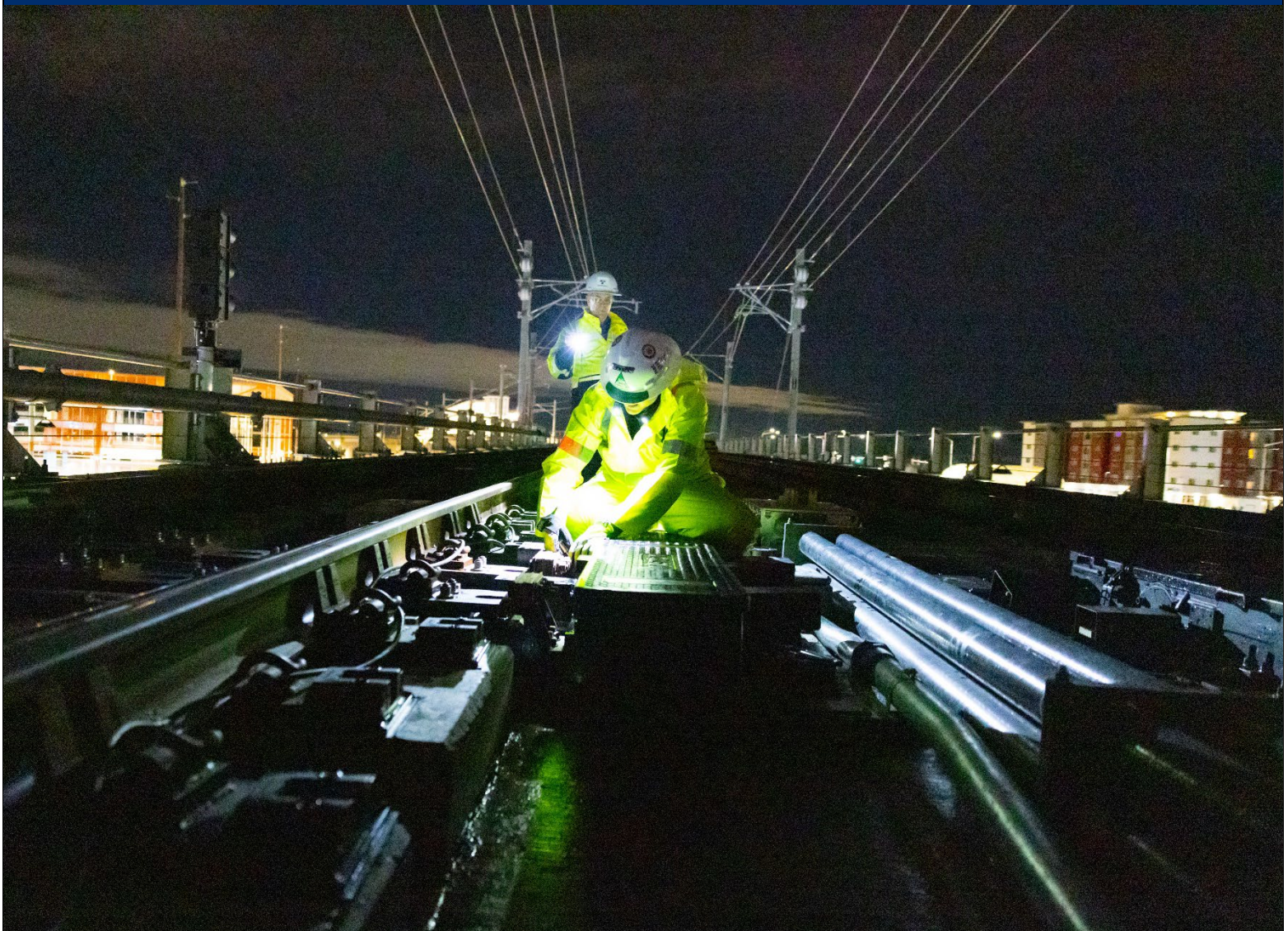




# *System Expansion Monthly Status Report*

*Reporting Period: December 2024*





# 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

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- 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

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



For more details, including information about project schedules, go to: [soundtransit.org/system](https://soundtransit.org/system)



# Program overview: project summary

## Link light rail program

**Ballard Link Extension:** The project includes 7.1 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 Station:** The project will plan, design, and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5.

**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. The opening date is set for May 10, 2025.

**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 to the growing light rail network. The 16.3-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 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, South 272nd Star Lake park-and-ride and the Federal Way Transit Center.

**Graham Street Station:** The project will plan, design, and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5.

**NE 130th Street Infill Station:** This project will construct foundation and substructure elements for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

**Tacoma Dome Link Extension:** The project will extend light rail from the Federal Way Transit Center in the City of Federal Way to the Tacoma Dome area in the City of Tacoma a total distance of approximately 9.7 miles, generally along or near I-5 with three elevated stations at South Federal Way, Fife, and East Tacoma, and one at-grade/retained station at the Tacoma Dome.

**West Seattle Link Extension:** The project includes 4.7 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.

## Sounder commuter rail program

**DuPont Extension:** Project will plan, design, and construct a Sounder service extension from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements.

**Lakewood Station Access Improvements:** Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders and drivers. This could mean investments in safer walking, rolling and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

**Puyallup Station Access Improvements:** Project includes environmental documentation, design, and construction of station access improvements at or around Puyallup Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

**Sounder South Capacity Expansion:** Project establishes a program of capital elements that will improve South Sounder access, capacity, and services in response to increase in demand. Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy. The elements included in this representative project will be refined during future phases of project development and are subject to change.

**South Tacoma Station Access Improvements:** Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders, and drivers. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

**Sumner Kent Auburn Station Parking Access Improvements:** Sumner, Kent, and Auburn Stations Parking and Access Improvements project will build bicycle, pedestrian, lighting, and parking access improvements at three South Sounder 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 will provide agency administration, design, acquisition of right-of-way, construction, construction services, and third-party activities and includes an alternative concept allowance available to the three contracts to address procurement opportunities and innovation.



## Stride bus rapid transit program

**Bus Base North:** This project establishes the operations and maintenance facility necessary to support BRT operations. The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

**I-405 Bus Rapid Transit:** This project establishes Bus Rapid Transit (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:** This project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority 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 and an expanded transit center at UW Bothell.

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## I. Report purpose summary

The System Expansion Monthly Status Report replaces both the Agency Progress Report, last published by Sound Transit in August 2024, and the Project Performance Tracker, last published in April 2024.

This report provides an overview of progress and performance for Projects in Planning (Pre-Baseline), Projects in Construction (Baselined), and contains detailed reports for all TIFIA funded projects. The timing of the report going forward will be published in the middle of each month, based on data from the previous month. This report can be found online at <https://www.soundtransit.org/get-to-know-us/documents-reports>.

## II. Program overview

### A. Accomplishments and innovations

Sound Transit closed out FY 2024 with numerous accomplishments strengthened by a new Capital Delivery Department (CDD) and capital delivery executive leadership in close partnership with other agency departments. Below is a partial list of programmatic-level activities and accomplishments for December 2024.

- **Technical Advisory Group (TAG):** CDD hosted a workshop where the TAG participated on December 9th and 10th in the ST offices. Topics of the meeting were inclusive of CDD work, achievements, and discoveries to-date (i.e., enhanced tools and processes), a review of ST2 benchmarking metrics, a status update of ST2 and ST3 projects, a Project Management Information System (PMIS) update, an overview of the Cost Savings Workplan, and a working session to discuss FY 2025 initiatives. The Workshop marked the completion of the TAG's efforts around their findings, as ST addressed the findings identified by the TAG. ST, led by CDD, has put in place a framework to mitigate and resolve the TAG findings as well as track and report on all areas of capital projects performance in perpetuity via the new project management information system (PMIS).
- **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. Opportunity measures are broken out by Design Optimization, Indirects (soft costs), Construction Efficiencies, Market Conditions, and Right of Way (ROW). Within the month of December, CDD staff were trained on the workplan processes and tools to ensure efficiency and consistency to support the accelerated workplan schedule. 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):** One of our most significant accomplishments in 2024 was the selection of a PMIS application. Over the last five months, ST, led by the CDD, conducted market research, interviewed peer agencies, rigorously tested potential applications, and developed an agile PMIS concept of operations. 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.



## B. Program performance

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

 <b>Payments on System Expansion Contracts<sup>1, 2</sup></b> <i>KPI associated with the Avg Days Paid</i>	
Total Invoices Paid	130
Total Value paid	\$101.9M
Average Days Paid	33
Number of invoices paid within 30 days	109 (84%)
Number of invoices paid over 30 days	21 (16%)
Total invoice value paid within 30 days	\$95.2M (93%)
Total invoice value paid over 30 days	\$6.7M (7%)

<b>Workforce Participation<sup>1</sup></b> <i>Active Projects Only</i>			
Workforce		Program Goal	Program Hours
Apprenticeship		20%	18.3%
People of Color		21%	36.2%
Women		12%	7.2%
Local Labor		30%	61.5%
Active projects include contracts from East Link Extension, Federal Way Extension, NE 130th Street Infill Station, Redmond Link Extension, and South Sounder SPAI projects.			

1. Based on the date of approved invoiced.
2. Target is 100% payment within 30 days of receipt of payable invoice.

<b>Construction Safety</b>				
		Program Goal <sup>1</sup>	Program Average <sup>2</sup>	National Average <sup>3</sup>
	Recordable Injury Rate (RIR)	1.15	1.05 <sup>4</sup>	2.30
	Lost Time Injury Rate (LTIR)	0.50	0.30 <sup>5</sup>	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 9% below Program Goal & 54% below the National average RIR.
  5. Program LTIR 40% below Program Goal & 70% below National average LTIR.
- \* KPI Legend is on the last page of the report.

## C. Community development

### Current conditions and opportunities:

- Coordinating start of construction activities for **OMF-East** TOD Phase I (affordable housing), which began construction at the end of December 2024.
- Renegotiating terms of the remaining market-rate phase(s) at **OMF-East** TOD, which would consolidate development with one development partner instead of two and increase financial return to Sound Transit.
- Preparing joint development concepts, relative cost information, and value potential for **Ballard Link Extension (BLE)** and **West Seattle Link Extension (WSLE)**. Seeking additional consultant support for the program.
- Exploring with City of Seattle potential zoning/regulatory needs to enable joint development above **BLE/WSLE Stations**.
- Investigating environmental sub-surface conditions further at **Federal Way Downtown Station** to inform approach to development on two remaining TOD sites, which have source contamination. Exploring an opportunity to develop 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 FTA Joint Development approval and subsequently closed on the real estate transaction for **OMF East TOD Phase I**.
- Closed on the real estate transaction for **Angle Lake South TOD**, receiving \$1.95 million.
- Executed lease with the King County Regional Homelessness Authority for a tiny house village operated by Chief Seattle Club that will provide temporary shelter to those experiencing homelessness at property located at Orcas/MLK.
- Held an Urban Land Institute Technical Assistance Panel on potential joint development at **Westlake Station**.
- Received Board approval for key business terms with Housing Hope for **the Lynnwood City Center TOD** site.
- Finalized term sheet with LIHI for the **U District Station 45<sup>th</sup>/Roosevelt TOD** site.
- 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 impact project schedules.

### Dependencies and interrelationships:

- None.

### Notable Activities:

- Sound Transit Sustainability staff joined an initial PSCAA and PSRC steering committee to develop a regional Electric Vehicle Plan delineating roles and responsibilities between Puget Sound local governments, port authorities, and transit agencies in funding, siting, and installing electric vehicle supply equipment. ST staff will continue attend these meetings to ensure open dialogue and coordination.
- Approval of the 2025 Environmental and Sustainability targets by the ESMS steering committee in December.
- Obtained time critical environmental permit modifications keeping the **Federal Way** Structure C construction work on schedule.
- Led field trips with the Department of Ecology to assess potential ecosystem mitigation sites for the **OMF-South** project.



### 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.
- **Tacoma Dome Link Extension's** Draft EIS successfully published on December 13. The project is in an official 60-day extended comment 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. On-going elected official briefings and third-party coordination meeting with AHJs, WSDOT, WDFW, Utilities, and FTA.
- **West Seattle Link Extension** issued RFEI for W200 contract and received multiple letters of interest.
- **Operation and Maintenance Facility South** is preparing to release a Request for Qualification (RFQ) and Request for Proposal (RFP) in Q1/Q2 2025. CDD is treating the multiple maintenance facilities as a portfolio to leverage efficiencies and optimal 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. A cost/benefit analysis for both projects is underway with updated bottom-up cost estimates.







#### 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 impact 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. Program performance

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: Project is advancing the preliminary design 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 in Q1 of 2025.</p>
Everett Link	10%	DEIS/CE			<p>Cost: The Draft EIS to be published in Q1 of 2026. 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: 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 Q1 of 2025 on next steps.</p>
O&M Facility South	10-30%	Construction Procurement			<p>Cost: Project team has implemented numerous cost saving opportunities to support alignment of project cost to the financial plan. Additional cost saving opportunities are under evaluation. The project is trending to be within the financial plan budget. The project is in procurement, the action will take the project into the design phase. Board action is anticipated to be presented in Q3 2025.</p> <p>Schedule: Procurement for progressive design build services is scheduled to be advertised in February 2025.</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. An update to the SEC is planned for Q1/Q2 2025.

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

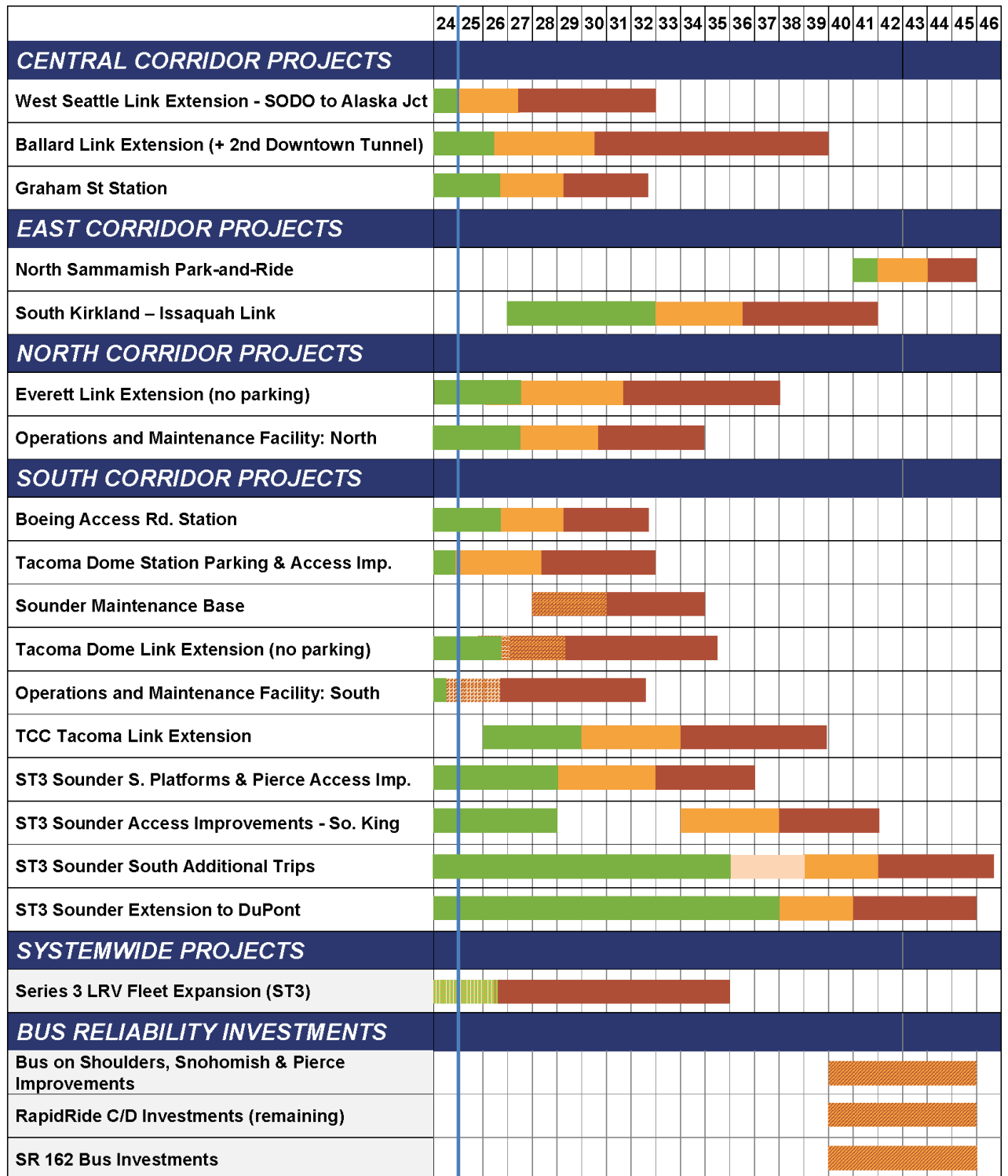
Projects	% Design Complete	Development Phase	Cost KPI	Schedule KPI	Comments
Tacoma Dome Link Extension	10%	DEIS/CE			<p>Cost: Based on cost trends, future cost estimates may exceed the Financial Plan Value. Project team is applying the cost workplan actions and has begun to identify efficiencies and cost savings.</p> <p>Schedule: The Draft EIS was published Dec 2024. Board action to confirm/modify preferred alternative is anticipated in Q2 2025. Following the Board action, project will advance design and begin preparing the Final EIS.</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.</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. Program 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 is taking place across link projects including **East Link Extension, Federal Way Link Extension, and NE 130<sup>th</sup> Street Infill Station**. All projects are undertaking final construction work 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.
- Assessment of readiness for revenue service is underway for **Downtown Redmond Link Extension**; the opening date has been set for May 2025.
- Completed the due diligence review of the **Bus Operations & Maintenance Facility (Bus Base North)** construction contract Invitation for Bid (IFB). The procurement advertisement for construction services will be posted in January 2025.
- **Stride** has an active procurement process for the Contracted Service Provider (CSP).
- **Lynnwood Link Extension** project opened for service on August 30, 2024. Project team continues the close-out efforts with the AHJs and WSDOT.

### B. Risks, concerns, and opportunities

- **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. The team is focused on providing the right level of supervision and, where needed, sharing lessons learned across projects. On March 11, 2025, a Safety Summit is being held to raise awareness around these risks and to ensure that teams are focused on safe behaviors.
- **Construction Quality:** For Link projects under construction, the team is working closely with the contractors to ensure that quality of work and any potential deficiencies are handled in a timely manner. Additional technical support and assistance has been engaged to review issues and to ensure that all issues are appropriately addressed.
- **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.

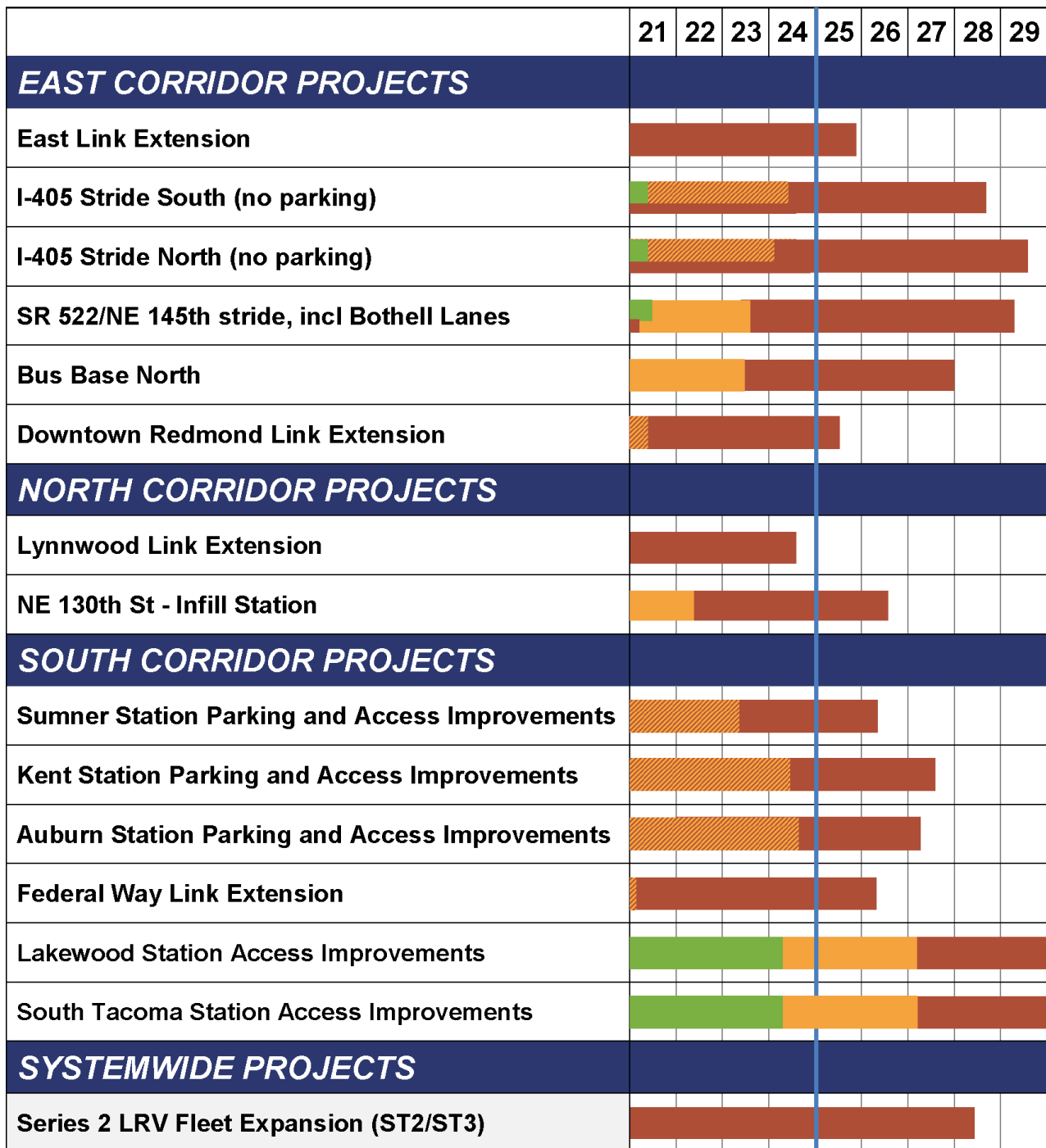
## C. Program performance

Projects	% Complete	Cost KPI	Schedule KPI	Safety KPI	Comments
Downtown Redmond Link Extension <sup>1</sup>	97%				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. 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.
East Link Extension <sup>1</sup>	99%				Schedule driven by E130 track reconstruction and handover from civil to systems contractors; cost driven by E130 claims resolution, which may exceed available budget. Schedule KPI is measured against target date of December 2025.
Federal Way Link Extension <sup>1</sup>	94%				Preliminary track installation completed to enable a test train to be delivered to the southern end in Q1 2025. Schedule KPI is measured against the working date of March 2026 which is the new date that was agreed upon as part of a change order to address the new Structure C requirements.
Lakewood Station Access Improvements	10%			N/A	Safety: Construction not yet underway.
NE 130th Infill Station <sup>1</sup>	57%				Low labor hours coupled with early recordable has RIR temporarily higher than benchmark average. Safety (Cumulative 12-month data point): This project experienced two (2) OSHA recordable injuries in 2024, but did not result in lost time.
Stride Bus Base North	0%			N/A	Schedule: Procurement commences in January 2025 for construction services. Safety: Construction not yet underway.
Stride I-405 Stride South	24%			N/A	Schedule: Design under progress for BT212 Lynnwood 196th/Poplar Way (I-405-N); ongoing field investigation. Safety management and monitoring is being handled by the third-party overseeing construction contract administration.
I-405 Stride North	26%			N/A	
Stride SR 522/NE 145th Stride	13%			N/A	Cost: Validation for current cost forecast underway. Schedule: SIT schedule evaluation underway. Safety management and monitoring is being handled by the third-party overseeing construction contract administration.
Sumner SPAI <sup>1</sup>	35%				Deviation issue resolved, IFC being finalized. Pile caps and grade beams work re-commenced.
Auburn SPAI <sup>1</sup>	20%				Site abatement complete with limited additional materials discovered. Awaiting permits. FAA approved crane height.
Kent SPAI	16%				Permitting in process. Contaminated soil testing underway.
South Tacoma Station Improvements	10%			N/A	Safety: Construction not yet underway.

