



Safety and Security Certification Audit Report July 2, 2025

Projects: Downtown Redmond Link Extension

Audit Type: Safety and Security Audit Profiles 4000, 6000, and 7000

PREPARED BY (TALSON):

Sam Panella – Auditor

Date: May 27, 2025

Yvette Suarez – Auditor

May 27, 2025

Norman Jones – Auditor

May 27, 2025

APPROVED BY (TALSON):

Kenneth Brzozowski – Project Manager

Date: May 28, 2025

APPROVED FOR ISSUE (SOUND TRANSIT):

Patrick Johnson – ST Deputy Executive Director,
Audit Division

Date: July 2, 2025



Safety and Security Certification Audit Report

Contents

I. EXECUTIVE SUMMARY.....	3
II. SCOPE AND METHODOLOGY	5
III. FINDINGS	8
IV. RECOMMENDATIONS	9
V. MANAGEMENT RESPONSE FORMS.....	11
VI. DISTRIBUTION	12
VII. APPENDIX A	13

Safety and Security Certification Audit Report

I. EXECUTIVE SUMMARY

Commencing in February 2025, and extending through May 2025, Talson Solutions, LLC (Tolson) and subcontractor Transportation Resources Associates (TRA) performed a Safety and Security Certification Audit (SSCA) of Sound Transit's Downtown Redmond Link Extension project (DRLE). The audit was performed on behalf of the Sound Transit's Audit Division and focused on specific activities related to Audit Profiles 4000, 6000, and 7000.

The Audit Team found that the overall safety certification process is in conformance with the project specific Safety and Security Management Plan (SSMP) and the Agency Safety and Security Certification Plan (SSCP). As part of testing Sound Transit's Safety and Security Information Management System (SSIMS) database, Talson noted that Certifiable Items (CIs) were generally referenced adequately to the Preliminary Hazard Analysis (PHA) and traceable to SSIMS. However, the audit did note one **(1) finding** regarding discrepancies in the uploaded SSIMS documentation, and two **(2) recommendations** identified by the Audit Team onsite related to critical safety and security deficiencies and opportunities for enhancement. Subsequent to the Audit Closeout Briefing, discussions were facilitated with Sound Transit's Senior System Safety and Security Specialist to note potential corrective actions that can be taken by Sound Transit and external contractor staff to remedy the finding and recommendations.

Notable documentation referenced during the audit included:

- DRLE Safety Certification Verification Report, April 14, 2025
- WSDOT SSOA Concurrence Memo for competition of safety and security certification for the Downtown Redmond Link Extension Project, May 2, 2025
- DLRE, Preliminary Hazard Analysis, July 3, 2023
- Agency SSCP, Rev. 4, April 2023
- Agency SSMP, Rev. 8, March 11, 2022
- Project Specific SSMP Rev 4, March 14, 2025
- System Integration Test Plan, Vol. 2, January 31, 2024
- DRLE Safety and Security Certification SSOA Concurrence, May 2, 2025
- Sound Transit System Security Emergency Preparedness Plan, March 25, 2025

A full list of documents reviewed by Talson for this audit can be found in Appendix A.

Safety and Security CIs within the SSIMS database, in relation to the following DRLE R200 Contracts: CIV, COMMs, Electric, Guideway, Land, OCS, Parking, SIG, Station, Stray, Structural, TPS, Traffic, Utility, and Revenue Ops, were selected for testing. At the time of Talson's sampling, 238 CIs were marked as closed within the SSIMS database. Talson selected 52 (22%) of the 238 closed safety and security CIs for testing.



Safety and Security Certification Audit Report

Objectives

The objective of a SSCA is to verify that construction, testing, and operational activities are in conformance with Sound Transit’s hazard mitigation plans, certification policy, and associated Audit Profiles (AP). Sound Transit uses Certifiable Item (CI) forms in the SSIMS database as evidence that hazard mitigating documentation is created and maintained in accordance with required specifications and plans. Hazard mitigation and certification standards are detailed within the Agency SSCP and SSMP. The audit specifically focused on: System Integrated and Pre-Operational Testing, Operations and Maintenance Readiness, System Readiness, Fire/Life/Safety, and the accuracy of the Safety and Security Certification Verification Report (SSCVR).

