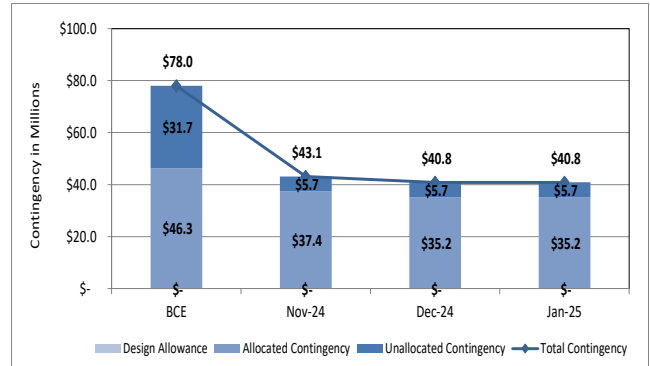
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. The current allocated contingency balance remains unchanged at \$35.2 compared to last period.

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%
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 82.8% (last month was 82.3%).

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

CA of 137 LRVs has been completed to support revenue service.

Two (2) CAs were completed in January 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 September 2025. The Conditional Acceptance of the final two (2) LRVs (#151-152) is expected in October 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	Q1
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	13-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	19-Jun-2025														
East Link - Pre-Revenue Service - Forecast - END		13-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	24-Aug-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	16-Sep-2025	23-Oct-2025													
LRV Conditional Acceptance - Extra - Summary - Car # 151 - #152	16-Sep-2025	23-Oct-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													

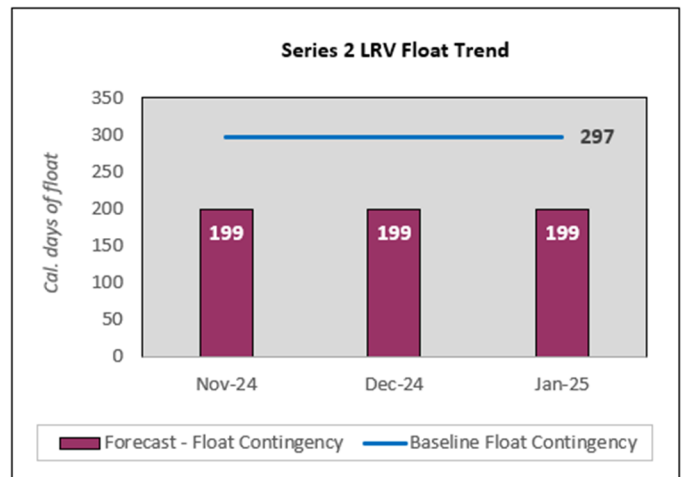
Project Float

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

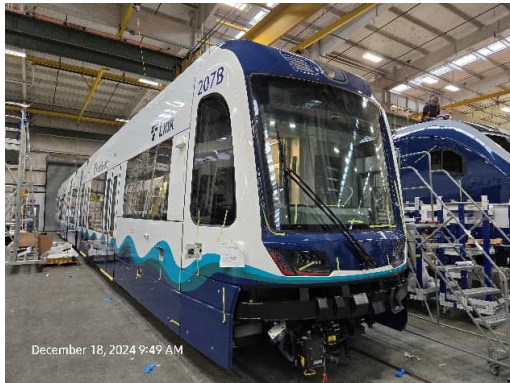
The schedule float is measured against completion of Conditional Acceptance of all cars of the option for 10 additional LRVs (#153-162).

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

Note: the float days for October and November were changed to 199 days; no float days were gained but correcting an error in the milestone calculation.



Link light rail Series 2 LRV Fleet Expansion



Car 207 BAY 19 Q40 Inspections in Sacramento, CA



Car 343 Burn-in in Seattle, WA

LRV Delivery and Testing Progress as of January 31, 2025

LRV status	Received /	Testing In Progress	Conditionally	Entered Revenue
*Planned	152	13	139	139
Actual (Seattle)	128	1	127	127
Actual (Bellevue)	14	4	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 January 2025. The variance are minor and likely attributed to ST staff cross charge and the aggregation of administrative time offs among ST staff and consultants should averages out.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.1	5.2	0.9
Consultants	7.3	6.7	0.6
TOTAL	13.4	11.9	1.5

* 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
	No action this period.	

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

January 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 01/31/2025; figures in million dollars)

SCC Element	Revised TIFIA Application Budget	Authorized Project Allocation	Commitment to Date	Incurred This Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs EFC Budget	TIFIA vs EFC Budget
10 Guideway & Track	\$523.0	\$532.5	\$506.1	\$2.8	\$487.2	\$518.6	\$13.8	\$4.3
20 Stations	\$318.9	\$319.1	\$309.5	\$1.5	\$290.5	\$309.5	\$9.6	\$9.4
30 Support Facilities	\$5.3	\$11.3	\$11.8	\$0.1	\$11.3	\$11.8	(\$0.5)	(\$6.5)
40 Sitework & Special Conditions	\$542.5	\$565.0	\$499.7	\$2.7	\$458.7	\$606.5	(\$41.5)	(\$64.0)
50 Systems	\$153.8	\$136.0	\$128.4	\$0.7	\$123.2	\$129.7	\$6.3	\$24.1
Construction Subtotal (10 - 50)	\$1,543	\$1,564	\$1,456	\$8	\$1,371	\$1,576	(\$12)	(\$33)
60 Row, Land	\$341.6	\$287.7	\$242.0	\$0.3	\$239.3	\$257.5	\$30.3	\$84.1
70 Vehicles	\$99.2	\$5.0	\$97.0	\$0.5	\$85.3	\$102.5	(\$97.5)	(\$3.2)
80 Professional Services	\$386.6	\$513.5	\$423.0	\$3.7	\$408.0	\$501.1	\$12.3	(\$114.5)
90 Unallocated Contingency	\$637.4	\$81.5	\$0.0	\$0.0	\$0.0	\$81.5	(\$0.0)	\$555.9
Total (10 - 90)	\$3,008	\$2,452	\$2,218	\$12	\$2,104	\$2,519	(\$67)	\$490
TIFIA reporting nuances: 1) Excludes Finance Charges 2) Includes LRV and all project actuals (including Project Development actuals)								

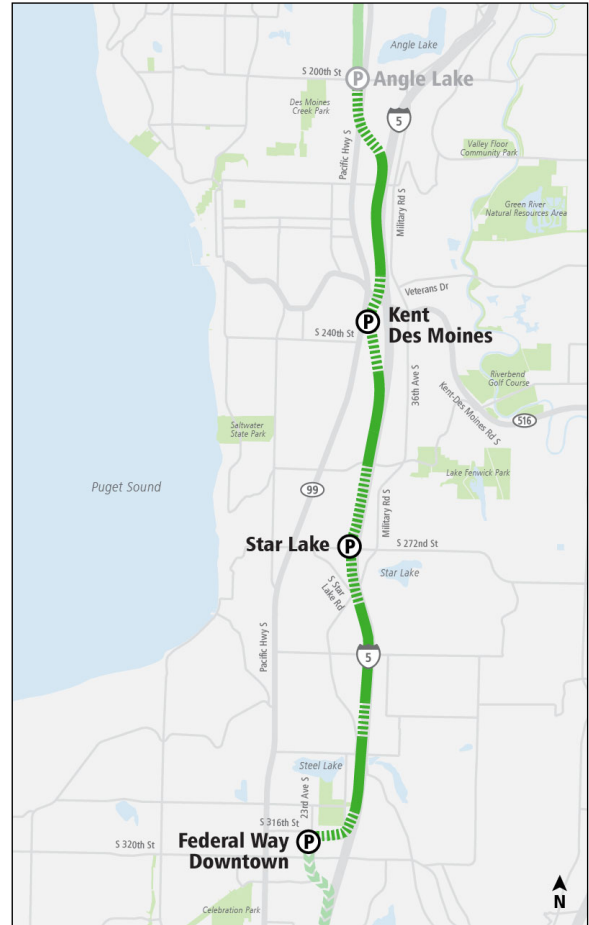
Link light rail

Federal Way Link Extension

Project Summary

Scope

- Limits** The Federal Way Link Extension (FWLE) adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.
- Alignment** The extension generally parallels SR 99 and I-5 freeway.
- Stations** Station and garages at Kent Des Moines (KDM), Star Lake (SL), and Federal Way Downtown (FWD)
- Systems** Signals, traction power, and communications (SCADA)
- Phase** Final Design/Construction
- Budget** \$2.45 Billion (ST Baseline Sept 2018)
- Schedule** Baseline Revenue Service Date: December 2024
TIFIA Projected Substantial Completion Date December 31, 2026*
**If there are changes it will be reflected in future reports.*



Map of Federal Way Link Extension

Key Project Activities

- 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).
- Traffic Mitigation construction contract (F210) Notice To Proceed was issued and major activities commenced.

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 \$12M was incurred. Approximately \$7.9M in Construction phase, \$2.3M for Construction Services, \$0.3M for ROW, \$0.8M 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 although the budget underrun reduced to \$30.3M.

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	\$69.2	\$0.8	\$68.3	\$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	\$0.1	\$4.6	\$7.2	\$0.0
Construction Services	\$107.0	\$164.2	\$139.6	\$2.3	\$130.2	\$164.2	\$0.0
3rd Party Agreements	\$27.7	\$44.0	\$31.5	\$0.3	\$28.4	\$44.0	\$0.0
Construction	\$1,831.9	\$1,790.7	\$1,591.2	\$7.9	\$1,503.5	\$1,790.7	\$0.0
ROW	\$338.8	\$287.7	\$242.0	\$0.3	\$239.3	\$257.5	\$30.3
Total	\$2,451.5	\$2,451.5	\$2,124.1	\$11.6	\$2,019.7	\$2,421.3	\$30.3

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	\$506.1	\$2.8	\$487.2	\$518.6	\$13.8
20 Stations	\$318.9	\$319.1	\$309.5	\$1.5	\$290.5	\$309.5	\$9.6
30 Support Facilities	\$5.3	\$11.3	\$11.8	\$0.1	\$11.3	\$11.8	-\$0.5
40 Sitework/Special Condition	\$558.4	\$565.0	\$499.7	\$2.7	\$458.7	\$606.5	-\$41.5
50 Systems	\$153.8	\$136.0	\$128.4	\$0.7	\$123.2	\$129.7	\$6.3
Construction Subtotal(10-50)	\$1,559.4	\$1,563.9	\$1,455.6	\$7.7	\$1,371.0	\$1,576.2	(\$12.3)
60 ROW, Land	\$341.6	\$287.7	\$242.0	\$0.3	\$239.3	\$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	\$423.0	\$3.7	\$408.0	\$501.1	\$12.3
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	\$2,124.1	\$11.6	\$2,019.7	\$2,421.3	\$30.3

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 \$249.8M. Additional contingency of \$459.3M (FTA P65 requirement in FFGA) is not reflected in the below contingency status but resides in ST Financial Plan.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period the AC balance decreased by \$23.3M due mostly to 2025 Adopted budget reallocation in several phases and adjustment to project savings. The AC contingency balance is \$168.3M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC balance increased by \$7.2M due mostly to 2025 Adopted budget reallocation in several phases. The UAC balance is \$81.5M.