1. These projects require detailed reports to meet TIFIA reporting requirements. \*KPI Legend is on the last page of the report.

## D. Program schedule

The graphic below shows the overall schedule for projects in construction.



**KEY:**

- Planning** (incl AA/CE/PE and EIS/EA)
- Final Design** (hatched indicates Design-Build; incl procurement)
- Construction** (incl 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. NE 130th Street Infill Station
- E. South Sounder Station Parking and Access Improvements

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

**TIFIA LOAN AGREEMENT  
MONTHLY REPORT**

**December 2024**

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



# Link light rail

## Downtown Redmond Link Extension

### Project Cost Summary

Voters approved funding for preliminary engineering for the Downtown Redmond Link Extension (DRLE) in 2008 in the Sound Transit 2 ballot measure. In response to the 2007-2009 Great Recession, the ST Board suspended the project. In February 2016, the ST Board restored funding to support preliminary engineering of the project prior to funding approval for final design and construction as part of the Sound Transit 3 Plan. This project has now been baselined and has been incorporated into the tables below. The first table below summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS), while the second table is in the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In this period \$7M was expended, primarily in the construction phase for progression of Design-Build scope. The remaining work phases made up the balance, particularly in Construction Services and Administration. Total cumulative expenditure to date is \$1,025M.

### 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	\$37	\$1	\$37	\$52	\$25
Preliminary Engineering	\$23.0	\$22.0	\$20	\$0	\$20	\$20	\$3
Final Design	\$5.0	\$5.0	\$2	\$0	\$2	\$2	\$3
Construction Services	\$58.0	\$64.0	\$54	\$1	\$52	\$56	\$8
Third Party Agreements	\$17.0	\$17.0	\$11	\$0	\$10	\$12	\$5
Construction	\$1,152.0	\$1,146.0	\$820	\$5	\$789	\$875	\$271
ROW	\$199.0	\$199.0	\$117	\$1	\$117	\$127	\$72
<b>Total</b>	<b>\$1,530.0</b>	<b>\$1,530.0</b>	<b>\$1,060</b>	<b>\$7</b>	<b>\$1,025</b>	<b>\$1,142</b>	<b>\$388</b>

### Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred This Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$332.0	\$531.0	\$251	\$3	\$251	\$381	(\$49)
20 Stations	\$262.0	\$167.0	\$199	\$0	\$190	\$197	\$65
30 Support Facilities	\$0.0	\$0.0	\$0	\$0	\$0	\$0	\$0
40 Sitework & Special Conditions	\$287.0	\$207.0	\$212	\$0	\$193	\$210	\$77
50 Systems	\$109.0	\$72.0	\$74	\$0	\$71	\$82	\$26
<b>Construction Subtotal (10 - 50)</b>	<b>\$990.0</b>	<b>\$976.0</b>	<b>\$736</b>	<b>\$3</b>	<b>\$706</b>	<b>\$870</b>	<b>\$120</b>
60 Row, Land	\$169.0	\$168.0	\$117	\$1	\$117	\$127	\$42
70 Vehicles (Non-Revenue)	\$4.0	\$4.0	\$3	\$0	\$2	\$4	\$0
80 Professional Services	\$289.0	\$303.0	\$204	\$3	\$201	\$141	\$148
90 Unallocated Contingency	\$78.0	\$78.0	\$0	\$0	\$0	\$0	\$78
<b>Total (10 - 90)</b>	<b>\$1,530.0</b>	<b>\$1,530.0</b>	<b>\$1,060</b>	<b>\$7</b>	<b>\$1,025</b>	<b>\$1,142</b>	<b>\$388</b>

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

# ***Link light rail***

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

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### **Risk Management**

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

- **Organizational Capacity:** The planned openings of three other major light rail extensions in 2024 - 2025 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 3<sup>rd</sup> 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.
- **External:** Material and services cost escalation.
- **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 \$416.8M as latent contingency shifted to allocated contingency; compared to last month at \$205.9M (amount without Latent Contingency). 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 increased as latent contingency shifted to this category also started to close our ROW, this period balance is \$337.8M.

**Latent Contingency** Identified latent contingency shifted to allocated contingency.

**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. The UAC balance had no change this period and remains at \$78.2M.

### Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$148	10%	\$1	0%
Allocated Contingency	\$210	14%	\$338	67%
Unallocated Contingency	\$78	5%	\$78	15%
Latent Contingency	\$0	0%	\$0	0%
<b>Total:</b>	<b>\$436</b>	<b>28%</b>	<b>\$417</b>	<b>83%</b>

### Contingency by Type

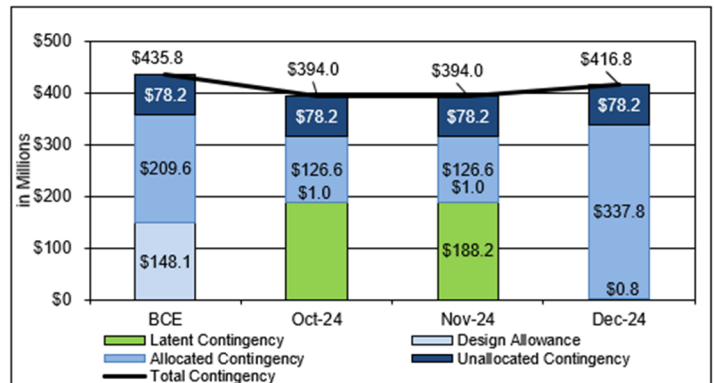
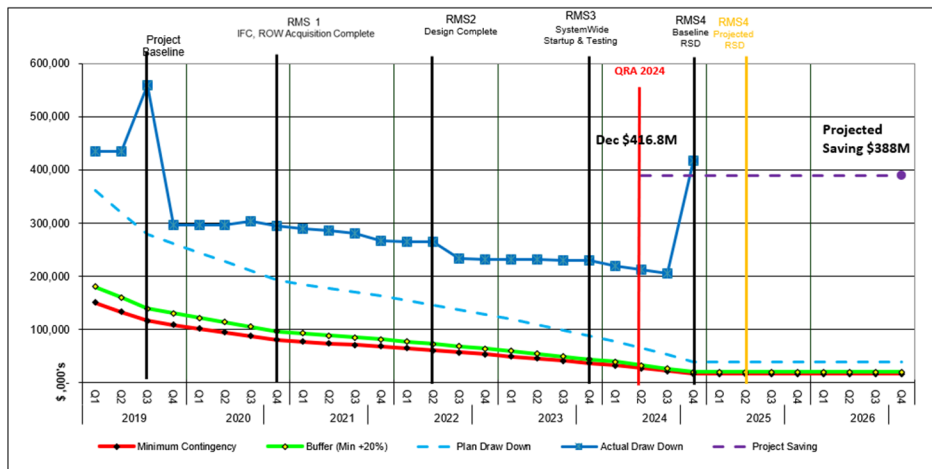


Table figures are shown in millions.

### 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 December 31, 2024



# Link light rail Downtown Redmond Link Extension

## Project Schedule

The weighted percent complete of the R200 contract is 97.4% (last month was also 97.4%). While work has progressed in the field, the percent complete reporting in the past was overstated. A new percent will be reported when it exceeds 97.4%.

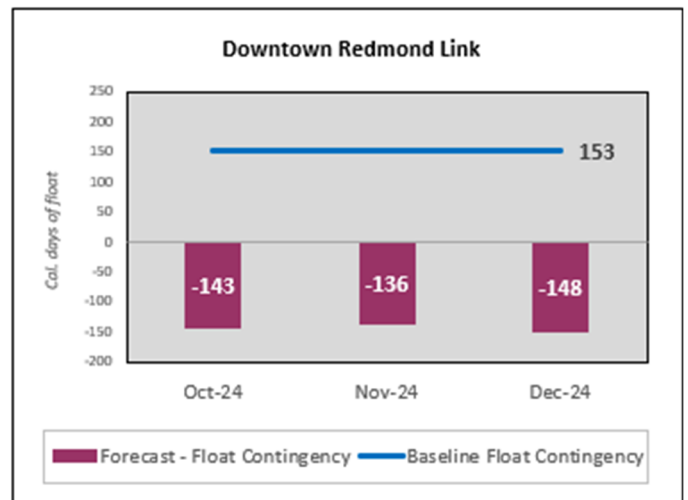
Sound Transit completed review of the Contractor's October and November schedule submissions and both were returned with comments. A December update developed by Sound Transit's Construction Management Consultant is shown below, to provide an accurate forecast of remaining work. Work continues on planting 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.

Activity Name	Start	Finish	2025							
			Dec	Jan	Feb	Mar	Apr	May	Jun	
<b>R200 - Downtown Redmond Link Extension -</b>	<b>02-Sep-19 A</b>	<b>16-Jun-25</b>								
CONTRACT MILESTONES, FLOAT & INCENTIVE!	09-Sep-19 A	08-May-25								
GENERAL CONDITIONS	09-Sep-19 A	19-Feb-25								
RIGHT OF WAY and EARLY WORK/EXPLORATOF	09-Sep-19 A	12-Jul-22 A								
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21 A								
ALL CONSTRUCTION ACTIVITIES	01-Jul-20 A	16-Jun-25								
OCC	03-Sep-21 A	17-Dec-24 A								
PUNCHLIST	01-Feb-24 A	29-Mar-25								
TESTING INTEGRATION / REVENUE SERVICES	09-Dec-22 A	21-Mar-25								
CLOSEOUT	18-Jul-23 A	23-Apr-25								
COMMISSIONING	01-Feb-23 A	16-Apr-25								
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	24-Apr-25								
PROVISIONAL SUMS	29-Nov-19 A	23-Apr-25								
BETTERMENT BID	11-Feb-20 A	16-Jun-25								
CHANGE ORDERS	02-Sep-19 A	23-Apr-25								
DELETED ACTIVITIES	09-Sep-19 A	31-Jul-24 A								
<b>Downtown Redmond Link Extension - Rail Act</b>	<b>01-Mar-22 A</b>	<b>09-May-25</b>								
SIT - System Integrated Testing	28-Mar-22 A	17-Mar-25								
RAC - Rail Activation Management	01-Mar-22 A	09-May-25								
SSCRS - Safety and Security Certification	28-Mar-22 A	29-Apr-25								
T20 - Transition To Operations	01-Mar-22 A	03-Apr-25								
PSS - Pre-Revenue Service and Startup	28-Mar-22 A	08-May-25								
IT - IT Readiness	15-Jan-25	19-Mar-25								
BRI - Bus-Rail Integration	01-Aug-22 A	30-Dec-23 A								
PCR - Passenger & Community Relations	01-Oct-23 A	15-Apr-25								
Pre-Revenue Service	13-Jan-25 A	05-May-25								
Revenue Service	09-May-25	09-May-25								

## Project Float

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

Currently the Revenue Service Date target is being established through the weekly activation meetings. Pre-Revenue operations are currently set to start in mid-January, under a phased handover process.



# Link light rail Downtown Redmond Link Extension

## Critical Path Analysis

The December update is shown below, developed by Sound Transit's Construction Management Consultant to provide an accurate forecast of remaining work. The critical path is driven by completion of Systems Integrated Testing (SIT), completion of Phase Gate 5 (pre-revenue), and the entry into 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	2024	2025	
				Q1	Q2
<b>R200 - Downtown Redmond Link Extension - ST</b>	02-Jun-21 A	16-Jun-25		[Red bar spanning Q1 and Q2]	
ALL CONSTRUCTION ACTIVITIES	15-Jan-25	16-Jun-25		[Red bar spanning Q1 and Q2]	
OFF GUIDEWAY ROADWORK and RESTORATION	15-Jan-25	16-Jun-25		[Red bar spanning Q1 and Q2]	
BETTERMENT BID	02-Jun-21 A	16-Jun-25		[Red bar spanning Q1 and Q2]	
<b>Downtown Redmond Link Extension - Rail Activ</b>	01-Apr-24 A	09-May-25		[Red bar spanning Q1 and Q2]	
RAC - Rail Activation Management	09-May-25	09-May-25			[Vertical tick in Q2]
Phase Gate 5 - Transition to Operations	09-May-25	09-May-25			[Vertical tick in Q2]
PSS - Pre-Revenue Service and Startup	01-Apr-24 A	08-May-25		[Red bar spanning Q1 and Q2]	
Plans and Procedures	01-Apr-24 A	08-May-25		[Red bar spanning Q1 and Q2]	
Revenue Service	09-May-25	09-May-25			[Vertical tick in Q2]

## Right-of-Way

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

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

Downtown Redmond Link Extension Property Acquisition Status*					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date*	Relocations Required	Relocations Completed to date
84	94	66	83	1579	1579
<p>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</p> <p>Total Acquisitions: Defined as parcels recognizing only land, not owners.</p> <p>Board Approved: Based on parcels and properties (including multi-unit acquisitions).</p> <p>Offers/Closings: Based on inclusive offers made to separate owners and interest holders.</p> <p>Relocations: Based on number of affected individuals, in the case of DRLE this includes relocation of storage units by impacted individuals.</p>					

# Link light rail Downtown Redmond Link Extension

## Major Contract Status

Contract Number/ Name	Contractor/ Consultant	Base Con- tract Value	Value of Changes/ Amend- ments	Current Value	Expended Amount	Start Date (NTP)	Completion Date
<b>In-Progress Contracts</b>							
Prelim; Design Consultant	Parametrix, Inc	\$13,287,633	\$7,942,472	\$21,230,105	\$21,192,872	12/6/2016	12/31/2024
DBPM *	WSP	\$1,663,998	\$52,632,489	\$54,296,487	\$51,927,134	8/15/2018	12/24/2024
R200 Contractor DB*	Stacy Witbeck Kuney, JV	\$719,936,000	\$64,662,745	\$784,598,745	\$763,558,163	9/9/2019	5/26/2025
<b>Subtotal In-Progress Contracts</b>				<b>\$860,125,337</b>	<b>\$836,678,169</b>		
<b>Planned Contracts</b>							
Sammamish River Mitigation Project	TBD	4-6M	NA	NA	NA	2023/2024	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	2023	2032
Consultant services to evaluate hide-and- ride impacts at the two DRLE stations	TBD	\$50-100K	NA	NA	NA	2026	2026
<b>Subtotal Planned Contracts</b>							
<b>Total Contracts</b>				<b>\$860,125,337</b>	<b>\$836,678,169</b>		

\* DB and DBPM reported numbers excluded any betterment.

# Link light rail Downtown Redmond Link Extension

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## Community Engagement

- Issued alert for sidewalk work on Redmond way and associated detour.
- 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 lower 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	32.1	27.1	5.0
Consultants	33.0	29.5	3.5
TOTAL	65.1	56.6	8.5



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

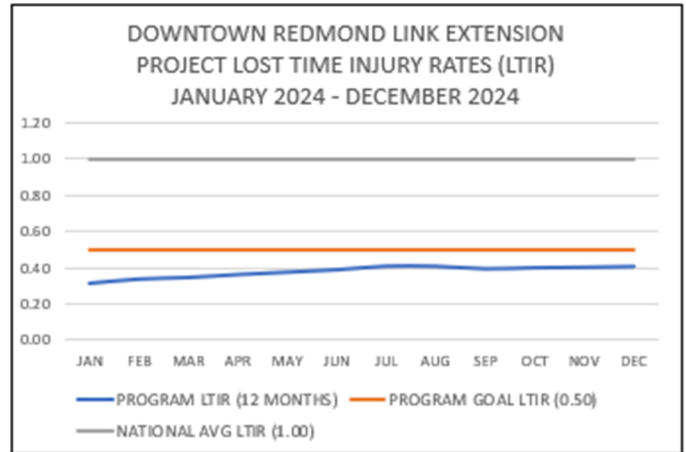
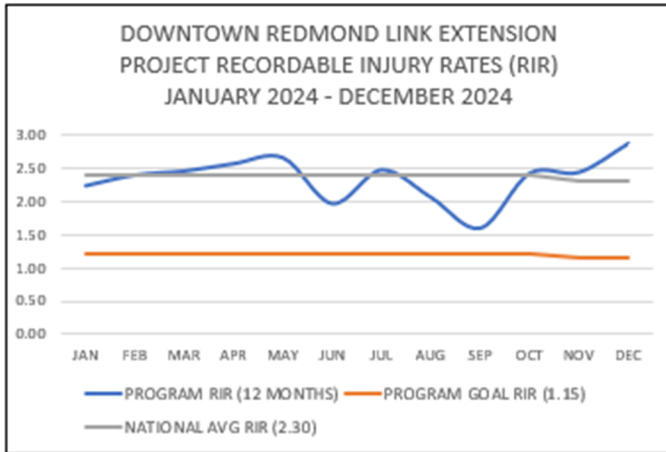
## Sound Transit Board Actions

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)	2.86	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	0.41	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

## Downtown Redmond Link Extension

### Contract R200 - DRLE Design Build

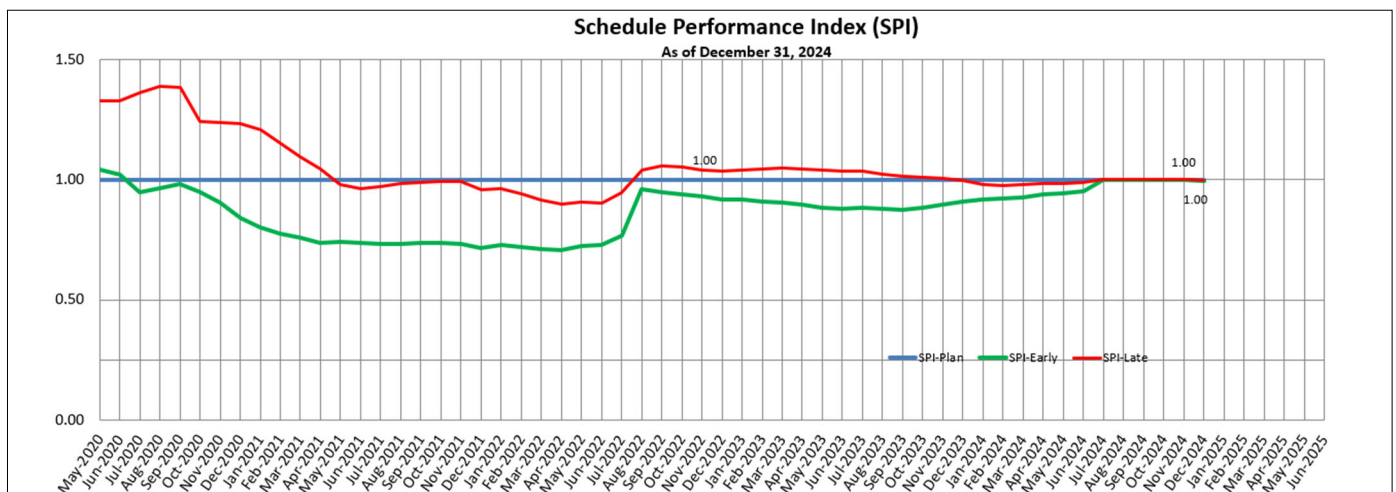
#### Current Progress

##### Construction:

- Cut and Cover Construction: Completed Emergency Access Point civil work at 40th to 51st Street. Ongoing Emergency Access Point civil and electrical work at 51st to 60th Street. Ongoing site restoration around E28 TPSS and Emergency Access Point civil work at 60th to Structure A.
- Ongoing WLSP and SR520 on and off-ramp striping at Structure A.
- Ongoing Emergency Access Point civil and electrical work 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, asphalt for trail, bus paving from 70th to garage, and KC trail work along garage. Ongoing garage flatwork, handrail installation for stairs, metal panels of elevator walls and stair towers, wiring and cab build-out of elevator, and surface prep and carbon fiber installation for beam repairs and durability. 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 CMU wall enclosure at Structure B Guideway. Ongoing restoration and DMP install at 166th at Plaza & Streets.
- Downtown Redmond Station: Ongoing Redmond trail restoration along alignment and hardscape. Fire protection sprinkler head installation, elevator installation, and work for precast stair installation is ongoing at East Station Entry. Fire protection sprinkler head installation, electrical device installation, and metal panel installation is ongoing at West Station Entry. Fire protection sprinkler head installation, electrical device installation, and metal panel installation is ongoing at Station Platform Level. Systems CAT6 cable installation at DTS 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, WLSP and SR520 on/off-ramp striping, and landscaping around Microsoft Plaza.
- Marymoor Garage: Continue flatwork, handrail installation for stairs, metal panels of elevator walls and stair towers, wiring and cab build-out of elevator, and surface prep and carbon fiber installation for beam repairs and durability.
- 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 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
<b>R200 Contractor – Stacy Witbeck Kuney, a Joint Venture</b>	
Original Contract Value	\$ 719,936,000
Change Order Value*	\$ 64,662,745
Current Contract Value	\$ 784,598,745
Total Actual Cost (Incurred to Date)	\$ 763,558,163
Percent Complete	97.4%
Alternative Concept Allowance	\$ 28,341,397
Authorized Contingency	\$ 94,585,203
Contingency Drawdown*	\$ 64,662,745
Contingency Index**	1.65

\*Excludes Betterments

\*\*Excludes Betterments & ACA



Plaza Slab Construction at Downtown Redmond Station

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

**TIFIA LOAN AGREEMENT  
MONTHLY REPORT**

**December 2024**

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

# TIFIA Project Cost Summary by SCC

(as of 12/31/2024; figures in million dollars)

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

SCC Element	Original TIFIA Loan Budget <sup>1</sup>	Baseline Budget <sup>1</sup>	Current Budget	Commitment to Date	Incurred to Date*	Estimated Final Cost (EFC)	Current Budget vs. EFC <sup>4</sup>
10 Guideway & Track	\$1,115	\$744.6	\$997.7	\$960.0	\$960.9	\$892.9	\$104.8
20 Stations	\$353	\$397.7	\$469.4	\$484.1	\$480.2	\$485.5	(\$16.1)
30 Support Facilities	\$20	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$660	\$989.1	\$755.5	\$738.6	\$726.8	\$764.5	(\$9.1)
50 Systems	\$334	\$353.8	\$458.7	\$445.4	\$420.1	\$462.8	(\$4.2)
<b>Construction Subtotal (10 - 50)</b>	<b>\$2,483</b>	<b>\$2,485.2</b>	<b>\$2,681.2</b>	<b>\$2,628.1</b>	<b>\$2,588.0</b>	<b>\$2,605.8</b>	<b>\$75.4</b>
60 Row, Land	\$365	\$288.5	\$283.5	\$281.0	\$280.6	\$283.5	\$0.0
70 Vehicles	\$210	\$218.9	\$217.2	\$207.9	\$184.2	\$218.5	(\$1.3)
80 Professional Services	\$730	\$932.2	\$958.5	\$907.0	\$895.9	\$959.2	(\$0.6)
90 Unallocated Contingency	\$242	\$202.1	\$50.8	\$0.0	\$0.0	\$50.8	\$0.0
<b>Total TIFIA Project (10 - 90)</b>	<b>\$4,031</b>	<b>\$4,126.9</b>	<b>\$4,191.3</b>	<b>\$4,023.9</b>	<b>\$3,948.8</b>	<b>\$4,117.7</b>	<b>\$73.5</b>

\* Amount was estimated

The original TIFIA budget of \$4,031M does not include \$53M costs for the Overlake Transit Center Components.