Results

The DRLE project is substantially complete and has commenced operation and revenue service as of May 10, 2025. Standard Operating Procedures (SOPs), Standard Management Procedures (SMPs), manuals, risk mitigation against the PHA, and other requirements have been adequately prepared, tested for compliance, and are in alignment with Agency Safety and Security protocols and objectives for revenue operations. Fire, Life, Safety, and Emergency Management Procedures, as well as appropriate responses to the Threat Vulnerability Analysis (TVA) have also been established.

The SSCVR was authorized by Sound Transit’s Chief Executive Officer on April 14, 2025. The State Safety Oversight concurrence for readiness and use for the riding public was issued May 2, 2025. Endorsement for Completion of the Safety and Security Certification Audit Process for the DRLE Capital Project was jointly issued by Sound Transit Internal Audit and Talson on May 6, 2025.

AP 4000

Talson found that testing and operational activities performed by Sound Transit align with safety and security certification processes and plans with noted exceptions. The AP 4000 portion of the audit resulted in one (1) **finding** regarding discrepancies in the uploaded documentation; a mis-referenced element¹ within the SSIMS dashboard, and an unmitigated hazard description. There were no recommendations noted for non-conformance or adverse testing results.

AP 6000 & AP 7000

The Audit Team found that sampled SOPs, SMPs, manuals, risk mitigation against the PHA, and other requirements have adequately been prepared, tested for compliance and/or addressed, and are in alignment with agency Safety and Security protocols and objectives for revenue operations.

The AP 6000-7000 portion of the audit resulted in **two (2) recommendations** resulting from physical observations during Talson’s onsite visit to the Marymoor Village Station/Garage and Downtown Redmond Station. The two recommendations relate to safety and security related to deficiencies and opportunities for enhancement.

¹ This CI was identified in the AP 3000 testing as part of Task Order 44.

Safety and Security Certification Audit Report

The audit did not result in the identification of any issues, evidence of non-conformance, or adverse testing results that would have negatively impacted revenue service. The overall hazard risk rating for this audit, based on the non-severity of the finding and recommendations, was a 5E, which translates to insignificant and improbable impact due to the nature of the risk being related to administrative follow-up.

The preliminary finding and recommendations were shared with appropriate Sound Transit personnel prior to the issuance of this report. Continued discussion and correspondence will occur throughout auditor evaluations, and the acceptance of Management Response Forms (MRFs), detailed in Section V of this report.

II. SCOPE AND METHODOLOGY

SSCAs provide assurance that identified hazards are effectively mitigated and appropriately documented during each phase of a capital project spanning from preliminary engineering to revenue service. The APs of SSCAs are specific to the completed phases of a capital project:

- | | |
|-----------------------------------------------|---------------------------------------------------|
| ➤ Audit Profile 1000 – Hazard Analysis | ➤ Audit Profile 5000 – Vehicle Fabrication |
| ➤ Audit Profile 2000 – Design | ➤ Audit Profile 6000 – Training/SOPs |
| ➤ Audit Profile 3000 – Construction | ➤ Audit Profile 7000 – Fire/Life Safety |
| ➤ Audit Profile 4000 – System Testing | Readiness/ Certification Reporting |

In the SSCP, Appendix 5 outlines the use of CI Checklist Forms within the SSIMS for uploading documented evidence that each identified hazard has been mitigated throughout each completed capital project phase. SSCA testing targets stratified sampling for 15% of all completed CIs covering each identified contract and element. Each sampled CI is verified for relevancy, appropriateness, traceability, and proper referencing. A three-tiered rating system is used to categorize the results:

- **Acceptable:** No deviation from the implemented SSCP / SSMP standards.
- **Conditionally Acceptable:** Minor deviation of the implemented SSCP / SSMP standard and unlikely to result in a nonconforming product or service.
- **Unacceptable:** A significant breakdown or partial breakdown in processes that resulted in, or incorrectly documented, a nonconforming product or service.

CIs that are rated below “Acceptable” may or may not result in the assignment of audit findings, recommendations, and/or a corrective action plan based on the criteria listed in Section V of this report, and the professional judgement of the auditor.