Contingency Status	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$139.6	5.7%	\$0.0	0.0%
Allocated Contingency	\$232.2	9.5%	\$168.3	92.4%
Unallocated Contingency	\$178.1	7.3%	\$81.5	44.8%
Total:	\$549.9	22.4%	\$249.8	137.2%

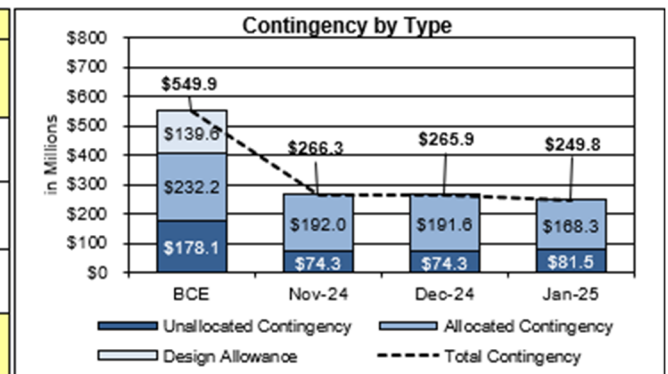
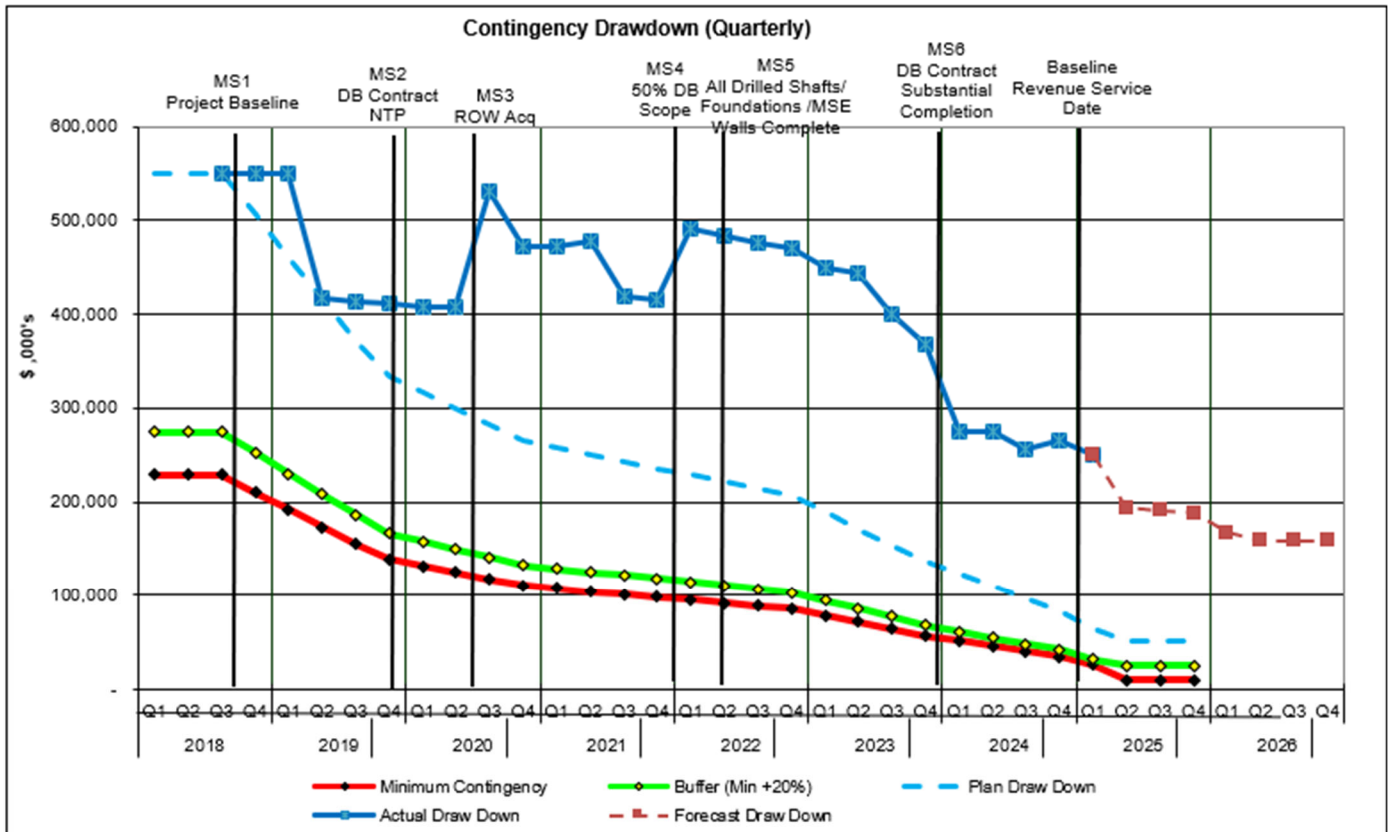


Table figures are shown in millions.

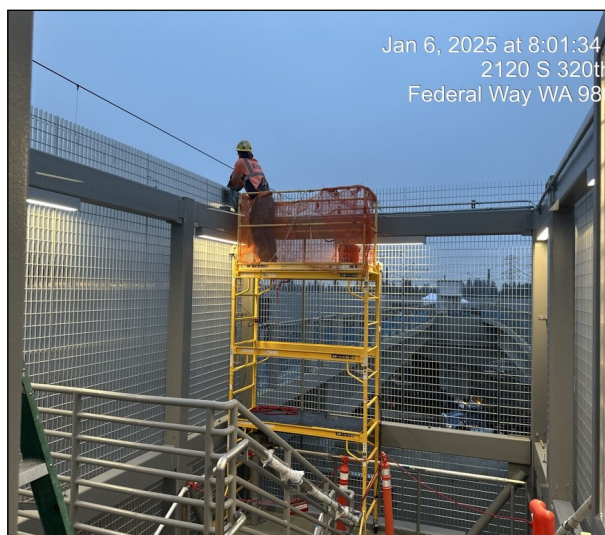


Link light rail Federal Way Link Extension

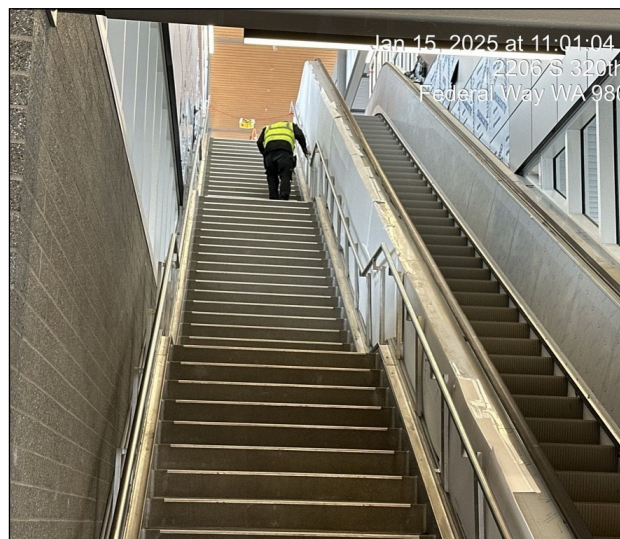
Risk Management

Changes to the projects top risks are reflected below:

- The integration of additional requirements for facilities and/or systems (by ST) could not only result in increased costs, but could also impact construction completion.
- Delays to permits/stop work by City of Federal Way for code discrepancies and development agreement interpretation may require change orders to resolve and potential delay to bus loop opening.
- Contractor's general productivity of activities (non-critical and near-critical) with constant schedule logic changes may impact the critical path.
- As a result of WSDOT TCP review times run long delaying construction (F210) permits, TCP review times exceed scheduled construction start dates for specific sites may occur, leading to delayed start of construction activities.
- Protracted permitting process with Authorities Having Jurisdiction (AHJs) results in delay of the start of F210 project.
- Delay in review of permit by WSDOT may impact project Milestones dates 5B– Substantial Completion of work south of Structure C and 5C-Substantial Completion of all works.
- Lack of material and equipment resources necessary to perform testing and startup activities may result in cost and schedule delays to the project.
- Live wire re-testing is not included in the schedule for Systems Integration Testing (SIT) and may cause schedule delay.
- Additional third party scope is identified during construction (above current expectations and scope) resulting in cost and schedule impacts to the project.
- The long process of ROW possession and use results in delays to the F210 schedule.



Camera Install at Federal Way Downtown Station



Hand Rail Install at Federal Way Downtown Station

Link light rail Federal Way Link Extension

Project Schedule

The weighted percent complete of major construction contracts this month is at 94.8% (last month was 94.0%).

The schedule below represents the January 2025 CPM update. This accounts for the time and cost impact of the F200 Structure C Long Span. FFGA Milestone #7 represents the “target” Revenue Service Date, which includes 98 days of contingency following the current forecast readiness to begin revenue service in December 2025.

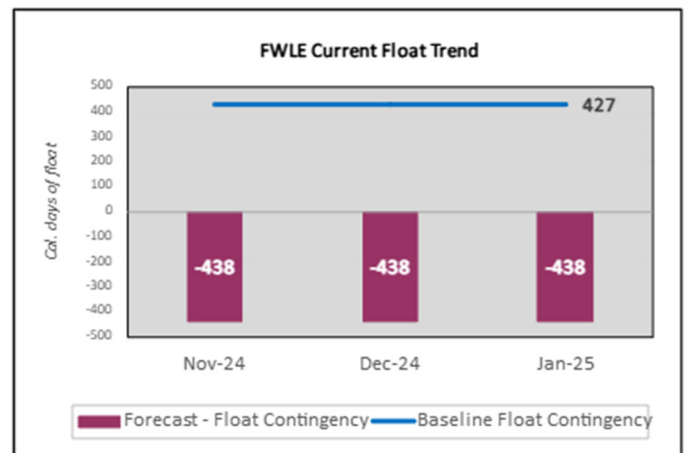
FFGA Milestone #3 is trending Q2 2026 due to delays in F200 ROW acquisitions, which do not impact the critical path. Notice to Proceed was issued in January for the F210 traffic mitigation project, with Acceptance forecast for one year later in January 2026.

