System Expansion Monthly Status Report

Reporting period: August 2026



Pinehurst Station will officially open on September 30!

Notable updates since last month's report

Schedule:

- Sound Transit officially announced that **Pinehurst Station will open for passenger service on Sept. 30**. This station is opening 5 years earlier than originally planned thanks to forward-looking decisions by the Board and project team over the years. The agency's first ever infill station will connect communities near NE 130th Street in North Seattle to high-capacity light rail service, with 1 and 2 Line trains arriving every 4 - 5 minutes. Over time, the station is expected to serve around 3,400 riders with connections to community resources, local amenities, and King County Metro bus service. Sound Transit will host a community celebration at the new station on opening day.

- The **West Seattle Link Extension** is moving forward with an updated project schedule. Under the updated ST3 System Plan, the **project remains fully funded and will advance toward construction**. The **anticipated opening date is now 2035** rather than 2032. The updated timeline reflects both the cost-saving work completed to make the project affordable and refinements to the construction schedule. Concurrently, the project team continues to advance design and reduce community impacts. These efforts include a new SODO design solution that avoids significant utility relocations on 6th Avenue S, reflecting significant collaboration across Sound Transit, the City of Seattle, Seattle City Light, elected leaders, and community stakeholders.

Safety: There was one OSHA recordable injury reported in August 2026.

Active procurements:

- **Stride Lake Forest Park** (Road/Station Improvements): Request for Proposals issued on Aug. 3, 2026. Notice of Award (NOA) expected to be issued in November 2026.
- **W100 SODO Station**: GCCM Request for Qualifications advertised in August 2026. Statement of Qualifications (SOQ) is expected in September 2026.
- **W200 Duwamish River Crossing & Aerial Guideway**: Heavy Civil GC/CM NOA expected to be issued October 2026.
- **WSLE Instrumentation & Monitoring**: SOQs received in August 2026. NOA expected to be issued November 2026.

Summary of recent project-related Board actions:

- **WSLE** (R2026-19): Amended the Adopted 2026 Budget to fund property acquisitions and construction support services for the West Seattle Link Extension project by increasing the authorized project allocation by $765M from $738.6M to $1.5B.
- **WSLE** (R2026-18): Authorization to acquire real property interests required for the West Seattle Link Extension project, contingent upon adoption of Resolution No R2026-19.

Link to System Expansion map on soundtransit.org

Sound Transit future service



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On May 28, 2026, the ST Board approved the updated system plan through Resolution R2026-11, and project descriptions have been updated as a result. As staff implement Resolution R2026-11, further updates to the project definitions may take place in the future as the Adaptive Management Plan (AMP) develops and receives endorsement from the ST Board.

Project descriptions

Link light rail program

Ballard Link Extension: This project includes 7.7 miles of light rail from downtown Seattle to Ballard's Market Street area, adding up to nine new stations. The route will include a new downtown Seattle rail-only tunnel, a mix of elevated and tunnel guideway, and a new crossing across Salmon Bay. Under Resolution R2026-11, the initial segment from Chinatown-International District to the Seattle Center Station is affordable within existing resources through construction. The segment from Seattle Center to Market Street is funded through final design.

Boeing Access Road Infill Station: This project would add a new light rail infill station in Tukwila on the west side of East Marginal Way S, north of S 112th Street. Under Resolution R2026-11, the project is funded through final design.

East Link Extension: This project introduced light rail to East King County, beginning with the initial 2 Line opening in April 2024, comprising eight stations between Redmond Technology Center and South Bellevue. The remaining segment of the project, the Crosslake Connection, opened on March 28, 2026. It added two more stations at Judkins Park and Mercer Island and connected Eastside communities and downtown Seattle across the I-90 floating bridge.

Everett Link Extension: This project adds six stations plus one provisional station (SR 99/Airport) in Snohomish County, extending Link service 16 miles north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/Evergreen Way, and downtown Everett.

Graham Street Infill Station: The project will plan, design, and construct a new light rail infill station in the Rainier Valley at S Graham Street and Martin Luther King Jr. Way S.

Operations and Maintenance Facility North: OMF North will support overall system operation and have the capacity to receive, store, and service a larger train fleet to support Link extensions. OMF North will be phased as required to support system operations and maintenance.

Operations and Maintenance Facility South: Located in the City of Federal Way, this project will include a 100,000-square-foot facility to maintain, store, and deploy an expanded light rail fleet of 144 vehicles. Additionally, the facility will receive, test, and commission new LRVs for the entire Link light rail system.

Pinehurst Infill Station: This project will add an elevated 1 Line and 2 Line infill station at NE 130th Street and 5th Ave NE in North Seattle, between the existing Northgate and Shoreline South/148th stations.

Series 2 Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing, delivery, and commissioning of 162 low-floor LRVs for service requirements of Northgate, East Link, Lynnwood Link, Downtown Redmond, and Federal Way Link Extensions and improved operating capacities.

Series 3 LRV Fleet Expansion: The project includes the design, manufacturing, inspection, testing, and delivery of approximately 70 LRVs (190 ft long) as base order, with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Bellevue/Redmond and Federal Way, and extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah.

South Kirkland – Issaquah Link: This project as currently identified would provide a light rail connection from Issaquah to South Kirkland via downtown Bellevue, with a primarily at-grade alignment, four new stations, and service through three existing 2 Line stations. The project is included in the affordable ST3 capital program with 2050 as the current anticipated delivery year. Funding is based on the 2024 long-range financial plan cost projection, adjusted for the updated delivery date; future planning will confirm whether scope refinements or additional funding will be required to deliver the full investment.

Tacoma Community College T Line: The voter-approved T Line will extend from the Hilltop neighborhood to add six new stations along South 19th Street, including Tacoma Community College, though exact locations may change through appropriate Environmental Review. The project is included in the affordable ST3 capital program with a current anticipated delivery year of 2043. Funding is based on the 2024 long-range financial plan cost projection, adjusted for the updated delivery date; future planning will confirm whether scope refinements or additional funding will be required to deliver the full investment.

Tacoma Dome Link Extension: This project will extend light rail 8.5 miles from Federal Way Downtown Station to Tacoma, with four elevated stations at South Federal Way, Fife, Portland Ave, and Tacoma Dome.

Tacoma Dome Station Parking and Access Improvement: This project provides capital investments to improve access to the Tacoma Dome Station for parking, and/or walking, biking, rolling, and busing.

West Seattle Link Extension: This project includes 3.9 miles of light rail from SODO to West Seattle's Alaska Junction neighborhood. It includes three stations and will run on elevated and tunnel guideway with a new rail-only bridge over the Duwamish River.

Sounder commuter rail program

DuPont Sounder Extension: This project would extend S Line service from Lakewood to DuPont, including stations at Tillicum and DuPont, second-mainline track and signal improvements, layover track improvements, and related ancillary improvements. Under Resolution R2026-11, the project is funded for the planning phase only.

Lakewood Station Access Improvements: This project is in the final design phase. It will improve S Line station access for bicyclists, pedestrians, bus riders, and drivers. Improvements include investments in safer walking, rolling, and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting; weather shelters; and more.

Sounder Maintenance Base: Board Resolution R2021-05 deferred the delivery of this ST2 project approximately nine years to 2034. Project activities will resume in 2027 to deliver the facility in 2034. The project provides a new heavy rail maintenance facility and fleet storage yard at the Sound Transit Century Yard site in Lakewood. The drive-through facility and yard will store and maintain the current and potentially expanded ST3 Sounder fleet of up to 109 vehicles, including locomotives. The project includes a new Maintenance of Way (MOW) facility. Amtrak currently provides equipment maintenance services at their Holgate Yard.

Sounder South Capacity Expansion: This program includes investments intended to improve S Line capacity, service, and access, including track and signal improvements, additional trips, platform extensions, and station access improvements. Under Resolution R2026-11, Sounder South additional trips are partially funded, while the remaining additional trips are not currently affordable within existing resources. Sounder South platform extensions and access improvements are deferred until resources are identified. Program elements in active planning include the Sounder Rail Track and Signal Improvements project and the King Street Station Platform Area Improvements project, which are both advancing through environmental analysis and preliminary engineering with future work deferred.

South Tacoma Station Access Improvements: This project is in the final design phase. Once finished, it will provide access improvements to S Line station for bicyclists, pedestrians, bus riders, and drivers. Improvements include investments in safer walking, rolling, and bicycling connections between the station and surrounding neighborhoods, better pick-up and drop-off areas, additional station lighting, weather shelters, and more.

Sumner, Kent, Auburn Station Parking and Access Improvements: These projects include bicycle and pedestrian access, lighting, and parking improvements at three S Line stations. In January 2023, the Sound Transit Board authorized Resolution No. R2023-02, which combined the three project budgets into one project baseline budget with shared contingencies. The combined project budget provides agency administration, design, acquisition of rights-of-way, construction, construction services, and third-party work. This project is in construction.

Stride Bus Rapid Transit (BRT) program

BRT Bus Operations & Maintenance Facility (Bus Base North): The project establishes the operations and maintenance facility necessary to support BRT operations. The bus base will accommodate up to 120 buses, serving I-405 and SR 522/145th BRT ST Express routes.

I-405 Bus Rapid Transit: This project establishes the Stride S1 Line from Burien Transit Center to Bellevue Downtown Station (at Bellevue Transit Center) via I-405 and SR 518; and the S2 Line along I-405, between Lynnwood City Center Station (at Lynnwood Transit Center) and Bellevue Downtown Station. It comprises 11 stations, including a new transit center in Renton on the S1 Line. The S2 Line will connect with the S3 Line at the new Bothell-Woodinville Transit Center near University of Washington Bothell. The project is delivered in seven construction packages. Three are managed by ST: Burien Transit Center (BT102), Renton Transit Center (BT105), and NE 196th St./Poplar Way (BT212). Four are delivered by WSDOT as part of the I-405 Master Plan: In-line Tukwila Int'l Blvd Station, NE 44th Station, NE 85th Station, and Brickyard to SR 527, which includes Brickyard Station, Bothell-Woodinville Transit Center, and Canyon Park Station.

SR 522 Bus Rapid Transit: The project establishes the 14-station Stride S3 Line from the Shoreline South/148th Link station at I-5 and to the future Bothell/Woodinville Transit Center at the I-405 and SR 522 interchange, where it will connect with the S2 Line. The project is delivered in three ST-managed station and roadway improvement projects: Seattle/Shoreline (BT305), Lake Forest Park (BT306), and Kenmore/Bothell (BT307). In addition, the Stride program has a construction contract to outfit all I-405, and SR 522 Stride BRT platforms.

Renton Transit Center Parking Garage: The project will plan, design, and construct a parking garage at the Renton Transit Center. Elements of the project will be refined during future phases of project development and are subject to change.

I. Report purpose summary

This report provides an overview of progress and performance for August 2026 for Projects in Planning/Design and Projects in Construction and detailed reports for all Transportation Infrastructure Finance and Innovation Act (TIFIA) funded projects. The report is published monthly, based on data from the previous month. This report is available here: https://www.soundtransit.org/get-to-know-us/documents-reports/system-expansion-monthly-status-report.

II. Program overview

A. Accomplishments and innovations

Sound Transit continued to push 2025 initiatives forward in the categories of People, Process, and Tools. Below is a partial list of program-level activities and accomplishments for August 2026.

Cost-Savings Workplan — Process and Tools: The Cost-Savings Workplan will continue to serve as CDD's primary mechanism for identifying, evaluating, and implementing cost-saving opportunities throughout the project lifecycle. Opportunity Registers will remain in use across major capital portfolios to document, track, and prioritize potential savings, with opportunities evaluated through established governance processes before implementation. This work will continue to be integrated with Sound Transit's existing Value Engineering (VE) program and the requirements of OP-30 (FTA's oversight procedures for VE and constructability review), ensuring that formal VE studies, project-led innovations, and programmatic initiatives are captured through a consistent process that supports informed decision-making while maintaining project scope, safety, quality, and performance.

Consistent with Resolution R2026-11, staff will report to the Board on cost-savings activities. Reporting will leverage Opportunity Registers and integrated program-level dashboards to provide transparent visibility into the status of savings initiatives across the capital program, support active financial management, and enable continued monitoring of opportunities that improve affordability while advancing delivery of the ST3 program.

- **Project Management Information System (PMIS) — Process and Tools**: The team has been focused on providing post go-live elevated support to the **BRT** and **Operations & Maintenance Facility South** (**OMF South**) project teams as they roll out Kahua, while simultaneously enhancing platform capabilities. Additional ST3 project teams are scheduled to commence, beginning with **WSLE** in mid-October. Deployment readiness activities are underway and will be coordinated with respective project timelines. Project managers continue to use PMIS for documenting monthly status reports, with concurrent product management and enablement efforts focused toward standardizing processes and expanding system utilization.



- **Multiple Award Task Order Contract (MATOC) — Process and Tools:** Task order flow is now underway. A total of 18 Task Orders have been awarded to date, with 14 currently in Stage A (Request for Task Order Proposal [RFTOP] short-form to respond to interest and qualifications) and 8 currently in Stage B (Full RFTOP to be provided by selected recipients). Long-term

technology solutions continue to progress to support the MATOC task order process, real-time metric-driven dashboards, and reporting.

- **Project Controls Policies & Procedures (PCPPs) Update — Process:** In support of upcoming FTA reviews related to grant funding applications for **OMF South** and **WSLE**, submission of new PCPPs and the resolution of PCPP comments for FTA/PMOC review has been expedited. In August, FTA/PMOC completed review of seven PCPPs. Two PCPPs had no further comment and have been finalized into updated versions of controlled documents. The agency submitted six new PCPPs to the FTA/PMOC for review this month.

- **Industry & Community Events — People:** As ST continues to build industry and community partnerships, the Capital Delivery Department led, participated in, and/or attended the following:

APTA workshop: Sustainability staff attended APTA's Sustainability/Operations Planning and Scheduling Workshop held in St. Louis from Aug. 9 - 12. This event, recognized as the national event for transit professionals, focused on the "Sustainability Triple Bottom Line" (environmental/social/economic) as well as service planners and schedulers involved in designing transit services. During the event, staff presented on Sound Transit's nascent work to integrate embodied emissions into our green building initiatives in a panel titled "Widening the Scope to Achieve Sustainability and Resilience Goals," photo shown on the right. Additionally, staff shared insights on the agency's strategic sustainability planning efforts and the latest Sustainability Plan during the panel.