Audit Profiles for this audit focused on the following:

Safety and Security Certification Audit Report

Audit Profile 4000 –Pre-Operational Integration Testing

- Assessed the application and effectiveness of performance testing as defined in System Integration Testing Plan and procedures.
- Reviewed evidence that safety and security requirements have been adequately tested and appropriately documented with review and approval
- Assessed that uploaded testing documentation had been performed and attested to by appropriate personnel
- Reviewed key documents including the System Integration Test Plan, approved procedures, test results, and audit records

Audit Profile 6000 – Operations and Maintenance Readiness

- Reviewed contracted and internal training for sufficient planning and timeliness, used to minimize risk, mitigate system safety hazards, and vulnerability to identified security threats
- Confirmed that the Rule Book, established SOPs, and SMPs are updated or developed, as required, to support system safety certification
- Determined that relevant Safety & Security Plans and Procedures are updated, as required, to support system safety certification

Audit Profile 7000 – System Readiness, Fire/Life Safety, and Security Certification Reporting

- Reviewed specific fire/life/safety items for coordination and familiarization with outside agencies
- Confirmed that certificates and verification reports were completed and reviewed for accuracy
- Reviewed Safety Certification Documentation: certificates issued, general certification documentation, and other certification documentation (emergency management drills)
- Assessed compliance to FTA's Oversight Procedure 54 (OP54) requirements for Safety & Security, and Pre-Revenue Operation

Audit Team's Audit Activities

- Conducted a kick off meeting with applicable personnel on February 3, 2025
- Assessed relevant compliance documentation including prior audit reports, SSCP, SSMP, and the DRLE-specific PHA, dated March 22, 2017
- Interviewed Operational and Emergency Management personnel onsite
- Observed pre-operation scenarios and testing
- Reviewed various SOPs, SMPs, procedures, and training records
- Reviewed uploaded documentation and notations within each sampled CIs
- Completed Audit Profile 4000 Testing of Checklists/Workpapers
- Conducted a Closeout Briefing of preliminary results on May 27, 2025
- Produced audit draft and final reports

Safety and Security Certification Audit Report

Audit Team's Onsite Audit Activities

Talson and TRA's Audit Team conducted onsite audit activities in Redmond & Bellevue, from April 16 through 18, related to AP 4000, AP 6000, and AP 7000. On Wednesday April 16, the Audit Team, and Sound Transit's Internal Audit, met with King County's representative at King County's Operations & Maintenance Facilities East (OMFE) who lead the tour of the DRLE's Marymoor Village Station/Garage and Downtown Redmond Station. Additionally, the Talson and TRA Audit Team observed an active training performed by first responders and EMT professionals. The Audit Team observed two successful Light Rail Vehicle lifts and noted no issues or concerns with training.

The Audit team arrived at the Marymoor Village Station/Garage and performed onsite physical audit testing of the station and garage. The 6-floor public garage is adjacent to the Marymoor Village Station. The physical check of the garage revealed the following:

- Call boxes are located on each floor and clearly identified. The two call boxes checked on the 6th floor were not working properly. Security answered the call but could not hear the caller. **(Recommendation No. 1)**
- All trashcans were steel mesh and secured to the ground.
- The 6th floor rooftop has metal mesh fence protecting the right of way from debris, however, it did not appear to prevent anyone from throwing objects into the right of way. **(Recommendation No. 1)**
- All floors of the garage were clearly identified, and stairwells had signage identifying their location.
- All floors had proper CCTV coverage, however, there did not appear to be any coverage of the stairwells. **(Recommendation No. 1)**
- There were bollards protecting the entrance and exits on all floors.
- The clearance for entrance into the garage was marked 7'1". The actual measurement of all low hanging items in the garage ranged from 7'3" to 7'10". **(Recommendation No. 2)**
- Each parking spot was identified with its own number.

The physical check of the Marymoor Village Station revealed the following:

- Proper camera coverage of the station and ticket booth.
- Proper signage was located at the station and curbside, flower beds, and clear partitions were developed from a Crime Prevention through Environmental Design Certification (CPTED) approach.
- There are "No Trespassing" and "Rider Conduct" signage at the station.
- There are electric sign boards and steel sleep deterring benching.
- The fencing on one side of the station was only 3' high and could be stepped over to gain access to the right of way. **(Recommendation No. 1)**

Safety and Security Certification Audit Report

- The pedestrian crosswalk at street level has both high and low crossing light signals, and audible bells for both sides of the track.
- All back-of-house locations have key lock and access controls.