Activity Name	Start	Finish	2025				2026	
			Q4	Q1	Q2	Q3	Q4	Q1
Sound Transit	01-Jul-2016 A	24-Apr-2026						
Sound Transit 2	01-Jul-2016 A	24-Apr-2026						
ST2 - South Corridor	01-Jul-2016 A	24-Apr-2026						
LRT Extension - South	01-Jul-2016 A	24-Apr-2026						
Federal Way - Master Schedule	01-Jul-2016 A	24-Apr-2026						
Federal Way Link Extension - Integrated Master Schedule	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 - Contr	14-Nov-2016 A	31-Jan-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	21-Aug-2025	14-Mar-2026						
Milestones	21-Aug-2025	21-Aug-2025						
Operator Familiarization	21-Aug-2025	23-Sep-2025						
Validation Period	15-Sep-2025	04-Oct-2025						
Simulated Service	05-Oct-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 was baselined with 427 days of project float and a Revenue Service Date (RSD) of December 31, 2024. Currently, the project is reporting negative 438 days of project float. The driver of the negative project float was caused by the impact of poor soil conditions at Structure C. Sound Transit and the Design-Builder executed the second bilateral change order #181 in July 2024 that optimized the schedule, and which provided additional project float to the current RSD.

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



Link light rail Federal Way Link Extension

Critical Path Analysis

The critical path to revenue service runs through civil demolition and restoration around Federal Way Transit Center following the bus loop opening, and continues with Design Builder and Sound Transit controlled F200 contract float, and pre-revenue service operations. ST continues to monitor systems installations and testing as near-critical work. CO #181 (F200 Milestone Optimization) was incorporated into the August 2024 update. This change improved the project's critical path by 3 months. In addition, the pre-revenue service plan has been adjusted to provide some overlap between F200 closeout and operator familiarization. The Current Progress RSD is March 14, 2026, which currently includes 98 days of project float contingency.

Activity Name	Start	Finish	2025				
			Q4	Q1	Q2	Q3	Q4
Sound Transit	21-Jan-2021 A	15-Mar-2026	[Gantt bar spanning from Q4 2024 to Q1 2026]				
Sound Transit 2	21-Jan-2021 A	15-Mar-2026	[Gantt bar spanning from Q4 2024 to Q1 2026]				
ST2 - South Corridor	21-Jan-2021 A	15-Mar-2026	[Gantt bar spanning from Q4 2024 to Q1 2026]				
Federal Way Link Extension Integrated Schedule	21-Jan-2021 A	15-Mar-2026	[Gantt bar spanning from Q4 2024 to Q1 2026]				
Federal Way - Construction	21-Jan-2021 A	17-Dec-2025	[Gantt bar spanning from Q4 2024 to Q4 2025]				
F200 Federal Way Link Extension Design-Build	21-Jan-2021 A	17-Dec-2025	[Gantt bar spanning from Q4 2024 to Q4 2025]				
Contract Milestones	10-Feb-2025	17-Dec-2025	[Red bar spanning from Q1 2025 to Q4 2025]				
Construction	21-Jan-2021 A	17-Dec-2025	[Gantt bar spanning from Q4 2024 to Q4 2025]				
General	28-Nov-2024 A	17-Dec-2025	[Gantt bar spanning from Q4 2024 to Q4 2025]				
Segment 2 Construction [STA 1112+99 to 1227+29]	02-Jun-2025	20-Oct-2025	[Gantt bar spanning from Q2 2025 to Q3 2025]				
Work Area 2.4 Construction [STA 1194+86 - 1225+89] (AT-GRADE)	02-Jun-2025	20-Oct-2025	[Gantt bar spanning from Q2 2025 to Q3 2025]				
Civil (WA-2.4)	02-Jun-2025	20-Oct-2025	[Red bar spanning from Q2 2025 to Q3 2025]				
Segment 3 Construction [STA 1227+29 to 1401+87]	21-Jan-2021 A	22-Sep-2025	[Gantt bar spanning from Q4 2024 to Q3 2025]				
Work Area 3.8 Construction [STA 1369+25 - 1401+87] (ELEVATED)	21-Jan-2021 A	22-Sep-2025	[Gantt bar spanning from Q4 2024 to Q3 2025]				
General Site Work (WA-3.8)	07-Jan-2025 A	07-Feb-2025	[Gantt bar spanning from Q1 2025 to Q1 2025]				
Civil (WA-3.8)	21-Jan-2021 A	22-Sep-2025	[Red bar spanning from Q4 2024 to Q3 2025]				
Structures (WA-3.8)	27-Nov-2024 A	07-Feb-2025	[Gantt bar spanning from Q4 2024 to Q1 2025]				
Federal Way - Rail Activation & Pre-Revenue Service	05-Jun-2025	15-Mar-2026	[Gantt bar spanning from Q2 2025 to Q1 2026]				
Federal Way Link Extension - RACT and Pre-Revenue Service	05-Jun-2025	15-Mar-2026	[Gantt bar spanning from Q2 2025 to Q1 2026]				
Federal Way Link Extension - Rail Activation	05-Jun-2025	15-Mar-2026	[Gantt bar spanning from Q2 2025 to Q1 2026]				
Federal Way Link Extension - Pre-Revenue Service	07-Aug-2025	14-Mar-2026	[Gantt bar spanning from Q3 2025 to Q1 2026]				
Operator Familiarization	07-Aug-2025	26-Sep-2025	[Red bar spanning from Q3 2025 to Q3 2025]				
Validation Period	15-Sep-2025	04-Oct-2025	[Red bar spanning from Q3 2025 to Q3 2025]				
Simulated Service	05-Oct-2025	05-Dec-2025	[Red bar spanning from Q3 2025 to Q4 2025]				
Revenue Service	05-Dec-2025	14-Mar-2026	[Gantt bar spanning from Q4 2025 to Q1 2026]				
FWLE Ready for Revenue Service		05-Dec-2025	[Red diamond at end of Q4 2025]				
FWLE Project Float Contingency	06-Dec-2025	13-Mar-2026	[Red bar spanning from Q4 2025 to Q1 2026]				
FWLE Revenue Service (14-Mar-2026)	14-Mar-2026	14-Mar-2026	[Red bar at start of Q1 2026]				

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					\$1,831,708,436	\$1,657,006,325			
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	\$2,698,406	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	\$130,063,783	Mar-18	Jun-26	Open
RTA/CN 0009-17	F200 Angle Lake to FWTC Design-Build	Kiewit Infrastructure West Co	\$1,285,200,000	\$320,016,321	\$1,605,216,321	\$1,458,529,719	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			\$20,680,483	\$15,965,464	varies	varies	Open
RTA/CN 0015-24	F210 Traffic Mitigation Improvement Construction	Stacy & Witbeck	\$11,648,140	\$0	\$11,648,140	\$720,700	Jan-25	Jan-26	Open
Planned Contracts					\$1,000,000	\$0			
	PSE Fiber	tbd			\$1,000,000				Agg pending
Contract Totals					\$1,832,846,104	\$1,657,143,993			

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

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

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

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

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

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

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 at the Federal Way Performing Center tabling FWLE project

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 0.7 FTEs above the staffing plan for this period. Overall Consultant staffing is 9.3 FTEs above the plan this period. The main contributor is the DBPM Services contract that addresses the Design-Build contractor activities for change management, major construction oversight pertaining to stations, garages, various civil site work throughout the alignment, systems and commissioning activities, in addition to supplementing ST project staff vacancies. ST staffing is trending approximately 8.6 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	35.7	8.6
Consultants	71.2	80.5	(9.3)
TOTAL	115.5	116.2	(0.7)



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

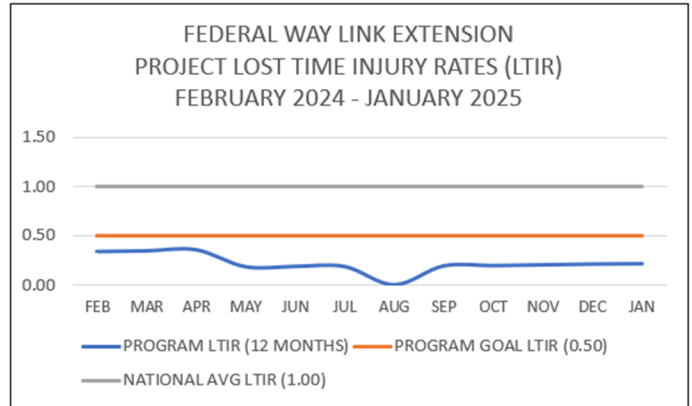
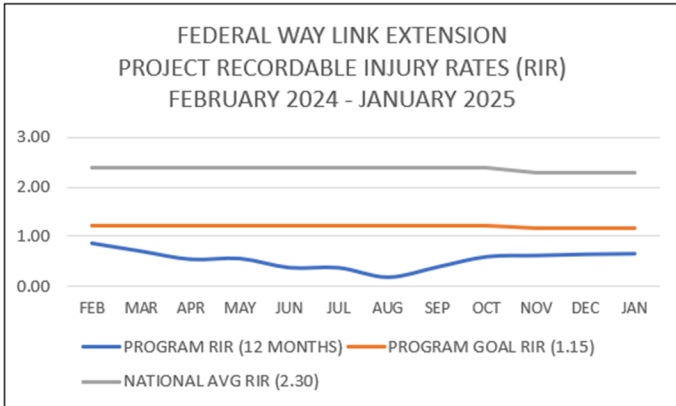
Sound Transit Board Actions

Board Action	Description	Date
	No Action This Period.	