Tacoma Dome Link Extension open house: On Aug. 18, Sound Transit hosted the **TDLE** Request for Industry Feedback (RFIF) Open House. The team is seeking input from contractors on delivery method, risk, small business inclusion, market capacity, and systems strategy. Nearly 200 contractors and consultants were in attendance, photo below, many of whom are planning to respond to the RFIF questionnaires by Sept. 8. Once responses are collected and reviewed, the team will be conducting one-on-one meetings for further discussion about the project. To cap off the process, a symposium is planned for October in partnership with the Puyallup Tribe of Indians to bring together agency and community leaders and potential construction industry partners, including tribally owned contractors and suppliers.





B. Program performance

The tables on the right show the program overview for Payments on Systems Expansion Contracts and Construction Safety.

* Link to KPI Legend

Payment on System Expansion contracts: CDD's average invoice payment time was 27 days this month, exceeding the target goal.

Construction safety: This month, One OSHA-recordable injury occurred at the Auburn garage when a worker tripped over a curb during cleanup and cut his arm on angle iron, requiring nine stitches. The construction manager reinforced clear access to waste bins, good housekeeping, and proper material storage. The Construction Safety table shows this month's Program Monthly Recordable Injury Rate (RIR) and Lost-Time Injury Rate (LTIR) rates compared to the Program Average, the Program Goal, and the National Average, respectively.

- The Program Monthly RIR (2.94) is above the Program Goal and the National Average.
- The Program Monthly LTIR (2.94) is above the Program Goal and the National Average.

The graphics below show the 12-Month Program Average RIR and the LTIR rates.

Payments on System Expansion Contracts *KPI associated with the average days paid **	
Total invoices paid [1, 2]	59
Total value paid	$55.0M
Average days from invoice date to paid date [3]	27 days
Number of invoices approved within 30 days	48
Number of invoices approved over 30 days	11
Total invoice value approved within 30 days	$46.8M
Total invoice value approved over 30 days	$8.2M

1. *A/E/Construction contracts for CDD - System Expansion projects only; does not include Government agreements.*
2. *Payment based on Accounts Payable Management Guidelines.*
3. *Target is 100% payment within 30 days of invoice date.*

Construction Safety					
Program Monthly KPI [1] *		Program Monthly [1]	Program Average [2]	Program Goal [3]	National Average [4]
⇩	RIR	2.94	2.76 [5]	1.15	2.30
⇩	LTIR	2.94	0.69 [6]	0.50	1.00

1. *Program Monthly rates based on monthly safety data.*
2. *Program Average rates based on 12-month rolling averages.*
3. *Program Goal <50% of the National average of RIR/LTIR.*
4. *National Average based on annual Bureau of Labor Statistics data for Construction.*

- The Program Average RIR (2.76) is above the Program Goal and the National Average.
- The Program Average LTIR (0.69) is above the Program Goal, but below the National Average.

It is important to note that year-to-date (from Sept. 2025 to Aug. 2026), Sound Transit has experienced 12 OSHA recordable incidents over 871,130 labor hours — a relatively low incident rate that reflects ongoing safety efforts.

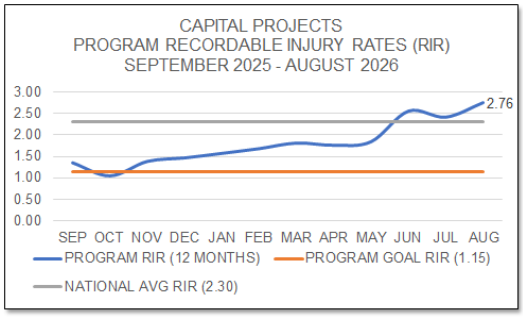


Figure 1: Program Average Recordable Injury Rate

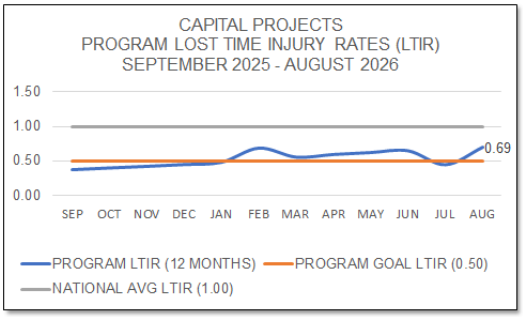


Figure 2: Program Average Lost-Time Injury Rate

C. Community development

Current conditions and opportunities:

- Coordinating construction for **OMF East** transit-oriented development (TOD) phase I project at **Spring District Station**, the Prisma TOD project at **Overlake Village Station**, and the **Kent** Multicultural Village TOD project at **Kent Des Moines Station**.
- Continuing negotiations on TOD projects at **Lynnwood City Center**, **OMF East**, **U District 45th & Roosevelt**, and **Federal Way Downtown**.
- Continuing to explore joint development opportunities at six **BLE/WSLE** stations; coordinating station design and overbuild with the transit project teams during station preliminary engineering.
- Continuing to develop a TOD/Community Development Strategic Plan to undertake a portfolio-wide offering strategy analysis and further develop a set of recommendations to address barriers.

Notable activities:

- A development team was selected for the final site among ten properties participating in the Rainier Valley Homeownership Initiative. Through a collaborative effort, Habitat for Humanity and Jabooda Cares will construct eighteen units of homeownership housing on the site near **Othello Station**.

D. Environmental and land use

Current conditions and opportunities:

- The Environmental Permitting team met with biologists from WDFW, Muckleshoot Indian Tribes, and Tulalip Tribes to discuss **EVLE** stream impacts, stream restoration design, and potential mitigation options.
- The Ecosystems team completed the **LLE** annual monitoring of the project environmental mitigation sites.
- **BLE** Draft EIS continues to undergo review and revision through coordination with the FTA, with potential delays into Q4 2026 as a result.

Notable activities:

- The Environmental Permitting team obtained an emergency Hydraulic Project Approval from the Washington State Department of Fish and Wildlife to facilitate the investigation and implementation of temporary retrofits to the **ELE** I-90 bridge cathodic protection system.
- The Ecosystems team participated alongside representatives from the US Army Corps of Engineers during a compliance assessment of the **FWLE** environmental mitigation sites.
- FTA and Sound Transit signed the **EVLE Draft EIS on** Aug. 18**.** On Sept. 18, it will be published and the public comment period will begin.
- FTA and Sound Transit completed initial review of the **TDLE Final EIS,** with publication anticipated in Q2 2027.

E. Sustainability

Current conditions and opportunities:

- The Sustainability Director and Deputy Director presented the 2025 Annual Sustainability Progress Report to the Board's Executive Committee on Aug. 6.
- Agency education and outreach:
    - The Sustainability Intern delivered a presentation to **BLE/WSLE**, Art and Architecture, and Real Estate staff regarding the agency's capacity to salvage and repurpose materials, including mass timber construction products.
    - Cascadia Consulting Group kicked off stakeholder interviews for Phase I of the agency's Climate Resilience Plan update, addressing the existing infrastructure system and engaging State of Good Repair management.
- Project budgets: The final and authorized Sustainability Cost Allocation component of project budgets was submitted to the Finance department for incorporation into the Annual Budget.
- Design criteria: The **WSLE W200** draft sustainability specification document was finalized.

Notable activities:

- The **infill projects** conducted sustainability kickoff meetings to prepare for the next phase of work.
- The **EVLE** Envision Strategy memo was published and reviewed by project staff.
- Sustainability staff presented on the **BLE** Sustainability Management Plan and Envision Memo.
- Sound Transit's first deconstruction contract was awarded to facilitate the relocation of mobile residential units in **Federal Way** on the **OMF South** property. The first of four units will undergo deconstruction in early September.

III. Projects in planning and design

In May 2025, Sound Transit launched the Enterprise Initiative to maximize delivery of ST3 within available financial resources and respond to changing regional and financial conditions.

On May 28, 2026, the ST Board approved an updated system plan through Resolution R2026-11. The resolution prioritizes projects ready for construction while continuing to advance projects in planning and directs development of an **Adaptive Management Plan (AMP)** and project delivery framework by the end of 2026. Together, these efforts are intended to identify cost-saving opportunities; manage project risks, schedules, and contingencies; pursue additional funding; and improve transparency and consistency in project delivery.

As the AMP is implemented, project scopes, schedules, and delivery strategies may change. The SEMSR will continue to provide monthly project performance reporting and will be updated as needed to reflect Board direction and resulting program changes.

A. Executive overview

The following section provides details on all projects currently in planning or design phases (pre-baselined).

There are projects that have been approved by voters that are currently in the pre-planning phase. Some examples of these projects include the South Kirkland–Issaquah Link Extension, Tacoma Community College Extension, Edmonds & Mukilteo Station Parking Access Improvements, ST Express Reliability Investments (which encompass bus on shoulder, North Sammamish P&R, and ST Express Bus Base), as well as systemwide initiatives such as High-Capacity Transit (HCT) Environmental Studies, HCT Planning Studies, and Investments on SR 162. As these projects progress to the planning stage, they will be documented in more detail in the relevant section.

- The majority of ST3 projects are currently in the planning phase, with many projects at around 30% or less than 10% of their design development or concept drawings completed.
- Project teams are gathering cost data across their projects to include current and historical cost data, market conditions, and programmatic and project-level cost-saving opportunities.
- Initiated weekly priorities for FTA staff to manage project schedule considering FTA staff capacity constraints.
- **BLE, EVLE, WSLE, OMF North, OMF South, TDLE,** and **Sounder** project teams are using the Cost-Savings Workplan tool or Opportunity Register to capture cost-saving measures, perform feasibility studies on validated measures, and track benefits monitoring for those measures approved for implementation.
- **EVLE:** Sound Transit and FTA signed the revised DEIS on Aug. 18. The publication of the DEIS is scheduled for Sept. 18. Staff continues preparing for Phase 2 Advanced Conceptual Engineering with a Board action to confirm/modify Preferred Alternative in Q4 2026. Ongoing elected official briefings and third-party coordination meetings with AHJs, WSDOT, WDFW, Utilities, and FTA.
- **TDLE:** The Draft EIS was published on Dec. 13, 2024, and the Board confirmed the Preferred Alterative on June 26, 2025. Preliminary Engineering and final environmental review remain on track. Key milestones such as the Final PE drawings are progressing as scheduled, with no delays reported. The publication of the Final EIS is anticipated in Q2 2027.
- **TDAI:** This ST2 project is advancing through alternatives analysis. The project is at 10% design and the SEPA checklist was published in January 2026. In April 2026, the ST Board selected the non-motorized and transit improvements to be built to improve access to the Tacoma Dome Station and amended the ST2 Plan for the **Tacoma Dome Station Parking and Access Improvements project (TDAI)**. The prioritized projects include bicycle, pedestrian, transit, and station area improvements. The project will be designed and constructed by the City of Tacoma by 2032. A funding agreement will be developed for the City of Tacoma to deliver the improvements within the available budget. This agreement will be brought to the Board with a budget amendment in late 2026.
- **OMF South's** progressive-design build contractor has been selected. Phase 1 (final design and pre-construction services) was approved by the Board on March 26, 2026. Negotiations were completed in April 2026. Sound Transit issued the notice-to-proceed to the contractor on May 29, 2026. **OMF South** has commenced final design.

- **Sounder Maintenance Base's** baseline budget for this ST2 project was updated in January 2026 in preparation to restart the project for a 2034 delivery per Board Resolution R2021-05. The project team is currently evaluating the 2034 schedule to ensure feasibility. Environmental refresh of the NEPA approval is currently expected to begin in 2027. PMCM MATOC task order is planned for Q4 2026. Real Property continues to work on relocating Tacoma Towing off the property, which is now scheduled for October 2026. Demolition documentation will be prepared in Q4 2026.

- **Sounder South Capacity Expansion Project (SSCE):** The **King Street Station Platform Area Improvement** project team continues work on Phase 3 Preliminary Engineering and NEPA environmental review.

- **SSCE and Sounder DuPont Extension:** The **Sounder Rail Track & Signals Improvement** project team continues to work with the Federal Railroad Administration on the NEPA environmental review and started working with the consultant team on their required early Phase 3 Preliminary Engineering deliverables for ST's review and acceptance, which includes PE design baseline schedule, quality management plan, and project management plan.

B. Risks, concerns, and opportunities

- Sound Transit anticipates a significant volume of project actions requiring FTA review and oversight throughout the ST3 program. FTA involvement extends beyond environmental review and Entry into Engineering; it also involves continuous reviews and oversight of project scope, cost, schedule, risk, real estate, project management, and other project delivery requirements. If the volume of required reviews exceeds available FTA review capacity, it may lead to scheduling pressures and constrain the agency's ability to advance projects and key activities, such as early property acquisitions, as planned.

C. Monthly performance tracker for projects in planning and design

Projects	% Complete[1]	Development Phase	Cost KPI	Schedule KPI	Comments
Ballard Link Extension	10%	DEIS / PE			Cost: Based on cost trends, comparative cost estimates for the full project are expected to exceed the financial plan value. The project team has applied cost savings opportunities identified through the Cost Opportunity Workplan and continuing to identify additional opportunities. Current estimates are reflected in the Enterprise Initiative scenarios that the Board considered in May 2026. Under Resolution R2026-11, the initial segment from Chinatown-International District to Seattle Center is affordable within existing resources through construction. The segment from Seattle Center to Market Street is funded through final design. Schedule: The revised target date for the Draft EIS is now Q4 2026 (previously Q2 2026). Project is advancing with its design phase and is preparing to publish the Draft EIS, contingent upon receiving final guidance from the FTA concerning executive orders and legal assessments. Following the publication of the Draft EIS, the Board will take action to confirm/modify the Preferred Alternative. The overall project schedule is currently under evaluation. In July 2026, a new target revenue service date of 2042 was publicly announced, accounting for delays incurred during the project development phase and best available information from the draft project schedule. An update for the Board is planned to take place following publication of the Draft EIS.
Boeing Access Road Infill Station	10%	Env Review / PE			Cost: The Preliminary Engineering–level cost estimate is anticipated for Q2 2027. The project team continues to identify and evaluate potential cost-saving opportunities. Schedule: Preliminary Engineering is underway. Project is advancing environmental review and it is expected to be complete in Q2/Q3 2027.
Everett Link Extension	22%	DEIS / PE			Cost: Latest cost data exceeds the Finance Plan for this project. Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan is underway. The project is moving forward on the current schedule based on the Board direction from the Enterprise Initiative resolution in May. Schedule: FTA and Sound Transit signed the revised DEIS on Aug. 18. The publication of the DEIS is scheduled for Sept. 18, 2026. Staff have resolved all comments on the Advanced Conceptual Engineering 20% design plans. The Board action to confirm/modify a Preferred Alternative is scheduled for Q4 2026.