## East Link Extension Project

SCC Element	Original TIFIA Loan Budget <sup>2</sup>	Baseline Budget <sup>2</sup>	Current Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC <sup>4</sup>
10 Guideway & Track	\$1,115	\$744.6	\$997.7	\$960.0	\$960.9	\$892.9	\$104.8
20 Stations	\$353	\$397.7	\$469.4	\$484.1	\$480.2	\$485.5	(\$16.1)
30 Support Facilities	\$20	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$480	\$808.5	\$568.5	\$551.6	\$542.2	\$577.6	(\$9.1)
50 Systems	\$334	\$353.8	\$458.7	\$445.4	\$420.1	\$462.8	(\$4.2)
<b>East Link Construction Subtotal</b>	<b>\$2,302</b>	<b>\$2,304.6</b>	<b>\$2,494.3</b>	<b>\$2,441.1</b>	<b>\$2,403.5</b>	<b>\$2,418.8</b>	<b>\$75.5</b>
60 Row, Land	\$365	\$288.5	\$283.5	\$281.0	\$280.6	\$283.5	\$0.0
70 Vehicles (non-revenue)	\$0	\$2.8	\$2.8	(\$0.0)	(\$0.0)	\$2.8	\$0.0
80 Professional Services	\$703	\$898.4	\$926.7	\$877.5	\$865.7	\$928.6	(\$1.9)
90 Unallocated Contingency	\$224	\$182.9	\$49.9	\$0.0	\$0.0	\$49.9	\$0.0
<b>Total East Link</b>	<b>\$3,595</b>	<b>\$3,677.2</b>	<b>\$3,757.2</b>	<b>\$3,599.6</b>	<b>\$3,549.8</b>	<b>\$3,683.6</b>	<b>\$73.6</b>

## Light Rail Vehicles (East Link Portion Only)

SCC Element	Original TIFIA Loan Budget <sup>3</sup>	Baseline Budget <sup>3</sup>	Current Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC <sup>4</sup>
70 Vehicles (Light Rail)	\$210	\$216.1	\$214.4	\$207.9	\$184.2	\$215.7	(\$1.3)
80 Professional Services	\$0	\$7.5	\$8.8	\$6.9	\$7.6	\$7.5	\$1.3
90 Unallocated Contingency	\$0	\$0.5	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
<b>Total East Link LRV's</b>	<b>\$210</b>	<b>\$224.1</b>	<b>\$224.1</b>	<b>\$214.8</b>	<b>\$191.8</b>	<b>\$224.1</b>	<b>(\$0.0)</b>

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

SCC Element	Original TIFIA Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC <sup>4</sup>
40 Sitework & Special Conditions	\$181	\$180.6	\$187.0	\$187.0	\$184.6	\$187.0	(\$0.0)
80 Professional Services	\$26	\$26.3	\$23.1	\$22.6	\$22.6	\$23.1	\$0.0
90 Unallocated Contingency	\$19	\$18.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total I-90 HOV Stage 3</b>	<b>\$226</b>	<b>\$225.6</b>	<b>\$210.0</b>	<b>\$209.6</b>	<b>\$207.2</b>	<b>\$210.0</b>	<b>(\$0.0)</b>

### Notes:

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

# 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 (SCADA).

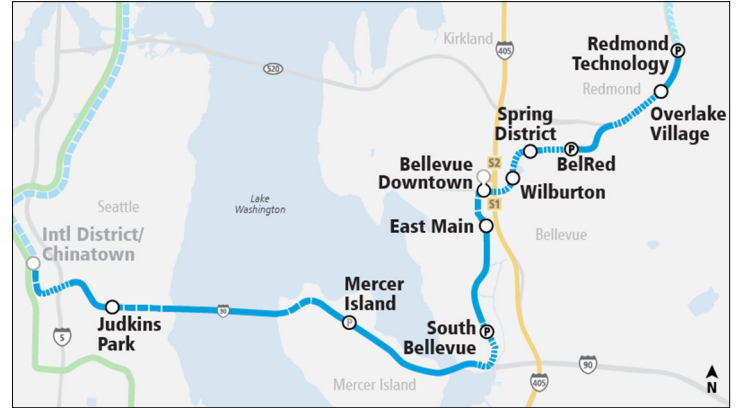
**Phase** Construction (South Bellevue to Seattle)  
Revenue Service (RTS to SBS)

**Budget** \$3.7 Billion (Baseline April 2015)

**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 2025 (Pending approval)



Map of East Link Extension Alignment

### Key Project Activities

- **Seattle to South Bellevue (E130):** Advanced non-conforming track plinth build-back and placement from International District Station to East Channel Bridge, including removal/repair/replacement of damaged nylon inserts and track fasteners; survey quality and accuracy; 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):** Project 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 project has reached Acceptance of all work (Milestone 4) and settlement agreement executed and paid. The project is officially in closeout and working on issuing 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 project is officially in closeout and working on issuing Final Acceptance.
- **Systems (E750):** The remaining end-to-end portion of the project as related to the whole of the E130 area is awaiting the repairs to be finalized and handover to the E750 Contractor to commence the remaining Systems related install on the I-90 segment. Interface discussions between the E750 and E130 Contractors continued. Dead car tow testing continued.



# Link light rail East Link Extension

## Closely Monitored Issues

- Quality Issues: E130 track plinths demolition/reconstruction and associated surveys are ongoing; repair of polyurea on floating bridge and approach structures, and high track-to-earth resistance requirements for the stray current protection system are currently the biggest schedule and cost impacts.
- 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 \$3.68B, 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 \$11.3M, bringing the total expenditure to date to over \$3.55B. 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	\$181.1	\$161.3	\$160.9	\$181.1	\$0.0
Preliminary Engineering	\$55.9	\$54.8	\$54.8	\$54.8	\$54.8	\$0.0
Final Design	\$283.0	\$267.5	\$262.7	\$258.5	\$267.5	(\$0.0)
Construction Services	\$257.5	\$313.7	\$288.0	\$285.8	\$313.7	\$0.0
3rd Party Agreements	\$52.2	\$48.7	\$42.6	\$39.9	\$48.6	\$0.0
Construction	\$2,544.3	\$2,607.9	\$2,509.1	\$2,469.3	\$2,534.3	\$73.6
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$283.5	\$281.0	\$280.6	\$283.5	\$0.0
<b>Total</b>	<b>\$3,677.2</b>	<b>\$3,757.2</b>	<b>\$3,599.6</b>	<b>\$3,549.8</b>	<b>\$3,683.6</b>	<b>\$73.6</b>

### East Link - Cost Summary by SCC

SCC Element	Baseline Budget <sup>2</sup>	Current Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC <sup>4</sup>
10 Guideway & Track	\$744.6	\$997.7	\$960.0	\$960.9	\$892.9	\$104.8
20 Stations	\$397.7	\$469.4	\$484.1	\$480.2	\$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	\$551.6	\$542.2	\$577.6	(\$9.1)
50 Systems	\$353.8	\$458.7	\$445.4	\$420.1	\$462.8	(\$4.2)
<b>East Link Construction Subtotal</b>	<b>\$2,304.6</b>	<b>\$2,494.3</b>	<b>\$2,441.1</b>	<b>\$2,403.5</b>	<b>\$2,418.8</b>	<b>\$75.5</b>
60 Row, Land	\$288.5	\$283.5	\$281.0	\$280.6	\$283.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$2.8	(\$0.0)	(\$0.0)	\$2.8	\$0.0
80 Professional Services	\$898.4	\$926.7	\$877.5	\$865.7	\$928.6	(\$1.9)
90 Unallocated Contingency	\$182.9	\$49.9	\$0.0	\$0.0	\$49.9	\$0.0
<b>Total East Link</b>	<b>\$3,677.2</b>	<b>\$3,757.2</b>	<b>\$3,599.6</b>	<b>\$3,549.8</b>	<b>\$3,683.6</b>	<b>\$73.6</b>

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

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

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## **Risk Management**

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

- **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:** Repair of polyurea on floating bridge and approach structures is now complete, with minor touch-up expected as track is finalized.
- **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.



*Track construction on previous I-90 HOV Lanes*

# Link light rail East Link Extension

## Contingency Management

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 stands at \$114.6M (previously \$144.8M). The current contingency balance is consistent with the project's planned contingency drawdown.

**Design Allowance (DA)** DA is now fully depleted.

**Allocated Contingency (AC)** is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, allocated contingency shows a net decrease of \$30.2M mostly due to the settlement change order on E750, and there were some minor budgetary realignment of contingencies as well.

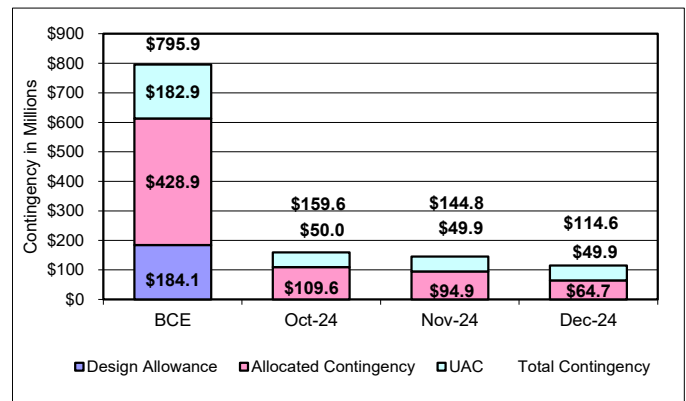
**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. This period, the UAC stayed the same at \$49.9M.

## 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%	\$64.7	45.2%
Unallocated Contingency	\$182.9	4.9%	\$49.9	34.8%
<b>Total:</b>	<b>\$795.9</b>	<b>21.2%</b>	<b>\$114.6</b>	<b>80.1%</b>

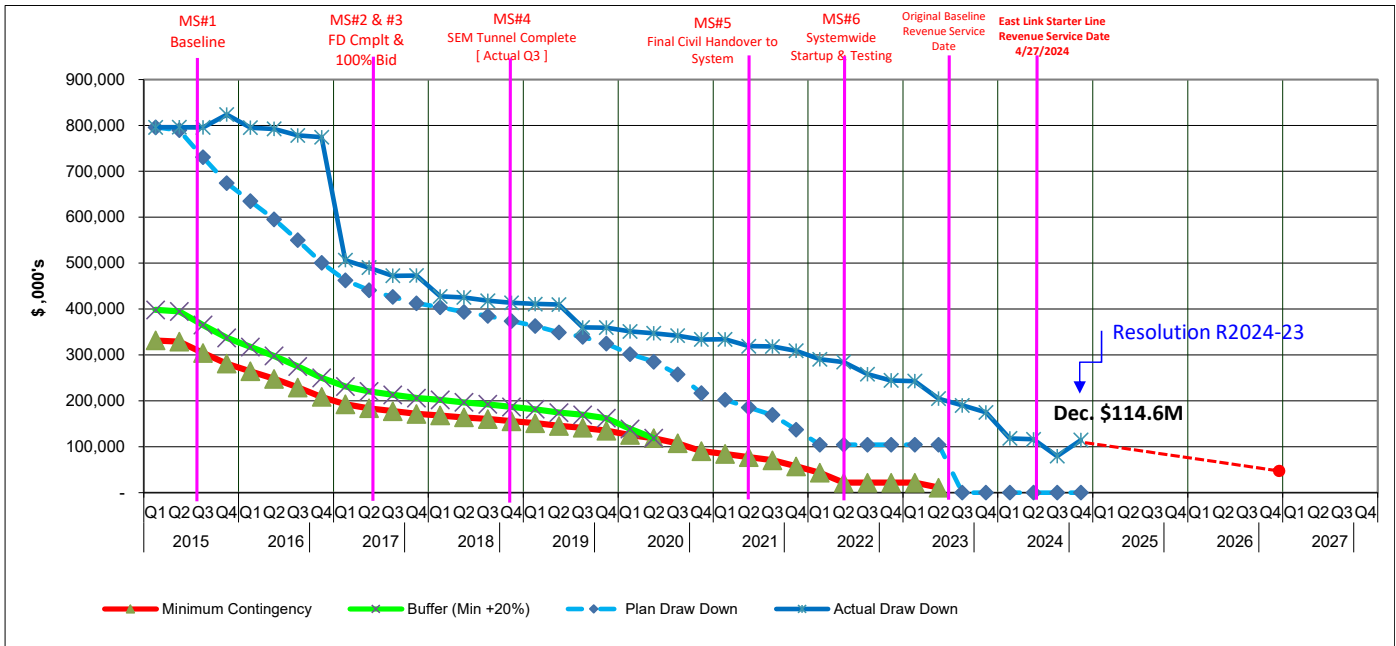
Dollar figures on this page are displayed in millions.

## Contingency by Type



## Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance of approximately \$114.6M (previously \$144.8M). 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 \$30.2M.



Contingency Drawdown as of December 31, 2024

# Link light rail East Link Extension

## Project Schedule

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

The November schedule update is shown below, as the December schedule is under review. The weighted percent complete for the remaining major construction contracts is 98.8% (same as last month).

**E130** continued direct fixation track plinth repair/rebuild, closeout, commissioning, and punch list work for stations and guideway.

**E320 and E360** have achieved substantial completion and are working toward Acceptance.

**E330, E335, and E340** have achieved Acceptance or Final Acceptance.

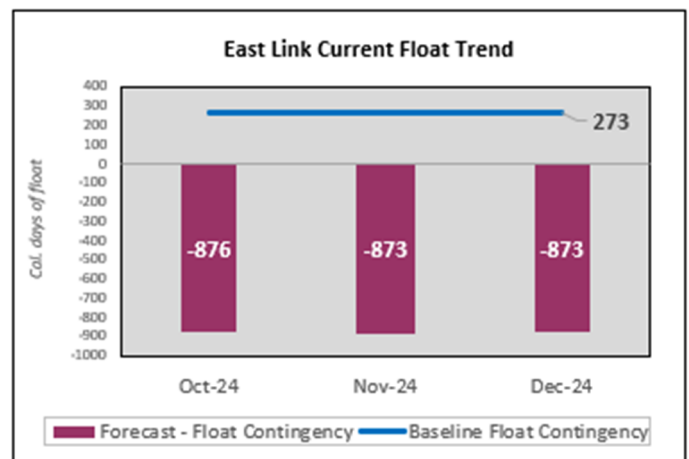
**E750** is ready to start Systems Integration Testing (SIT), pending civil completion of east segment track. Performing OCS and signal work on west segment between International District / Chinatown Station and the east portal of the Mount Baker Tunnel.

Activity ID	Activity Name	OO	RDI	Start	Finish	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
<b>E130 Construction</b>																					
	Milestones	2045	93	10-Mar-17 A	11-Apr-25	[Gantt bar]															
	Procurement	2010	93	10-Mar-17 A	11-Apr-25	[Gantt bar]															
	Permitting	1822	0	12-May-17 A	01-Jul-24 A	[Gantt bar]															
	Construction	2017	71	20-Mar-17 A	12-Mar-25	[Gantt bar]															
	Testing and Commissioning	1732	64	01-May-18 A	03-Mar-25	[Gantt bar]															
<b>E750 Construction</b>																					
	E750 Project	1634	107	11-Jul-17 A	02-May-25	[Gantt bar]															
	E750 Engineering	1934	107	11-Jul-17 A	02-May-25	[Gantt bar]															
	E750 Construction	1917	77	11-Jul-17 A	22-Mar-25	[Gantt bar]															
	E750 Construction	1643	107	12-Sep-18 A	02-May-25	[Gantt bar]															
<b>System Integration Testing - Eastlink Extension DRAFT</b>																					
	Contract Milestones	1602	170	28-Jan-20 A	01-Jul-25	[Gantt bar]															
	Test Milestones	30	30	05-May-25	04-Jun-25	[Gantt bar]															
	Plans and Procedures	295	139	13-Aug-24 A	03-Jun-25	[Gantt bar]															
	System Integration Testing Summary	1853	30	28-Jan-20 A	22-Feb-25	[Gantt bar]															
	System Integration Testing Summary	800	170	13-Sep-23 A	01-Jul-25	[Gantt bar]															
<b>East Link Rail Activation - PRS Adjustments</b>																					
	RAC - Rail Activation Committee	2275	405	10-Sep-19 A	10-Dec-25	[Gantt bar]															
	SIT - System Integrated Testing Committee	2130	384	21-Jan-20 A	19-Nov-25	[Gantt bar]															
	SSCRS - Safety and Security Certification Committee	542	0	28-Jan-20 A	23-Jul-21 A	[Gantt bar]															
	T20 - Transition To Operations Committee	2112	380	03-Feb-20 A	15-Nov-25	[Gantt bar]															
	PSS - Pre-Revenue Service and Startup Committee	2175	305	18-Sep-19 A	01-Sep-25	[Gantt bar]															
	IT - IT Readiness Committee	2096	350	21-Jan-20 A	16-Oct-25	[Gantt bar]															
	FLSC - Fire-Life Safety & Emergency Response Planning Committee	1593	260	08-Mar-21 A	18-Jul-25	[Gantt bar]															
	BRI - Bus-Rail Integration Committee	1254	250	01-Feb-22 A	08-Jul-25	[Gantt bar]															
	RI - Rider Information Committee	90	0	01-Dec-22 A	28-Feb-23 A	[Gantt bar]															
	System Integration Testing	1290	380	06-May-22 A	15-Nov-25	[Gantt bar]															
	Pre-Revenue Service	368	292	09-Aug-24 A	19-Aug-25	[Gantt bar]															
	Project Float Contingency	248	248	07-Apr-25	10-Dec-25	[Gantt bar]															
	Revenue Service	21	21	19-Nov-25	10-Dec-25	[Gantt bar]															
	Revenue Service	0	0	10-Dec-25	10-Dec-25	[Gantt bar]															

## Project Float

East Link was baselined with 273 days of program float and is currently forecast to finish 873 days behind the baselined Revenue Service Date of June 30, 2023.

Completion of trackwork in Segment 3, the floating bridge, remains the driving factor in the E130 contract, and subsequent handover of the track to the E750 systems contractor.

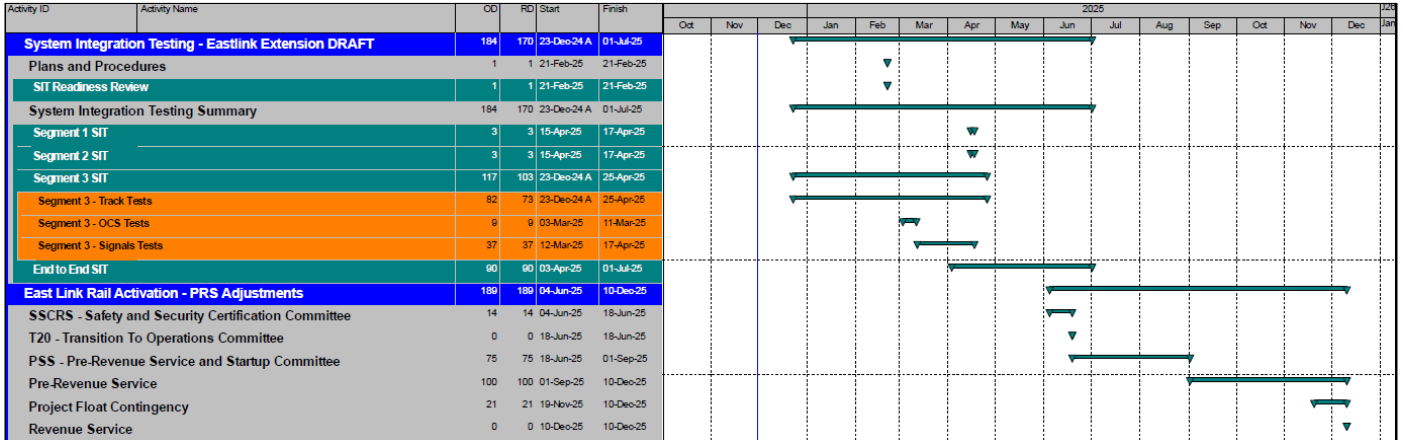




# Link light rail East Link Extension

## Critical Path Analysis

The East Link critical path for the November 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 System Integration Testing (SIT).



2-Line Opening on April 27, 2024

# 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 over to Operations will require more labor resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	40.6	44.1	(3.5)
Consultants	93.1	109.0	(15.9)
TOTAL	133.7	153.1	(19.4)

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

## Sound Transit Board Actions

Board Action	Description	Date
	No Action This Period.	