The Audit Team rode the DRLE to the Downtown Redmond Station and performed additional physical testing of the station. The physical review of the Downtown Redmond Station revealed the following:

- There was proper camera coverage of the station and ticket booths.
- Proper signage was located at the station, and curbside flower beds and clear partitions, were developed from a CPTED approach.
- There were no “No Trespassing” or “Rider Conduct” signage at the station.
(Recommendation No. 2)
- There electric sign boards and steel sleep deterring benching.
- There is a street crossing under the two Redmond Stations entrances. There was only a temporary stop sign present and no signage or signals in place to protect foot traffic.
- **(Recommendation No. 1)**
- A random call box was checked, and found not to be working properly. Security answered the call, but could not hear the caller. **(Recommendation No. 1)**

As part of AP 4000, Talson reviewed a sample of Operator/Supervisor DRLE training documentation, that verified the operator or supervisor completed the training. Training records were reviewed at OMFE in coordination with Kevin Gurmke, Training Supervisor, Rail Division, and Chief Daryl Harris. The training records, logs, schedules, and methods of verification are maintained by King County Metro and are available for review by Sound Transit at their request. This process is in place due to confidentiality of employee information.

III. FINDINGS

The audit resulted in **one (1) finding**.

Finding No. 1

For AP 4000, Talson observed that four (4) out of fifty-two (52) Safety CI forms sampled within SSIMS database had inadequate or missing supporting documentation. Documents listed within the SSIMS fields “Testing Conformance” and “Operational Conformance” were not uploaded or lacked sufficient detail for the auditor to verify that the safety hazard had been fully mitigated. Enhancing the level of detail of public outreach documentation would provide further clarity in verifying compliance with the conformance requirements specified. As a final result, two (2) of the four (4) CI forms were ranked as Conditionally Acceptable and two (2) of the four (4) as Unacceptable, as follows:

Safety and Security Certification Audit Report

Conditional Acceptable

- Contract R200-Guideway – CI No. 2912: This CI designates provision of a public awareness campaign about a sharp turn adjacent to the guideway. Required, and uploaded documentation, does not verify that the specific turn in question was covered by any public awareness campaigns or engagements.
- Contract R200-SIG – CI No. 2798: The CI name has been incorrectly labeled as “Environmental Consideration” and did not have a correlation to an environmental hazard. The label should be appropriately corrected to prevent future personnel from misinterpreting the mitigated hazard.

Unacceptable

- Contract R200-Station – CI No. 2824: Four (4) out of five (5) listed conformance documents were uploaded. Per Sound Transit’s Safety and Security Manager, this was the result of dashboard issues within SSIMS not displaying all uploaded documents.
- Contract R200-TPSS – CI No. 2858: The listed conformance document, System Integrated Test (SIT) No. 303, was not uploaded.

IV. RECOMMENDATIONS

The audit resulted in **two (2) recommendations**:

Recommendation No. 1: Critical Safety & Security Deficiencies

- a. The Audit Team observed that the call boxes at the Marymoor Village Station Garage were clearly identified and located on each floor. Talson tested two call boxes located on the 6th floor, and found that they were not working properly. When tested, security was able to answer and identify the caller’s location. However, security was unable to hear the caller when spoken to. The same issue was noted when testing security callboxes at the Downtown Redmond Station. Talson recommends that all call boxes at the Marymoor Village Station/Garage and Downtown Redmond Station be tested and fixed before the start of revenue service operation.

Preliminary Responses from Sound Transit – A few days before the opening, Sound Transit inspected again, and all call boxes were working. Rail Activation Meeting notes confirm the re-testing.

Auditor’s Response – Acceptable as long as documented by the Facilities team

- b. The Audit Team observed that the 6th floor rooftop of the Marymoor Village Station Garage had metal mesh fence protecting the right of way from debris. However, the Audit Team noted that the mesh fencing only appeared to act as a support to climb the steel

Safety and Security Certification Audit Report

cable barrier. Talson recommends installing another section of steel mesh fencing on top of the current steel mesh fencing and extending the steel mesh fencing out laterally to properly protect the right of way.

Preliminary Responses from Sound Transit – Additional information is required to make further assessment.

Auditor's Response – A concern with the steel mesh on the rooftop facing the station directly over the right of way.

- c. The Audit Team observed that at the Marymoor Village Station Garage all floors had proper CCTV coverage. However, Talson noted that there was no CCTV coverage of the stairwells. Talson further verified with Sound Transit's IT department by viewing the CCTV monitors that the cameras located near the stairwells did not provide proper coverage within the stairwells. Talson recommends that the CCTV provide proper coverage in the stairwells.