1. % Complete based on full project to revenue service date, not based on development phase.

Projects	% Complete[1]	Development Phase	Cost KPI	Schedule KPI	Comments
Graham Street Infill Station	10%	Env Review / PE			Cost: The Preliminary Engineering-level cost estimate is anticipated for Q2 2027. The project team continues to identify and evaluate potential cost-saving opportunities. Schedule: Preliminary Engineering and environmental review are underway. Environmental is expected to be complete in Q1 2027. The project team will develop an initial construction schedule during Preliminary Engineering in early 2027.
Link O&M Facility South	30%	Final Design and Construction			Cost: The project is progressing within the financial plan budget. Efforts to identify cost-saving opportunities continue. Schedule: Final design phase is currently in progress.
Sounder DuPont Extension	1%	CE / NEPA DCE			Sounder Rail Track & Signal Improvement project continues work on NEPA and PE. ST and FRA conducted a site visit on the rail corridor on Aug 24.
Sounder South Capacity Expansion Program	1%	Planning / Design			King Street Station Platform Area Improvement Project and Sounder Rail Track & Signal Project continues with NEPA and environmental review. ST and FRA conducted a corridor site visit on Aug. 24.
Sounder Lakewood Station Access Improv. (ST2 Project) [2]	15%	Design			ST Station Area Improvements 60% design was transmitted for staff review. City of Lakewood continues to work on final design for the ST funded non-motorized access improvements.
Sounder South Tacoma Station Access Improv. (ST2 Project) [2]	15%	Design			ST Station Area Improvements 60% design was transmitted for staff review. City of Tacoma continues to work on final design for the ST funded non-motorized access improvements.
Sounder Maintenance Base (ST2 Project)	5%	Environmental update			Cost: Proposed baseline budget has been updated and shared across departments and with Enterprise Initiative team. Real Property continues to work on relocating Tacoma Towing off the property by October 2026 and is initiating efforts to certify the property for utility relocation. Documentation for demolition is to be prepared for early Q4 2026, and the NEPA environmental refresh will begin in 2027. Schedule: The project was deferred nine years by the 2021 realignment (R2021-05) and is set to restart in 2027, with an anticipated delivery date of 2034. The project team is currently evaluating the 2034 schedule to ensure feasibility.

1. % Complete based on full project to revenue service date, not based on development phase.
2. Project baselined.

Projects	% Complete[1]	Development Phase	Cost KPI	Schedule KPI	Comments
Tacoma Dome Access Improvement (ST2 Project)	12%	Alternatives Analysis			Cost: The prioritized list of projects for the Board's consideration is within the Financial Plan value. Schedule: The Board selected the non-motorized and transit enhancements to be constructed to enhance access to the Tacoma Dome Station as the designated project for TDAI, thereby amending the ST2 Plan. ST will execute a funding agreement with the City of Tacoma to design and construct the multimodal improvements selected by the Board this winter.
Tacoma Dome Link Extension	20%	FEIS / PE			Cost: Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan ongoing and continuing to identify additional opportunities. Current estimates are reflected in the Enterprise Initiative scenarios that the Board considered in May 2026. Schedule: Project published Draft EIS in December 2024, and the Board confirmed/ modified the Preferred Alternative in June 2025. Preliminary Engineering and final environmental review remain on track. Key milestones such as the PE drawings are progressing as scheduled, with no delays reported. Publication of the Final EIS is anticipated in Q2 2027.
West Seattle Link Extension	30%	Post-ROD / Advancing to Final Design			Cost: Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan/Register is underway. Current estimates are reflected in the Enterprise Initiative scenarios. Schedule: Design team continues to validate cost-saving measures, develop additional cost-saving opportunities, and seek concurrence on design changes. At the end of Aug. 2026, a new target revenue service date of 2035 was publicly announced, accounting for delays incurred as the project identified cost-savings measures and developed a more detailed construction schedule.

1. % Complete based on full project to revenue service date, not based on development phase.

C1. Link extension project detail in planning and design

This section provides details about the **BLE, EVLE, TDLE**, and **WSLE** projects.

Ballard Link Extension

- Project development
  - Draft EIS in review with FTA. Draft EIS publication is anticipated in late 2026. A Board update is planned following publication of the Draft EIS.
  - Final EIS anticipated Q4 2027 and ROD Q1 2028.
  - Planning to submit for Entry into Engineering after completion of ROD.
- Advanced engineering
  - Continuing design coordination with third parties, including the City of Seattle, King County, WSDOT, and the Port of Seattle.
  - Preliminary engineering to be completed in Q2 2027.
  - Planning to bring on Engineering Design Services consultant in Q2 2027 to support design advancement and evaluation of further cost-savings opportunities (contracting information shown below).
- Site investigation
  - Conducting geotechnical investigation and subsurface utility engineering survey along project corridor.
  - Conducting Phase I and II Environmental Site Assessments for properties proposed for acquisition.
- Contracting
  - Developing Request for Qualifications (RFQ) for Engineering Design Services. Industry open house held in July 2026. RFQ to be issued in Q4 2026, with NTP planned for Q2 2027.

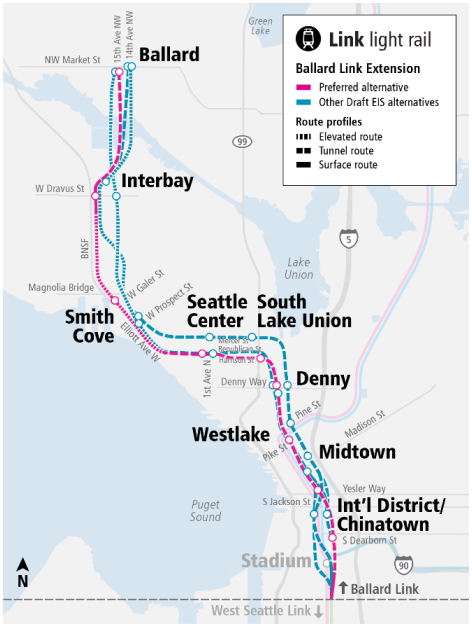


Figure 1: Map of BLE Project Alignment

Everett Link Extension

- Project development
  - FTA and Sound Transit signed the Draft EIS on Aug. 18. Draft EIS to be published on September 2026.
  - Final EIS anticipated in Q4 2027 and ROD Q1 2028.
- Advanced engineering
  - Design continues on Phase 2 Advanced Conceptual Engineering with a Board action to confirm/modify Preferred Alternative in Q4 2026.
  - Evaluating cost-savings and schedule optimization opportunities.
  - Continuing design coordination with third parties, including the cities of Everett and Lynnwood, Snohomish County, and WSDOT.
- Site investigation
  - Conducting geotechnical investigations along project corridor.
  - Conducting Project Environmental Site Assessment for properties along the project corridor.
- Contracting: No current procurements. Phase 3 budget amendment in Q3 2026.

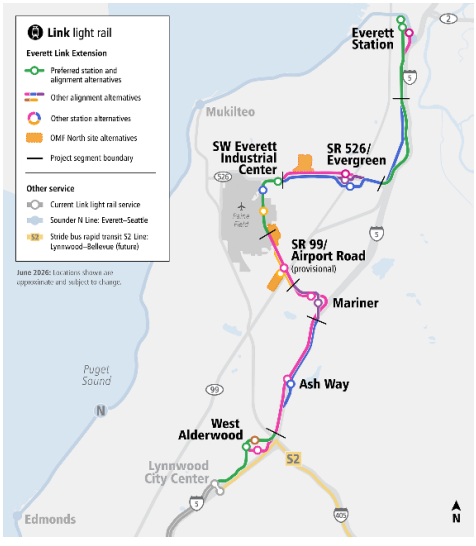


Figure 2: Map of EVLE Project Alignment

Tacoma Dome Link Extension

- Project development
  - Draft EIS published December 2024.
  - Final EIS anticipated Q2 2027 and ROD Q3 2027.
  - Planning to submit for FTA's Entry into Engineering after completion of ROD.
- Advanced engineering
  - Evaluating cost-savings opportunities.
  - Advancing design up to 30% on the Preferred Alternative.
  - Continuing design coordination with third parties, including WSDOT and the cities of Federal Way, Milton, Fife, and Tacoma.
- Site investigation
  - Preparing for geotechnical and archaeological site investigations.
  - Conducting Phase I Environmental Site Assessments for properties proposed for acquisition.
- Contracting
  - Board-approved budget amendment for Phase 3: Prepare Final EIS & PE in June 2025.
  - PMCM MATOC for procurement and commercial support to be advertised in mid-September 2026.
  - Design MATOC for engineering design services to be advertised in October 2026.

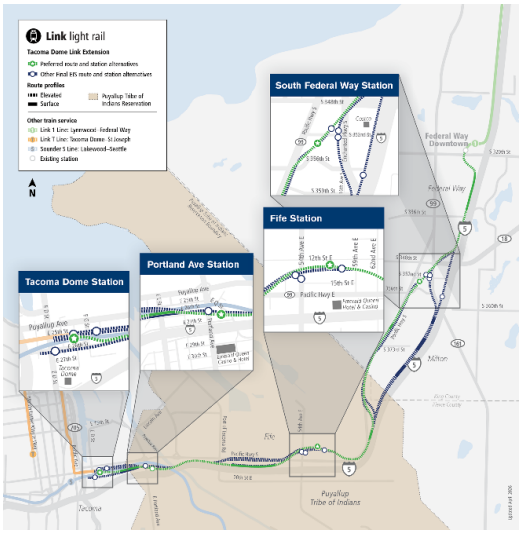


Figure 3: Map of TDLE Project Alignment

West Seattle Link Extension

- Project development
  - Final EIS published September 2024.
  - ROD received April 29, 2025.
  - Evaluating grant opportunities available for the project, including Expedited Project Delivery Pilot Program and FTA's Capital Investment Grants program.
- Advanced engineering
  - Phase 1 Engineering Design Services (EDS) contract approved by the Board in Apr. 2025; NTP issued July 14, 2025.
  - Phase 1B EDS contract approved by Board in November; NTP issued Dec. 22, 2025.
  - Continuing design coordination with key external stakeholders.
  - Evaluating cost-savings opportunities.
- Site investigation
  - Continuing geotechnical and archaeological investigation.
  - Preparing for bi-directional load tests for Duwamish bridge.
  - Conducting Phase I & II Environmental Site Assessments for proposed property acquisition.
- Contracting: Procurement start dates
  - W205 Bi-Directional Load test and Instrumentation and Monitoring Services in Q1 2026.
  - NTP for Civil EDS Phase 2 Final Design Services was issued in July 2026.
  - W200 Pre-Construction Services date pending.

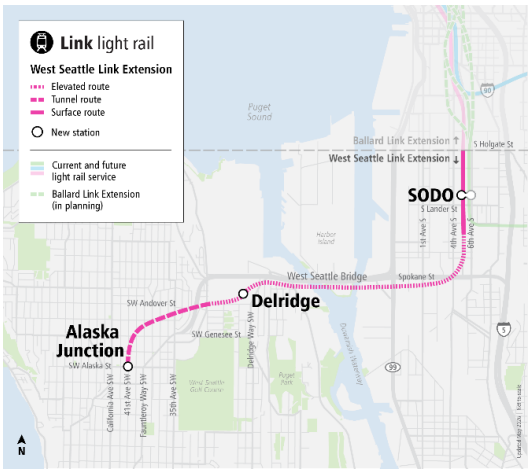


Figure 4: Map of WSLE Project Alignment

D. Monthly performance tracker for other support projects in planning and design

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

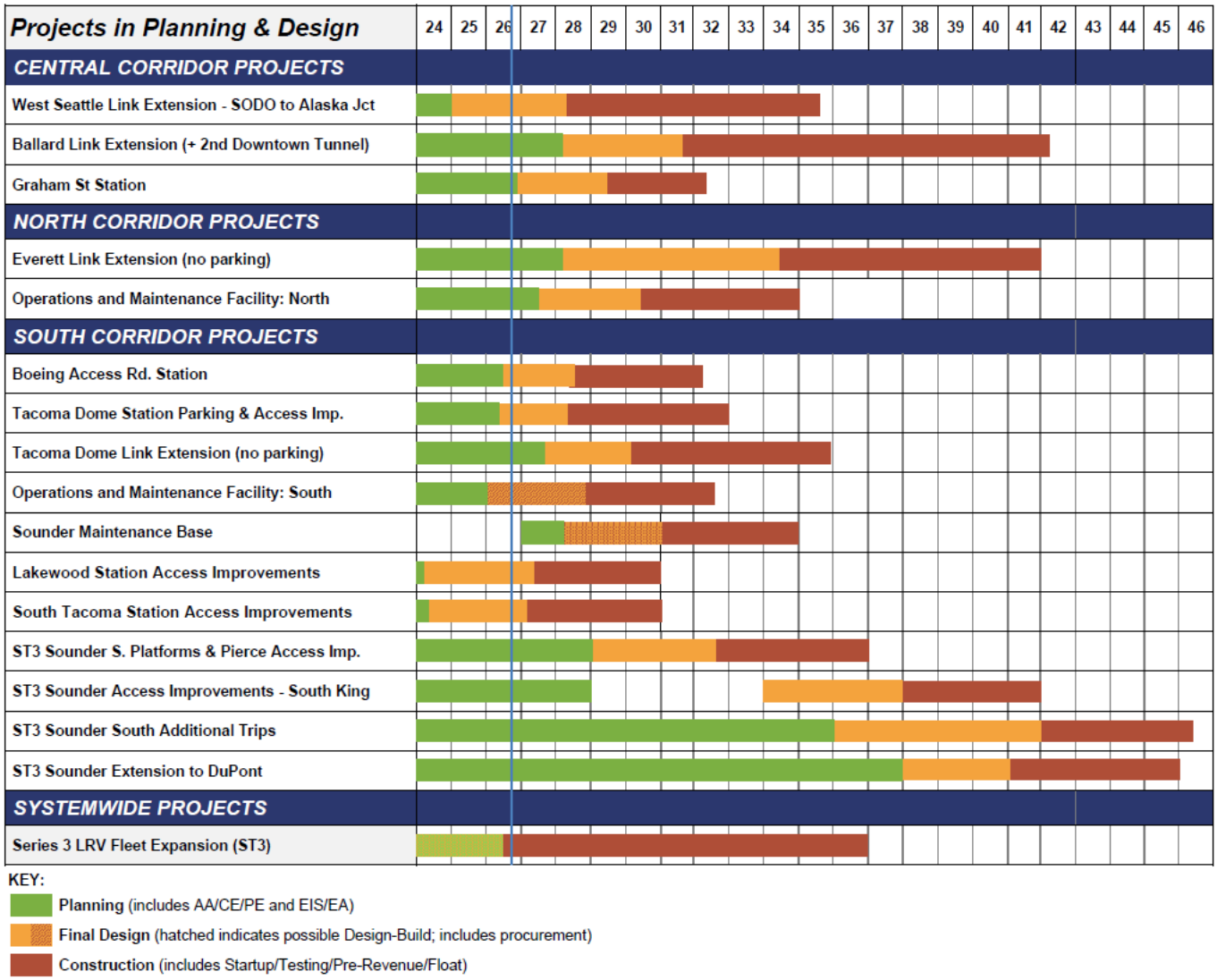
Projects	% Complete[1]	Development Phase	Cost KPI	Schedule KPI	Comments
Series 3 LRV Fleet Expansion	5%	Planning			Cost: Based on cost estimates from 2024; vehicle costs are expected to exceed Financial Plan. Also, the agency is anticipated to need more vehicles (compared to what is in the Financial Plan) to meet ST3 service needs. Schedule: RFP was issued on June 26, 2026; submittals are due March 12, 2027.