## Community Engagement



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

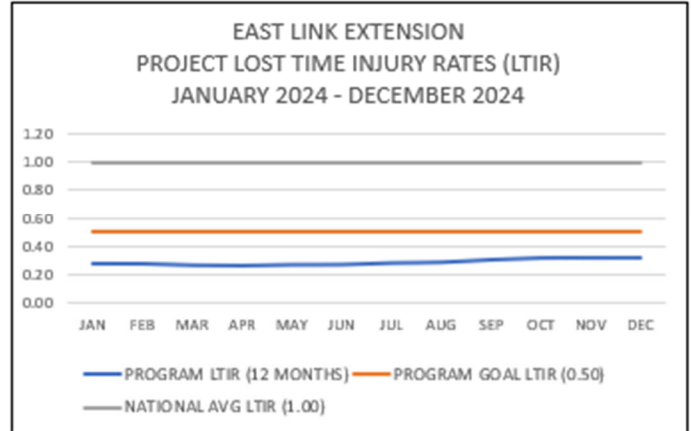
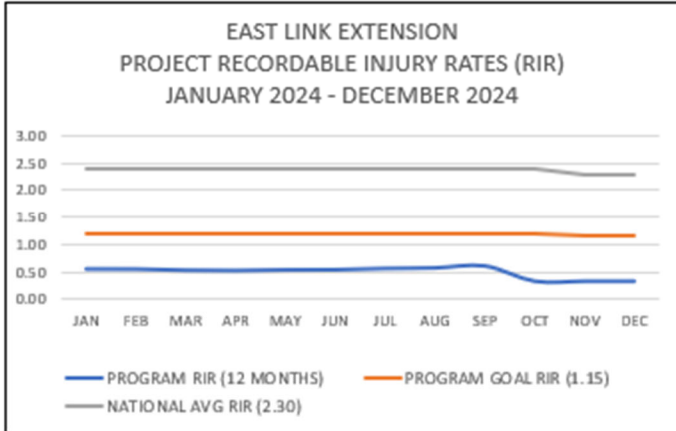
- Contacted by Lake Bellevue about the high water issues. Checked in with Operations to ensure the culvert grates were cleared.



# 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 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. Punch list work remains.*



*E130 Seattle to South Bellevue: Installing new nylon inserts on floating bridge, westbound*

**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.*

# Link light rail East Link Extension

## Major Contract Status

East Link Major Contract List as of 12/31/2024

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
<b>Completed Contracts</b>								
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 JOINT VENTURE	\$ 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		
<b>In-Progress Contracts</b>								
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	\$ 69,284,084	\$ 3,056,683	11/5/2012	6/30/2025
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	\$ 26,986,972	\$ 294,020	8/1/2012	6/30/2026
FD/DSDC - MI Transit Integration	David Evans Associates	\$ 709,239	\$ 414,272	\$ 1,123,511	\$ 1,060,407	\$ 63,104	10/25/2019	6/30/2025
CMC - Seattle - Bellevue	Jacobs PM Co.	\$ 4,721,795	\$ 88,197,555	\$ 92,919,350	\$ 90,219,235	\$ 2,700,115	12/21/2015	12/31/2025
CMC - Bellevue	HDR Engineering Inc.	\$ 3,445,455	\$ 121,994,545	\$ 125,440,000	\$ 122,634,590	\$ 2,805,410	9/12/2014	12/31/2025
DBPM - Redmond	Hill International	\$ 898,636	\$ 21,345,384	\$ 22,244,020	\$ 22,223,229	\$ 20,791	12/10/2014	12/31/2024
CMC - Systems	NorthWest Transit System Partners - NWTSP	\$ 25,455,931	\$ 11,254,230	\$ 36,710,161	\$ 36,222,770	\$ 487,391	8/15/2016	4/30/2025
E130 Civil / Seattle - Bellevue	Kiewit-Hoffman, East Link Constructors	\$ 665,000,000	\$ 79,412,744	\$ 744,412,744	\$ 719,279,840	\$ 25,132,904	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 JOINT VENTURE	\$ 228,398,210	\$ 219,855,924	\$ 448,254,134	\$ 448,254,134	\$ -	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	\$ 315,236,288	\$ 24,647,088	6/12/2017	5/31/2025
152nd/24th Improvement	City of Redmond	\$ 1,338,822	\$ -	\$ 1,338,822	\$ 955,748	\$ 383,074	4/1/2018	12/31/2024
Follow On Package 1	Howard S. Wright	\$ 2,617,791	\$ 10,892,669	\$ 13,510,460	\$ 11,380,279	\$ 2,130,181	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	timed for RSD
Misc. Start-Up & Station Maintenance	CBRE	\$ 2,404,602	\$ 3,136,356	\$ 5,540,958	\$ 3,081,938	\$ 2,459,020	~ 2022	3/31/2026
ELE Mitigation Project - 76th Ave SE & 80th Ave SE	TTAN Earthworks	\$ 3,070,644	\$ 200,000	\$ 3,270,644	\$ 1,540,172	\$ 1,730,472	5/31/2024	4/2/2025
Subtotal In-Progress Contracts				\$ 2,800,215,287	\$ 2,730,700,090	\$ 69,515,197		
<b>Planned Contracts</b>								
		Estimated Value					Anticipated NTP	Anticipated Completion
None								
Subtotal Planned Contracts				\$ -	\$ -			
<b>Total Contracts</b>								

Notes: \*1 Contract not closed out, residual work or warranty works remains  
\* Where applicable, Contract Value includes Betterments & ST Art.

# Link light rail East Link Extension

## Contract E130 – Seattle to South Bellevue Heavy Civil GC/CM

### Current Progress

- **West Segment:** Continue punch list including plant maintenance at Dearborn yard; prep for jet fan testing at Mount Baker Tunnel; ongoing defective direct fixation plinth reconstruction, including pocket track corrections.
- **Center Segment:** Ongoing installation of cathodic protection anchors on floating bridge; continue defective direct fixation plinth reconstruction, including wax tape primer and polyurea repairs on the floating bridge.
- **East Segment:** Continue punch list activities; prep for jet fan testing at MI Tunnel; investigation of platform/rail tolerance at MI Station; ongoing defective direct fixation plinth reconstruction, including formwork fabrication.

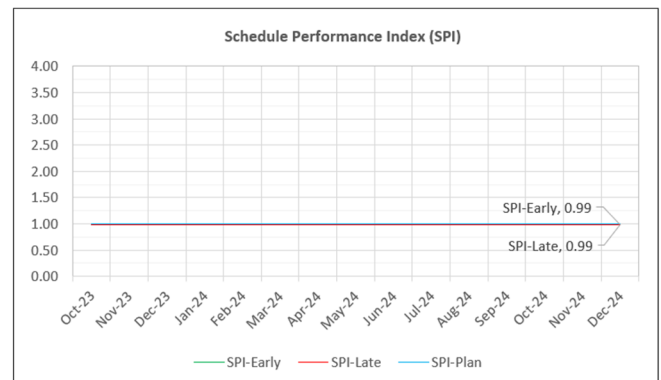
### Schedule Summary

The contractor’s November schedule update forecasts a March 11, 2025 substantial completion; 348 calendar days later than the contractual milestone date of February 28, 2024. The critical path to substantial completion runs through the plinth rebuild 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 under review.

Activity Name	Start	Finish	2024				2025					
			Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	
<b>E130 Construction</b>	10-Mar-17 A	11-Apr-25										
Milestones	10-Mar-17 A	11-Apr-25										
Project Management	10-Mar-17 A	11-Apr-25										
Procurement	10-Mar-17 A	11-Apr-25										
Permitting	12-May-17 A	01-Jul-24 A										
Construction	20-Mar-17 A	12-Mar-25										
<b>Preliminary Activities</b>	03-Apr-17 A	08-Feb-21 A										
Sitework	23-Aug-17 A	13-Jul-20 A										
Demolition	20-Jul-17 A	06-Dec-24										
Tunnel Modifications	18-Sep-17 A	11-Feb-25										
Stations	31-May-17 A	24-Jan-25										
OCS Bases/Frames	02-Apr-18 A	20-Dec-24										
Civil/Utilities	05-Jul-17 A	27-Dec-24										
Electrical	20-Mar-17 A	30-May-23 A										
Structures Retrofit	20-Mar-17 A	25-Feb-25										
Trackwork	02-Jan-18 A	12-Mar-25										
Systems	26-Jun-17 A	16-Jun-23 A										
IDS Modification	16-Jan-19 A	28-Feb-25										
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21 A										
Testing and Commissioning	01-May-18 A	03-Mar-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

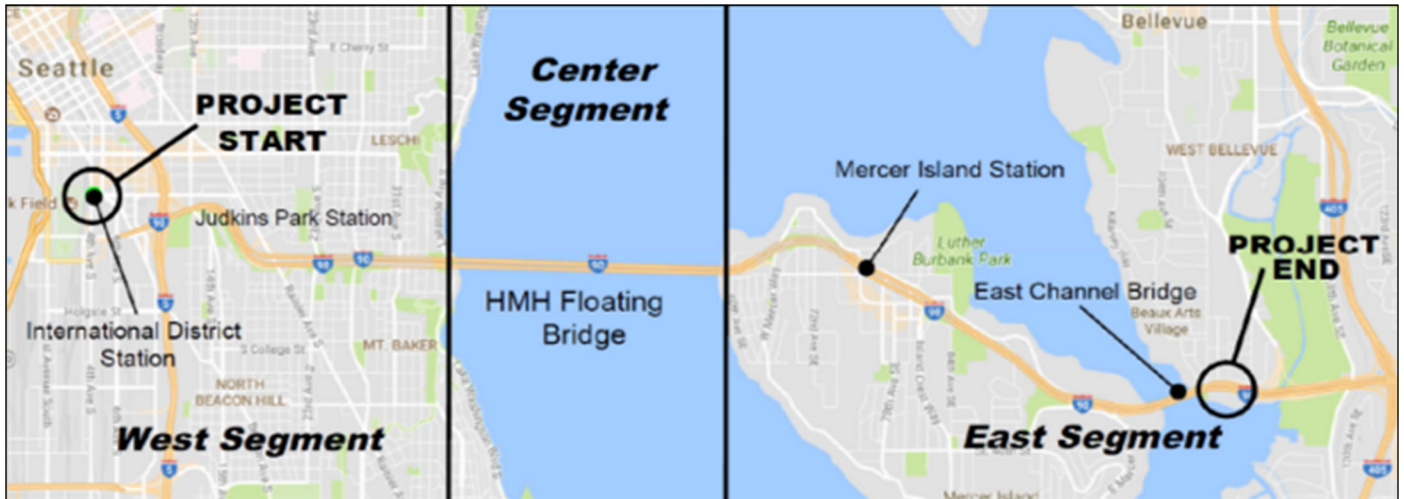
## Next Period's Activities

- **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.
- **East Segment:** Punch list work to continue; complete jet fan testing at Mercer Island Tunnel. Conduct track to earth testing and continue final track surveys.

## Closely Monitored Issues

- Direct fixation track plinth 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*
<b>E130 Contractor - Kiewit-Hoffman</b>	
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000
Change Order Value	\$79,412,744
Current Contract Value*	\$744,412,744
Total Actual Cost (Incurred to Date)	\$719,279,840
Percent Complete	98.73%
Authorized Contingency	\$85,660,541
Contingency Drawdown	\$79,412,744
Contingency Index	1.06

\* Contract Value excludes Betterments



Crews removing anchor cable guard on floating bridge while investigating cathodic protection components



# 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.

### Schedule Summary

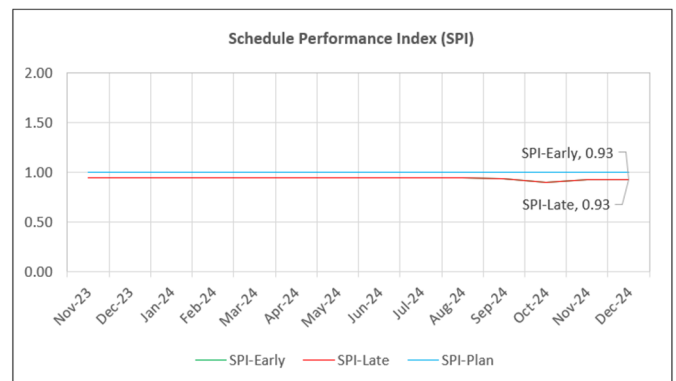
The contractor’s November schedule forecasts April 20, 2025 substantial completion; 203 calendar days later than the contractual milestone date of September 29, 2024. The critical path for this contract continues to be driven by track handover from the E130 civil contractor, which is significantly delayed. 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			2025		
			Q4	Q1	Q2	Q1	Q2	
<b>E750 Construction</b>	12-Jun-17 A	03-May-25	[Gantt bar spanning from Q4 2024 to Q2 2025]					
General	12-Jun-17 A	03-May-25	[Gantt bar spanning from Q4 2024 to Q2 2025]					
N830 Project	12-Jun-17 A	16-Dec-24	[Gantt bar spanning from Q4 2024 to Q4 2024]					
E750 Project	12-Jun-17 A	03-May-25	[Gantt bar spanning from Q4 2024 to Q2 2025]					
<b>E750 Engineering</b>	11-Jul-17 A	22-Mar-25	[Gantt bar spanning from Q4 2024 to Q1 2025]					
E750 Construction	12-Sep-18 A	02-May-25	[Gantt bar spanning from Q4 2024 to Q2 2025]					
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A	[Gantt bar spanning from Q4 2024 to Q4 2024]					
E750 Milestones	12-Mar-19 A	20-Apr-25	[Gantt bar spanning from Q4 2024 to Q1 2025]					
E750 SCCCRM	25-Jan-19 A	10-Dec-24	[Gantt bar spanning from Q4 2024 to Q4 2024]					
E750 OCS	14-Feb-19 A	28-Jan-25	[Gantt bar spanning from Q4 2024 to Q1 2025]					
E750 Traction Power / Substations	01-Oct-18 A	26-Dec-24	[Gantt bar spanning from Q4 2024 to Q4 2024]					
E750 Signals	12-Sep-18 A	15-Jan-25	[Gantt bar spanning from Q4 2024 to Q1 2025]					
E750 Communications	13-Nov-18 A	31-Dec-24	[Gantt bar spanning from Q4 2024 to Q4 2024]					
E750 Radio	28-Jan-19 A	10-Dec-24	[Gantt bar spanning from Q4 2024 to Q4 2024]					
E750 SCADA	12-Jul-22 A	20-Apr-23 A	[Gantt bar spanning from Q4 2024 to Q4 2024]					
E750 Trunk Fiber	19-Dec-18 A	11-Dec-24	[Gantt bar spanning from Q4 2024 to Q4 2024]					
E750 Testing and Commissioning	27-May-20 A	02-May-25	[Gantt bar spanning from Q4 2024 to Q2 2025]					

### Schedule Performance Index

E750 contract substantial completion date anticipated to occur in Q2 2025. The SPI-Early and SPI-Late is 0.93. 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 continue 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.

## Closely Monitored Issues

- Reinstallation of removed systems work on I-90 segment for plinth reconstruction.
- Preparation for start of systems integration testing of segment 1, East Channel Bridge to Mercer Island Tunnel west portal.



## Cost Summary

Present Financial Status	Amount
<b>E750 Contractor - Mass Electric Construction Co.</b>	
Original Contract Value	\$255,768,128
Change Order Value	\$84,115,248
Current Contract Value	\$339,883,376
Total Actual Cost (Incurred to Date)	\$315,236,288
Percent Complete	95.1%
Authorized Contingency	\$100,788,406
Contingency Drawdown	\$84,115,248
Contingency Index	1.3



*ELSL Opening Day*

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

# Link light rail

## Series 2 LRV Fleet Expansion

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### Project Summary

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



*Conditionally Accepted Siemens light rail vehicle placed into service*

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### 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.
- Continued transfer of Series 2 LRVs from OMF East to OMF Central for final testing & commissioning - one LRV was transferred this month.
- A total of 60 Series 1 LRVs were ATP retrofitted. The last 2 Series 1 LRVs ATP were retrofitted by Siemens at OMF East. Pending complete components installation before testing.

### 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 \$651.7M. The majority of the cost attributed to the vehicles phase at approximately \$624M. The current period expenditure is \$6.9M, 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	\$10.2	\$10.1	\$18.0	\$0.0
Construction Services	\$31.7	\$31.7	\$25.2	\$17.6	\$31.7	\$0.0
Vehicles	\$787.2	\$787.2	\$753.9	\$624.0	\$787.2	\$0.0
<b>Total</b>	<b>\$836.9</b>	<b>\$836.9</b>	<b>\$789.3</b>	<b>\$651.7</b>	<b>\$836.9</b>	<b>\$0.0</b>

### Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	\$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	\$626.7	\$791.3	(\$4.2)
80 Professional Services	\$47.2	\$44.1	\$28.2	\$25.0	\$39.9	\$4.2
90 Contingency	\$6.3	\$5.7	\$0.0	\$0.0	\$5.7	\$0.0
<b>Total (SCC 10 - 90)</b>	<b>\$836.9</b>	<b>\$836.9</b>	<b>\$789.3</b>	<b>\$651.7</b>	<b>\$836.9</b>	<b>\$0.0</b>

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

# Link light rail Series 2 LRV Fleet Expansion

## Contingency Management

The project's budget was baselined in September 2015 and amended in April 2017 with \$78.0M of Total Contingency. The project's current Total Contingency balance is at \$40.8M or approximately 28.1% of remaining work in the project.

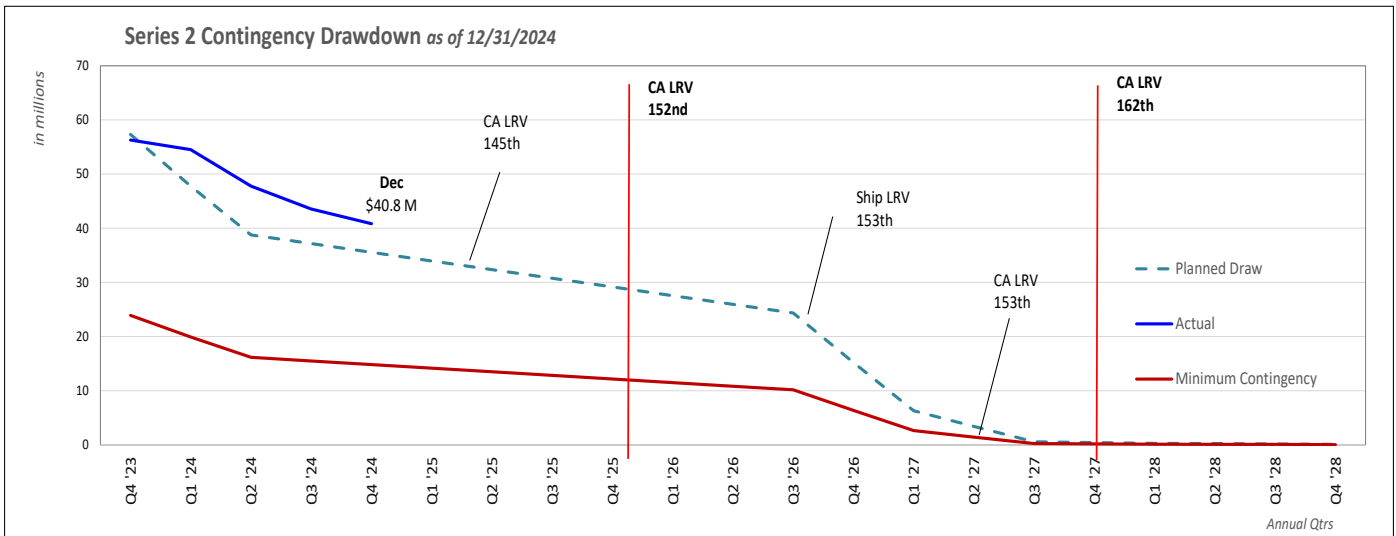
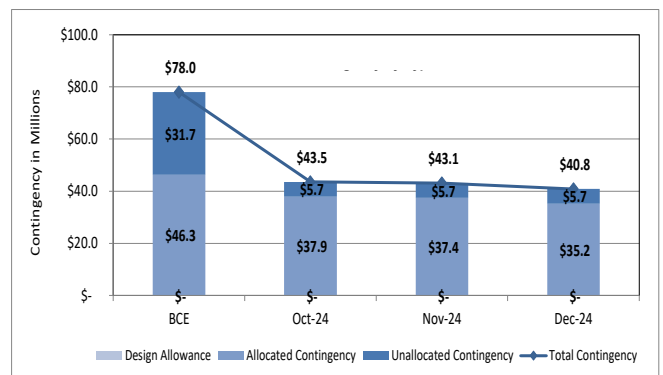
**Allocated Contingency (AC)** is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. The current allocated contingency balance decreased from \$37.4M to 35.2 compared to last period.

**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 (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$ 0.0	0.0%	\$ 0.0	0.0%
Allocated Contingency	\$46.3	6.3%	\$ 35.2	24.2%
Unallocated Contingency	\$31.7	4.3%	\$ 5.7	3.9%
<b>Total</b>	<b>\$78.0</b>	<b>10.7%</b>	<b>\$ 40.8</b>	<b>28.1%</b>

### Contingency Type



## Risk Management

The following are the top project risks:

- Delay in East Link rail access between OMF Central and OMF East results in cost and schedule inefficiency.
- Receiving LRVs at both OMF Central and OMF East create cost inefficiency and increased risk of double handling of LRV, as not all testing and commissioning activities can be performed at OMF East currently.
- The rate of Conditional Acceptance of Series 2 LRVs is sensitive to impacts from the risks described above. Any major strain imposed by these factors could affect the rate of Conditional Acceptance and potentially impact pre-revenue service start dates of Link extension projects.

# Link light rail Series 2 LRV Fleet Expansion

## Project Schedule

Percent complete of the contract payment milestones is calculated at 82.3% (last month was 81.5%).

The summary schedule below supports each of the project startup needs by identifying Conditional Acceptance (CA) testing of Light Rail Vehicles (LRVs) from Siemens' December 2024 schedule update.

CA of 135 LRVs has been completed to support revenue service.

Two (2) CAs were completed in December and six (6) 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			
<b>ST LRV Fleet Expansion - Recovery</b>	12-Jul-2021 A	31-Mar-2028																
Revised Project Delivery Sequence - (based on R2023-06)	07-Mar-2022 A	31-Mar-2028																
East Link - Starter Line - LRV Summary (Car #041-#063) 23 - Cars	07-Mar-2022 A	23-Apr-2024 A																
Lynnwood Link - LRV Summary (Car #064 - #097) 34 - Cars	18-Jul-2023 A	21-Aug-2024 A																
Downtown Redmond Link (Car #098 - Car #107) 10 - Cars	28-Dec-2023 A	09-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	06-Jan-2025																	
Downtown Redmond Link - Pre-Revenue Service - Forecast - END		09-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	16-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 #132 - #150	27-Sep-2024 A	11-Sep-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	26-Sep-2025	23-Oct-2025																
LRV Conditional Acceptance - Extra - Summary - Car #151 - #152	26-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	02-Oct-2025																

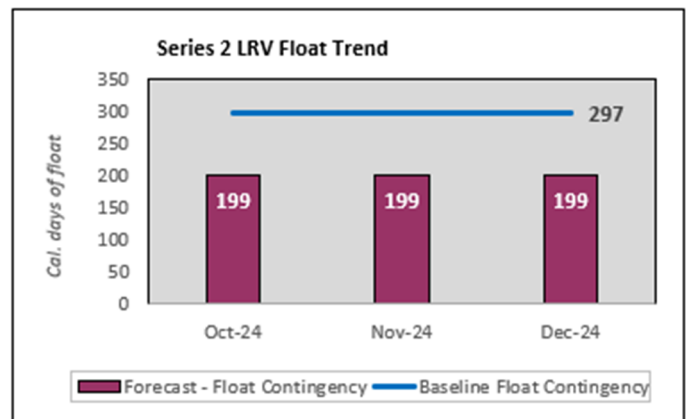
## Project Float

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).