Link light rail Federal Way Link Extension

Construction Safety

Safety		Project	Program Goal	National Average	WA State Average
	Recordable Injury Rate (RIR)	0.65	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	0.22	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 Federal Way Link Extension

F200 Design Build Contract

Current Progress

Status at the close of January 2025, the baseline schedule confirmed completion: Contract total = 94.8% (last month was 94.0%); 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 Angle Lake tie-in.
- TPSS S02: Installation and testing ongoing.
- Systems WA 1.2: OCS work.
- Signal House S02: Testing & commissioning ongoing.
- Systems WA 1.3: OCS work.
- Signal house SO3: Testing & commissioning ongoing.
- KDM Station (99.8% 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 ongoing.
- Structure C: Extensive work on track plinths and deck of the long span bridge.
- Star Lake Station (96.4% complete): Extensive work on East/West Platform and Plaza levels. Testing & Commissioning.
- Star Lake Garage (99.4% complete): Extensive work on interior/exterior elements. Testing & Commissioning.
- Star Lake Ancillary Building: Testing and Punchlist activities.
- Systems: WA 3.5 - OCS work. WA 3.7 - OCS work. WA 3.8 - OCS work.
- TPSS S06: Testing and commissioning ongoing. TPSS S07: Installations ongoing.
- Signal House S06: Installation and testing ongoing.
- Bus Shelters: Aluminums and glass work.
- FWD Station (99.2% complete): Extensive work on North/South surface/platform levels. Testing & Commissioning.
- FWD Garage modification (91.1% complete): Extensive work on interior/exterior elements. Testing & Commissioning.
- End of Line Facility: Work on both interior/exterior elements. Testing & Commissioning.



Star Lake Station Plaza Light Pole Placement



Structure C Wall Backfill

Link light rail Federal Way Link Extension

Schedule Summary

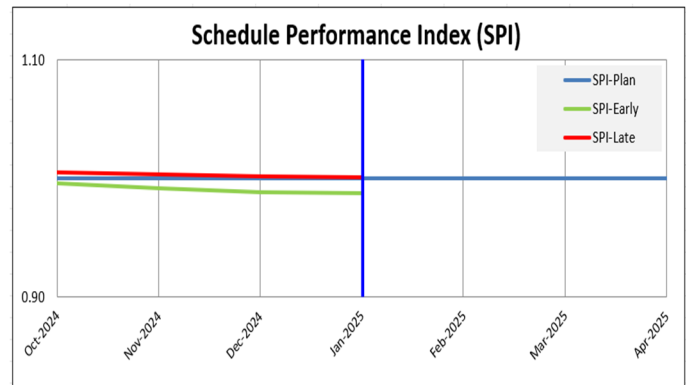
The schedule below represents the January 2025 CPM update. The weighted percent complete of major construction contracts is at 94.8% (last month was 94.0%). The Structure C Long Span impact and optimized contract milestones per change order #181 have been incorporated into the F200 schedule. All of the 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					2026
			Q4	Q1	Q2	Q3	Q4	Q1
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							
Notice to Proceed	04-May-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 Gu)		31-Oct-2024 A						
MS 5a - Substantial Completion Work North of Structure C (01-Jan-25)		31-Dec-2024 A						
MS 5b - Substantial Completion Work South of Structure C (29-Mar-25)		21-Apr-2025*						
MS 4b 1 - Work in WSDOT ROW from S 259th Place to S 272nd Street (Pond E Area to North of C0)		06-May-2025*						
MS 4b 3 - Work in WSDOT ROW from S 259th Place to S 272nd Street (C05 South, West Side of G)		19-Aug-2025*						
MS 5c - Substantial Completion of All Work (except MS 5x Scope) (20-Aug-25)		20-Aug-2025*						
MS 5x - Substantial Completion of All Remaining Work (20-Oct-25)		20-Oct-2025*						
MS 5d - Acceptance of All Work (except MS 5x Scope) and Project Ready of Revenue Service (20-Oct-25)		04-Nov-2025*						
Substantial Completion Inspection and Punchlist Milestone 5a	08-Feb-2024 A	03-Feb-2025						
Substantial Completion Inspection and Punchlist Milestone 5b	25-Jul-2024 A	18-Jun-2025						
Substantial Completion Inspection and Punchlist Milestone 5c	03-Feb-2025	17-Oct-2025						
Substantial Completion Inspection and Punchlist Milestone 5x	28-Feb-2020 A	17-Dec-2025						
Design	07-Jun-2019 A	14-Feb-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						
Work Area 2.1 Construction [STA 1113+00 to 1135+30] (ELEVATED)	28-Jun-2019 A	09-Oct-2025						
Work Area 2.2 Construction [STA 1135+30 - 1181+07] (AT-GRADE)	28-Jun-2019 A	05-Feb-2025						
Work Area 2.3 Construction [STA 1181+07 to 1194+86] (ELEVATED)	11-Aug-2021 A	25-Sep-2025						
Work Area 2.4 Construction [STA 1194+86 - 1225+89] (AT-GRADE)	07-Oct-2019 A	11-Sep-2025						
Work Area 2.5 Construction [STA 1225+89 - 1227+29] (ELEVATED)	14-Dec-2020 A	23-May-2025						
Systems (Segment 2)	14-Feb-2022 A	25-Mar-2025						
Commissioning (Segment 2)	01-Feb-2022 A	02-Jun-2025						
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-2019 A	03-Nov-2025						
Commissioning	10-May-2021 A	01-Oct-2025						
Provisional Sums	01-Dec-2019 A	18-Sep-2025						
Change Orders	01-Jul-2019 A	03-Oct-2025						

Schedule Performance Index

The Early SPI is 0.99 and Late SPI is 1.00. Current report calculated based on the January 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.
- Systems WA 1.1: Angle Lake tie-in. Signal and communications installations.
- TPSS S02: Punchlist activities.
- System WA 1.2: OCS testing and communications device installations.
- System WA 1.3: OCS testing and communications device installations.
- Signal House S03: Switch and signal installations. Testing and commissioning.
- TPSS S03: Punchlist activities and testing.
- 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.

Construction (continued):

- Structure C: Extensive work on all long span bridge elements.
- Star Lake Garage: Work on interior/exterior elements. Testing and Commissioning efforts.
- Star Lake Station: Extensive work on both East and West Platform and Plaza levels. Testing and Commissioning.
- Star Lake Ancillary Building: Work on interior/exterior elements.
- TPSS S06: Wire pulls and communication device installation.
- Signal House S06: Install impedance bonds and wire pulls.
- 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.
- TPSS S07: Wire pulls, feeder riser installation and finish enclosure.
- 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)	\$320,016,321
Current Contract Value	\$1,605,216,321
Total Actual Cost (Incurred to Date)	\$1,458,529,719
Percent Complete	94.8%
Authorized Contingency + Add'l Ctg	\$358,297,519
Contingency Drawdown (exclude betterments)	\$320,016,321
Contingency Index *	
*Excludes ATC/NTD, betterments	1.17



Federal Way Transit Center Driveway Curb Pour

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

January 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 1/31/2025; figures in million dollars)

SCC Element	TIFIA Application Budget	Current Budget	Commitment to Date	Incurred this Month	Incurred to Date	Estimate to Complete	Estimated Final Cost (EFC)	TIFIA Budget vs EFC	Current Budget vs. EFC
10-Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20-Stations	\$148.7	\$145.3	\$121.7	\$4.6	\$73.3	\$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 Special Conditions	\$7.4	\$6.6	\$4.9	\$0.0	\$0.7	\$1.7	\$6.6	\$0.8	(\$0.0)
50-Systems	\$16.2	\$16.2	\$14.8	\$0.6	\$5.3	\$1.4	\$16.2	\$0.0	\$0.0
Construction Subtotal	\$172.7	\$168.5	\$141.4	\$5.2	\$79.2	\$16.9	\$158.3	\$14.4	\$10.2
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	\$41.3	\$1.0	\$32.3	\$11.1	\$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	\$182.7	\$6.3	\$111.5	\$38.5	\$221.2	\$19.0	\$19.0

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 30, 2026*

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



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Continued ancillary building wall framing and conduit installation.
- Continued station underground utility installation.
- Continued retaining wall facia panel installation and drainage.
- Continued platform speaker installation.

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 \$6.3M. 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	\$5.3	\$0.2	\$5.3	\$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	\$0.3	\$15.8	\$21.0	\$0.1
Construction Services	\$17.3	\$17.2	\$12.7	\$0.6	\$7.4	\$17.2	\$0.0
3rd Party Agreements	\$1.7	\$1.3	\$0.9	\$0.0	\$0.7	\$1.3	\$0.0
Construction	\$192.6	\$189.1	\$144.3	\$5.2	\$79.5	\$170.2	\$18.9
ROW	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.0
Project Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$240.2	\$240.2	\$182.7	\$6.3	\$111.5	\$221.2	\$19.0

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	\$4.6	\$73.3	\$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	\$4.9	\$0.0	\$0.7	\$6.6	\$0.0
50 Systems	\$16.2	\$16.2	\$14.8	\$0.6	\$5.3	\$16.2	\$0.0
Construction Subtotal(10 - 50)	\$172.8	\$168.5	\$141.4	\$5.2	\$79.2	\$158.3	\$10.2
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	\$41.3	\$1.0	\$32.3	\$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	\$182.7	\$6.3	\$111.5	\$221.2	\$19.0

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 decreased by \$4.8M due to revised yearly budget reallocations and construction change orders.

Unallocated Contingency (UAC): Used to address general project-wide cost risks and uncertainties. This UAC increased by \$1.3M due to revised yearly budget reallocations.