1. % Complete based on full project to revenue service date, not based on development phase.

E. Projects in planning and design schedule

The graphic shows the anticipated schedule for projects in the planning and design phases.

An independent third party is conducting a comprehensive schedule evaluation for the **WSLE** and **BLE** projects.



IV. Projects in construction

A. Executive overview

- As specified in Resolution R2026-11, all projects that were previously baselined will maintain their progress in alignment with the budget and schedules that have already been established.

- Sound Transit officially announced that the **Pinehurst Station** will open for passenger service on September 30. The station will feature public art by Seattle-based artist Romson Bustillo, whose porcelain enamel and tile work wraps the entrances and lobbies with imagery drawn from his Filipino heritage and the surrounding community. The artwork is titled "Dinhi Kita", which translates to "we are here" in the artist's native language, Bisaya (Cebuano). Sound Transit will host a community celebration at the new station on opening day.



- **Sounder South Sumner, Kent, and Auburn Stations Parking and Access Improvement Projects** continue construction at all three locations. At **Sumner**, the parking structure has fully topped out, and steel work is ongoing for the vertical circulation tower, including the installation of the stairs. Mechanical, electrical, and plumbing installations are progressing throughout the facility. Work is ongoing for the off-site improvements on Thompson St, with curbs installed for the street parking next to the garage. The **Kent** garage continues construction with ongoing mechanical, electrical, and plumbing work across Levels 1 - 3. The installation of the backup generator has been completed, and the external brick facade installation is still in progress. At the KCM bus layover facility, the stormwater chamber has been successfully installed, and the structure for the operator restroom has been constructed. Additionally, roadwork has commenced on both Pioneer St and Railroad Ave. In **Auburn,** much like Kent, work is progressing on the structural components of the elevator shaft and the stairwells as well as mechanical, electrical, and plumbing work throughout the garage. Furthermore, the garage interior is currently undergoing painting, and the stair landings along with the interiors of the elevator tower have been successfully installed. Also, off-site work has commenced with the installation of storm water connections.

- **Stride Bus Operation & Maintenance Facility (ST2 project):** Construction underway includes installation of stormwater detention system, site utilities, underground plumbing, footing, and stem wall installations at the Maintenance Building. Began footing work at the Parking and Services Building.

- **Stride I-405 (S1 & S2):** Design-build construction contracts delivered by WSDOT continue to make steady progress. Construction at the **NE 44th station platform** is proceeding as scheduled, and work at the **Bellevue Transit Center** has commenced. **NE 85th station** area is expected to be transferred to Sound Transit in Sept. 2026. WSDOT **TIBS** is set to release a Request for Qualifications (RFQ) in Sept. 2026 to initiate the design/build procurement process. The NTP for the **Burien Transit Center (BT102)** construction contract was issued on Aug. 4, 2026. For **Renton Transit Center (BT105),** utility installation, retaining wall construction, and auger-cast pile operations in progress.

- **Stride SR 522 (S3):** In **Seattle/Shoreline (BT305)**, Division 1 submittals have commenced with concurrent coordination activities underway for utility and permitting approvals. The **Lake Forest Park (BT306)** GCCM is currently in the procurement phase, with contractor proposals expected by early September and NOA anticipated for November 2026. Within the **Kenmore/Bothell (BT307)** area, site work is advancing across multiple **Kenmore stations**, along with roadway

work in **Bothell**. Finally, all construction projects managed by third parties for the **S3 Line (SR 522/NE 145th**) have been successfully completed in preparation for Stride, and all expenditures have remained within budget.

B. Risks, concerns, and opportunities

- **Sumner Station Parking and Access Improvements:** The current projected Substantial Completion for **Sumner** is trending toward February 2027, resulting in a schedule change to an in-service date of late Q1 2027, versus the original Q1 2026. The team continues to seek schedule mitigation options where viable. Note that all the garage projects (3 garages) remain within the Q2 2027 baseline target.

C. Monthly performance tracker for projects in construction

Projects	% Complete[1]	Cost KPI	Schedule KPI	Safety KPI	Comments
Pinehurst [2,3]	97%				Cost: Project costs are trending within baseline budget. Schedule: Finishes at the platform and plaza levels are being installed: signs, metal panels, doors, and window anti-graffiti. Road work on 5th Ave continues. ST officially announced that the project will officially open for service on Sept. 30. Safety (RIR): No recordable injuries this month.
Sounder South Station Parking and Access Improvements (ST2 Project)					
Auburn [2, 3]	83%				Auburn SPAI: Work progresses on Mechanical, Electrical, and Plumbing installation for all levels. Additionally, the interior of the garage is being painted, and including stair landings and interiors of the elevator tower have been installed. Off-site work has also begun with installation of stormwater connections. Auburn is on track with its schedule, although there is minimal ST float available. Safety (RIR): There was one recordable injury this month. See TIFIA report for details.
Kent [2]	75%				Kent SPAI: Garage work continues on the mechanical, electrical, and plumbing scopes for Levels 1–3. The backup generator has been installed, and external brick facade installation continues. At the KCM bus layover facility, the stormwater chamber has been installed and the restroom structure has been erected. Roadwork on both Pioneer St and Railroad Ave has also begun. Safety (RIR): No recordable injuries this month.
Sumner [2, 3]	78%				Sumner SPAI: The parking structure has fully topped out, and steel work continues on the vertical circulation tower with stair installations. Mechanical, electrical, and plumbing work continues throughout the facility. Work continues on the Thompson St off-site improvements, and the curbs have been installed for the street parking adjacent to the garage. The completion date for Sumner continues to trend toward late Q1 2027. Safety (RIR): No recordable injuries this month.

1. % Complete based on full project to revenue service date, not based on development phase.
2. Project baselined.
3. Projects that require detailed reports to meet TIFIA reporting requirements.

D. Monthly performance tracker for Stride projects in construction

The table below shows the portion of the **Stride** projects that *Sound Transit manages*.

Projects	% Complete[1]	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride BUS OMF (Bus Base North) [2] ST-managed projects (ST2 Project)	25%				There are schedule delays due to subsurface differing site conditions and permit acquisitions. Negotiation with the contractor is underway with expected settlement of cost and schedule in Q4 2026. Four of six stormwater detention vaults are in progress with one complete. Continued site utility (water, electrical ductbank, and storm) work. Continued installation of footings, UG plumbing and foundation walls at Maintenance Building. Began footing excavation and installation at Parking and Services Building. Safety (RIR): No recordable injuries this month.
Stride I-405 (S1 and S2 Line) [2] ST-managed projects	BT102 construction NTP in August 3% BT105 construction 28% complete BT014 construction 20% complete BT212 construction 0% complete Overall, 22% complete				Burien Transit Center (BT102) construction NTP was issued on Aug. 4, 2026. Initiated key submittal reviews. Renton Transit Center (BT105) continued utility, retaining wall and auger-cast pile work. Station platform (BT014) continued work at NE 44th Stations. Ongoing coordination with WSDOT on NE 85th and other platform handovers. Commenced work at Bellevue Transit Center. Lynnwood 196th/Poplar Way (BT212) advances toward Issue-for-bid (IFB) with construction contract advertisement, expected by end of 2026. Safety (RIR): No recordable injuries this month.
Stride SR 522 NE 145th (S3 Line) [2] ST-managed projects	BT305 construction 10% complete BT307 construction 16% complete BT306 GCCM procurement Overall, 8% complete				Seattle/Shoreline (BT305) continued work on Division 1 submittals and ongoing utilities and permits coordination with AHJs. Bothell/Kenmore (BT307) continued work at multiple station locations in Kenmore. Roadway work has begun in Bothell. Lake Forest Park (BT306) GCCM delivery procurement is active; proposals due in early September 2026. NOA anticipated November 2026. Construction on the S3 corridor is trending behind schedule due to late WSDOT project approvals, AHJ permitting, FIFA moratorium, and restricted work hours. ST and contractors are working to mitigate the overall delay. Safety (RIR): No recordable injuries this month.

1. % Complete based on full project to revenue service date, not based on development phase.
2. Project baselined.

Table below shows portion of the **Stride** projects *managed by WSDOT or a third party.*

Projects	% Complete[1]	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride I-405 (S1 and S2 lines) [2] WSDOT-managed projects	NE 44th construction 97% complete TIBS in D/B Procurement S1 Line overall 38% complete			N/A	NE 44th Inline Station, a part of the WSDOT I-405 Express Toll Bellevue-Renton, is in construction. BRT scope achieved physical completion. Began Air Space Lease negotiation. The Inline Tukwila International Boulevard Station (TIBS): WSDOT prepared to issue RFQ in September 2026 to begin the design/build procurement process.
	NE 85th construction 91% complete Brickyard construction 62% complete S2 Line overall 69% complete			N/A	NE 85th construction continues to make good progress and is trending within budget. Station platform turnover to Sound Transit for NE 85th projected for September 2026. Overall Brickyard to SR 527 project is trending slightly behind schedule but is well within the baselined RSD milestone for the S2 Line opening.
Stride SR 522, NE 145th (S3 Line) [2] third-party–managed projects	100%			N/A	All third-party–managed construction projects for the S3 Line have been completed.in preparation for Stride, all within budget.

E. Monthly performance tracker for other support projects in construction

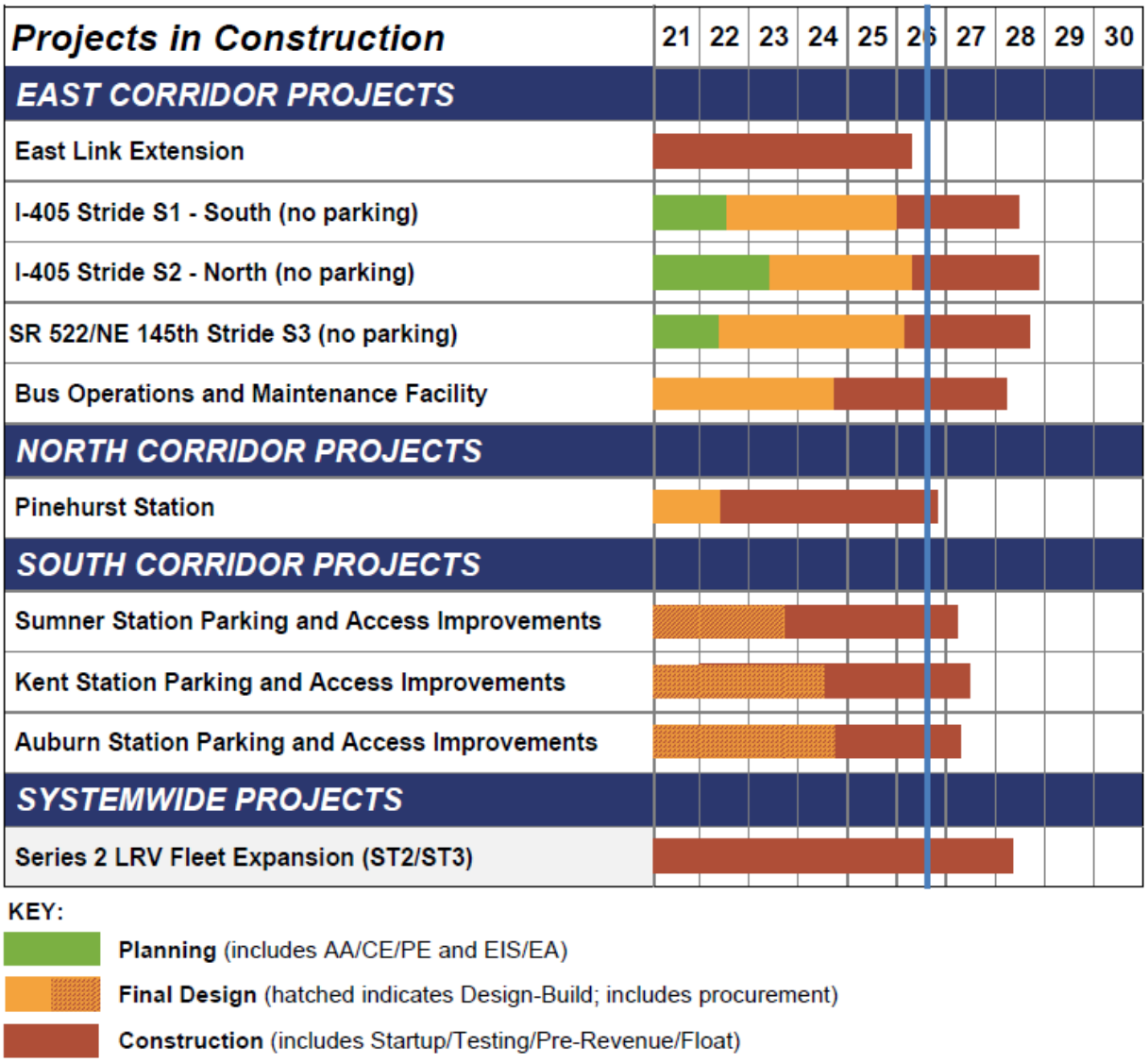
The Service Delivery Department is managing the Series 2 LRV Fleet Expansion project with support from the Capital Delivery Department.