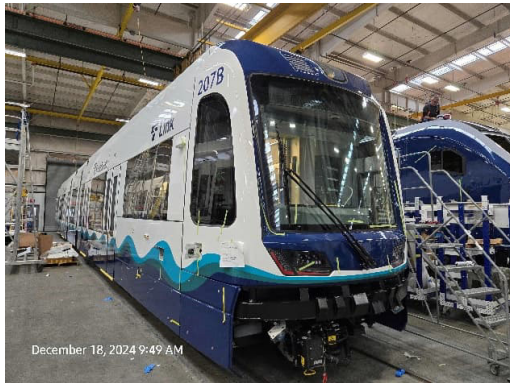
This month there is 199 days of float remaining, which reflects the availability of components during the final assembly of these LRVs.

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 December 31, 2024

LRV status	Received /	Testing In Progress	Conditionally	Entered Revenue
*Planned	152	13	139	139
Actual (Seattle)	126	1	125	125
Actual (Bellevue)	13	3	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 December 2024. 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	5.4	0.7
Consultants	9.6	7.3	2.3
TOTAL	15.7	12.7	3.0

\* 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**

**December 2024**

**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 12/30/2024; 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	\$739.1	\$506.1	\$10.6	\$484.4	\$518.6	\$220.5	\$4.3
20 Stations	\$318.9	\$241.7	\$309.5	\$3.5	\$289.1	\$309.5	(\$67.9)	\$9.4
30 Support Facilities	\$5.3	\$10.0	\$11.8	\$0.1	\$11.3	\$11.8	(\$1.8)	(\$6.5)
40 Sitework & Special Conditions	\$542.5	\$478.6	\$499.1	(\$4.7)	\$456.0	\$602.9	(\$124.3)	(\$60.4)
50 Systems	\$153.8	\$111.1	\$128.4	(\$2.7)	\$122.5	\$129.7	(\$18.6)	\$24.1
<b>Construction Subtotal (10 - 50)</b>	<b>\$1,543</b>	<b>\$1,580</b>	<b>\$1,455</b>	<b>\$7</b>	<b>\$1,363</b>	<b>\$1,573</b>	<b>\$8</b>	<b>(\$29)</b>
60 Row, Land	\$341.6	\$324.7	\$241.8	\$0.8	\$239.0	\$256.7	\$68.0	\$84.8
70 Vehicles	\$99.2	\$5.0	\$97.0	\$1.0	\$84.9	\$102.5	(\$97.5)	(\$3.2)
80 Professional Services	\$386.6	\$467.0	\$420.9	\$4.5	\$404.3	\$475.0	(\$7.9)	(\$88.3)
90 Unallocated Contingency	\$637.4	\$74.3	\$0.0	\$0.0	\$0.0	\$74.3	(\$0.0)	\$563.1
<b>Total (10 - 90)</b>	<b>\$3,008</b>	<b>\$2,452</b>	<b>\$2,215</b>	<b>\$13</b>	<b>\$2,092</b>	<b>\$2,481</b>	<b>(\$29)</b>	<b>\$527</b>
<b>TIFIA reporting nuances:</b> 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)

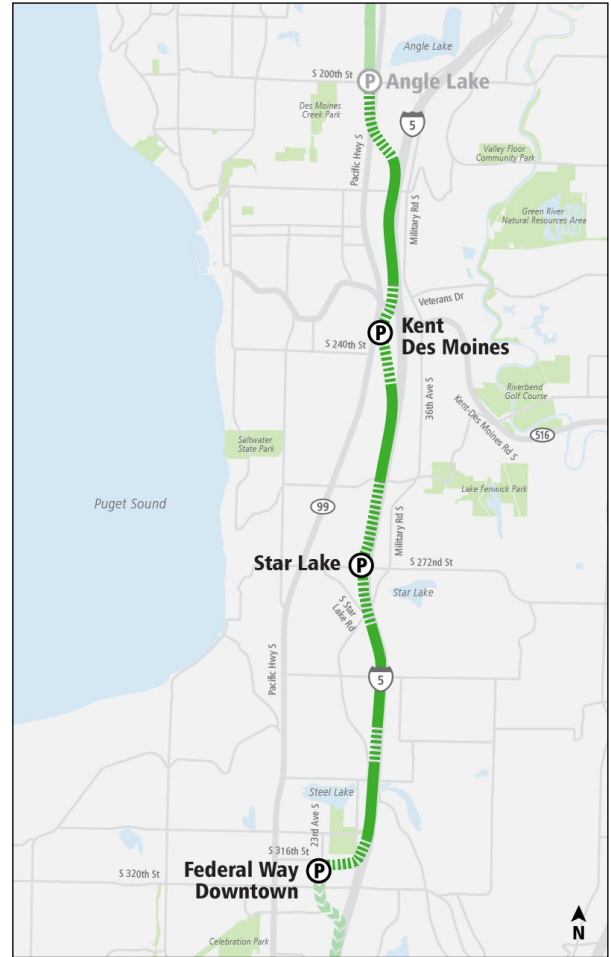
**Phase** Final Design/Construction

**Budget** \$2.45 Billion (ST Baseline Sept 2018)

**Schedule** Baseline Revenue Service Date:  
December 2024

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 pulled a train across Structure C section of the alignment.
- 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 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) early Limited Notice To Proceed activities ongoing.

# 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 \$12.2M was incurred. Approximately \$7.3M in Construction phase, of which F200 was \$5.6M. \$2.3M for Construction Services, \$0.8M for ROW, \$1.3M for Admin Phases, and remaining expenditures derived from Preliminary Engineering, Final Design, and Third Party phases. This period the project continues to forecast an Estimated Final Cost of \$2.4B with a budget underrun of \$68.0M.

### 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	\$104.5	\$68.1	\$1.3	\$67.5	\$104.5	\$0.0
Preliminary Engineering	\$46.5	\$46.1	\$45.6	\$0.0	\$45.4	\$46.1	\$0.0
Final Design	\$3.1	\$7.2	\$4.9	\$0.0	\$4.6	\$7.2	\$0.0
Construction Services	\$107.0	\$156.2	\$139.5	\$2.3	\$127.9	\$156.2	\$0.0
3rd Party Agreements	\$27.7	\$44.0	\$31.4	\$0.3	\$28.1	\$44.0	\$0.0
Construction	\$1,831.9	\$1,768.7	\$1,589.9	\$7.3	\$1,495.6	\$1,768.7	\$0.0
ROW	\$338.8	\$324.7	\$241.8	\$0.8	\$239.0	\$256.7	\$68.0
<b>Total</b>	<b>\$2,451.5</b>	<b>\$2,451.5</b>	<b>\$2,121.2</b>	<b>\$12.2</b>	<b>\$2,008.1</b>	<b>\$2,383.5</b>	<b>\$68.0</b>

### Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month*	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$523.0	\$739.1	\$506.1	\$10.6	\$484.4	\$518.6	\$220.5
20 Stations	\$318.9	\$241.7	\$309.5	\$3.5	\$289.1	\$309.5	-\$67.9
30 Support Facilities	\$5.3	\$10.0	\$11.8	\$0.1	\$11.3	\$11.8	-\$1.8
40 Sitework/Special Condition	\$558.4	\$476.5	\$499.1	-\$4.7	\$456.0	\$602.9	-\$126.4
50 Systems	\$153.8	\$111.1	\$128.4	-\$2.7	\$122.5	\$129.7	-\$18.6
<b>Construction Subtotal(10-50)</b>	<b>\$1,559.4</b>	<b>\$1,578.4</b>	<b>\$1,455.0</b>	<b>\$6.8</b>	<b>\$1,363.3</b>	<b>\$1,572.6</b>	<b>\$5.8</b>
60 ROW, Land	\$341.6	\$324.7	\$241.8	\$0.8	\$239.0	\$256.7	\$68.0
70 Vehicles	\$1.8	\$5.0	\$3.5	\$0.1	\$1.5	\$5.0	\$0.0
80 Professional Services	\$370.7	\$466.6	\$420.9	\$4.5	\$404.3	\$475.0	-\$8.3
90 Unallocated Contingency	\$178.1	\$76.8	\$0.0	\$0.0	\$0.0	\$74.3	\$2.5
<b>Total (10 - 90)</b>	<b>\$2,451.5</b>	<b>\$2,451.5</b>	<b>\$2,121.2</b>	<b>\$12.2</b>	<b>\$2,008.1</b>	<b>\$2,383.5</b>	<b>\$68.0</b>

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

# Link light rail Federal Way Link Extension

## Contingency Management

The FWLE project budget was baselined in September 2018 with a total contingency of \$549.9M. The current contingency balance is \$265.9M. Additional contingency of \$459.3M (FTA P65 requirement in FFGA) is not reflected in the below contingency status but resides in ST Financial Plan.

**Allocated Contingency (AC)** is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period the AC balance decreased by \$0.4M due mostly to F200 executed CO. The AC contingency balance is \$191.6M.

**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. During this period the UAC balance remained unchanged at \$74.3M.

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%	\$191.6	107.9%
Unallocated Contingency	\$178.1	7.3%	\$74.3	41.8%
<b>Total:</b>	<b>\$549.9</b>	<b>22.4%</b>	<b>\$265.9</b>	<b>149.8%</b>

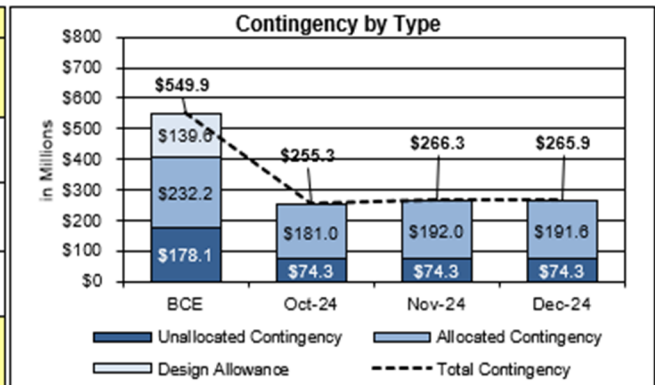
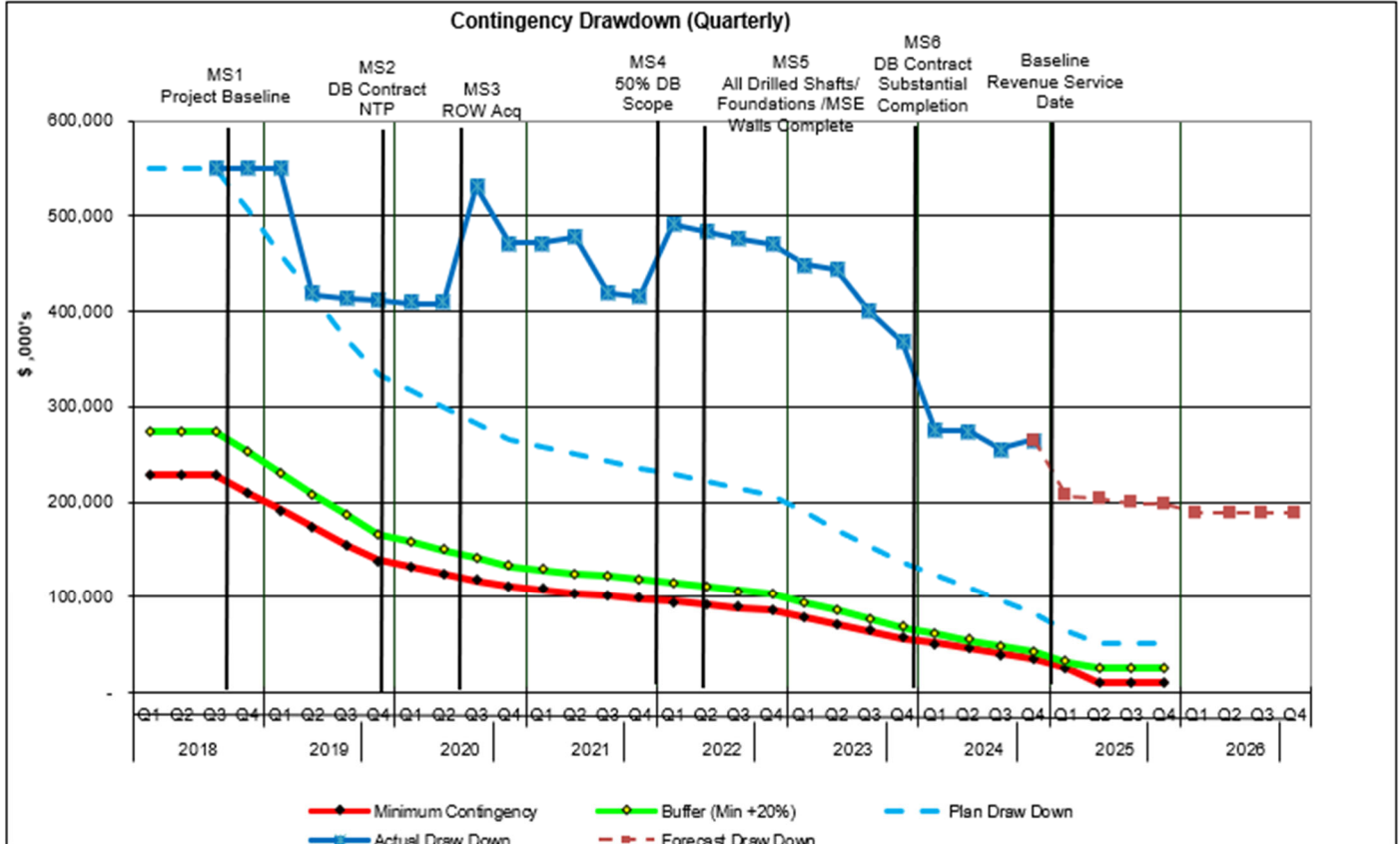


Table figures are shown in millions.





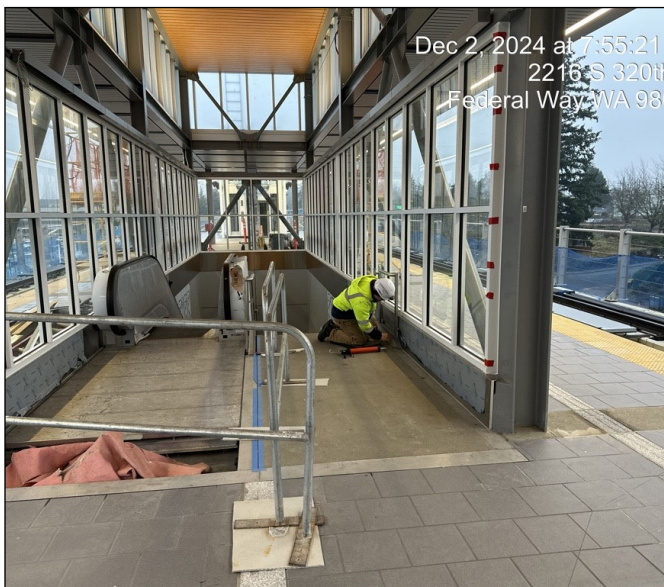
# Link light rail Federal Way Link Extension

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## 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.
- Lack of material and equipment resources necessary to perform testing and startup activities may result in cost and schedule delays to the project.
- 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.
- 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.



*Expansion Joint work at Public Spaces*



*Egress Extension Install at Kent Des Moines Station*



# Link light rail Federal Way Link Extension

## Project Schedule

The weighted percent complete of the major construction contracts this month is 94% (last month was 93.4%), which accounts for the time and cost impact of the F200 Structure C Long Span. The integrated schedule includes the revised F200 contract milestones per change order #181 executed July 2024 which improved FFGA Milestone #6 from 20-Nov-24 to 20-Aug-2024, a three (3) month improvement to Substantial Completion. Lastly, FFGA Milestone #7 represents the “target” Revenue Service Date which includes 98 days of project float contingency.

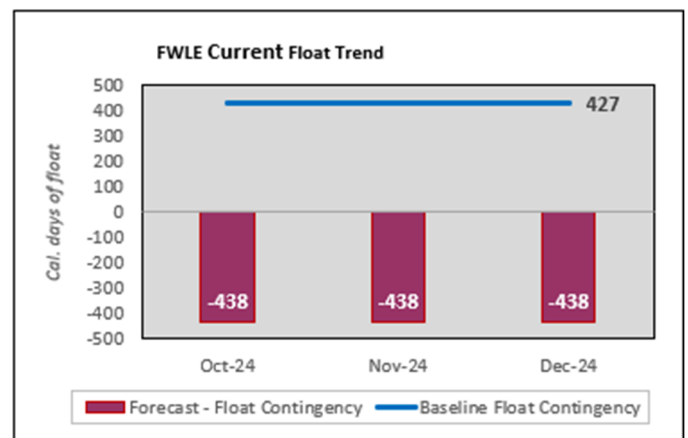
FFGA Milestone #5 was achieved in September 2023 with the completion of drill shaft C07. This marks the completion of all major substructure work, which significantly decreases the geotechnical risk for the project. Next, FFGA Milestone #3 is trending Q2 2026 due to delays in F200 ROW acquisitions, which do not impact the critical path. F210 traffic mitigation construction's acceptance of all work is trending Q1 2026, which is driven by F210 ROW acquisitions. The Current Progress RSD is Q1 2026.

Activity Name	Start	Finish	2025								2026									
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4								
<b>Sound Transit</b>	01-Jul-2016A	17-Feb-2027																		
<b>Sound Transit 2</b>	01-Jul-2016A	17-Feb-2027																		
<b>ST2 - South Corridor</b>	01-Jul-2016A	17-Feb-2027																		
<b>Federal Way Link Extension Integrated Schedule</b>	01-Jul-2016A	17-Feb-2027																		
<b>Federal Way - Master Schedule</b>	01-Jul-2016A	27-Apr-2026																		
<b>Federal Way Link Extension - Integrated Master Schedule</b>	01-Jul-2016A	27-Apr-2026																		
<b>Baseline/FFGA Milestones</b>	27-Sep-2018A	27-Apr-2026																		
MS 01 - Baseline Project (Q3 2018)		27-Sep-2018A																		
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-2019A																		
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		05-Jan-2022A																		
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		12-Sep-2023A																		
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		20-Aug-2025																		
MS 07 - Revenue Service w/Float (Q4 2024)		14-Mar-2026																		
MS 03 - ROW Acquisitions Complete (Q1 2020)		27-Apr-2026																		
<b>Preliminary Engineering</b>	01-Jul-2016A	22-Jan-2020A																		
<b>Third Party Agreements and Permitting</b>	01-Jul-2016A	21-Sep-2020A																		
<b>Federal Way Link - Design-Build Construction Management Consultant - Contract</b>	14-Nov-2016A	31-Dec-2025																		
<b>Federal Way Design/Build Contract Procurement</b>	11-Mar-2017A	07-Jun-2019A																		
<b>Federal Way - Right of Way</b>	10-May-2017A	17-Feb-2027																		
<b>Federal Way - Construction</b>	01-Jun-2019A	17-Mar-2026																		
F200 Federal Way Link Extension Design-Build	01-Jun-2019A	19-Dec-2025																		
F210 Traffic Mitigation - Construction	25-Jul-2024A	17-Mar-2026																		
<b>Federal Way - Rail Activation &amp; Pre-Revenue Service</b>	01-Apr-2022A	15-Mar-2026																		
Federal Way Link Extension - RACT and Pre-Revenue Service	01-Apr-2022A	15-Mar-2026																		
<b>Federal Way Link Extension - Rail Activation</b>	01-Apr-2022A	15-Mar-2026																		
<b>Federal Way Link Extension - Pre-Revenue Service</b>	21-Aug-2025	14-Mar-2026																		
Operator Familiarization	21-Aug-2025	24-Oct-2025																		
Simulated Service	25-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 .

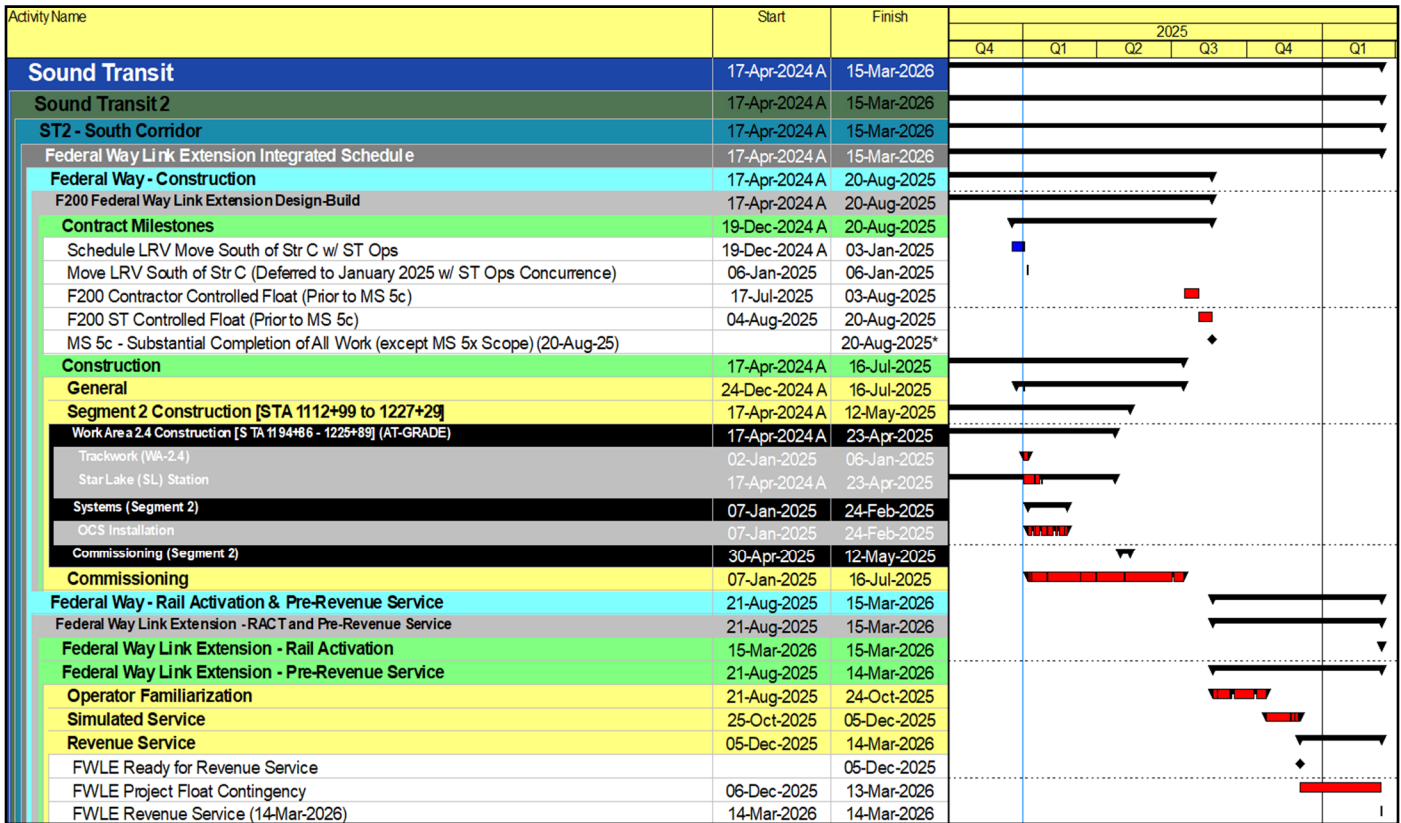
*Note: Negative float will continue until a revised RSD is approved by the ST Board.*



# Link light rail Federal Way Link Extension

## Critical Path Analysis

The critical path to revenue service commences with Structure C track work, Segment 2 OCS installation, commissioning, and system integration testing. The critical path continues with Design Builder and Sound Transit controlled F200 contract float, and pre-revenue service operations. 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 duration was decreased to 107 calendar days. The target Revenue Service Date is 14-Mar-26, which currently includes 98 days of project float contingency.