Contingency Status

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Allocated Contingency	\$30.9	12.9%	\$27.8	33.6%
Unallocated Contingency	\$17.7	7.4%	\$18.4	22.2%
Total:	\$48.6	20.2%	\$46.1	55.9%

Contingency by Type

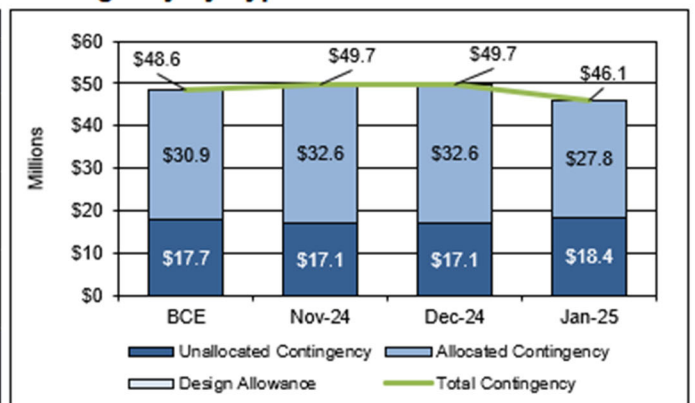
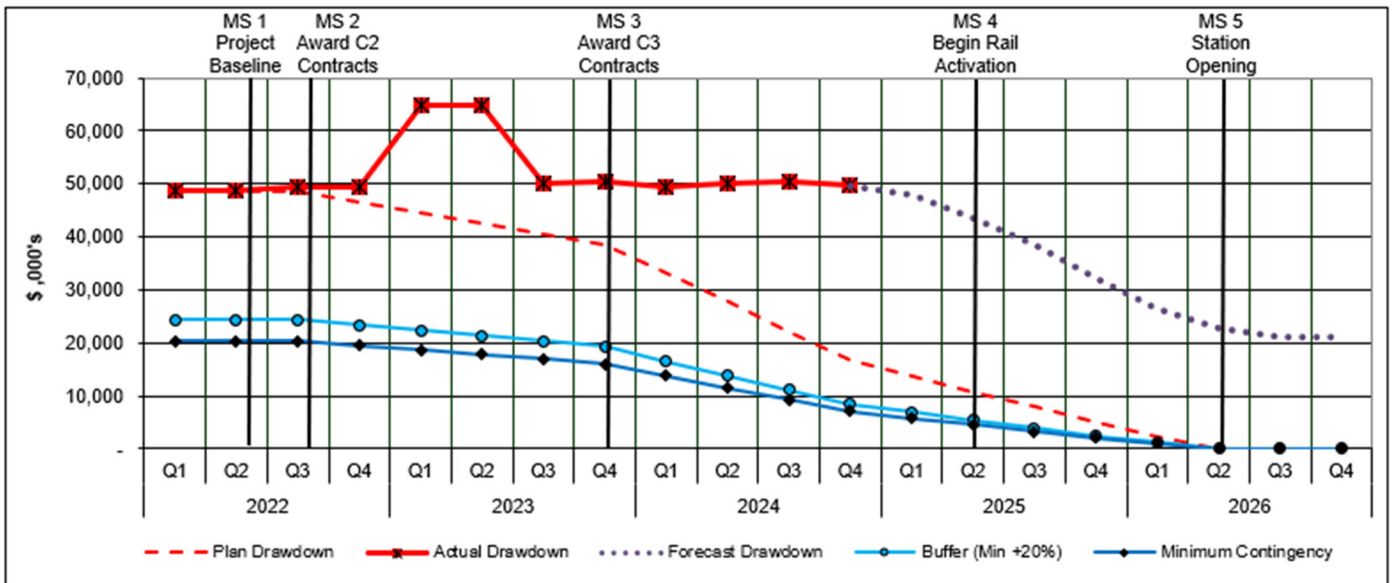


Table figures are shown in millions.

Contingency Drawdown



Link light rail Pinehurst Station

Risk Management

The following are the top project risks identified:

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

Project Schedule

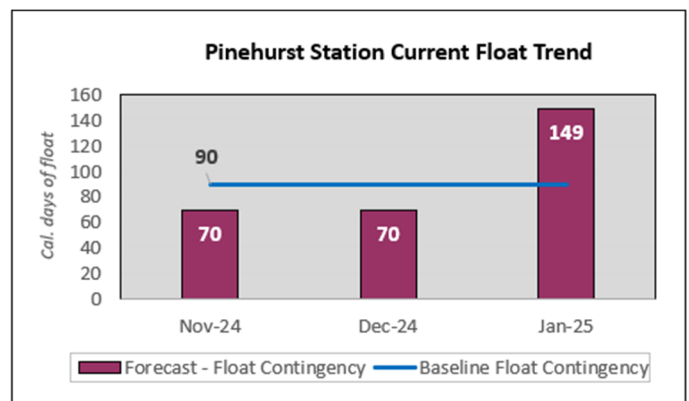
The weighted percent complete for the major construction contracts this month is 60.4% (last month was 56.8%).

The schedule below shows the integrated project schedule through December. January schedule submittal not yet reviewed. 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	2025	Q3	Q4	Q1	2026	Q2
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 Insta	10-Apr-23 A	19-Nov-25									
Sound Transit L810 90% Engineering / Con	10-Apr-23 A	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									
Target In-Service - NE 130th Station	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 Station	25-Jun-26	25-Jun-26									

Project Float

Project float increased to 149 days. This increase 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 be reduced as weather and work plans for stair tower erection are taken into account. Overall, the project schedule 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	\$17.1	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	\$6.8	Jul 2020	May 2026
Systems CMC	NWTSP	\$0.2	\$0.0	\$0.2	\$0.1	Jul 2024	May 2026
L210 Civil Construction	SKH	\$5.0	\$17.1	\$22.1	\$22.1	Jul 2020	Aug 2024
L230 Civil Construction	Absher	\$98.3	\$1.4	\$99.7	\$51.1	Aug 2023	Oct 2025
L810 Systems Construction	Mass Electric	\$14.3	\$0.0	\$14.3	\$5.1	Feb 2022	Nov 2025
				\$167.4	\$103.4		

Link light rail Pinehurst Station

Community Engagement

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

- Communicate station naming to Pinehurst Station.
- Continuing to coordinate outreach and communications with Shoreline and Seattle on their respective projects in the area.

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	9.7	6.6
Consultants	13.1	26.6	(13.5)
TOTAL	29.4	36.3	(6.9)



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

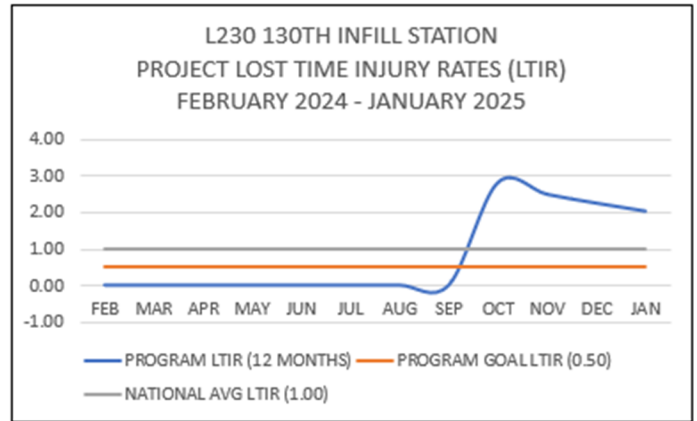
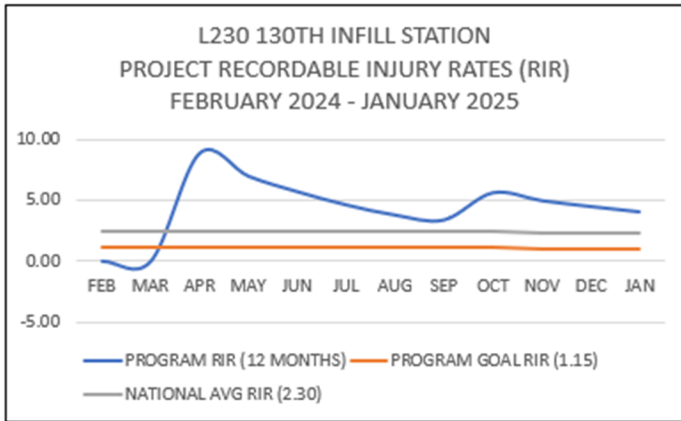
Sound Transit Board Actions

Board Action	Description	Date
M2025-04	The Sound Transit Board adopts Pinehurst Station as the permanent station name for the NE 130th Infill Station, located in north Seattle on the Lynnwood Link Extension.	1/23/2025

Link light rail Pinehurst Station

Construction Safety

Safety		Project	Program Goal	National Average	WA State Average
	Recordable Injury Rate (RIR)	4.05	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	2.03	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.
3. Safety (Cumulative 12-month data point): This project experienced two (2) OSHA recordable injuries in 2024, but did not result in lost time.

Link light rail Pinehurst Station

Contract L230 Station Finishes

Current Progress

- Continued soldier pile wall facia installation.
- Continued underground utility installation.
- Continued north plaza stair wall installation.

Schedule Summary

The L230 contract schedule has been updated through December. January schedule submittal not yet reviewed. The critical path in the update runs through 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	2024	2025	2026	
			J Jul A S Oct N D	Jan F M Apr M Jun Jul A S Oct N D	Jan F M Apr M J Jul A S Oct N D	Jan F	
Pinehurst Station - L230 Finishes	31-Jul-23 A	19-Feb-26	[Gantt bar spanning from Jul 2023 to Feb 2026]				
GENERAL	31-Jul-23 A	19-Feb-26	[Gantt bar spanning from Jul 2023 to Feb 2026]				
Milestones (Start / Complete)	31-Jul-23 A	19-Feb-26	[Gantt bar spanning from Jul 2023 to Feb 2026]				
Milestones (Interim Contract)	22-Nov-23 A	15-Mar-25	[Gantt bar spanning from Nov 2023 to Mar 2025]				
Milestones (CIP Contractor Coordination MS)	03-Jun-25	17-Oct-25	[Gantt bar spanning from Jun 2025 to Oct 2025]				
Project Start-up	31-Jul-23 A	20-May-25	[Gantt bar spanning from Jul 2023 to May 2025]				
PROCUREMENT	31-Jul-23 A	08-Jul-25	[Gantt bar spanning from Jul 2023 to Jul 2025]				
Engineering/Procurement	31-Jul-23 A	30-Nov-23 A	[Gantt bar spanning from Jul 2023 to Nov 2023]				
Long Lead Procurement	14-Aug-23 A	08-Jul-25	[Gantt bar spanning from Aug 2023 to Jul 2025]				
Traffic Control	20-May-24 A	17-Jan-25	[Gantt bar spanning from May 2024 to Jan 2025]				
CONSTRUCTION	30-Aug-23 A	19-Dec-25	[Gantt bar spanning from Aug 2023 to Dec 2025]				
Mobilization	30-Aug-23 A	30-Apr-24 A	[Gantt bar spanning from Aug 2023 to Apr 2024]				
STATION CONSTRUCTION	14-Sep-23 A	19-Dec-25	[Gantt bar spanning from Sep 2023 to Dec 2025]				
CIVIL SITE UTILITIES	21-May-24 A	10-Jun-25	[Gantt bar spanning from May 2024 to Jun 2025]				
SITE IMPROVEMENTS	04-Jan-25	18-Dec-25	[Gantt bar spanning from Jan 2025 to Dec 2025]				
CLOSEOUT	01-Oct-24 A	12-Nov-25	[Gantt bar spanning from Oct 2024 to Nov 2025]				
PROVISIONAL SUMS	19-Aug-24 A	19-Feb-26	[Gantt bar spanning from Aug 2024 to Feb 2026]				
CHANGE ORDERS	28-Aug-24 A	02-Jan-25	[Gantt bar spanning from Aug 2024 to Jan 2025]				