Projects	% Complete[1]	Cost KPI	Schedule KPI	Safety KPI	Comments
Series 2 LRV Fleet Expansion (ST2 Project) [2]	93%			N/A	Cost: Project budget is within the planned range. Schedule: Project schedule is proceeding according to plan. All planned new ST2 vehicles for the expansion effort have been delivered and are in service. The 151st vehicle of the initial 152-car order achieved Conditional Acceptance (CA) in September 2026, with the final vehicle expected to achieve CA in October 2026. Continuous efforts remain underway to upgrade the final vehicle to the latest configuration and complete testing and commissioning. Three of the additional ten cars are now on property, with CA of the first vehicles from the additional order expected to begin in Q4 2026. Mitigation steps to improve reliability of the LRV brake system and communications system are underway.

1. % Complete based on full project to revenue service date, not based on development phase.
2. Project baselined.

F. Projects in construction schedule

The graphic shows the overall schedule for construction projects.



V. TIFIA detailed project reports

A. Pinehurst Station

B. Sounder South Station Parking and Access Improvements

TIFIA LOAN AGREEMENT MONTHLY REPORT

August 2026

TIFIA-2023-1007A, Issued Date: 05/02/2023

TIFIA Project Cost Summary by SCC

(As of 08/31/2026; 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	$139.0	$128.3	$2.1	$124.2	$10.7	$139.0	$9.7	$0.0
30-Support Facilities	$0.4	$0.1	$0.0	$0.0	$0.0	$0.1	$0.1	$0.3	$0.0
40-Sitework I Special Conditions	$7.4	$6.6	$5.7	$0.0	$2.0	$0.8	$6.5	$0.9	$0.2
50-Systems	$16.2	$16.3	$15.6	$1.1	$14.8	$0.6	$16.2	$0.0	$0.1
Construction Subtotal	**$172.7**	**$162.0**	**$149.6**	**$3.2**	**$140.9**	**$12.2**	**$161.7**	**$11.0**	**$0.3**
60-ROW	$0.1	$0.1	$0.1	$0.0	$0.1	$0.1	$0.1	($0.1)	($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	$61.2	$56.9	$1.4	$50.8	$4.9	$61.8	($12.1)	($0.6)
90-Unallocated Contingency	$17.7	$16.8	$0.0	$0.0	$0.0	$10.0	$10.0	$7.7	$6.8
Total TIFIA Project	**$240.2**	**$240.2**	**$206.5**	**$4.6**	**$191.7**	**$27.2**	**$233.7**	**$6.5**	**$6.5**

Link light rail
Pinehurst Station

Project Summary

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

Phase Construction

Budget $240.2 Million

Schedule Baseline Revenue Service: Q2 2026
Forecast Revenue Service Date: 9/30/2026



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Commissioning and testing in preparation for September 30 station opening.
- Installing art panels, tiling and signage.
- Punchlist activities and roadway improvements.
- All elevators passed L&I inspections.

Closely Monitored Issues

- Inspection approvals of escalators.
- Timely approval from Authorities Having Jurisdiction (AHJs).

Project Cost Summary

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with FTA Standard Cost Category (SCC) format. The figures in the tables are shown in millions.

This period approximately $4.6M was incurred, bringing the total expenditure to date at $191.7M.
This period the project forecasts an Estimated Final Cost of $233.6M with a budget underrun of $6.5M.

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	$11.7	$8.8	$0.1	$8.5	$11.8	($0.1)
Preliminary Engineering	$2.7	$2.7	$2.7	$0.0	$2.7	$2.7	$0.0
Final Design	$17.6	$23.5	$22.0	$0.1	$19.8	$22.9	$0.6
Construction Services	$17.3	$19.7	$19.1	$1.0	$17.5	$19.9	($0.2)
3rd Party Agreements	$1.7	$1.1	$1.0	$0.0	$0.9	$1.1	$0.0
Construction	$192.6	$181.2	$152.8	$3.3	$142.3	$174.9	$6.3
ROW	$0.1	$0.1	$0.1	$0.0	$0.1	$0.1	($0.0)
Project Contingency	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$240.2**	**$240.2**	**$206.5**	**$4.6**	**$191.7**	**$233.7**	**$6.5**

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	$139.0	$128.3	$2.1	$124.2	$139.0	$0.0
30 Support Facilities	$0.4	$0.1	$0.0	$0.0	$0.0	$0.1	$0.0
40 Sitework & Special Conditions	$7.4	$6.6	$5.7	$0.0	$2.0	$6.5	$0.2
50 Systems	$16.2	$16.3	$15.6	$1.1	$14.8	$16.2	$0.1
Construction Subtotal(10 - 50)	**$172.8**	**$162.0**	**$149.6**	**$3.2**	**$140.9**	**$161.7**	**$0.3**
60 ROW, Land	$0.1	$0.1	$0.1	$0.0	$0.1	$0.1	($0.0)
70 Vehicles (Non-Revenue)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
80 Professional Services	$49.7	$61.2	$56.9	$1.4	$50.8	$61.8	($0.6)
90 Unallocated Contingency	$17.6	$16.8	$0.0	$0.0	$0.0	$10.0	$6.8
Total (10 - 90)	**$240.2**	**$240.2**	**$206.5**	**$4.6**	**$191.7**	**$233.7**	**$6.5**

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

Contingency Management

The project budget was baselined in 2022 with a total contingency of $48.6M. The current contingency balance is at $29.6M, reflecting a decrease of around $200k compared to the 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 $200k due to construction change orders.

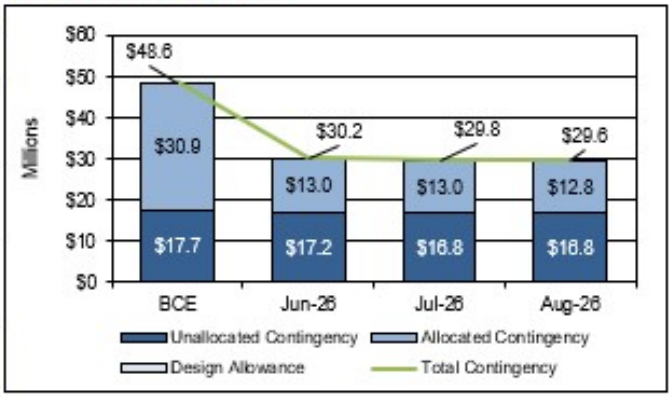
Unallocated Contingency (UAC): Used to address general project-wide cost risks and uncertainties. This period UAC did not change.

Contingency Status

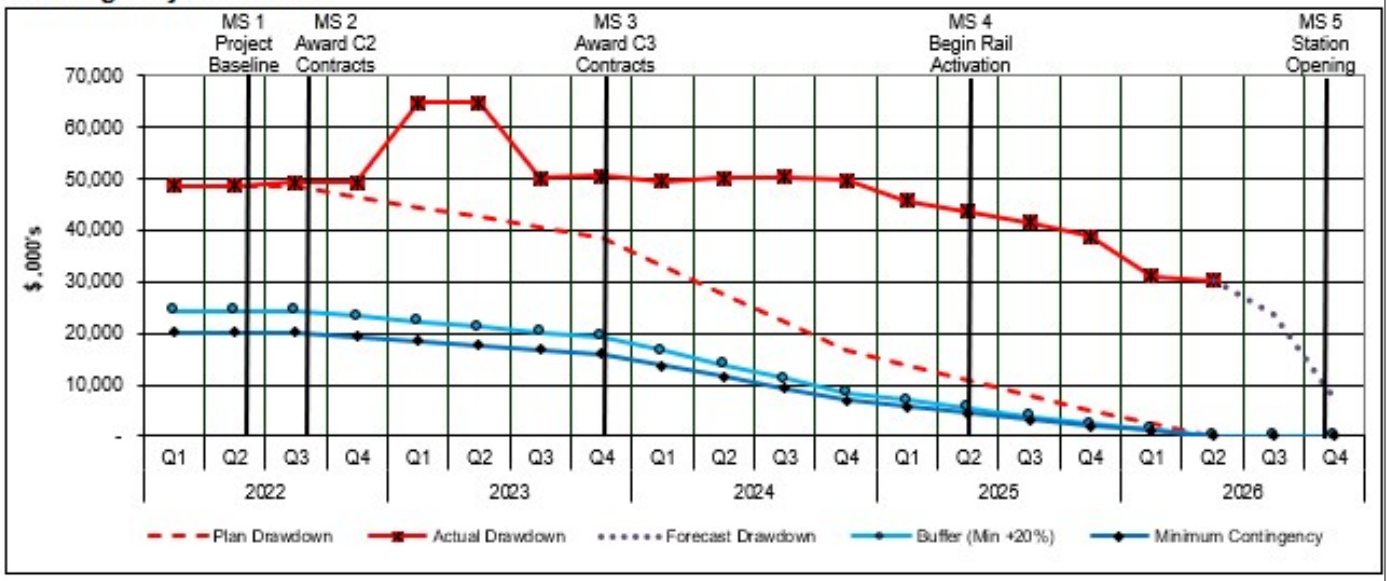
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$0.0	0.0%	$0.0	0.0%
Allocated Contingency	$30.9	12.9%	$12.8	64.0%
Unallocated Contingency	$17.7	7.4%	$16.8	84.1%
Total:	**$48.6**	**20.2%**	**$29.6**	**148.1%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

The following are the top project risks identified:

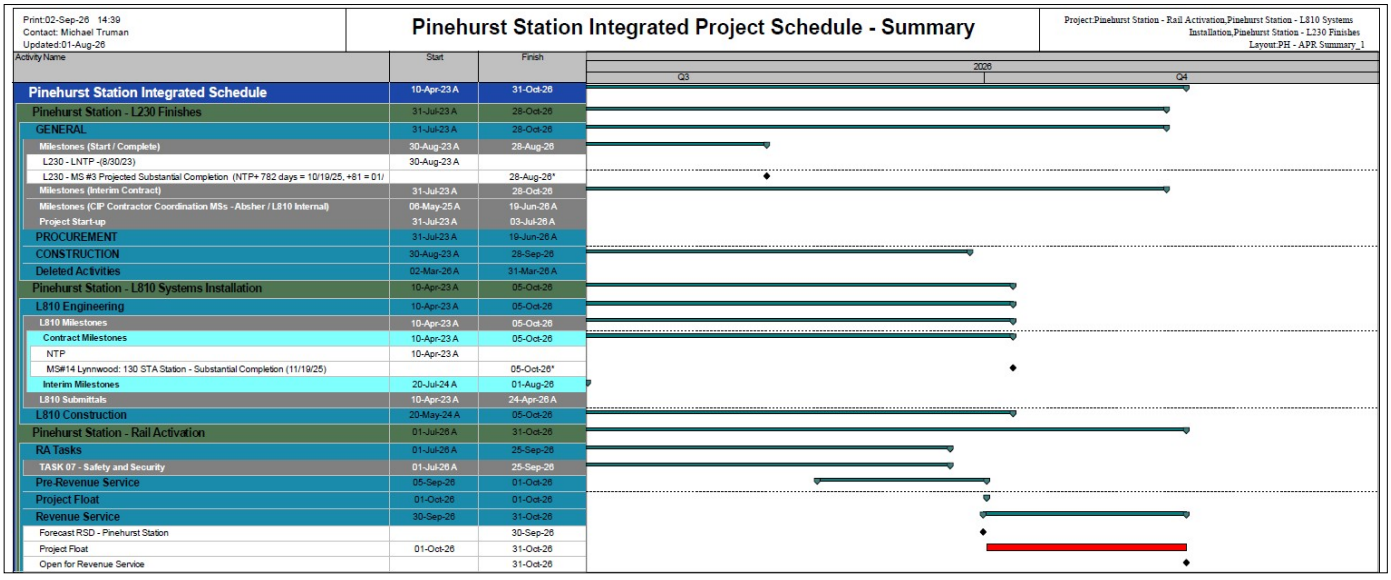
- Achieving safety certification approvals.
- Labor & Industry inspection approvals for escalators.

Project Schedule

The weighted percent complete for the major construction contracts is estimated at 97.0% (last month was 95.2%).

The schedule snapshot below represents progress through July 2026. The contractors have not yet submitted the August. Following multiple collaborative workshops conducted between ST and the contractors, it was established that achieving a June 2026 opening was not feasible due to several factors, including construction progress and agency prioritization of work for the FIFIA World Cup. Given the substantial modification to eh project completion timeline, ST collaborated with the Build America Bureau and FTA to establish a revised substantial completion date of October 31, 2026. To ensure we meet this timeline, ST has formulated and submitted a recovery plan outlining the approach for effective schedule management.

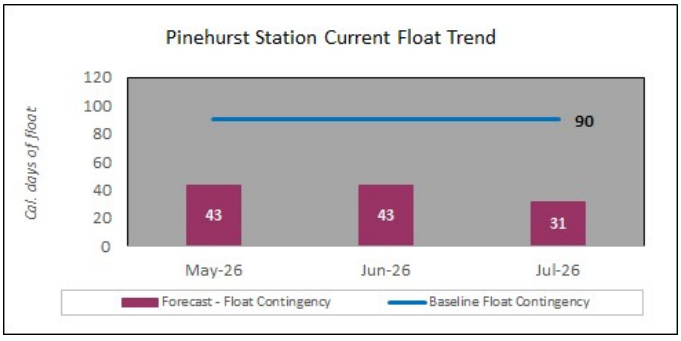
In early September, Sound Transit **announced** that the project will **commence Revenue Service Date on September 30, 2026.** The current controlling operation is SSO Concurrence on the SSCVR.



Project Float

Project float calculation has been adjusted this month to reflect progress against the new target of October 31, 2026, as set out in the Project Recovery Plan for the Build America Bureau.

Based on the current forecast Revenue Service Date of September 30, 2026, the project currently has 31 days of float remaining.