Preliminary Responses from Sound Transit – There are small gaps on the mid-section landings. Coverage was balanced coverage of the stairwell with more thorough coverage of the entire garage.

Auditor's Response – Referring to the small gaps on the mid-section of the landings, not critical but needed to be noted.

- d. The Audit Team observed that fencing on one side of the station was only 3' high and could easily be step over to gain access to the right of way. Talson recommends that the fencing be at least 6' steel anti-climb fencing.

Preliminary Responses from Sound Transit – The section of the 3' fencing along the plaza level of the station was designed as such due to Light Rail Vehicle (LRV) Operator ability to have proper visibility entering the station for the at grade crossing.

Auditor's Response – Acceptable

- e. The Audit Team observed that the street crossing between the two Redmond Stations did not have a permanent stop sign. A temporary stop sign was present on the roadway. No other signage or signal was in place to protect foot traffic. Talson recommends placing a permanent stop sign, and additional signage to identify the street crossing.

Preliminary Responses from Sound Transit – This is possibly a city's stop sign.

Auditor's Response – It may be a city street that crossed under the elevated track. The stop sign appears to be a temporary construction stop sign.

Recommendation No. 2: Enhancement Opportunities

- a. The Audit Team observed that the Marymoor Village Station Garage entrance was designed with a minimum clearance height for vehicles, clearance heights varied across different floors and had no height markings. Talson recommends that signage be placed on all floors to prevent any misunderstanding of the heights on the various floors.

Safety and Security Certification Audit Report

Preliminary Responses from Sound Transit – We appreciate the clearance information. We will pass on the information to the contractor.

Auditor's Response - Acceptable

- b. The Audit Team observed that there was no “No Trespassing” or “Rider Conduct” signage at the Downtown Redmond Station. Talson recommends adding “No Trespassing” and “Rider Conduct” signage throughout the station.

Preliminary Responses from Sound Transit – no trespassing signs or rider conduct, screenshot of those signs Downtown Redmond Station. Signs were installed after Talson's onsite activities.

Auditor's Response – Referring to Marymoor Village Station, there were no “Rider Conduct” and “No Trespassing” signs at this station at the time of the visit. A photo of these signs at Marymoor Village Station would be acceptable.

V. Management Response Forms

All findings will be included in the MRF and may be addressed separately; a management corrective action should be submitted within 15 days of the final distribution of this report and corresponding MRF. Verification of conforming corrective action and root cause explanation will be reviewed by Talson upon submission of the MRF by Sound Transit. Recommendations are “suggestions for improvement” and the appropriate Sound Transit business unit has the option to correct the issue or not.

Below are the definitions of a Finding and Recommendation, along with the acceptable response requirements:

- A. **Findings** indicate areas where Sound Transit or another entity is non-compliant with its own established policy, plan, procedure and/or regulation, and which must be corrected and documented (in writing) with a corrective action plan. Action plans should include a specific, measurable amount of time it will take to correct the issue and reduce risk.
- B. **Recommendations** do not mean the issue is deficient. However, the auditor has determined that the issue poses the potential risk of becoming a finding in the future, if recommended changes are not put in place to prevent re-occurrence.



Safety and Security Certification Audit Report

VI. DISTRIBUTION:

Safety and Security Audit
Dates:

March 2025 – May 2025

Organization:

Sound Transit

(Auditee)

Responsible Party:

Andrea Trepadean, *Acting* Chief Safety Officer

(Auditee)

Talson Auditor(s):

Ken Brzozowski, Norman Jones, Sam Panella, Rick
Bumbera, and Yvette Suarez

(Auditors)

Report To:

Distribution List:

- Robert Taaffe, Acting Deputy Executive Director, Safety & Quality Coordination
- Tony Raben, Executive Project Director, East Link
- Eza Agoes, Deputy Executive Project Director, DRLE
- Branden Porter, Deputy Executive Director & Deputy Chief Safety Officer
- Don Burr, Director, Transportation Safety & Security
- Kerry Pihlstrom, Executive Director, Asset Transition Office (ATO)
- Josiah Durham, ST Manager, Transportation Safety & Security
- Molly Hughes, WSDOT State Safety Oversight Program Administrator
- Andrew Royer, WSDOT State Safety Oversight Program Administrator

Attachments:

- SSCA Management Response Form



Safety and Security Certification Audit Report

APPENDIX A

List of critical Safety & Security documents reviewed for the audit:

FTA Oversight Procedures 54 – Readiness for Service, dated October 2023 – Includes the review, analysis and recommended procedures that the FTA expects from the PMOC to follow when evaluating the project sponsor’s readiness for service, including System Integration testing (SIT), fulfillment of safety and security certification requirements, completion of Pre-Revenue Operations (PRO), and confirmation that project sponsor has the Management Capacity and Capability to operate.