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)	\$51,144,890
Percent Complete	54.5%
Authorized Contingency	\$14,740,500
Contingency Drawdown	\$1,398,420
Contingency Index	5.7



North plaza stairs

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

January 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 1/31/2025; figures in million dollars)

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

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Baseline Budget vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$94.4	\$127.8	\$151.8	\$117.5	\$49.6	\$0.9	\$50.5	\$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	\$11.9	\$0.4	\$12.3	\$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)	\$191.6	\$191.9	\$189.3	\$147.7	\$67.8	\$1.3	\$69.1	\$170.5	\$19.2
60 Row, Land	\$22.1	\$20.8	\$31.4	\$27.2	\$26.2	\$0.9	\$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	\$89.6	\$84.1	\$87.6	\$78.3	\$65.7	\$1.0	\$66.7	\$85.8	(\$3.6)
90 Unallocated Contingency	\$11.3	\$14.5	\$10.3	\$0.0	\$0.0	\$0.0	\$0.0	\$6.9	\$7.1
Total RRIF Project (10 - 90)	\$314.6	\$311.3	\$318.8	\$253.3	\$159.8	\$3.2	\$163.0	\$294.4	\$21.6

Puyallup Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Baseline Budget vs. EFC1
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	\$9.3	\$0.1	\$9.4	\$9.4	(\$8.4)
50 Systems	\$3.8	\$0.0	\$6.3	\$6.3	\$6.3	\$0.0	\$6.3	\$6.3	(\$6.3)
Puyallup Construction Subtotal	\$47.8	\$48.0	\$47.7	\$46.7	\$46.6	\$0.1	\$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	\$80.2	\$0.1	\$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	\$38.9	\$10.8	\$0.3	\$11.2	\$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	\$0.0	\$1.8	\$10.5	\$0.1
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	\$45.5	\$12.6	\$0.3	\$13.0	\$57.0	\$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	\$24.6	\$0.3	\$24.9	\$32.6	\$0.6
90 Unallocated Contingency	\$4.8	\$4.8	\$4.8	\$0.0	\$0.0	\$0.0	\$0.0	\$4.0	\$0.8
Total Sumner Project	\$108.9	\$109.0	\$108.0	\$79.0	\$41.4	\$0.6	\$42.1	\$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	\$7.7	\$0.6	\$8.3	\$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	\$0.8	\$0.3	\$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	\$8.6	\$0.8	\$9.4	\$66.8	\$9.3
60 Row, Land	\$10.8	\$10.8	\$20.1	\$16.2	\$15.3	\$0.9	\$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	\$22.1	\$14.2	\$0.7	\$14.9	\$26.2	\$0.8
90 Unallocated Contingency	\$6.1	\$6.1	\$5.5	\$0.0	\$0.0	\$0.0	\$0.0	\$3.0	\$2.5
Total Auburn Project	\$123.2	\$123.3	\$128.8	\$93.9	\$38.1	\$2.4	\$40.5	\$115.9	\$12.9

Notes

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

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Project Summary

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

Phase Complete Environmental / Enter Design & Construction

Budget \$359.7 Million

Schedule Baselined Revenue Service Dates / Projected Substantial Completion Dates*

Sumner: March 2026 / November 2025

Auburn: March 2027 / December 2026

Kent: June 2027 / October 2026

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



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements

Key Project Activities

Sumner:

- Design-Builder continued construction of foundation grade beams, pile caps, and sitework.
- Design-Builder continued finalizing the IFC Building plans.

Kent:

- Completed contaminated soils removal at garage site. Proceeding with removing remaining contaminated soils at ADA lot.
- Absher continued to progress all design packages
 - Site Clearing and Grading IFC – Sound Transit released for construction. Permit received 1/8.
 - Site and Foundations IFC – In Sound Transit review.
 - KCM layover yard - 60% design in review.
 - Garage progressing from 60% to 100% design.

Auburn:

- Absher mobilized on site to start deep soil mixing activities.
- Draft agreement with King County Metro for bus stop improvements under review by KCM.



Auburn Station Parking & Access Improvements

Auburn (continued):

- Submitted initial request to Auburn vacate property for garage transformer.
- Design-Builder continued to progress all design packages:
 - Foundation package progressing from 100% to IFC.
 - 60% Garage and offsite packages under review 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 \$4.3M. The incurred cost increased from \$107.4M to \$111.7M. 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	\$14.1	\$0.3	\$14.1	\$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	\$0.6	\$11.7	\$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	\$175.4	\$2.6	\$44.8	\$221.6	\$31.1
ROW	\$31.2	\$31.2	\$26.2	\$0.9	\$26.1	\$30.9	\$0.3
Total	\$359.7	\$359.7	\$259.7	\$4.3	\$111.7	\$324.8	\$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	\$133.8	\$1.9	\$26.0	\$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	\$0.3	\$3.9	\$33.0	\$4.7
50 Systems	\$5.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$225.5	\$222.3	\$158.6	\$2.1	\$29.9	\$196.3	\$26.0
60 ROW, Land	\$24.5	\$30.5	\$26.2	\$0.9	\$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	\$74.9	\$1.3	\$55.6	\$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	\$259.7	\$4.3	\$111.7	\$324.8	\$34.9

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

Sounder 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 an increase of \$14.8M 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 \$118.8K of AC was used for executed change order for the Auburn design-build contract and \$96.5K of AC was used for an executed change order for Kent design-build contract. Overall, AC increased by \$14.1M.

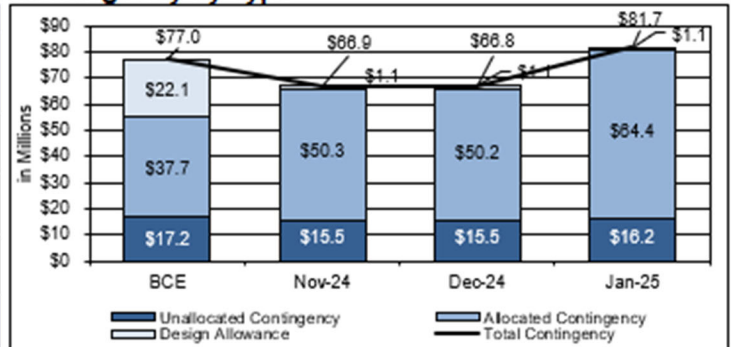
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC was increased by \$686K as part of the annual budget cycle and allocated to the right of way phase.

Contingency Status (Monthly)

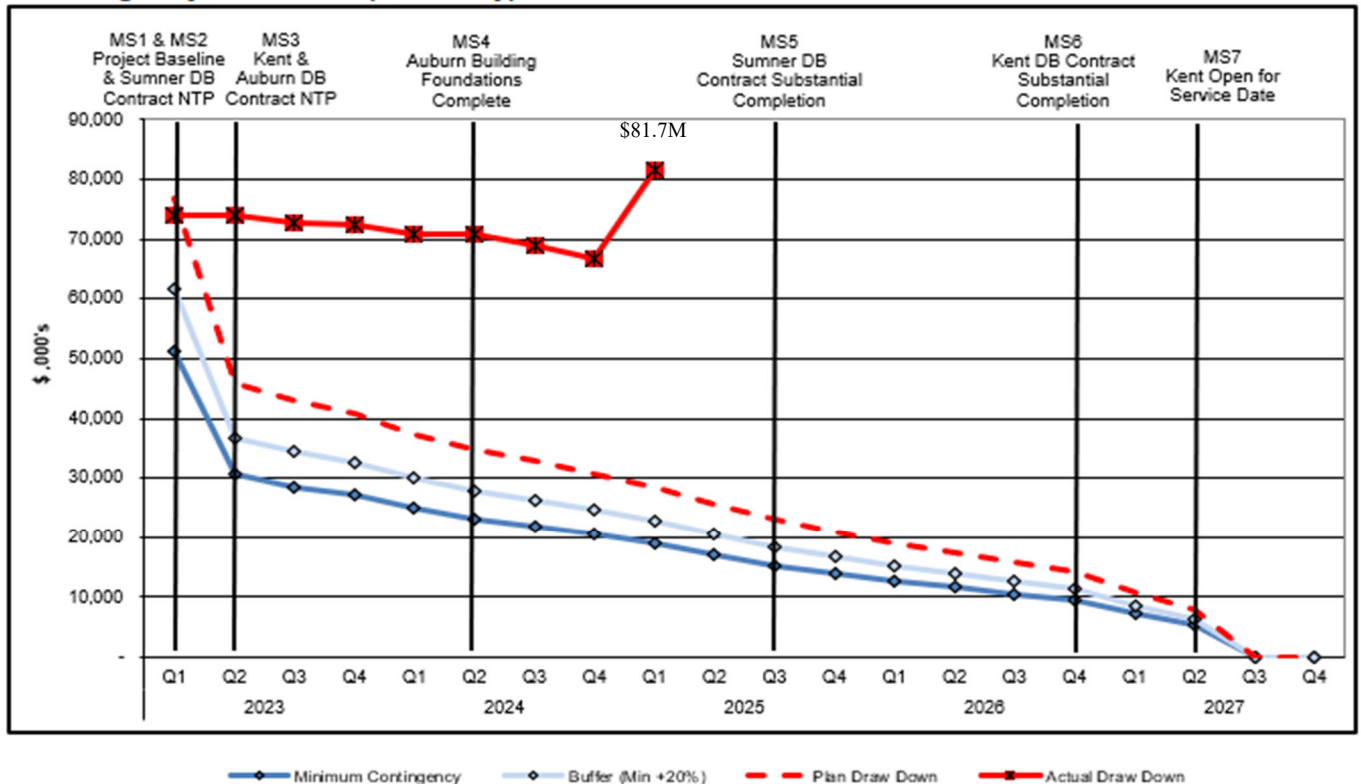
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$22.1	6.1%	\$1.1	0.66%
Allocated Contingency	\$37.7	10.5%	\$64.4	38.71%
Unallocated Contingency	\$17.2	4.8%	\$16.2	9.75%
Total:	\$77.0	21.4%	\$81.7	49.12%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Project Schedule

The combined weighted percent complete for the three design-build contracts is estimated at 18.3% (no change from last month).