Major Contract Status

Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date
Completed/In Progress Contracts							
PE, Civil FD, Civil DSDC	HNTB/Jacobs	$4.3	$18.5	$22.8	$20.9	Feb 2019	Oct 2026
Systems FD, Systems DSDC	LTK Engineering	$0.3	$0.8	$1.1	$1.1	Jun 2020	Oct 2026
Systems FD, Systems DSDC	Hatch Assoc	$0.0	$0.5	$0.5	$0.1	Jun 2020	Oct 2026
Civil CMC	PGH Wong	$0.4	$15.7	$16.1	$15.1	Jul 2020	Oct 2026
Systems CMC	NWTSP	$0.2	$2.3	$2.5	$1.8	Jul 2024	Oct 2026
L210 Civil Construction	SKH	$5.0	$17.1	$22.1	$22.1	Jul 2020	Aug 2024
L230 Civil Construction	Absher	$98.3	$8.2	$106.5	$102.3	Aug 2023	Oct 2026
L810 Systems Construction	Mass Electric	$14.3	$0.7	$15.0	$14.4	Feb 2022	Oct 2026
				$186.5	**$178.0**		

Community Engagement

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

- Working with operational engagement team to distribute flyers to neighbors educating them on living by the active light rail ahead of opening.
- Preparing and communicating for the opening day 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 YTD Actual FTE monthly average through the end of the current period is slightly above the planned FTE monthly average due slightly higher ST staff.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.0	5.4	(1.4)
Consultants	24.0	24.2	(0.2)
TOTAL	28.0	29.6	(1.6)

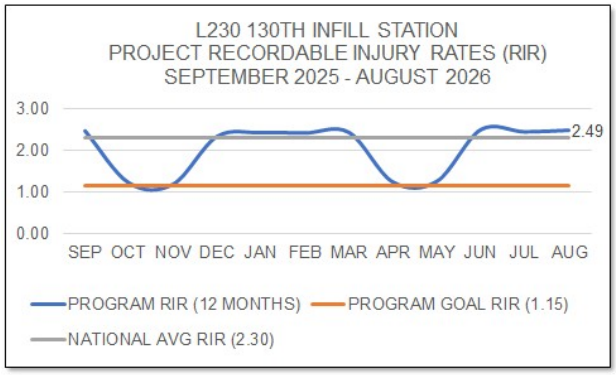
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

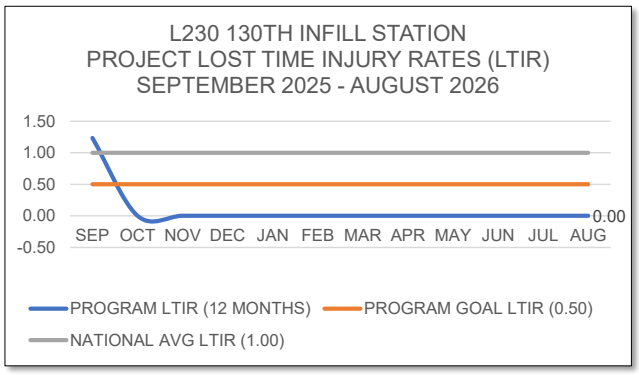
Sound Transit Board Actions

Board Action	Description	Date
	None this period	

Construction Safety

Monthly KPI	Construction Safety	Project Monthly[1]	Project Average[2]	Program Goal[3]	National Average[4]	Notes
⇔	Recordable Injury Rate (RIR)	0.00	2.49 [5]	1.15	2.30	There were no recordable or lost time incidents reported this month.
⇔	Lost-Time Injury Rate (LTIR)	0.00	0.00 [6]	0.50	1.00	





Notes:

1. *Project Monthly rates based on monthly safety data. Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. The number from the previous month are reconciled and replaced with actuals the following month.*
2. *Project Average rates based on 12-month rolling average.*
3. *Program Goal is <50% of the National average of RIR/LTIR.*
4. *National Average RIR/LTIR is based on the annual Bureau of Labor Statistics data for Construction.*
5. *The Project Average RIR (2.49) is above the Program Goal and the National Average due to recordable incidents in Dec. 2025 and June 2026, shown in graphic above.*
6. *The Project Average LTIR (0.00) is below the Program Goal and the National Average, shown in graphic above.*

Contract L230 Station Finishes

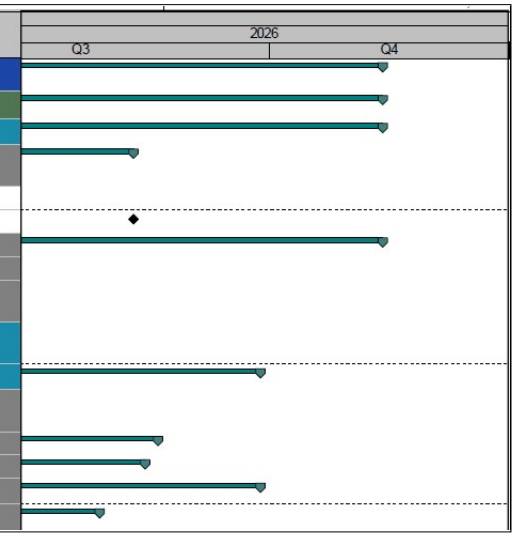
Current Progress

- Continued plaza level art installation, punchlist and cleanup.
- Continued escalator testing.
- Continued platform punchlist and commissioning activities.

Schedule Summary

The L230 contract schedule has been updated through July 2026, as the August 2026 schedule has not yet been submitted. Collaborative discussions are ongoing to mitigate schedule delays. The critical path runs through the elevator installation, escalator installation, and commissioning of systems.

Activity Name	Start	Finish
Pinehurst Station Integrated Schedule	31-Jul-23 A	28-Oct-26
Pinehurst Station - L230 Finishes	31-Jul-23 A	28-Oct-26
GENERAL	31-Jul-23 A	28-Oct-26
Milestones (Start / Complete)	30-Aug-23 A	28-Aug-26
L230 - LNTP -(8/30/23)	30-Aug-23 A	
L230 - MS #3 Projected Substantial Completion (NTP+ 782 days = 10/19/25, +81 = 01/		28-Aug-26*
Milestones (Interim Contract)	31-Jul-23 A	28-Oct-26
Milestones (CIP Contractor Coordination MSs - Absher / L810 Internal)	06-May-25 A	19-Jun-26 A
Project Start-up	31-Jul-23 A	03-Jul-26 A
PROCUREMENT	31-Jul-23 A	19-Jun-26 A
CONSTRUCTION	30-Aug-23 A	28-Sep-26
Mobilization	30-Aug-23 A	30-Apr-24 A
STATION CONSTRUCTION	14-Sep-23 A	03-Sep-26
CIVIL SITE UTILITIES	21-May-24 A	31-Aug-26
SITE IMPROVEMENTS	16-Apr-25 A	28-Sep-26
CLOSEOUT	01-Oct-24 A	20-Aug-26



Cost Summary

Present Financial Status	Amount
L230 Absher – Civil Construction	
Original Contract Value	$98,270,000
Change Order Value	$7,911,654
Current Contract Value	$106,181,654
Total Actual Cost (Incurred to Date)	$102,043,716
Percent Complete	96.4%
Authorized Contingency	$14,740,500
Contingency Drawdown	$7,911,654
Contingency Index	1.8



North Breezeway

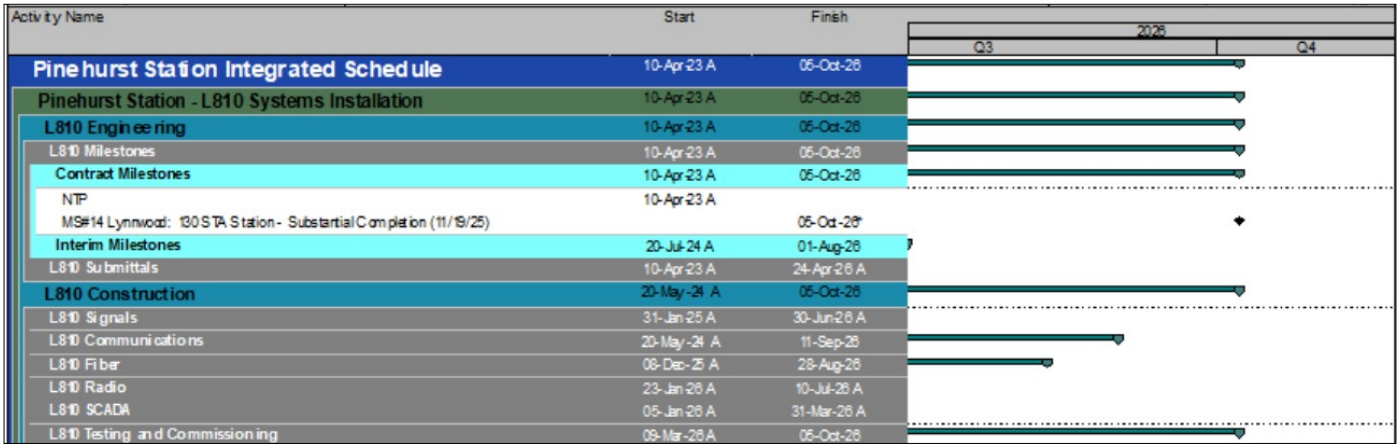
Contract L810 Station Systems

Current Progress

- Continued installation of CCTV cameras.
- Continued audio paging systems testing.
- Continued cable connections to plaza devices.

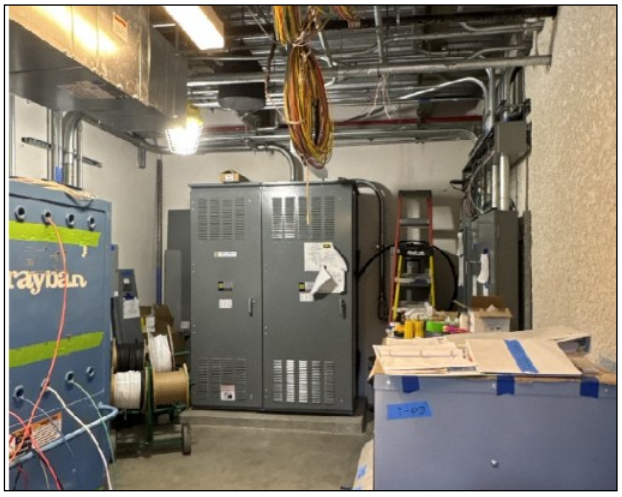
Schedule Summary

The L810 schedule has been updated through July 2026. The critical path runs through the installation of remaining communications equipment and then into local testing and System Integration Testing. EVS, BMS, and PA/FACP testing is currently being driven by L230 Commissioning, which began at the end of July.



Cost Summary

Present Financial Status	Amount
L810 Mass Electric– Systems Construction	
Original Contract Value	$14,305,865
Change Order Value	$666,783
Current Contract Value	$14,972,648
Total Actual Cost (Incurred to Date)	$14,395,952
Percent Complete	96.4%
Authorized Contingency	$1,283,135
Contingency Drawdown	$666,783
Contingency Index	1.9



Electrical room

TIFIA LOAN AGREEMENT MONTHLY REPORT

August 2026

RRIF-2023-0048, Issued Date: 05/02/2023

RRIF Project Cost Summary by SCC

RRIF Project Cost Summary by SCC

(As of 8/31/2026; figures in million dollars)

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

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	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	$94.3	$127.8	$149.8	$129.0	$104.9	$5.4	$110.3	$143.4	$6.4
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$90.3	$60.3	$31.3	$25.9	$20.8	$0.6	$21.4	$29.6	$1.7
50 Systems	$6.9	$3.8	$6.3	$6.3	$6.3	$0.0	$6.3	$6.3	$0.0
Construction Subtotal (10 - 50)	**$191.5**	**$191.9**	**$187.4**	**$161.2**	**$131.9**	**$6.0**	**$137.9**	**$179.4**	**$8.0**
60 Row, Land	$22.1	$20.8	$31.3	$28.0	$27.9	$0.0	$27.9	$31.0	$0.3
70 Vehicles	$0.0	$0.0	$0.2	$0.0	$0.0	$0.0	$0.0	$0.2	$0.0
80 Professional Services	$89.5	$84.1	$88.9	$83.2	$78.2	$0.7	$78.8	$90.3	($1.4)
90 Unallocated Contingency	$11.3	$14.5	$10.9	$0.2	$0.2	$0.0	$0.2	$3.1	$7.7
Total RRIF Project (10 - 90)	**$314.4**	**$311.3**	**$318.6**	**$272.7**	**$238.3**	**$6.7**	**$244.9**	**$304.0**	**$14.6**

Puyallup Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC[1]
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$33.3	$47.1	$31.0	$31.0	$31.0	$0.0	$31.0	$31.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$10.7	$1.0	$9.4	$9.4	$9.4	$0.0	$9.4	$9.4	$0.0
50 Systems	$3.8	$0.0	$6.3	$6.3	$6.3	$0.0	$6.3	$6.3	$0.0
Puyallup Construction Subtotal	**$47.8**	**$48.0**	**$46.6**	**$46.6**	**$46.6**	**$0.0**	**$46.6**	**$46.6**	**$0.0**
60 Row, Land	$6.7	$5.4	$6.7	$6.7	$6.7	$0.0	$6.7	$6.7	($0.0)
70 Vehicles (non-revenue)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
80 Professional Services	$27.4	$22.0	$26.9	$27.0	$26.9	$0.0	$26.9	$26.9	$0.0
90 Unallocated Contingency	$0.4	$3.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total Puyallup Project	**$82.3**	**$79.1**	**$80.3**	**$80.4**	**$80.3**	**$0.0**	**$80.3**	**$80.3**	**$0.0**

Sumner Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	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	$20.9	$21.0	$54.9	$43.0	$31.6	$1.7	$33.3	$51.8	$3.1
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$43.8	$43.8	$10.7	$7.2	$4.8	$0.0	$4.8	$10.6	$0.1
50 Systems	$2.3	$2.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Sumner Construction Subtotal	**$67.0**	**$67.1**	**$65.6**	**$50.2**	**$36.5**	**$1.7**	**$38.2**	**$62.4**	**$3.2**
60 Row, Land	$4.6	$4.6	$4.6	$4.5	$4.4	$0.0	$4.4	$4.9	($0.3)
70 Vehicles (non-revenue)	$0.0	$0.0	$0.1	$0.0	$0.0	$0.0	$0.0	$0.1	$0.0
80 Professional Services	$32.5	$32.5	$34.8	$33.4	$30.4	$0.4	$30.8	$38.2	($3.4)
90 Unallocated Contingency	$4.8	$4.8	$4.8	$0.2	$0.2	$0.0	$0.2	$1.2	$3.6
Total Sumner Project	**$108.9**	**$109.0**	**$109.8**	**$88.3**	**$71.5**	**$2.1**	**$73.6**	**$106.8**	**$3.0**

Auburn Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	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	$40.1	$59.7	$63.9	$54.9	$42.2	$3.7	$45.9	$60.7	$3.3
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$35.8	$15.6	$11.2	$9.4	$6.6	$0.6	$7.2	$9.7	$1.6
50 Systems	$0.8	$1.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Auburn Construction Subtotal	**$76.7**	**$76.8**	**$75.2**	**$64.3**	**$48.8**	**$4.3**	**$53.1**	**$70.3**	**$4.9**
60 Row, Land	$10.8	$10.8	$20.0	$16.8	$16.8	$0.0	$16.8	$19.4	$0.6
70 Vehicles (non-revenue)	$0.0	$0.0	$0.1	$0.0	$0.0	$0.0	$0.0	$0.1	$0.0
80 Professional Services	$29.6	$29.6	$27.2	$22.9	$20.8	$0.3	$21.1	$25.2	$2.0
90 Unallocated Contingency	$6.1	$6.1	$6.1	$0.0	$0.0	$0.0	$0.0	$1.9	$4.2
Total Auburn Project	**$123.2**	**$123.3**	**$128.5**	**$104.0**	**$86.5**	**$4.6**	**$91.0**	**$116.9**	**$11.6**

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.
2. The estimated costs for the Sumner Pedestrian Bridge currently included in the Sumner EAC, approximately $18.8M will be separated.