# Link light rail Federal Way Link Extension

## Major Contract Status

Contract Number	Contract Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
<b>Completed Contracts</b>						<b>\$ 137,668</b>	<b>\$ 137,668</b>		
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
<b>In-Progress Contracts</b>						<b>\$ 1,751,433,624</b>	<b>\$ 1,646,899,439</b>		
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	\$1,668,262	\$2,847,325	\$2,698,406	Nov-21	Dec-24	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	\$127,802,241	Mar-18	Jun-26	Open
RTA/CN 0009-17	F200 Angle Lake to FWTC Design-Build	Kiewit Infrastructure West Co	\$ 1,285,200,000	\$239,817,413	\$1,525,017,413	\$1,451,449,517	Jun-19	Jan-26	Open
RTA/PP 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			\$20,663,443	\$15,921,022	varies	varies	Open
RTA/AE 0015-24	F210 Traffic Mitigation Improvement Construction	Stacy & Witbeck	\$11,648,140	\$0	\$11,648,140	\$0	LNTP 11/1/24	Estimated 4/9/2025	Open
<b>Planned Contracts</b>						<b>\$ 1,000,000</b>	<b>\$ -</b>		
	PSE Fiber	tbd			\$1,000,000				Aggr pending
<b>Contract Totals</b>					<b>\$ 1,752,571,292</b>	<b>\$ 1,647,037,107</b>			

# Link light rail Federal Way Link Extension

## Right-of-Way

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

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

Federal Way Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
272	371	454	437	445	443

*\*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

- Compiled a comprehensive engagement summary for all the engagement in 2024.
- Completed and implemented the bus loop community engagement plan for the bus loop change.
- Continued Temporary Construction closeout/ activation coordination with property owners.
- Continued engagement regarding final restoration, water intrusion, and fencing plans with adjacent property owners.



FWLE Engagement Team at Industry Partners Event

# Link light rail Federal Way Link Extension

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## Staffing Summary

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

The project team has updated the Planned FTE Monthly Average estimate for the year. Overall the project is 22.3 FTEs below the staffing plan for this period. Overall Consultant staffing is 1.3 FTEs above the plan this period. The main contributor is the DBPM Services that addresses Design-Build contractor activities for change management, major construction oversight pertaining to stations, garages, various civil site work throughout the alignment and systems activities, in addition to supplementing ST project staff vacancies. ST staffing is trending approximately 23.6 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	52.9	29.3	23.6
Consultants	59.7	61.0	(1.3)
TOTAL	112.6	90.3	22.3

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

## Sound Transit Board Actions

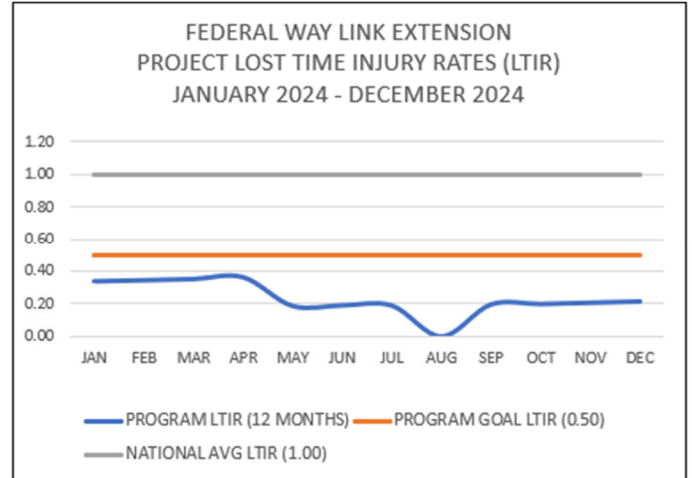
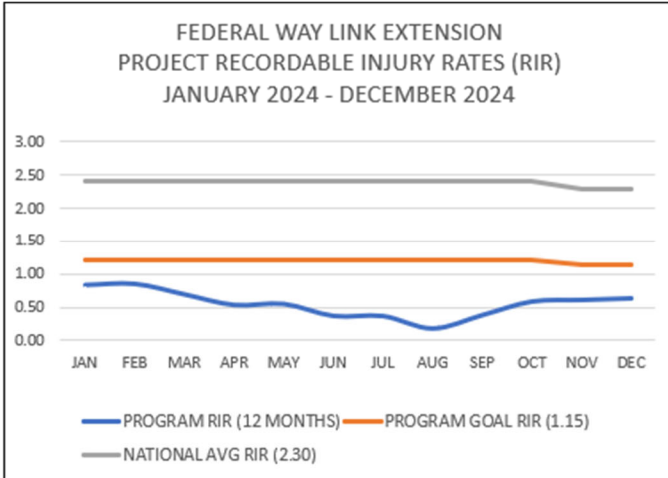
Board Action	Description	Date
	No action this period.	



# Link light rail Federal Way Link Extension

## Construction Safety

	Safety	Project	Program Goal	National Average	WA State Average
🔄	Recordable Injury Rate (RIR)	0.64	1.15	2.30	4.40
🔄	Lost Time Injury Rate (LTIR)	0.21	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 December 2024, the baseline schedule confirmed completion: Contract total = 94% (last month was 93.4%); 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 & 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—92%, Sub Ballast—00%, Ballast—97%, Ties—97%, Rails—94%.
- 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: Installation and testing ongoing.
- Systems WA 1.3: OCS work.
- Signal house SO3: Testing and 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 all elements of long span bridge.
- Star Lake Station (92.8% complete): Extensive work on East/West Platform & Plaza levels. Testing & Commissioning.
- Star Lake Garage (97.7% 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 (94.8% complete): Extensive work on North/South surface/platform levels. Testing & Commissioning.
- FWD Garage modification (82.3% complete): Extensive work on interior/exterior elements. Testing & Commissioning.
- End of Line Facility: Work on both interior/exterior elements. Testing and Commissioning.



Structure C- Pond E Excavation and Grading



Federal Way Downtown-Tree Pit Topsoil

# Link light rail Federal Way Link Extension

## Schedule Summary

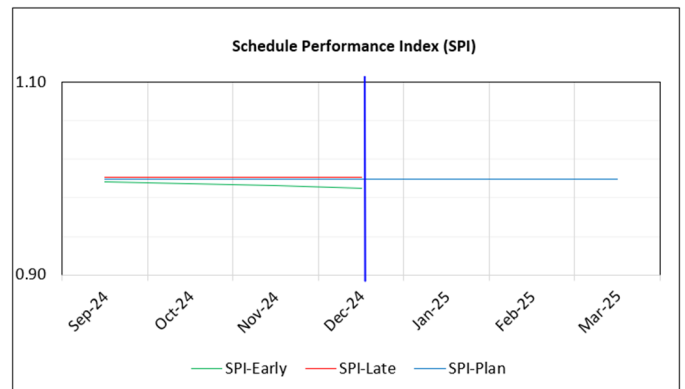
The weighted percent complete of major construction contracts is at 94% (last month was 93.4%). The schedule below represents the December 2024 CPM update. The Structure C Long Span impact and optimized contract milestones per change order #181 have been incorporated into the F200 schedule. All of the 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 the construction of elevated guideways and finishes, direct fixation and ballasted track, station and garages, civil work, utilities, systems, traction power, and other systems.

Activity Name	Start	Finish	2025				
			Q4	Q1	Q2	Q3	Q4
<b>F200 Federal Way Link Extension Design-Build</b>	01-Jun-2019 A	19-Dec-2025	[Gantt bar spanning from Q4 2019 to Q4 2025]				
<b>Contract Milestones</b>	07-Jun-2019 A	19-Dec-2025	[Gantt bar spanning from Q4 2019 to Q4 2025]				
Limited Notice to Proceed	07-Jun-2019 A		[Gantt bar from Q4 2019 to Q1 2020]				
Notice to Proceed	04-May-2020 A		[Gantt bar from Q1 2020 to Q1 2021]				
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	[Gantt bar from Q1 2020 to Q1 2021]				
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (07-Nov-22)		04-Nov-2022 A	[Gantt bar from Q1 2020 to Q1 2021]				
MS 4a - Work in WSDOT ROW from Angle Lake Station to S 259th Place (VA-3) (01-Nov-23)		31-Oct-2023 A	[Gantt bar from Q1 2020 to Q1 2021]				
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jan-24)		22-Dec-2023 A	[Gantt bar from Q1 2020 to Q1 2021]				
MS 4b.2 - Work in WSDOT ROW from S 259th Place to S 272nd Street (C05 South, East Side of Guideway) (VA-3) (01-Nov-24)		31-Oct-2024 A	[Gantt bar from Q1 2020 to Q1 2021]				
MS 5a - Substantial Completion Work North of Structure C (01-Jan-25)		31-Dec-2024 A	[Gantt bar from Q1 2020 to Q1 2021]				
MS 5b - Substantial Completion Work South of Structure C (29-Mar-25)		01-Apr-2025*	[Gantt bar from Q1 2020 to Q1 2021]				
MS 4b.1 - Work in WSDOT ROW from S 259th Place to S 272nd Street (Pond E Area to North of C05) (VA-3) (31-May-25)		16-Apr-2025*	[Gantt bar from Q1 2020 to Q1 2021]				
MS 5c - Substantial Completion of All Work (except MS 5x Scope) (20-Aug-25)		20-Aug-2025*	[Gantt bar from Q1 2020 to Q1 2021]				
MS 4b.3 - Work in WSDOT ROW from S 259th Place to S 272nd Street (C05 South, West Side of Guideway) (VA-3) (20-Aug-25)		20-Aug-2025*	[Gantt bar from Q1 2020 to Q1 2021]				
MS 5d - Acceptance of All Work (except MS 5x Scope) and Project Ready of Revenue Service (20-Oct-25)		19-Oct-2025*	[Gantt bar from Q1 2020 to Q1 2021]				
MS 5x - Substantial Completion of All Remaining Work (20-Oct-25)		22-Oct-2025*	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Substantial Completion Inspection and Punchlist Milestone 5a</b>	28-Feb-2020 A	18-Jun-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Substantial Completion Inspection and Punchlist Milestone 5b</b>	25-Jul-2024 A	05-Jul-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Substantial Completion Inspection and Punchlist Milestone 5c</b>	24-Jan-2025	17-Oct-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Substantial Completion Inspection and Punchlist Milestone 5x</b>	28-Mar-2025	19-Dec-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Design</b>	07-Jun-2019 A	03-Mar-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Construction</b>	01-Jun-2019 A	19-Dec-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>General</b>	01-Jun-2019 A	19-Dec-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Segment 1 Construction [STA 990+10 to 1112+99]</b>	28-Jun-2019 A	11-Sep-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Segment 2 Construction [STA 1112+99 to 1227+29]</b>	28-Jun-2019 A	09-Oct-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Segment 3 Construction [STA 1227+29 to 1401+87]</b>	28-Jun-2019 A	03-Nov-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Commissioning</b>	10-May-2021 A	03-Oct-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Provisional Sums</b>	01-Dec-2019 A	18-Aug-2025	[Gantt bar from Q1 2020 to Q1 2021]				
<b>Change Orders</b>	01-Jul-2019 A	03-Oct-2025	[Gantt bar from Q1 2020 to Q1 2021]				

## Schedule Performance Index

The Early SPI is 0.99 and Late SPI is 1.00. Current report calculated based on the December 2024 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: 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
<b>F200 Contractor– Kiewit Infrastructure West Co</b>	
Original Contract Value	\$1,285,200,000
Change Order Value (excludes betterments)	\$320,000,570
Current Contract Value	\$1,605,200,570
Total Actual Cost (Incurred to Date)	\$1,451,449,517
Percent Complete	94.0%
Authorized Contingency + Add'l Ctg	\$358,297,519
Contingency Drawdown (excludes betterments)	\$320,000,570
Contingency Index *	
*Excludes ATC/NTD, betterments	1.16



Bollards Installation at 236th St. Des Moines

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

**TIFIA LOAN AGREEMENT  
MONTHLY REPORT**

**December 2024**

**For the  
NE 130TH STREET INFILL STATION PROJECT  
(TIFIA-2023-1007A, Issued Date: 05/02/2023)**



# Link light rail NE 130th St Infill Station

## TIFIA Project Cost Summary by SCC

(As of 12/31/2024; 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	\$148.7	\$121.2	\$5.4	\$68.6	\$13.9	\$135.1	\$13.6	\$13.6
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	\$7.4	\$4.9	\$0.0	\$0.7	\$1.9	\$6.8	\$0.6	\$0.7
50-Systems	\$16.2	\$16.2	\$14.8	\$1.0	\$4.7	\$1.4	\$16.2	\$0.0	\$0.0
<b>Construction Subtotal</b>	<b>\$172.7</b>	<b>\$172.8</b>	<b>\$140.8</b>	<b>\$6.4</b>	<b>\$74.0</b>	<b>\$17.7</b>	<b>\$158.5</b>	<b>\$14.2</b>	<b>\$14.3</b>
60-ROW	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.0	\$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	\$50.2	\$41.1	\$1.0	\$31.2	\$8.1	\$49.2	\$0.5	\$1.0
90-Unallocated Contingency	\$17.7	\$17.1	\$0.0	\$0.0	\$0.0	\$11.5	\$11.5	\$6.1	\$5.6
<b>Total TIFIA Project</b>	<b>\$240.2</b>	<b>\$240.2</b>	<b>\$181.9</b>	<b>\$7.4</b>	<b>\$105.2</b>	<b>\$37.3</b>	<b>\$219.2</b>	<b>\$20.9</b>	<b>\$20.9</b>

# **Link light rail NE 130th St Infill Station**

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## **Project Summary**

**Scope** Construct an elevated infill station at NE 130th St and 5th Ave NE in Seattle.

**Phase** Construction

**Budget** \$240.2 Million

**Schedule** Revenue Service: Q2 2026  
Projected Substantial Completion Date  
June 30, 2026\*

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



*Rendering of Station as Viewed from I-5 Overpass*

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## **Key Project Activities**

- Continued ancillary building CMU walls installation.
- Continued station underground utility installation.
- Continued retaining wall fascia panel installation and drainage.
- Continued concrete placement elevator and escalator pit footings.

## **Closely Monitored Issues**

- Coordination of single tracking at night to complete platform roofs and lighting.
- Completing critical work for Civil / Systems handover.
- Structural steel and station switchgear delivery.

# Link light rail

## NE 130th St Infill 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 \$7.4M. 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	\$5.1	\$0.3	\$5.1	\$8.6	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$0.0	\$2.7	\$2.7	\$0.0
Final Design	\$17.6	\$17.6	\$16.7	\$0.3	\$15.5	\$17.5	\$0.1
Construction Services	\$17.3	\$17.3	\$12.7	\$0.5	\$6.8	\$17.2	\$0.1
3rd Party Agreements	\$1.7	\$1.7	\$0.9	\$0.0	\$0.7	\$1.0	\$0.7
Construction	\$192.6	\$192.1	\$143.7	\$6.4	\$74.3	\$172.1	\$20.0
ROW	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.0
Project Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total</b>	<b>\$240.2</b>	<b>\$240.2</b>	<b>\$181.9</b>	<b>\$7.4</b>	<b>\$105.2</b>	<b>\$219.2</b>	<b>\$20.9</b>

### Cost Summary by SCC

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$148.7	\$148.7	\$121.2	\$5.4	\$68.6	\$135.1	\$13.6
30 Support Facilities	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.4	\$0.0
40 Sitework & Special Conditions	\$7.4	\$7.4	\$4.9	\$0.0	\$0.7	\$6.8	\$0.7
50 Systems	\$16.2	\$16.2	\$14.8	\$1.0	\$4.7	\$16.2	\$0.0
<b>Construction Subtotal(10 - 50)</b>	<b>\$172.8</b>	<b>\$172.8</b>	<b>\$140.8</b>	<b>\$6.4</b>	<b>\$74.0</b>	<b>\$158.5</b>	<b>\$14.3</b>
60 ROW, Land	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.0
70 Vehicles (Non-Revenue)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$49.7	\$50.2	\$41.1	\$1.0	\$31.2	\$49.2	\$1.0
90 Unallocated Contingency	\$17.6	\$17.1	\$0.0	\$0.0	\$0.0	\$11.5	\$5.6
<b>Total (10 - 90)</b>	<b>\$240.2</b>	<b>\$240.2</b>	<b>\$181.9</b>	<b>\$7.4</b>	<b>\$105.2</b>	<b>\$219.2</b>	<b>\$20.9</b>

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

# Link light rail NE 130th St Infill Station

## Contingency Management

The project budget was baselined in 2022 with a total contingency of \$48.6M. The current contingency balance is at \$49.7M (minor change from previous month).

**Allocated Contingency (AC):** Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period allocated contingency decreased by \$18k due to construction change orders.

**Unallocated Contingency (UAC):** Used to address general project-wide cost risks and uncertainties. This period there was no change to UAC.

### 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%	\$32.6	34.2%
Unallocated Contingency	\$17.7	7.4%	\$17.1	17.9%
<b>Total:</b>	<b>\$48.6</b>	<b>20.2%</b>	<b>\$49.7</b>	<b>52.1%</b>

### Contingency by Type

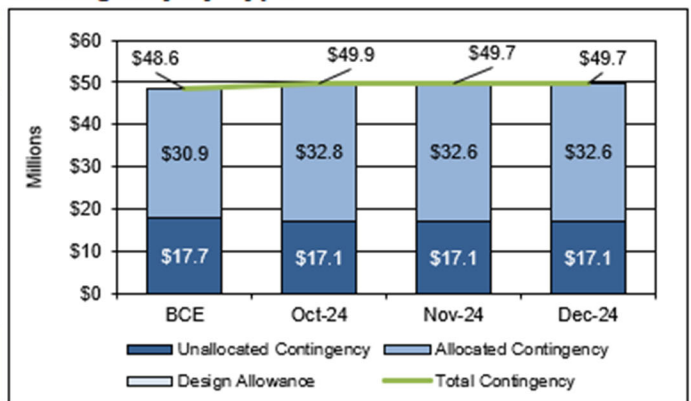
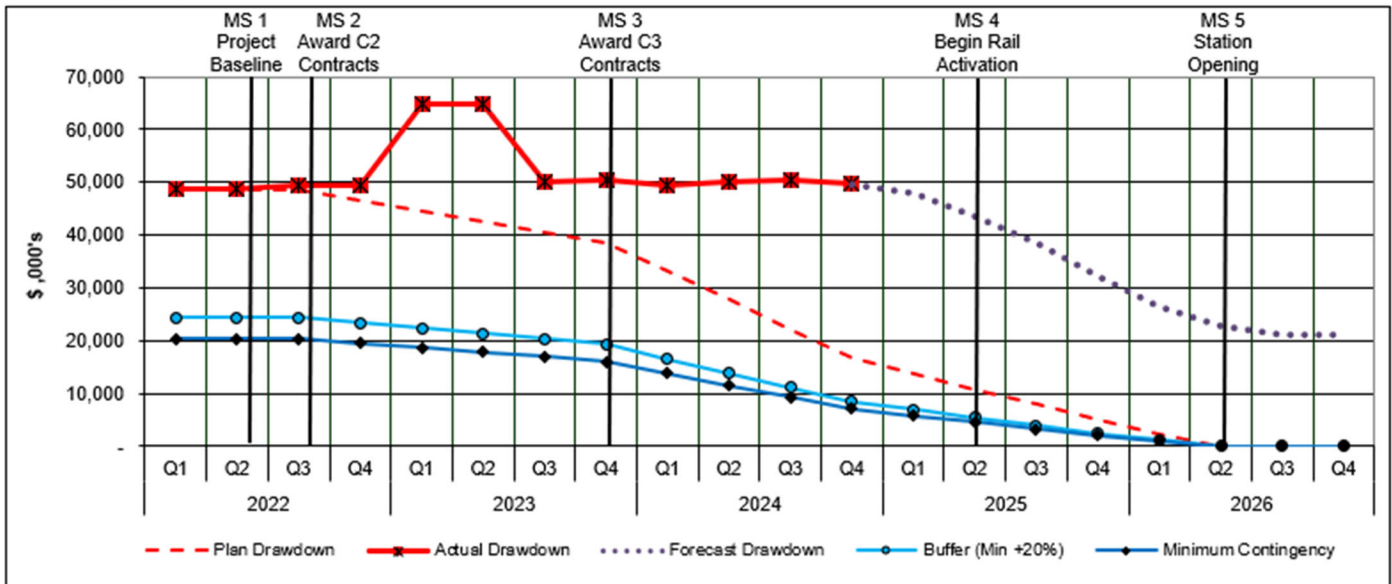


Table figures are shown in millions.

### Contingency Drawdown



# Link light rail NE 130th St Infill 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

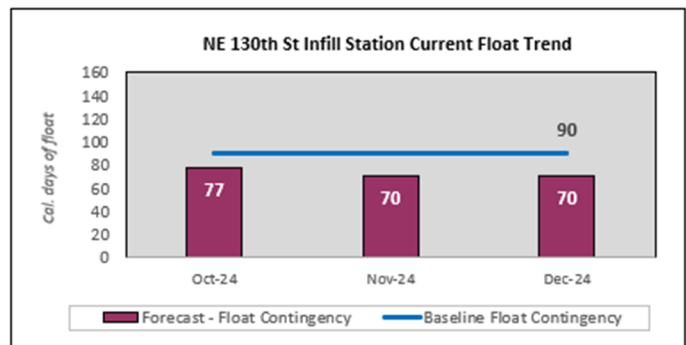
The weighted percent complete for the major construction contracts this month is 56.8% (last month was 53.2%).

The schedule below shows the integrated project schedule through November, with the December submittal still under review. The L230 contractor is completing work on underground utilities and support structures for the station. Work on base slabs is underway. The current projected Revenue Service Date remains Q2 2026.