Sound Transit Link Light Rail Project System Wide Maintenance Management Plan Lynnwood to Federal Way & Lynnwood Downtown Redmond (MMP), Rev. 5., December 20, 2018 - The MMP includes a description of the rail system overall and, in particular the maintenance facilities and equipment; the maintenance program, including maintenance equipment and tools; the maintenance organization and responsibilities of maintenance personnel; a maintenance safety program; and a description of maintenance support requirements, including maintenance data collection and reporting, and material and warranty control.

Link Operation Program Plan, Rev. 2.0, effective date March 31, 2024 - Includes all relevant Standard Operations Procedures and Standard Maintenance Procedures (SOP/SMP’s), inspection instructions, repair instructions, modification instructions, maintenance manuals, maintenance standards and work tasks derived from those documents.

Sound Transit Agency Safety Plan, dated September 2024, signed September 27, 2024 – Used for the bus and rail systems: Link light rail (LLR), Tacoma Link light rail (TLLR), and ST Express (STX) bus service. The ASP provides a high-level overview of the Sound Transit Safety Management System (SMS) and affiliated processes, developed in accordance with 49 CFR 673. This document is to be used by staff, informing them of documented processes and procedures, a reference to functional safety protocols, and a safety resource.

Emergency Response Plan (ERP), dated and e-signed December 20, 2023 - The ERP incorporates emergency response processes; roles and responsibilities; concepts of operation; policies and procedures; and coordination of efforts between Sound Transit departments, facilities, administration, and external agencies, as applicable.

Link Light Rail Rulebook, effective December 1, 2023 – The rulebook’s purpose is for performing operations and maintenance activities on the Link Light Rail system. These rules apply to all Sound Transit and King County Metro light rail employees and govern any and all activities on the Link Light Rail system. The intent of these rules is to help employees perform their duties safely and effectively.



Safety and Security Certification Audit Report

Sound Transit System Security Emergency Preparedness Plan (SSEPP) MEMO, dated March 25, 2025 - The updated SSEPP outlines the protocols and procedures designed to mitigate risks, respond promptly to emergencies, and safeguard the well-being of our passengers and personnel. It reflects our commitment to maintaining the highest standards of security and resilience across all aspects of our operations. Since the SSEPP is categorized as Sensitive Security Information (SSI), this memo will serve as acceptable verification documentation.

Link Light Rail Maintenance Management Plan, effective date April 27, 2024 - The MMP identifies how ST will ensure that Link Light Rail equipment performs according to desired specifications and achieves its intended design life. The plan reflects a maintenance philosophy based on preventive maintenance. Preventive maintenance involves programmed periodic maintenance intervals and activities that meet manufacturer's criteria, industry standards and operational requirements.

Sound Transit Facilities Maintenance Plan, Rev. 5, dated January 2023 - The ST Facilities Maintenance Plan documents the processes used to meet Program requirements, including the requirements set by the Federal Transit Administration.

Safety & Security Certification – LRV Training Program Operational Items, dated March 25, 2025 – The certification pertains to the operational conformance item for LRV Operator training on the Downtown Redmond Link Extension (DRLE) project. Verifying that LRV Operators were trained on the following topics was identified as an operational conformance item for the following certifiable items: Correct and safe operations of LRV doors, Distraction and fatigue management, Defensive driving techniques, Hours of service, Safety awareness training, Operators trained to use bell as needed to ensure awareness, Pedestrian and bicycle safety, Grade and pedestrian crossings.

Systems Integration Test Plan, Vol. 2, dated January 31, 2024 - The Systems Integrated Test Plan (SITP) is an essential part of the Testing and Commissioning (Cx) Plan. This becomes a critical part of the overall Safety & Certification process which allows a timely and safe turnover to ST for revenue operations. The ultimate objective of the SIT Program, which is also a component of the Cx Program and the Rail Activation Program, is to verify system readiness for revenue operation, as well as compliance with regulatory requirements.