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.



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements



Auburn Station Parking & Access Improvements

Phase

Complete Environmental / Enter Design & Construction

Budget

$359.7 Million

Schedule

Baselined Revenue Service Dates / Projected Substantial Completion Dates*

Sumner: March 2026 / Q1 2027

Auburn: March 2027 / Q1 2027

Kent: June 2027 / Q2 2027

*Changes will be reflected in future reports.**

Key Project Activities

Sumner:

- Poured Zone 2 and 5 columns and finished concrete work.
- Completed CMU, framing, insulation and drywall in Level 1 in facility, and utility rooms.
- Started installation of electrical, plumbing and mechanical in utility rooms.
- Design and AHJ approval completed on Maple Street Crossing improvements.
- Continued work on Thompson Street off-site improvements.
- Level 4 Zones 2 and 5 PT decks completed.
- Completed 50% structural steel Zone 6, north stair tower.

Key Project Activities (continued)

Kent (Not part of TIFIA Loan):

- Design Package Status:
  - DP-05 Offsite Work: Resolving post IFC comments. Comments provided back to Absher to close out.
  - Conformed Set of drawings and specifications submitted by Absher. Currently under review by ST.
- Construction Status:

  Garage Site:
  - Rough-in of Mechanical, Electrical, and Plumbing (MEP) scopes at Levels 1, 2, and 3.
  - Electrical, Communications, and UPS room equipment installation on Level 1.
  - Installation of interior CMU block walls on Level 1, generator enclosure CMU walls.
  - Communications room framing and wall rough-in on Levels 2 and 3.
  - Insulation and drywall at utility rooms on Level 1.
  - Brick veneer installation on the south and east exterior walls, CMU installation on west exterior wall.
  - Support steel installation for metal panel facade.
  - Primer paint on Stairs 1 and 2 steel, Level 3 roof painting.
  - Mullion installation for curtain wall at Stair 1 and elevators.

  KCM Site:
  - Dewatering and installation of storm chamber system.
  - Comfort station metal framing.

  Right of Way (ROW):
  - Waterline installation at Railroad Ave. (swing shift)
  - North Side Pioneer St. concrete paving.

Auburn:

- Design Packages Status:
  - All design packages Issued for Construction. The conformed set of IFC drawing was transmitted on August 11, 2026 (CRE-03076).
- Construction Status:
  - Stair tread installation complete for Stair 1 and 2.
  - Brick and precast coping installation continues on Level 1.
  - Air barrier, gypsum, and insulation installed at conditioned spaces on Levels 1 to 6, including the penthouse elevator machine room.
  - Elevator tower glazing installed, while interior work continues.
  - Elevator rails installed and gypsum and painting activities set to start inside elevator shaft.
  - Overhead garage painting continues to Level 4. Comm room fire-rated plywood installation and painting completed on Levels 1-4.
  - Installation of air condensing units and HVAC ducting on Level 1 housekeeping pads.
  - Overhead MEPF installation is ongoing on Levels 1 to 5 including seismic bracing.
  - Support room build-out on Levels 1 & 2 ongoing with framing, gypsum, and overhead MEPF installation.
  - Stair landings, welded tread supports, and elevator machine room stairs have been placed.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period approximately $12.7M was incurred, bringing the total expenditure to date at $238.8M.
This period the project continues to forecast an Estimated Final Cost of $321.8M with a budget underrun of $37.9M.

*Note: Incurred this month does not include Puyallup.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month*	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$26.2	$26.2	$18.2	$0.2	$18.2	$23.9	$2.3
Preliminary Engineering	$8.2	$8.2	$8.2	$0.0	$8.2	$8.2	$0.0
Final Design	$0.1	$0.1	$0.1	$0.0	$0.1	$2.3	($2.2)
Construction Services	$33.1	$33.1	$27.8	$0.7	$23.2	$32.8	$0.2
3rd Party Agreements	$8.1	$8.1	$8.0	$0.0	$7.0	$8.1	$0.0
Construction	$252.7	$252.7	$192.2	$11.8	$155.1	$215.7	$37.0
ROW	$31.2	$31.2	$27.1	$0.0	$26.9	$30.8	$0.5
Total	**$359.7**	**$359.7**	**$281.6**	**$12.7**	**$238.8**	**$321.8**	**$37.9**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$135.3	$183.0	$147.6	$10.9	$118.7	$152.4	$30.6
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$85.1	$36.6	$27.4	$0.8	$19.5	$43.5	($6.9)
50 Systems	$5.1	$0.2	$0.2	$0.0	$0.2	$0.2	$0.0
Construction Subtotal (10 - 50)	**$225.5**	**$219.9**	**$175.2**	**$11.8**	**$138.4**	**$196.1**	**$23.8**
60 ROW, Land	$24.5	$30.5	$27.1	$0.0	$26.9	$30.2	$0.3
70 Vehicles	$0.0	$0.3	$0.0	$0.0	$0.0	$0.3	$0.0
80 Professional Services	$92.5	$90.8	$79.3	$0.9	$73.4	$90.3	$0.5
90 Unallocated Contingency	$17.2	$18.2	$0.0	$0.0	$0.0	$4.9	$13.3
Total (10 - 90)	**$359.7**	**$359.7**	**$281.6**	**$12.7**	**$238.8**	**$321.8**	**$37.9**

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

Contingency Management

The combined Sumner, Kent, and Auburn project budget was baselined in January 2023 with a total contingency of $77M. The total project contingency currently stands at $51.2 million, reflecting a decrease of $281K from the 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. Overall, AC decreased by around $281K, mostly due to Kent DB's contract change orders.

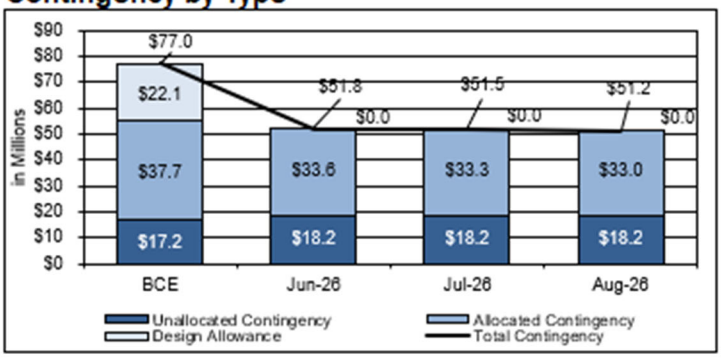
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

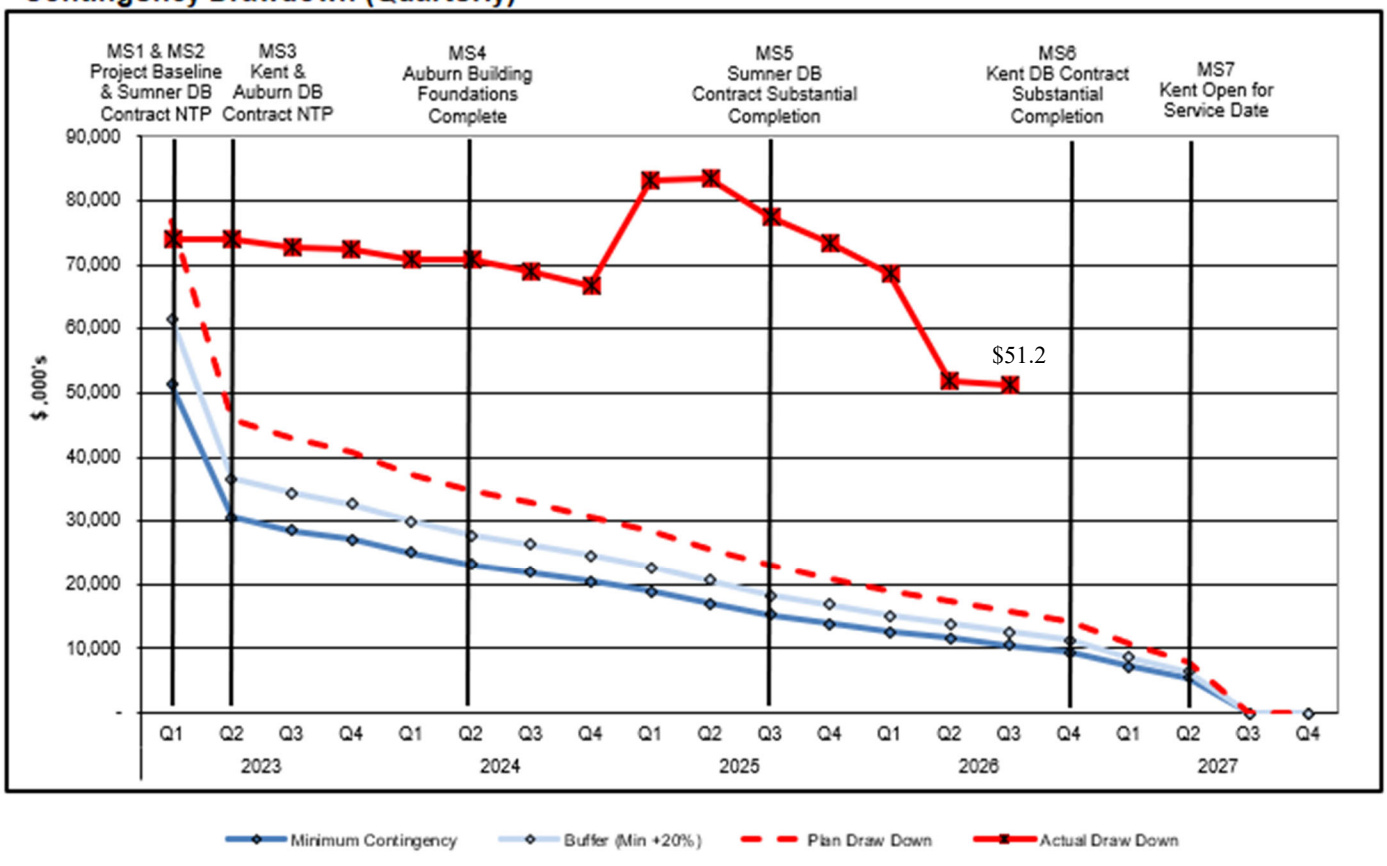
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$22.1	6.1%	$0.0	0.00%
Allocated Contingency	$37.7	10.5%	$33.0	47.40%
Unallocated Contingency	$17.2	4.8%	$18.2	26.11%
Total:	**$77.0**	**21.4%**	**$51.2**	**73.51%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Project Schedule

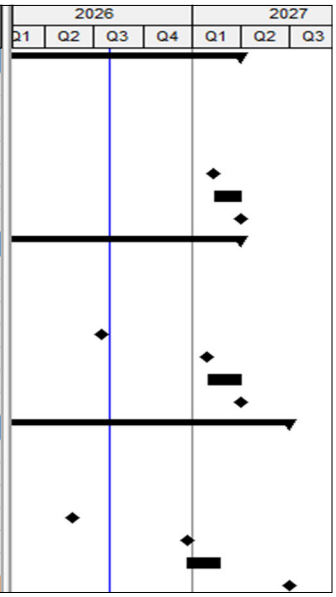
The overall performance percent completed for the three Design-Build contracts in this update is 78.62% (last month was 73.79%). The schedule provided below outlines the schedule through August 31 for Sumner, Auburn (Draft Schedule), and Kent. The ST Board approved the project's baseline in Jan. 2023. The baseline Revenue Service Dates (RSDs) are as follows: Sumner—Q1 2026 (anticipated Q1 2027 based on the latest schedule update), Auburn - Q1 2027, and Kent - Q2 2027. This update period retains all RSDs, with the exception of Sumner. It is crucial to highlight that all three garage projects remain in accordance with the target RSD (Q2 2027) established in Resolution R2023-02. The milestone schedules for the three projects are detailed below.

Sumner: Notice to Proceed (NTP) was issued in Feb. 2023. The DB contractor has substantially completed Level 4 deck closure in both Zones 2 and 5, along with finishing the foundation preparation system (FPS) for stub columns in those same zones. At Level 3, the contractor has finished the fiber-reinforced polymer closure pours across Zones 1, 2, and 5. Additionally, the contractor has initiated concrete masonry unit (CMU) installation at the Level 3 information technology (IT) closet, maintained progress on vertical circulation structural steel work, and continued installation of precast stairs. The contractor has also modified the elevator installation sequence to optimize scheduling. Concurrent with these activities, Phase 2 sitework operations are progressing, encompassing roadway excavation, aggregate base course placement, expanded polystyrene installation for sidewalk and ramp areas, curb and gutter construction, and irrigation system installation.