The schedule below shows the schedule through December. The January schedule from contractors is still pending.

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

Sumner: Design-Build Notice to Proceed (NTP) was in February 2023. Issue for Construction (IFC) drawings for DP02 are still with ST for review. City of Sumner reviewing Lot Line Adjustment permit and Frontage Lighting Redesign. Foundation Concrete in Zone 1, 2, 3, and 5 are in progress.

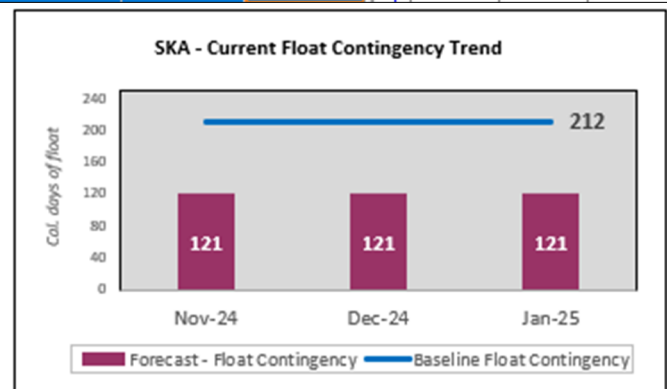
Auburn: NTP was in January 2024. Auburn IFC Design Package (DB) 01 is still in the final stage. DP02 100% , DP03 60%, and DP04 60% are in comment resolution. DP02 IFC, DP03 100%, and DP04 100% are in progress. Site Deep Soil Mixing for Zone 1 through 3 have also started.

Kent: NTP was in December 2023. City of Kent continues 2nd Permit Review for DP02 and DP03. IFC DPO02 is under ST review. The Design Builder continues working on 100% DP03, and 60% DP04 and DP05. Early sitework (Utility Demo and Relocation) are in progress.

Activity Name	Start	Finish	4	2025				2026				2027			
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
S300018 - Sumner Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-26													
ST Board Approves Project Baseline - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A													
MSO3 CS Issues DB NTP - Sumner	Feb-27-23 A	Feb-27-23 A													
NTP - Start Construction - Early Civil Work - Demo, Util Relocates	Oct-23-23 A														
MS03B All Issue For Construction (IFC) Design Packages Complete		Sep-26-24 A													
MS01 Commissioning Complete - Substantially Complete - Per (Change Order No.7)		Nov-30-25*													
Operational Readiness	Nov-30-25	Jan-29-26													
Revenue Service Date - Baseline (Including Project Float) (MS Review)		Mar-31-26*													
S300040 - Auburn Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-27													
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A													
MSO3 CS Issues DB LNTP - Auburn	Jan-16-24 A	Jan-16-24 A													
NTP Start Construction - Early Civil Work - Demo, Util Relocates	Oct-21-24														
MS03B All Issue For Construction (IFC) Design Packages Complete		Jul-10-25													
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review) - Per CL		Dec-31-26*													
Operational Readiness Period	Dec-31-26	Feb-28-27													
Revenue Service Date - Baseline		Mar-31-27													
S300035 - Kent Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Jun-30-27													
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A													
MSO3 CS Issues DB NTP - Kent	Dec-21-23 A	Dec-21-23 A													
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent	Dec-17-24														
MS03B All Issue For Construction (IFC) Design Packages Complete		Jul-10-25													
MS1 Testing and Commissioning Complete - Substantially Complete - Kent CL 10/10/2026		Oct-10-26*													
Operational Readiness Period - Kent - Handing Over	Oct-11-26	Dec-09-26													
Revenue Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27													

Project Float

The Sumner, Kent, and Auburn Stations Parking and Access Improvements Project was baselined with 212 days of project float. 91 days of overall project float days have been consumed due to extended negotiations with the City of Auburn related to real property, delaying issuing Notice to Proceed for Auburn (121 days overall float remaining). All but 30 days of the Auburn baseline float have been exhausted recovering 0 days from last update. ST continues working with the design-build contractor to recover the Auburn schedule.



Sounder 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					127,727,628	38,742,595			
RTA/AE 0613-18	DBPM/ Auburn	HNTB Corporation	1,800,002	7,835,921	9,635,923	3,336,798	7/1/2019	12/31/2027	Open
RTA/DB 0050-22	ASAI Contractor DB	Absher Construction Co	60,000,000	284,048	60,284,048	12,632,327	1/16/2024	12/31/2026	Open
RTA/AE 0613-18	DBPM/ Sumner	HNTB Corporation	6,100,115	523,834	6,623,949	4,384,219	7/1/2019	12/31/2027	Open
RTA/DB 0252-19	SSAI Contractor DB	Harbor Pacific Contractors, Inc.	49,000,000	2,183,708	51,183,708	18,389,251	2/27/2023	11/30/2025	Open
Planned Contracts									
None									
Total Contracts					132,619,236	43,634,203			

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.
- Complexity of property acquisition has resulted in a project delay and could cause budget overrun in Auburn.
- Constrained staffing resources could impact project delivery.

Closely Monitored Issues

- **Sumner:** Sumner RFD and IFC package for foundations still need to be finalized internally.
- **Auburn:** Property acquisition in Auburn court appeal process is underway and outcome may impact 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:** Online open house closed at end of the month. Construction alert created and distributed for deep soil mixing.
- **Kent:** Ongoing construction engagement for impacted stakeholders.

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.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	16.0	14.2	1.8
Consultants	22.5	17.7	4.8
TOTAL	38.5	31.9	6.6

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

Sounder commuter rail



Sumner Kent Auburn Stations Parking & Access Improvements

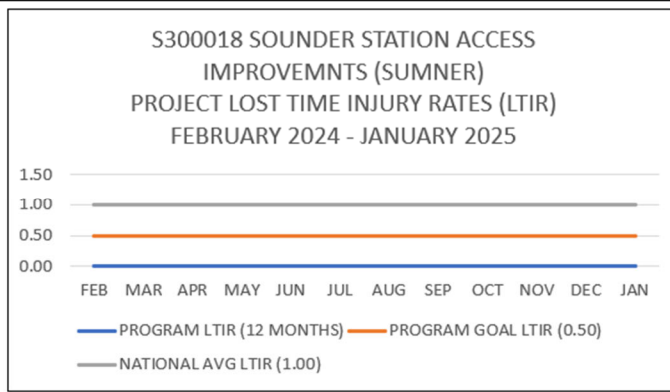
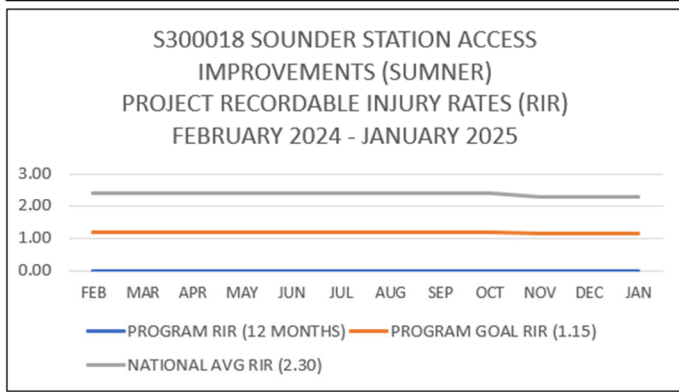
Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	



Construction Safety

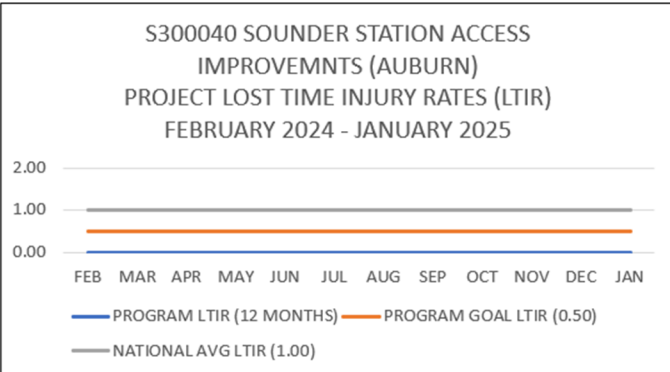
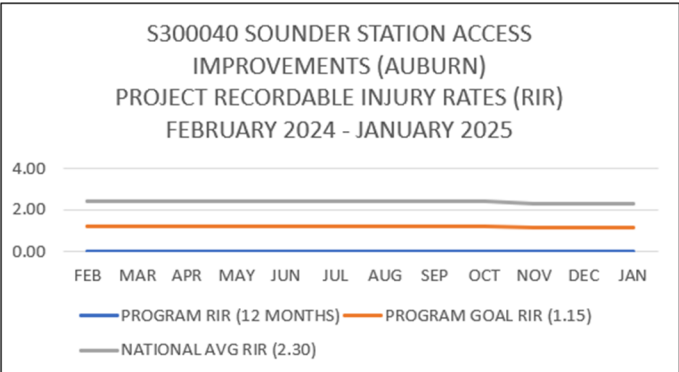
Sumner Station Parking & Access Improvements

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





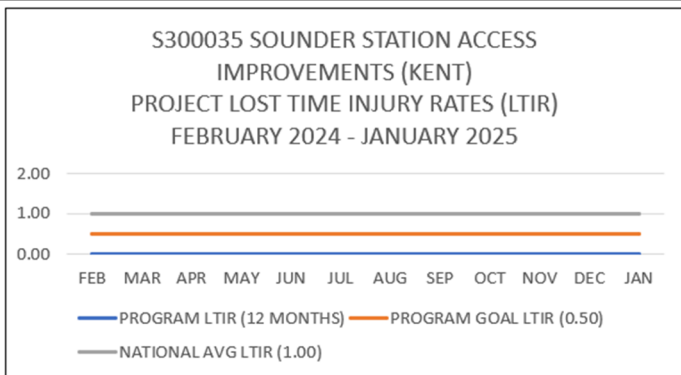
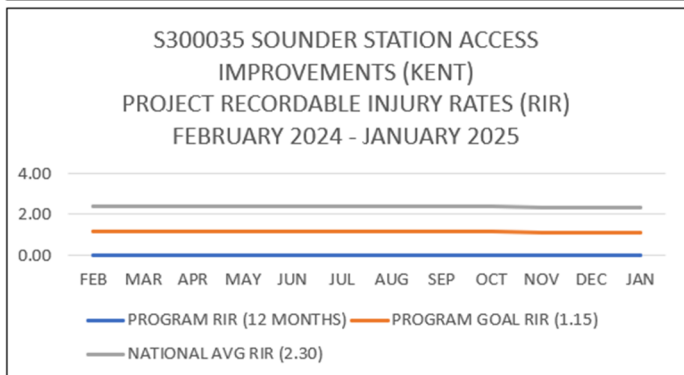
Sounder commuter rail

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:

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.