Agency Safety and Security Management Plan, Rev. 8, dated March 11, 2022 - The SSMP identifies plans, management structure, responsibilities and authority for documentation, confirmation, activities, and tasks necessary to integrate safety and security into each phase of Sound Transit's capital projects. The SSMP describes the integration of safety and security activities including methods for identifying, evaluating, mitigating and resolving safety hazards and security vulnerabilities of systems.



Safety and Security Certification Audit Report

Project Specific SSMP within the Agency SSMP - The project specific SSMP will identify all project specific plans, management structure, roles, responsibilities and authority, schedules, activities, and tasks necessary to integrate safety and security into each phase of the project. Project SSMP's will only include information to address changes or additional information that apply to a specific project but will otherwise defer to the Agency SSMP for general management, roles and responsibilities, processes and tasks. A project specific SSMP is a part of the Project Management Plan (PMP) which also provides project details.

Downtown Redmond Link Extension Safety and Security Management Plan, March 11, 2020 - The SSMP for the DRLE project issued by Stacy and Witbeck/Kuney Joint Venture (SWK), is to define the design-build team's safety and security activities and methods for identifying, evaluating, minimizing, and resolving potential safety hazards and security vulnerabilities of these systems. The SWK SSMP establishes responsibility and accountability for safety and security during the final engineering, construction, testing, and start-up phases of the DRLE project.

Agency Safety and Security Certification Plan, Rev. 4, dated April 2023, signed May 31, 2023 - The Safety and Security Certification Plan (SSCP) is a comprehensive approach that establishes the process for verifying the incorporation of essential Safety and Security Requirements into projects. The SSCP is modeled after the FTA Handbook for Transit Safety and Security Certification and incorporates best practices applicable to the unique requirements of ST and its regional operations

Downtown Redmond Link Extension Preliminary Hazard Analysis, dated July 3, 2020 - This report is to describe the process to identify a preliminary list of potential hazards of the DRLE Project at the 60% Design Phase, to demonstrate how they will be eliminated through design, mitigated by control measures, or deemed acceptable as-is, and to document those measures, as appropriate. This report meets the requirements of the Final Interim Policy Guidance Federal Transit Administration Capital Investment Grant Program (June 2016).

Safety and Security Certification Verification Report (SSCVR), dated April 14, 2025 – This report is intended to verify the compliance of the Downtown Redmond Link Expansion (DRLE) Project with Sound Transit's safety and security certification program. The SSCVR is issued by Sound Transit and endorsed by Sound Transit's Chief Executive Officer upon completion of the expansion project. The SSCVR lists safety critical items and activities that require verification, such as safety equipment functionality testing and safety-related operational and/or maintenance training. Sound Transit must also seek concurrence on the SSCVR from the Washington State Department of Transportation (WSDOT) Public Transportation Division – Rail State Safety Oversight (SSO) and the Federal Transit Administration/Project Management Oversight Contractors (FTA PMOC) before the Downtown Redmond Link Extension can proceed into revenue service.



Safety and Security Certification Audit Report

Washington State Department of Transportation (WSDOT) State Safety Oversight Agency (SSOA) Concurrence Memo, dated May 2, 2025 – The memo concurs the completion of safety and security certification for the Downtown Redmond Link Extension Project. The WSDOT SSOA reviewed documents as part of 49 CFR 674. 49 CFR Part 673.27, and 49 CFR Part 673.22 in order to concur that the DRLE project is safe for revenue operation for operation staff and the riding public.

Downtown Redmond Link Extension System Integration Testing (SIT) Readiness for Revenue Memo, dated April 28, 2025 – The DRLE SIT memo serves as a progress analysis of the System Integration Testing phase of the DRLE project in preparation for pre-revenue service. The document collates and reference the relevant documentation, summarize the test findings and exceptions, and serve as a historical project record.

CEO Authorization Letter for Revenue Service, dated April 14, 2025 – Letter to Molly Hughes, Public Transportation Safety Administrator Washington State Department of Transportation regarding authorization to begin revenue service operations for the Downtown Redmond Link Extension. Chief Executive Officer, Goran Sparrman, accepted the Safety and Security Certification Verification Report and authorized Sound Transit Operation to utilize Downtown Redmond Link Extension for revenue service.