Activity Name	Start	Finish	2025				2026		
			Q4	Q1	Q2	Q3	Q4	Q1	Q2
<b>NE 130th Station - Design &amp; Permitting</b>	04-Feb-19 A	17-Mar-25							
<b>NE 130th Station - ROW Acquisitions -</b>	23-Jun-22 A	29-Dec-24							
<b>NE 130th Station - Platform &amp; Canopie</b>	22-Sep-20 A	29-Jun-24 A							
<b>L-230 NE 130th Street Infill Station - Fir</b>	31-Jul-23 A	05-Feb-26							
<b>GENERAL</b>	31-Jul-23 A	05-Feb-26							
<b>PROCUREMENT</b>	31-Jul-23 A	06-Jun-25							
<b>CONSTRUCTION</b>	30-Aug-23 A	05-Dec-25							
<b>Mobilization</b>	30-Aug-23 A	30-Apr-24 A							
<b>STATION CONSTRUCTION</b>	14-Sep-23 A	05-Dec-25							
<b>CIVIL SITE UTILITIES</b>	21-May-24 A	06-Jun-25							
<b>SITE IMPROVEMENTS</b>	04-Jan-25	03-Dec-25							
<b>CLOSEOUT</b>	01-Oct-24 A	28-Oct-25							
<b>PROVISIONAL SUMS</b>	19-Aug-24 A	08-Dec-25							
<b>CHANGE ORDERS</b>	28-Aug-24 A	02-Dec-24							
<b>NE 130th Station - Systems Installati</b>	10-Apr-23 A	19-Nov-25							
<b>Sound Transit L810 90% Engineering / Cor</b>	10-Apr-23 A	19-Nov-25							
<b>L810 Engineering</b>	10-Apr-23 A	19-Nov-25							
<b>L810 Construction</b>	17-Feb-25	20-Oct-25							
<b>L810 Fees</b>	10-Apr-23 A	19-Nov-25							
<b>L810 NSS</b>	20-Jan-25	19-Nov-25							
<b>L810 Risk</b>	10-Apr-23 A	19-Nov-25							
<b>NE 130th Station - Rail Activation</b>	23-Feb-24 A	07-Apr-26							
<b>RA Tasks</b>	23-Feb-24 A	26-Jan-26							
<b>Pre-Revenue Service</b>	12-Nov-25	22-Jan-26							

## Project Float

Project float remains 70 days, based on L230 schedule logic changes that affect the critical path. That schedule revision is currently under review by Sound Transit. Overall, the project schedule continues to reflect an on-time completion.





# Link light rail NE 130th St Infill 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
<b>Completed/In Progress Contracts</b>							
PE, Civil FD, Civil DSDC	HNTB/Jacobs	\$4.3	\$13.2	\$17.6	\$16.8	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	\$0.0	Jun 2020	Nov 2025
Civil CMC	PGH Wong	\$0.4	\$11.5	\$11.9	\$6.3	Jul 2020	May 2026
Systems CMC	NWTSP	\$0.2	\$0.0	\$0.2	\$0.1	Jul 2024	May 2026
L210 Civil Construction	SKH	\$5.0	\$17.1	\$22.1	\$22.1	Jul 2020	Aug 2024
L230 Civil Construction	Absher	\$98.3	\$0.8	\$99.1	\$46.5	Aug 2023	Oct 2025
L810 Systems Construction	Mass Electric	\$14.3	\$0.0	\$14.3	\$4.5	Feb 2022	Nov 2025
				\$166.8	\$97.3		

<b>Planned Contracts</b>							
				\$0.0	\$0.0		
<b>Total Contracts</b>				\$166.8	\$97.3		

# Link light rail NE 130th St Infill Station

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## Community Engagement

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

- Continue to prepare for station naming survey distribution.
- 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 below the planned FTE monthly average.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	11.7	6.3	5.4
Consultants	19.5	20.4	(0.9)
TOTAL	31.2	26.7	4.5



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

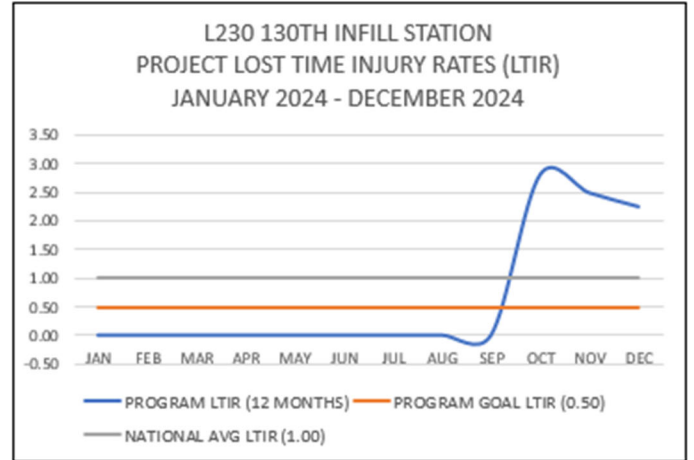
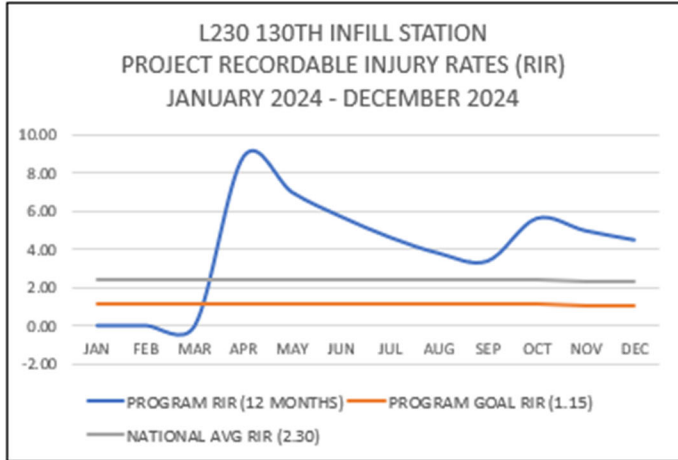
## Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

# Link light rail NE 130th St Infill Station

## Construction Safety

Safety		Project	Program Goal	National Average	WA State Average
	Recordable Injury Rate (RIR)	4.49	1.15	2.30	4.40
	Lost Time Injury Rate (LTIR)	2.24	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 NE 130th St Infill Station

## Contract L230 Station Finishes

### Current Progress

- Continued soldier pile wall construction.
- Continued underground utility installation.
- Continued platform canopy roof purlins and gutter supports installation.

### Schedule Summary

The L230 contract schedule has been updated through November., with the December submittal still under review. 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	Jun	Jul	A	S	Oct	N
<b>L-230 NE 130th Street Infill Station - Fir</b>	31-Jul-23 A	05-Feb-26	[Gantt bar spanning from Jul 2023 to Feb 2026]																													
<b>GENERAL</b>	31-Jul-23 A	05-Feb-26	[Gantt bar spanning from Jul 2023 to Feb 2026]																													
Milestones (Start / Complete)	31-Jul-23 A	05-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 MSs - Ab	19-May-25	03-Oct-25	[Gantt bar spanning from May 2025 to Oct 2025]																													
Project Start-up	31-Jul-23 A	31-Jan-25	[Gantt bar spanning from Jul 2023 to Jan 2025]																													
<b>PROCUREMENT</b>	31-Jul-23 A	06-Jun-25	[Gantt bar spanning from Jul 2023 to Jun 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	06-Jun-25	[Gantt bar spanning from Aug 2023 to Jun 2025]																													
Traffic Control	20-May-24 A	17-Jan-25	[Gantt bar spanning from May 2024 to Jan 2025]																													
<b>CONSTRUCTION</b>	30-Aug-23 A	05-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]																													
<b>STATION CONSTRUCTION</b>	14-Sep-23 A	05-Dec-25	[Gantt bar spanning from Sep 2023 to Dec 2025]																													
<b>CIVIL SITE UTILITIES</b>	21-May-24 A	06-Jun-25	[Gantt bar spanning from May 2024 to Jun 2025]																													
<b>SITE IMPROVEMENTS</b>	04-Jan-25	03-Dec-25	[Gantt bar spanning from Jan 2025 to Dec 2025]																													
<b>CLOSEOUT</b>	01-Oct-24 A	28-Oct-25	[Gantt bar spanning from Oct 2024 to Oct 2025]																													
<b>PROVISIONAL SUMS</b>	19-Aug-24 A	08-Dec-25	[Gantt bar spanning from Aug 2024 to Dec 2025]																													
<b>CHANGE ORDERS</b>	28-Aug-24 A	02-Dec-24	[Gantt bar spanning from Aug 2024 to Dec 2024]																													

Present Financial Status	Amount
<b>Absher – Civil Construction</b>	
Original Contract Value	\$98,270,000
Change Order Value	\$815,518
Current Contract Value	\$99,085,518
Total Actual Cost (Incurred to Date)	\$46,500,131
Percent Complete	49.9%
Authorized Contingency	\$14,740,500
Contingency Drawdown	\$815,518
Contingency Index	9.0



Platform roofing installation

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

**TIFIA LOAN AGREEMENT  
MONTHLY REPORT**

**December 2024**

**For the  
SOUTH SOUNDER 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

## TIFIA Project Cost Summary by SCC

(As of 12/31/2024; figures in million dollars)

<b>RRIF Project (Puyallup, Sumner, Auburn Station Parking and Access Improvements)</b>										
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	\$0.0
20 Stations	\$94.4	\$127.8	\$112.6	\$117.4	\$46.8	\$2.8	\$49.6	\$111.7	\$16.0	\$16.0
30 Support Facilities	\$0.0	\$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	\$67.6	\$23.9	\$11.8	\$0.1	\$11.9	\$67.5	(\$7.1)	(\$7.1)
50 Systems	\$6.9	\$3.8	\$10.1	\$6.3	\$6.3	\$0.0	\$6.3	\$10.0	(\$6.3)	(\$6.3)
<b>Construction Subtotal (10 - 50)</b>	<b>\$191.6</b>	<b>\$191.9</b>	<b>\$190.3</b>	<b>\$147.6</b>	<b>\$65.0</b>	<b>\$2.8</b>	<b>\$67.8</b>	<b>\$189.2</b>	<b>\$2.6</b>	<b>\$2.6</b>
60 Row, Land	\$22.1	\$20.8	\$22.4	\$26.3	\$26.2	\$0.1	\$26.2	\$22.4	(\$1.5)	(\$1.5)
70 Vehicles	\$0.0	\$0.0	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2	(\$0.2)	(\$0.2)
80 Professional Services	\$89.6	\$84.1	\$88.4	\$78.1	\$64.2	\$1.6	\$65.7	\$88.0	(\$3.9)	(\$3.9)
90 Unallocated Contingency	\$11.3	\$14.5	\$10.3	\$0.0	\$0.0	\$0.0	\$0.0	\$10.3	\$4.3	\$4.3
<b>Total TIFIA Project (10 - 90)</b>	<b>\$314.6</b>	<b>\$311.3</b>	<b>\$311.5</b>	<b>\$252.0</b>	<b>\$158.5</b>	<b>\$1.3</b>	<b>\$159.8</b>	<b>\$310.0</b>	<b>\$1.3</b>	<b>\$1.3</b>
<b>Puyallup Project</b>										
SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Baseline Budget vs. EFC <sup>1</sup>	
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$33.3	\$47.1	\$31.9	\$31.0	\$31.0	\$0.0	\$31.0	\$31.0	\$16.0	\$16.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$10.7	\$1.0	\$9.5	\$9.4	\$9.4	(\$0.1)	\$9.3	\$9.4	(\$8.4)	(\$8.4)
50 Systems	\$3.8	\$0.0	\$6.3	\$6.3	\$6.3	\$0.0	\$6.3	\$6.3	(\$6.3)	(\$6.3)
<b>Puyallup Construction Subtotal</b>	<b>\$47.8</b>	<b>\$48.0</b>	<b>\$47.7</b>	<b>\$46.7</b>	<b>\$46.7</b>	<b>(\$0.1)</b>	<b>\$46.6</b>	<b>\$46.7</b>	<b>\$1.4</b>	<b>\$1.4</b>
60 Row, Land	\$6.7	\$5.4	\$6.8	\$6.7	\$6.7	\$0.0	\$6.7	\$6.7	(\$1.3)	(\$1.3)
70 Vehicles (non-revenue)	\$0.0	\$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	\$27.0	(\$5.0)	(\$5.0)
90 Unallocated Contingency	\$0.4	\$3.7	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$3.6	\$3.6
<b>Total Puyallup Project</b>	<b>\$82.3</b>	<b>\$79.1</b>	<b>\$81.9</b>	<b>\$80.4</b>	<b>\$80.3</b>	<b>(\$0.1)</b>	<b>\$80.2</b>	<b>\$80.4</b>	<b>(\$1.3)</b>	<b>(\$1.3)</b>
<b>Sumner Project</b>										
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	\$0.0
20 Stations	\$20.9	\$21.0	\$21.0	\$38.9	\$10.4	\$0.5	\$10.8	\$21.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$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	\$42.5	\$6.6	\$1.7	\$0.1	\$1.8	\$42.5	\$1.2	\$1.2
50 Systems	\$2.3	\$2.3	\$2.3	\$0.0	\$0.0	\$0.0	\$0.0	\$2.3	\$0.0	\$0.0
<b>Sumner Construction Subtotal</b>	<b>\$67.0</b>	<b>\$67.1</b>	<b>\$65.8</b>	<b>\$45.5</b>	<b>\$12.1</b>	<b>\$0.5</b>	<b>\$12.6</b>	<b>\$65.8</b>	<b>\$1.2</b>	<b>\$1.2</b>
60 Row, Land	\$4.6	\$4.6	\$4.7	\$4.3	\$4.2	\$0.0	\$4.2	\$4.7	(\$0.1)	(\$0.1)
70 Vehicles (non-revenue)	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	(\$0.1)	(\$0.1)
80 Professional Services	\$32.5	\$32.5	\$33.3	\$29.1	\$23.9	\$0.7	\$24.6	\$33.3	(\$0.8)	(\$0.8)
90 Unallocated Contingency	\$4.8	\$4.8	\$4.7	\$0.0	\$0.0	\$0.0	\$0.0	\$4.7	\$0.0	\$0.0
<b>Total Sumner Project</b>	<b>\$108.9</b>	<b>\$109.0</b>	<b>\$108.7</b>	<b>\$78.8</b>	<b>\$40.9</b>	<b>\$0.6</b>	<b>\$41.4</b>	<b>\$108.7</b>	<b>\$0.3</b>	<b>\$0.3</b>
<b>Auburn Project</b>										
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	\$0.0
20 Stations	\$40.1	\$59.7	\$59.7	\$47.4	\$5.5	\$2.3	\$7.7	\$59.7	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$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	\$15.6	\$8.0	\$0.7	\$0.1	\$0.8	\$15.6	\$0.0	\$0.0
50 Systems	\$0.8	\$1.4	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$1.4	\$0.0	\$0.0
<b>Auburn Construction Subtotal</b>	<b>\$76.7</b>	<b>\$76.8</b>	<b>\$76.8</b>	<b>\$55.4</b>	<b>\$6.2</b>	<b>\$2.4</b>	<b>\$8.6</b>	<b>\$76.8</b>	<b>\$0.0</b>	<b>\$0.0</b>
60 Row, Land	\$10.8	\$10.8	\$11.0	\$15.3	\$15.3	\$0.0	\$15.3	\$11.0	(\$0.1)	(\$0.1)
70 Vehicles (non-revenue)	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	(\$0.1)	(\$0.1)
80 Professional Services	\$29.6	\$29.6	\$27.7	\$22.0	\$13.3	\$0.9	\$14.2	\$27.7	\$1.9	\$1.9
90 Unallocated Contingency	\$6.1	\$6.1	\$5.5	\$0.0	\$0.0	\$0.0	\$0.0	\$5.5	\$0.6	\$0.6
<b>Total Auburn Project</b>	<b>\$123.2</b>	<b>\$123.3</b>	<b>\$120.9</b>	<b>\$92.8</b>	<b>\$37.3</b>	<b>\$0.8</b>	<b>\$38.1</b>	<b>\$120.9</b>	<b>\$2.4</b>	<b>\$2.4</b>

### Notes

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

# Sounder commuter rail

## Sumner Kent Auburn Stations Parking & Access Improvements

### 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 limited construction sitework.
- Design-Builder continued working on IFC Building plans and deviation request.

Kent:

- Completed contaminated soil testing and exploration under former cold storage side. Plan established removal and remediation.
- Design-Builder continued to progress all design packages
  - Clearing & grading - IFC review completed.
  - KCM layover yard - 60% design in review.
  - Garage progressing from 60% to 100% design.

Auburn:

- Provided draft agreement to King County Metro on bus stop improvements, currently under review by KCM.
- Contaminated soil removal and site demo completed.



Auburn Station Parking & Access Improvements

Auburn continued:

- 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 \$1.8M. The incurred cost increased from \$105.6M to \$107.4M. 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**

<b>Project Phase</b>	<b>Baseline Budget</b>	<b>Authorized Project Allocation</b>	<b>Commitment to Date</b>	<b>Incurred this Month*</b>	<b>Incurred to Date</b>	<b>Estimated Final Cost (EFC)</b>	<b>Authorized Allocation vs. EFC</b>
Administration	\$29.1	\$26.2	\$13.8	\$0.3	\$13.9	\$26.2	\$0.0
Preliminary Engineering	\$8.4	\$8.3	\$8.2	\$0.0	\$8.2	\$8.3	\$0.0
Final Design	\$1.0	\$0.4	\$0.1	\$0.0	\$0.1	\$0.4	\$0.0
Construction Services	\$29.1	\$32.7	\$27.6	\$0.3	\$11.1	\$32.7	\$0.0
3rd Party Agreements	\$8.2	\$8.0	\$8.0	\$0.0	\$6.6	\$8.0	\$0.0
Construction	\$258.2	\$258.2	\$175.2	\$1.1	\$42.3	\$258.2	\$0.0
ROW	\$25.7	\$25.8	\$25.3	\$0.1	\$25.2	\$25.8	\$0.0
<b>Total</b>	<b>\$359.7</b>	<b>\$359.7</b>	<b>\$258.3</b>	<b>\$1.8</b>	<b>\$107.4</b>	<b>\$359.7</b>	<b>\$0.0</b>

### **Cost Summary by SCC**

<b>SCC Element</b>	<b>Baseline Budget</b>	<b>Authorized Project Allocation</b>	<b>Commitment to Date</b>	<b>Incurred this Month</b>	<b>Incurred to Date</b>	<b>Estimated Final Cost (EFC)</b>	<b>Authorized Allocation vs. EFC</b>
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$135.3	\$135.3	\$133.7	\$0.9	\$24.1	\$177.7	(\$42.4)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$85.1	\$83.9	\$24.7	\$0.1	\$3.7	\$46.8	\$37.1
50 Systems	\$5.1	\$5.1	\$0.0	\$0.0	\$0.0	\$0.9	\$4.2
<b>Construction Subtotal (10 - 50)</b>	<b>\$225.5</b>	<b>\$224.2</b>	<b>\$158.4</b>	<b>\$0.9</b>	<b>\$27.8</b>	<b>\$225.3</b>	<b>(\$1.1)</b>
60 ROW, Land	\$24.5	\$24.8	\$25.3	\$0.1	\$25.2	\$25.8	(\$1.0)
70 Vehicles	\$0.0	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3	\$0.0
80 Professional Services	\$92.5	\$93.8	\$74.6	\$0.8	\$54.4	\$92.7	\$1.1
90 Unallocated Contingency	\$17.2	\$16.5	\$0.0	\$0.0	\$0.0	\$15.5	\$1.0
<b>Total (10 - 90)</b>	<b>\$359.7</b>	<b>\$359.7</b>	<b>\$258.3</b>	<b>\$1.8</b>	<b>\$107.4</b>	<b>\$359.7</b>	<b>\$0.0</b>

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 \$66.8M; decreased by \$10.2M 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 \$34K in AC was used for an executed change order for the Auburn design-build contract and \$18K in AC was used for an executed change order for Sumner design-build contract.

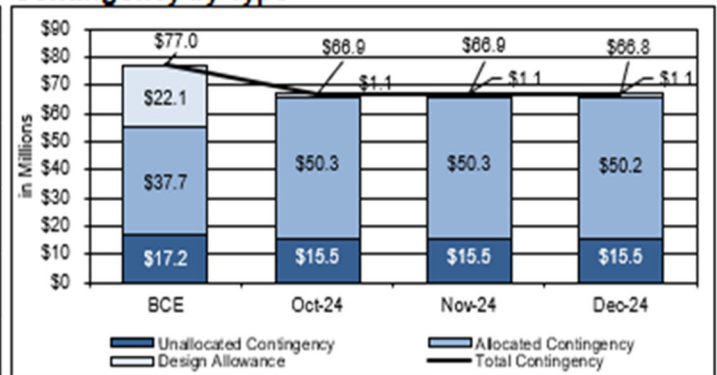
**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

#### Contingency Status (Monthly)

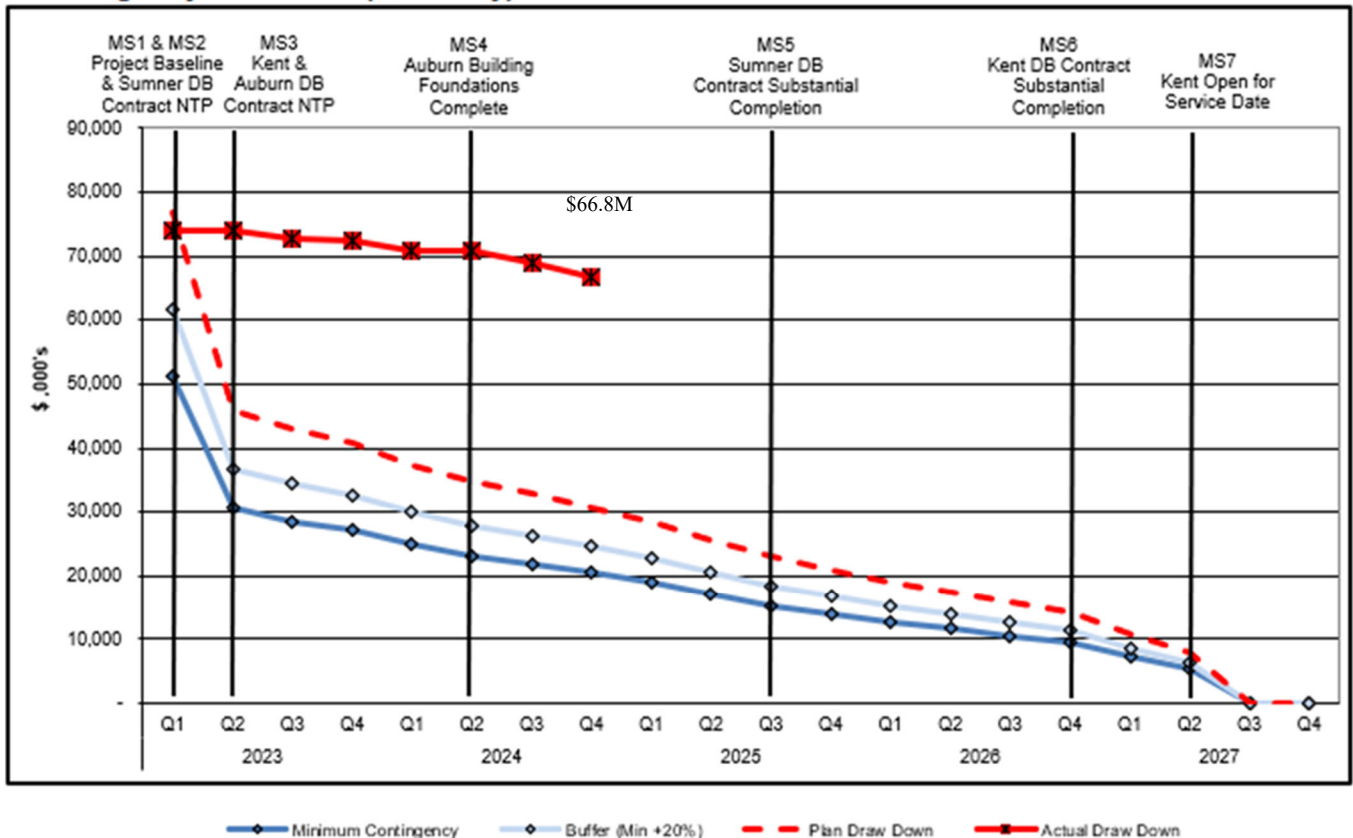
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$22.1	6.1%	\$1.1	0.59%
Allocated Contingency	\$37.7	10.5%	\$50.2	27.08%
Unallocated Contingency	\$17.2	4.8%	\$15.5	8.37%
<b>Total:</b>	<b>\$77.0</b>	<b>21.4%</b>	<b>\$66.8</b>	<b>36.05%</b>

Table figures are shown in millions.