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Sumner Station Parking & Access Improvements

Current Progress (Based on December 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 reviewing Lot Line Adjustment and PSE Frontage Lighting Redesign.
- Vertical Superstructure Concrete and Structural Steel CWP are being developed.
- Elevators, signage, Lighting, and Façade Structural Steel materials 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 of L1 are in progress.
- Early utilities and electrical work started.

Schedule Summary

The schedule below represents December 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 also working on acquiring Mechanical and fire Permits, developing numerous material submittals, early utility, electrical, and concrete work on L1/Zone 1 and Zone 2.

Activity Name	Start	Finish	2025				2026			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sumner Parking and Access Improvement - Update 18 - 12/30/2024 - Rev0	Feb-27-23 A	Apr-13-26	[Gantt bar spanning Feb-27-23 to Apr-13-26]							
Administrative	Feb-27-23 A	Apr-13-26	[Gantt bar spanning Feb-27-23 to Apr-13-26]							
Contract Milestones	Feb-12-26	Apr-13-26	[Gantt bar spanning Feb-12-26 to Apr-13-26]							
MST 1 Substantial Completion (NTP + 948 + 59 CD = 11/30/2025)		Feb-12-26*	[Gantt bar spanning Feb-12-26 to Feb-12-26]							
MST 2 Acceptance (NTP + 978 + 59 CD = 12/30/2025)		Mar-14-26*	[Gantt bar spanning Mar-14-26 to Mar-14-26]							
MST 3 Final Acceptance (NTP + 1008 + 59 CD = 1/29/2026)		Apr-13-26*	[Gantt bar spanning Apr-13-26 to Apr-13-26]							
Interface Milestones	May-09-24 A	Dec-23-25	[Gantt bar spanning May-09-24 to Dec-23-25]							
Contract Administration	Feb-27-23 A	Apr-13-26	[Gantt bar spanning Feb-27-23 to Apr-13-26]							
Design	Feb-27-23 A	Apr-13-26	[Gantt bar spanning Feb-27-23 to Apr-13-26]							
Design Team Administrative Submittals	Sep-10-25	Apr-13-26	[Gantt bar spanning Sep-10-25 to Apr-13-26]							
Design Review	Mar-04-24 A	Jan-29-25	[Gantt bar spanning Mar-04-24 to Jan-29-25]							
Final Design	Mar-04-24 A	Jan-02-25	[Gantt bar spanning Mar-04-24 to Jan-02-25]							
Issued for Construction (IFC)	Dec-31-24 A	Jan-29-25	[Gantt bar spanning Dec-31-24 to Jan-29-25]							
Permitting	Aug-19-24 A	Feb-12-26	[Gantt bar spanning Aug-19-24 to Feb-12-26]							
Third Party Coordination	Feb-27-23 A	Feb-21-25	[Gantt bar spanning Feb-27-23 to Feb-21-25]							
Construction	Sep-06-23 A	Apr-08-26	[Gantt bar spanning Sep-06-23 to Apr-08-26]							
Construction Administrative Submittals	Sep-15-25	Apr-08-26	[Gantt bar spanning Sep-15-25 to Apr-08-26]							
Procurement	Sep-06-23 A	Nov-20-25	[Gantt bar spanning Sep-06-23 to Nov-20-25]							
Maintenance of Traffic	Mar-03-25	Aug-15-25	[Gantt bar spanning Mar-03-25 to Aug-15-25]							
Sitework	Jun-02-25	Jun-06-25	[Gantt bar spanning Jun-02-25 to Jun-06-25]							
Utilities	May-16-24 A	Jun-25-25	[Gantt bar spanning May-16-24 to Jun-25-25]							
Earthwork	Jan-02-25	May-30-25	[Gantt bar spanning Jan-02-25 to May-30-25]							
Structure	Sep-11-24 A	Dec-04-25	[Gantt bar spanning Sep-11-24 to Dec-04-25]							
Mechanical	Jan-07-25	Oct-08-25	[Gantt bar spanning Jan-07-25 to Oct-08-25]							
Electrical	Jan-06-25	Dec-22-25	[Gantt bar spanning Jan-06-25 to Dec-22-25]							
Elevator	Aug-20-25	Oct-31-25	[Gantt bar spanning Aug-20-25 to Oct-31-25]							
Architectural Finishes	May-15-25	Jan-28-26	[Gantt bar spanning May-15-25 to Jan-28-26]							
Restoration	May-13-25	Aug-08-25	[Gantt bar spanning May-13-25 to Aug-08-25]							
Off Site Improvements (Thompson)	Mar-10-25	Apr-17-25	[Gantt bar spanning Mar-10-25 to Apr-17-25]							
Commissioning & Closeout	Dec-23-25	Mar-14-26	[Gantt bar spanning Dec-23-25 to Mar-14-26]							
Provisional Sums	Feb-27-23 A	Feb-03-26	[Gantt bar spanning Feb-27-23 to Feb-03-26]							
Change Orders	Nov-01-23 A	Feb-27-26	[Gantt bar spanning Nov-01-23 to Feb-27-26]							

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

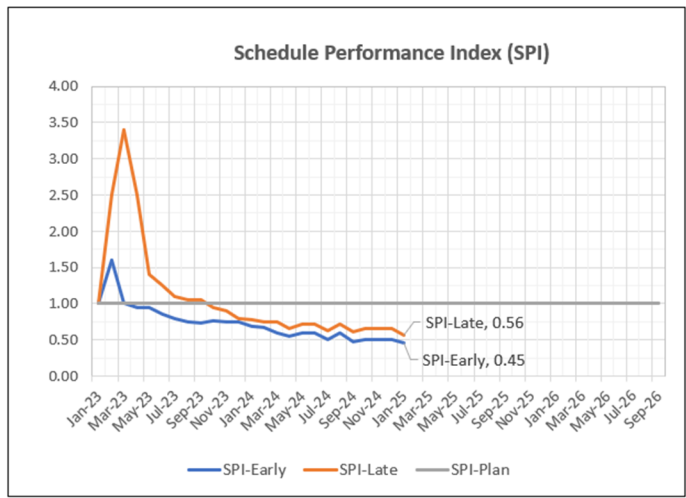
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis

The critical path is based on December's schedule's longest path; 63 activities are on the longest path. It starts with FRP Pile Caps for L1Z1, 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. December period early SPI is 0.45 (decrease from last reported period of 0.51). Late SPI represents progress against a more conservative schedule. Late SPI is 0.56 (compared to last period reported late SPI of 0.66). Main contributors of the Early SPI are Install Embedded Electrical of L3Z5, Form Deck and Beams L2Z3, and L3 Zone 3,4 and 5.



Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Sumner Station Parking & Access Improvements

Next Period Activities:

- Working towards finalizing DP02 IFC Drawings.
- Working on finalizing revised Building Permit.
- FRP Pile Caps—L1Z1 and Z2
- Utilities - Different Phases.
- Continue Dev/Submit, review and approval Material/Equipment Submittals.

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	\$2,183,708
Current Contract Value	\$51,183,708
Total Actual Cost (Incurred to Date)	\$18,389,251
Percent Complete	36%
Authorized Contingency	\$10,880,000
Contingency Drawdown	\$2,183,708
Contingency Index	1.8



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 December Schedule Update)

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	
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: (LNTP+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

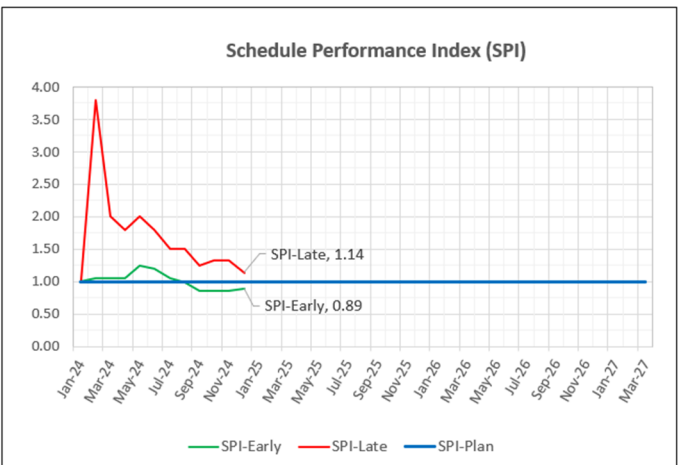
Design / Build Contract - Auburn Station Parking & Access Improvements

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 goes through elevator installations, testing, commissioning, substantial completion, and Final Acceptance.

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. December period early SPI is 0.89 (compared to 0.86 reported last period). Late SPI represents progress against a more conservative schedule. Late SPI is 1.14 (compared to 1.33 reported last period). Main contributors of the Early SPI are Deep Soil Mixing of Zone 2 and 3, 100% Building Desing, 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	\$284,048
Current Contract Value	\$60,284,048
Total Actual Cost (Incurred to Date)	\$12,632,327
Percent Complete	21%
Authorized Contingency	\$11,000,000
Contingency Drawdown	\$284,048
Contingency Index	8.1

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

Acronym	Terminology
FWLE	Federal Way Link Extension
GC/CM	General Contractor/Construction Management
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	NonConformance Request / 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

Acronym	Terminology
RFC	Request for Change
RFD	Request for Deviation
RFEI	Request for Expression of Interest
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates
RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right-of-way
ROWI	Right-of-way Index
RSD	Revenue Service Date
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIT	System Integrated Testing
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 Sub-Station
TVM	Ticket Vending Machine
USFWS	U.S. Fish and Wildlife Service
VE	Value Engineering
VECP	Value Engineering Change 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