#### Contingency by Type



#### Contingency Drawdown (Quarterly)





# Sounder commuter rail

## Sumner Kent Auburn Stations Parking & Access Improvements

### Project Schedule

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

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.

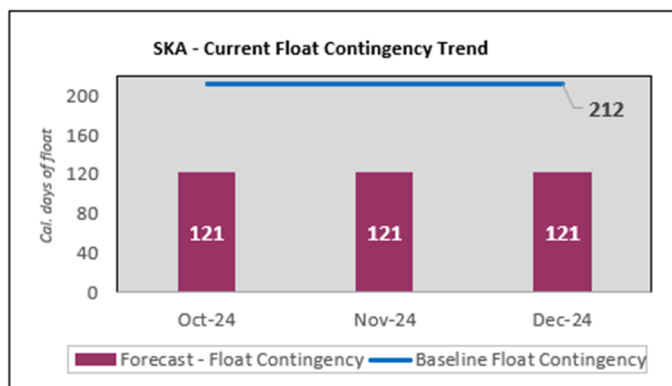
Sumner Design-Build Notice to Proceed (NTP) was in February 2023. Change Order (CO) 7 for time extension was approved in Sept. 2024. Issue for Construction (IFC) drawings for DP02 are being revised due to new requirements. The Site Development permit and Building & Plumbing permits have been obtained. The lighting material deliverable has been submitted.

Kent NTP was in December 2023. Auburn NTP was in January 2024. Auburn IFC DP01 is still in the final stage. DP02 100% & DP03 30% are in comment resolution. DP04 60% is in progress. Auburn site demolition has also started. City of Kent continues 2nd Permit Review for DP02. The Design Builder is working on IFC DP02, 60% & 100% DP03, and 30% & 60% DP04, and 30% DP05.

Activity Name	Start	Finish	2025 2026 2027																				
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4									
<b>S300018 - Sumner Station Parking and Access Improvements - DB APR MS</b>	Jan-26-23 A	Mar-30-26																					
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																						
MSO3B All Issue For Construction (IFC) Design Packages Complete Including DP02 Revision		Dec-31-24*																					
MSO1 Commissioning Complete - Substantially Complete - Per (Change Order No.7 59 Days)		Nov-30-25*																					
Operational Readiness	Nov-30-25	Jan-29-26																					
Revenue Service Date - Baseline (Including Project Float) (MS Review)		Mar-30-26*																					
<b>S300040 - Auburn Station Parking and Access Improvements - DB APR MS - Original</b>	Jan-26-23 A	Mar-31-27																					
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A																					
MSO3 CS Issues DB LNTP - Auburn	Jan-16-24 A	Jan-16-24 A																					
NTP Start Construction - Early Civil Work - Demo, Util Relocates	Oct-28-24 A																						
MSO3B All Issue For Construction (IFC) Design Packages Complete		Jun-19-25*																					
MSO1 - Commissioning Complete - Substantially Complete - Auburn (MS Review) - Per CL		Dec-31-26*																					
Operational Readiness Period	Dec-31-26	Feb-28-27																					
Revenue Service Date - Baseline		Mar-31-27																					
<b>S300035 - Kent Station Parking and Access Improvements - DB APR MS</b>	Jan-26-23 A	Jun-30-27																					
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A																					
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																						
MSO3B All Issue For Construction (IFC) Design Packages Complete		Oct-24-25																					
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review) 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.



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

## **Major Contract Status**

Contract Number	Contract Name	Contractor/ Consultant	Base Contract Value	Value of Changes/ Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
<b>Completed Contracts</b>					<b>4,891,608</b>	<b>4,891,608</b>			
	Prelim. Eng./ Design Consultant	CDM Smith, Inc.	449,827	2,075,522	2,525,349	2,525,349	10/21/2016	7/31/2021	Done
	Prelim. Eng./ Design Consultant	Parametrix, Inc.	402,341	1,963,919	2,366,259	2,366,259	5/15/2013	4/2/2021	Done
<b>In-Progress Contracts</b>					<b>127,727,628</b>	<b>37,347,017</b>			
RTA/AE 0613-18	DBPM/ Auburn	HNTB Corporation	1,800,002	7,835,921	9,635,923	3,167,036	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	11,855,693	1/16/2024	12/31/2026	Open
RTA/AE 0613-18	DBPM/ Sumner	HNTB Corporation	6,100,115	523,834	6,623,949	4,261,899	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	18,062,389	2/27/2023	11/30/2025	Open
<b>Planned Contracts</b>									
None									
<b>Total Contracts</b>					<b>132,619,236</b>	<b>42,238,626</b>			



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

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## **Risk Management**

The following are the top Project-wide risks:

- Permitting process could delay Auburn and 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 RFD and IFC package for foundations need to be fully completed and documentation finalized.
- Complexity of property acquisition in Auburn has resulted in a project delay and could cause ROW budget overrun.
- Coordination with City of Kent project staff regarding challenges with design deviations that have been identified as critical to the project.
- Closely monitoring soil known soil contamination and potential unknown contamination.
- Permitting approval for early site work and foundations.

## **Community Engagement**

- **Sumner:** Ongoing construction engagement for impacted stakeholders.
- **Auburn:** Online open house ongoing, will close at the end of January 2025.
- **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.

<b>Resource Type</b>	<b>Planned FTE Monthly Average</b>	<b>YTD Actual FTE Monthly Average</b>	<b>Variance</b>
ST Staff	16.0	13.5	2.4
Consultants	22.5	17.3	5.2
TOTAL	38.5	30.8	7.6

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

# Sounder commuter rail

## Summer Kent Auburn Stations Parking & Access Improvements

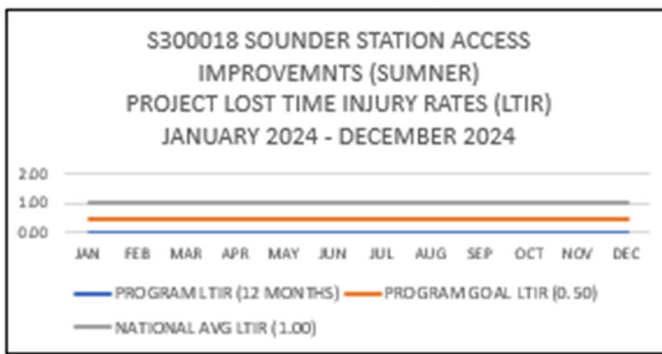
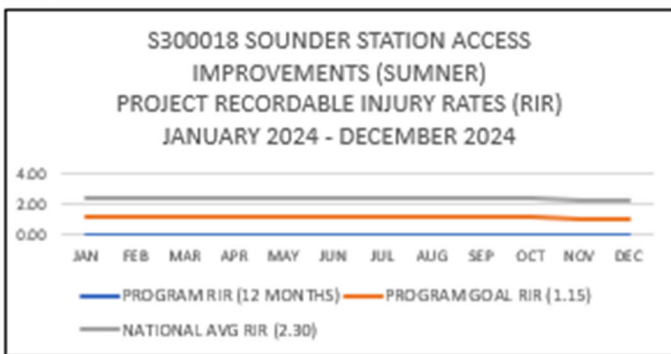
### Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

### Construction Safety

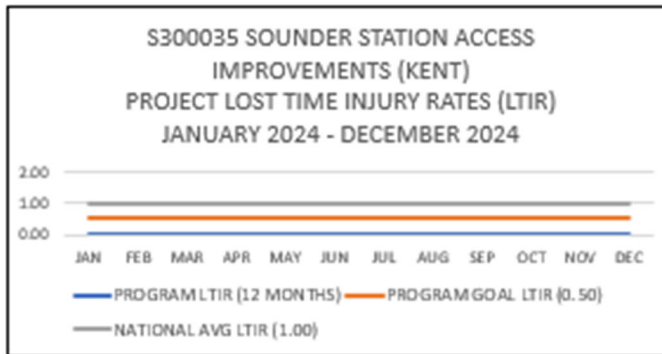
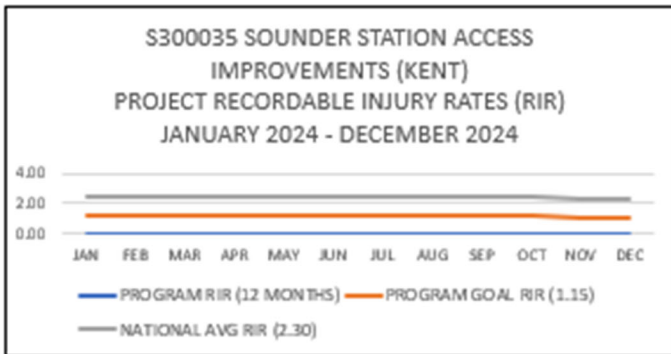
#### Summer Station Parking & Access Improvements

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



#### Kent Station Parking & Access Improvements

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



**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.

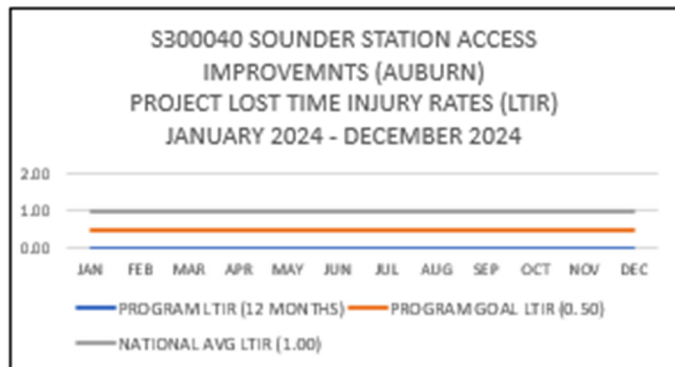
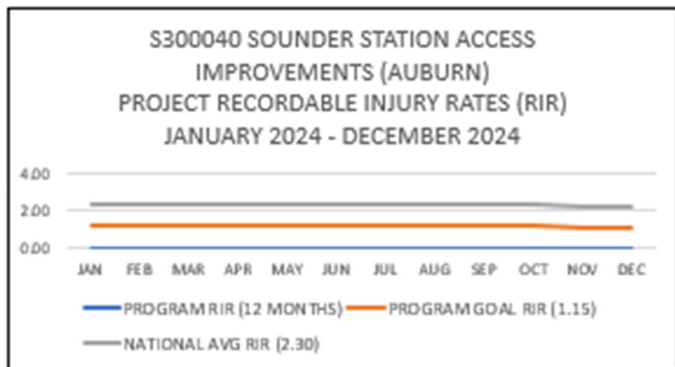
# Sounder commuter rail

## Sumner Kent Auburn Stations Parking & Access Improvements

### Construction Safety (continued)

#### 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



**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 October Schedule which is currently under review)

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

- DP02 100% and IFC - Structural and Architectural Drawings - With HPC for Deviation adjustments and comments resolution.
- City of Sumner reviewing Lot Line Adjustment and PSE Frontage Lighting Redesign.
- Vertical Superstructure Concrete and Masonry CWP are being developed.
- Elevators, signage, and Façade Structural Steel materials submittals are under review and approval.
- Fabricate / Deliver Diesel Generator and Switch Gear are In Progress.
- Form/Rebar/Pour work of Zone 1 of L1 is In Progress.
- Early utilities and electrical work started.

#### Schedule Summary

The schedule below represents October schedule update, which is under review, as November and December submittals are pending reviews. Logic has been revised to mitigate delays. Change Order No. 7 has been approved and incorporated in both schedule and Baseline last update cycle. Design Builder continues working on DP02 IFC modifications per ST comments. Design Builder also working on acquiring Mechanical and fire Permits, developing numerous material submittals, early utility, electrical, and concrete work on L1/Zone 1.

Activity Name	Start	Finish	2025				2026						
			3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>Sumner Parking and Access Improvement - Update 16 - 10/31/2024 - Rev0</b>	Feb-27-23 A	Feb-27-26											
<b>Administrative</b>	Feb-27-23 A	Feb-27-26											
<b>Contract Milestones</b>	Dec-29-25	Feb-27-26											
MST 3 Final Acceptance (NTP + 1008 + 59 CD = 1/29/2026)		Feb-27-26*											
MST 2 Acceptance (NTP + 978 + 59 CD = 12/30/2025)		Jan-28-26*											
MST 1 Substantial Completion (NTP + 948 + 59 CD = 11/30/2025)		Dec-29-25*											
<b>Interface Milestones</b>	May-09-24 A	Nov-06-25											
<b>Contract Administration</b>	Feb-27-23 A	Feb-27-26											
<b>Design</b>	Feb-27-23 A	Feb-27-26											
<b>Design Team Administrative Submittals</b>	Jul-29-25	Feb-27-26											
<b>Design Development</b>	Sep-09-24 A	Dec-02-24											
<b>Issued for Construction (IFC)</b>	Sep-09-24 A	Dec-02-24											
<b>Design Review</b>	Mar-04-24 A	Dec-31-24											
<b>Final Design</b>	Mar-04-24 A	Nov-01-24											
<b>Issued for Construction (IFC)</b>	Dec-03-24	Dec-31-24											
<b>Permitting</b>	Aug-19-24 A	Dec-29-25											
<b>Third Party Coordination</b>	Feb-27-23 A	Dec-23-24											
<b>Construction</b>	Sep-06-23 A	Feb-22-26											
<b>Construction Administrative Submittals</b>	Aug-20-25	Feb-22-26											
<b>Procurement</b>	Sep-06-23 A	Sep-25-25											
<b>Maintenance of Traffic</b>	Jan-02-25	Jul-21-25											
<b>Sitework</b>	May-05-25	May-09-25											
<b>Utilities</b>	May-16-24 A	Apr-29-25											
<b>Earthwork</b>	Nov-01-24	May-02-25											
<b>Structure</b>	Sep-11-24 A	Oct-17-25											
<b>Mechanical</b>	Nov-14-24	Oct-17-25											
<b>Electrical</b>	Nov-14-24	Nov-05-25											
<b>Elevator</b>	Jul-11-25	Oct-22-25											
<b>Architectural Finishes</b>	Apr-23-25	Dec-05-25											
<b>Restoration</b>	Apr-16-25	Jul-14-25											
<b>Off Site Improvements (Thompson)</b>	Jan-09-25	Feb-20-25											
<b>Commissioning &amp; Closeout</b>	Nov-06-25	Jan-28-26											
<b>Provisional Sums</b>	Feb-27-23 A	Dec-18-25											
<b>Change Orders</b>	Nov-01-23 A	Jan-13-26											

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

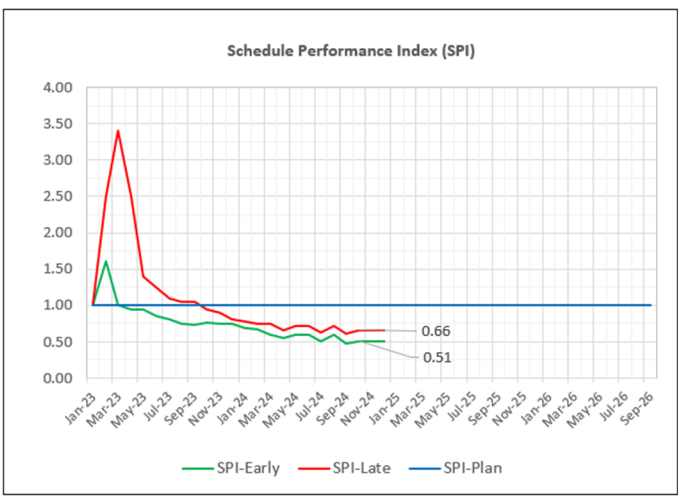
## **Design / Build Contract - Sumner Station Parking & Access Improvements**

### **Critical Path Analysis**

The critical path is based on the October schedule’s longest path, as November and December submittals are pending reviews. 59 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. October period early SPI is 0.51 (increase from last reported period of 0.48). Late SPI represents progress against a more conservative schedule. Late SPI is 0.66 (compared to last period reported late SPI of 0.61). Main contributors of the Early SPI are fabrication/ delivery of lighting and façade structural steel, install UG electrical, and many form and FRP Pile Caps activities for Zone 1 thru 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 Building Permit.
- Continue Pile Cap Excavation and Installation—Phase 1.
- Utilities - Phase 2.
- 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**

<b>Present Financial Status</b>	<b>Amount</b>
<b>SCR670 DB Contractor—Harbor Pacific Contractors</b>	
Original Contract Value	\$49,000,000
Change Order Value	\$2,183,708
Current Contract Value	\$51,183,708
Total Actual Cost (Incurred to Date)	\$18,062,389
Percent Complete	35%
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

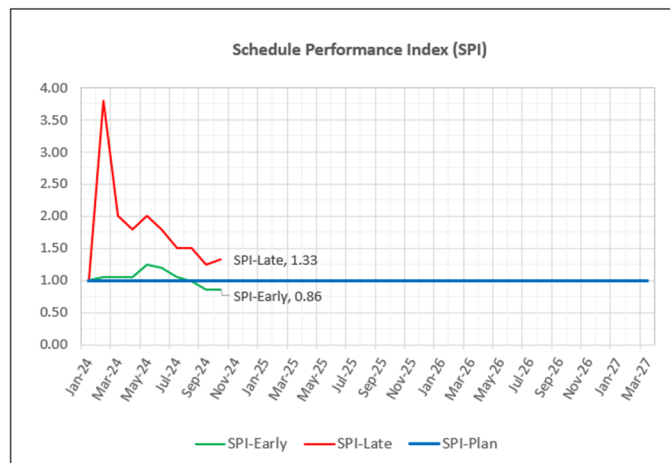
## Design / Build Contract - Auburn Station Parking & Access Improvements

### Critical Path Analysis

The critical path is based on October schedule's longest path, as November and December submittals are pending reviews. 258 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. October period early SPI is 0.86 (No prior period SPI was reported). Late SPI represents progress against a more conservative schedule. Late SPI is 1.33 (No prior period SPI was reported) Main contributors of the Early SPI are design development, permit process and early site work.



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

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

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

- Finalizing DP01 Early Site Work IFC Drawings.
- Completing DP02 100%, DPO3, and DP04 30%.
- Working on finalizing Building Permit.
- Completing DP02 site and foundation permitting.
- Continue Dev/Submit, review and approval of designs, and early construction submittals.
- Complete early demo and utility relocations.

### **Closely Monitored Issues:**

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

### **Cost Summary**

<b>Present Financial Status</b>	<b>Amount</b>
<b>SCR672 DB Contractor—Absher Construction Co</b>	
Original Contract Value	\$60,000,000
Change Order Value	\$284,048
Current Contract Value	\$60,284,048
Total Actual Cost (Incurred to Date)	\$11,855,693
Percent Complete	20%
Authorized Contingency	\$11,000,000
Contingency Drawdown	\$284,048
Contingency Index	7.6

# 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 payable invoice; achieved 95% and above.
	Total invoice payment within 30 days of receipt of payable invoice; achieved below 95%, but 80% and above.
	Total invoice payment within 30 days of receipt of payable 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
AHJ	Authority Having Jurisdiction
BIM	Building Information Modeling
BLE	Ballard Link Extension
BNSF	Burlington Northern Sante Fe Railway
BRT	Bus rapid transit
CCI	Consumer Cost Index (see Glossary for additional information)
CCTB	Close Circuit Television
CDD	Capital Delivery Department
CM	Construction Management
CO	Change Order
CPI	Consumer Price Index (see Glossary for additional information)
CPM	Critical Path Method
CSP	Contracted Service Providers
CY	Current Year
DAHP	Department of Archaeology & History 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
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
EMI	Electro Magnetic Interference
ESMS	Environmental and Sustainability Management System
FEIS	Final Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Employee
FWLE	Federal Way Link
GC/CM	General Contractor/Construction Management
GEC	General Engineering Contract
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IFB	Invitation for Bid
IFC	Issue for Construction
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro

Acronym	Terminology
KPI	Key Performance Indicator
LNTP	Limited Notice to Proceed
LRFP	Long-range Financial Plan
LRT	Light Rail Transit
LRV	Light rail vehicle
MACC	Maximum Allowable Construction Cost
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MUP	Master Use Permit
MVET	Motor Vehicle Excise Tax
NCR	Notification of Change Report
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
OCS	Overhead Catenary System
O&M	Operations and maintenance
OMF	Operations and Maintenance Facility
PA	Public Address System
PE	Preliminary Engineering
PDB	Progressive Design Build
PMIS	Project Management Information System
PMOC	Project Management Oversight Consultant
PSCAA	Puget Sound Clean Air Agency
PSRC	Puget Sound Regional Council
Q	Quarter
QA	Quality Assurance
QC	Quality Control
QRA	Quantitative Risk Analysis
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFEI	Request for Expression of Interest
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



Acronym	Terminology
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
ST	Sound Transit
TAG	Technical Advisory Group
TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
TCE	Temporary Construction Easement
TDLE	Tacoma Dome Link Extension
TE	Traction Electrification
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIP	Transit Improvement Plan
TOD	Transit Oriented Development
TPSS	Traction Power Substations
TVM	Ticket Vending Machine
USFWS	U.S. Fish and Wildlife Service
VE	Value Engineering
VECP	Value Engineering Cost Proposal
VMS	Video Management Systems
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation
WSLE	West Seattle Link Extension
YOE	Year of Expenditure