Auburn: NTP was issued in Jan. 2024. During August, permits for mechanical refrigerant systems and low voltage permits were obtained. Completion of work included garage exterior Level 1 elevation 1, 2, and 3 precast concrete elements, as well as Levels 1 and 6 canopy structural installation. Construction activities for DP-04 commenced in early August at A, First, and B Streets location. The DB contractor continues to advance garage structure development for Level 4, including the third deck pour, garage exterior and interior finishes, vertical circulation systems, elevator 1 hoist-way completion, and elevator 2 rail installation on primary and secondary stairways. A substantial number of components are presently in the fabrication and delivery phases.

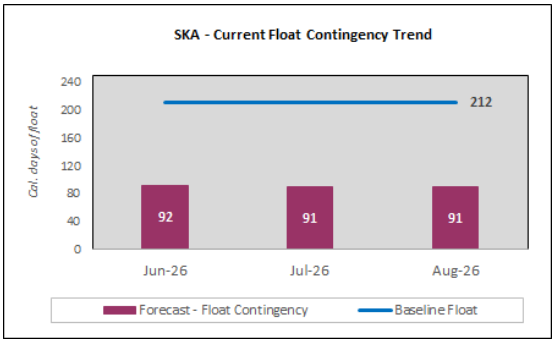
Kent: NTP was issued in Dec 2023. The installation of Cladding Security Screens is currently underway. The DB contractor has initiated access improvements projects at Rail Road Avenue, Pioneer Street, and James Street. Concurrent efforts are being directed toward improvements at the KCM Bus Layover facility and the restroom station. Mechanical room elevator operations commenced in August. Furthermore, the water main infrastructure project at the Pioneer and Central Street intersection is approaching completion.

Activity Name	Start	Finish
S300018 - Sumner Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-27
ST Board Approves Project Baseline - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Sumner	Feb-27-23 A	Feb-27-23 A
NTP - Start Construction - Early Civil Work - Demo, Util Relocates	Oct-23-23 A	
MS03B All Issue For Construction (IFC) Design Packages Complete		Feb-19-25 A
MS01 Commissioning Complete - Substantially Complete (MS Review) - Baseline 2/17/2026		Feb-10-27*
Operational Redness Period -	Feb-11-27*	Mar-31-27
Revenue Service Date - Baseline (Including Project Float) (MS Review) - Baseline 3/31/2026		Mar-31-27*
S300040 - Auburn Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-27
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB LNTP - Auburn	Jan-16-24 A	Jan-16-24 A
NTP Start Construction - Early Civil Work - Demo, Util Relocates	Oct-21-24 A	
MS03B All Issue For Construction (IFC) Design Packages Complete		Jul-15-26 A
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review)		Jan-29-27*
Operational Readiness Period	Feb-01-27*	Mar-31-27
Revenue Service Date - Baseline		Mar-31-27*
S300035 - Kent Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Jun-30-27
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Kent	Dec-21-23 A	Dec-21-23 A
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent	Aug-05-24 A	
MS03B All Issue For Construction (IFC) Design Packages Complete		May-22-26 A
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review)		Dec-23-26*
Operational Readiness Period - Kent - Handing Over	Dec-24-26*	Feb-21-27
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. To date 120 days of overall project float days have been expended due to extended negotiations with the City of Auburn related to real property, which have resulted in delays to the issuance of the NTP for Auburn and have impeded other work progress activities. All of Auburn's Baseline Float have been depleted. The calculation methodology for determining remaining float incorporates the current schedule's Substantial Completion milestone and the 60-day duration (48 days for Sumner) required to achieve Beneficial Occupancy. ST continues to collaborate with the DB contractor to implement recovery measures for both the Auburn and Sumner schedules.



Major Contract Status

Contract Number	Contract Name	Contractor/ Consultant	Base Contract Value	Value of Changes/ Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
Completed Contracts					**4,891,608**	**4,891,608**			
	Prelim. Eng./ Design Consultant	CDM Smith, Inc.	449,827	2,075,522	2,525,349	2,525,349	10/21/2016	7/31/2021	Done
	Prelim. Eng./ Design Consultant	Parametrix, Inc.	402,341	1,963,919	2,366,259	2,366,259	5/15/2013	4/2/2021	Done
In-Progress Contracts					**143,357,220**	**116,916,344**			
RTA/AE 0613-18	DBPM/ Auburn	HNTB Corporation	1,800,002	7,104,468	8,904,470	7,185,429	7/1/2019	12/31/2027	Open
RTA/DB 0050-22	ASAI Contractor DB	Absher Construction Co	60,000,000	8,976,176	68,976,176	57,784,299	1/16/2024	1/29/2027	Open
RTA/AE 0613-18	DBPM/ Sumner	HNTB Corporation	6,100,115	3,489,145	9,589,260	8,331,912	7/1/2019	12/31/2027	Open
RTA/DB 0252-19	SSAI Contractor DB	Harbor Pacific Contractors, Inc.	49,000,000	6,887,313	55,887,313	43,614,705	2/27/2023	2/17/2026	Open
Planned Contracts									
None									
Total Contracts					**148,248,828**	**121,807,953**			

Risk Management

The following are the top Project-wide risks:

- Additional scope and project change requests from stakeholders could cause project delays or increased costs during permit approval.
- Increasing market costs could impact on the DB's project buy-out going forward.

Closely Monitored Issues

- **Kent:** TCEs for off-site work– Property owner changed path and will sign TCE. Issue can be removed once TCE is executed.
- Reviewing project staffing and assignments given ST re-organization.



Auburn artist Sam Obrovac: Sam Obrovac's artwork spans over the elevator and stair towers of the Auburn garage. The focal of the design consists in a story pole, which honors the waterways and traditional means of transportation, the canoe culture and the many hands and generations who have transmitted these crafts from times immemorial. The stair tower will also feature patterns reminiscent of the Muckleshoot's weaving traditions. Sam Obrovac is a registered member of the Muckleshoot Indian Tribe.

Community Engagement

- **Sumner:** Ongoing construction engagement for impacted stakeholders, answering questions and concerns via project email inbox, phone, and text inquiries.
- **Auburn:** Ongoing construction engagement for impacted stakeholders, answering questions and concerns via project email inbox, phone, and text inquiries. Construction alert created and shared for planned work near project area. Tabled at Auburn Farmer Market providing community information regarding project.
- **Kent:** Ongoing construction engagement for impacted stakeholders, answering questions and concerns via project email inbox, phone and text inquiries. Three construction alerts created and shared for planned work near project area. Tabled at Cajun and Creole Festival providing community information regarding project.

Sumner artist Paz de la Calzada: Paz de la Calzada is a San Francisco based artist whose work focuses on organic forms and repetitive patterns. De la Calzada's project for Sumner takes inspiration from local flora, and consists of a painterly representation of the Camas, a plant known and used by Pacific Northwest native communities. The camas design will be incorporated into the stair tower's glass façade, making this architectural element a focal point of the garage's design, and giving the public a unique experience from both interior and exterior vantage points.



Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Staffing Summary

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

Less than anticipated level of effort by Sound Transit staff due to availability constraints of resources. Consultant level of effort is anticipated to increase to approach the planned average as the Sumner, Kent, and Auburn projects progress further in construction with more active trades are on site.

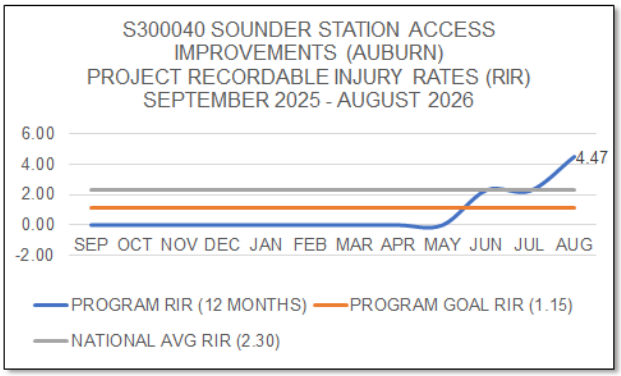
Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	10.1	8.6	1.5
Consultants	23.8	20.1	3.7
TOTAL	33.9	28.7	5.2

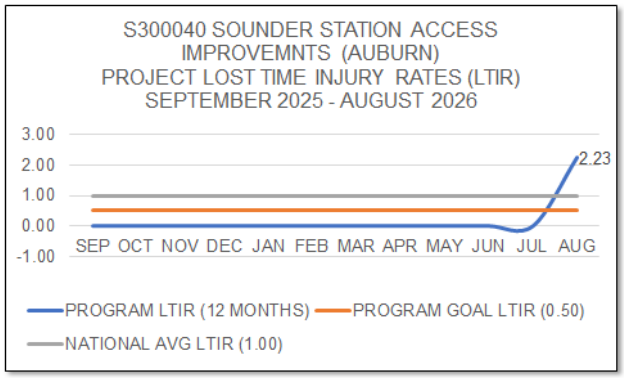
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Construction Safety

Auburn Station Parking & Access Improvements

Monthly KPI	Construction Safety	Project Monthly[1]	Project Average[2]	Pro-gram Goal[3]	National Average[4]	Notes
⇩	Recordable Injury Rate (RIR)	33.78	4.47 [5]	1.15	2.30	**Description on incident:** During the cleaning of the work area near the elevator on level 6, a worker accidently stepped over the poured-in-place curb and tripped, leading to a fall that caused a cut on his left arm from a piece of thin angle iron. Subsequently, the worker was escorted across the street to the Auburn MultiCare facility, where he received 9 stitches. As directed by the supervisor, the worker took one day off from work to recuperate. **Corrective Action:** When engaged in housekeeping activities, it is essential to position the dumpster or trash bin in an area that is clear of debris and immova-ble objects. Avoid taking shortcuts in any work task. Maintain a clean work area as you progress. Organize and stack unused materials appropriately.
⇩	Lost-Time Injury Rate (LTIR)	33.78	2.23 [6]	0.50	1.00	





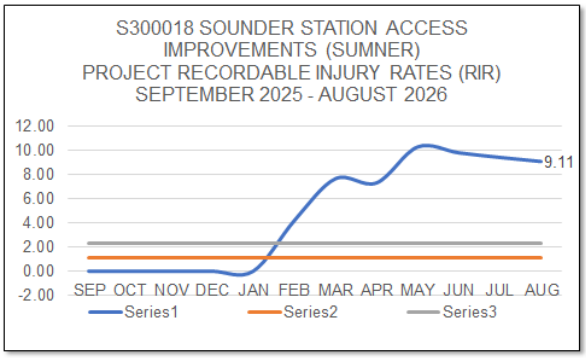
Summary Notes:

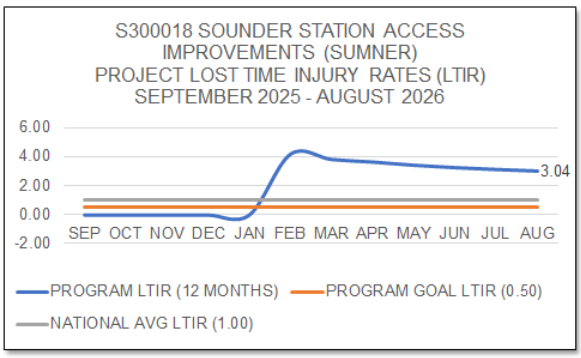
1. *Project Monthly rates based on monthly safety data. Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. The number from the previous month are reconciled and replaced with actuals the following month.*
2. *Project Average rates based on 12-month rolling average.*
3. *Program Goal is <50% of the National average of RIR/LTIR.*
4. *National Average RIR/LTIR is based on the annual Bureau of Labor Statistics data for Construction.*
5. *The Project Average RIR: Sumner is 9.11, Auburn is 4.47; Kent is 4.17 all above the Program Goal and the National Average due to seven incidents recorded in Oct/Nov 2025 and Feb/Mar/May/Jun/Aug 2026, as shown in graphics.*
6. *The Project Average LTIR: Sumner is 3.04, Auburn is 2.23; Kent is 2.08 all above the Program Goal and around/above the National Average due to seven incidents recorded in Oct/Nov 2025 and Feb/Mar/May/Jun/Aug 2026, as shown in graphics.*

Construction Safety (continued)

Sumner Station Parking & Access Improvements

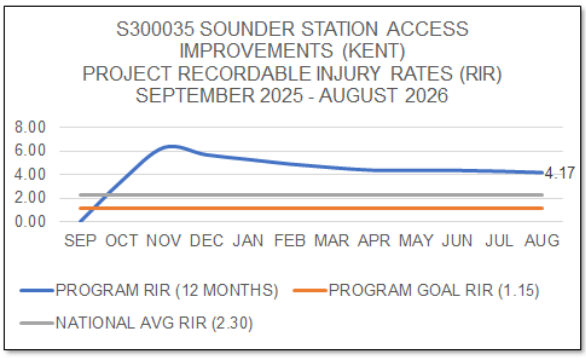
Monthly KPI	Construction Safety	Project Monthly[1]	Project Average[2]	Program Goal[3]	National Average[4]	Notes
⇔	Recordable Injury Rate (RIR)	0.00	9.11 [5]	1.15	2.30	There were no recordable or lost time incidents reported this month.
⇔	Lost-Time Injury Rate (LTIR)	0.00	3.04 [6]	0.50	1.00	

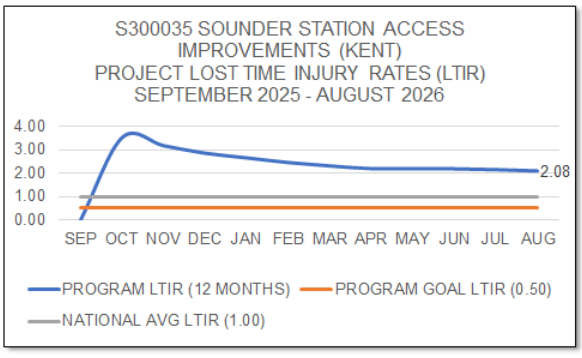




Kent Station Parking & Access Improvements (Not part of TIFIA loan)

Monthly KPI	Construction Safety	Project Monthly[1]	Project Average[2]	Program Goal[3]	National Aver-age[4]	Notes
⇔	Recordable Injury Rate (RIR)	0.00	4.17 [5]	1.15	2.30	There were no recordable or lost time incidents reported this month.
⇔	Lost-Time Injury Rate (LTIR)	0.00	2.08 [6]	0.50	1.00	





Design / Build Contract - Sumner Station Parking & Access Improvements

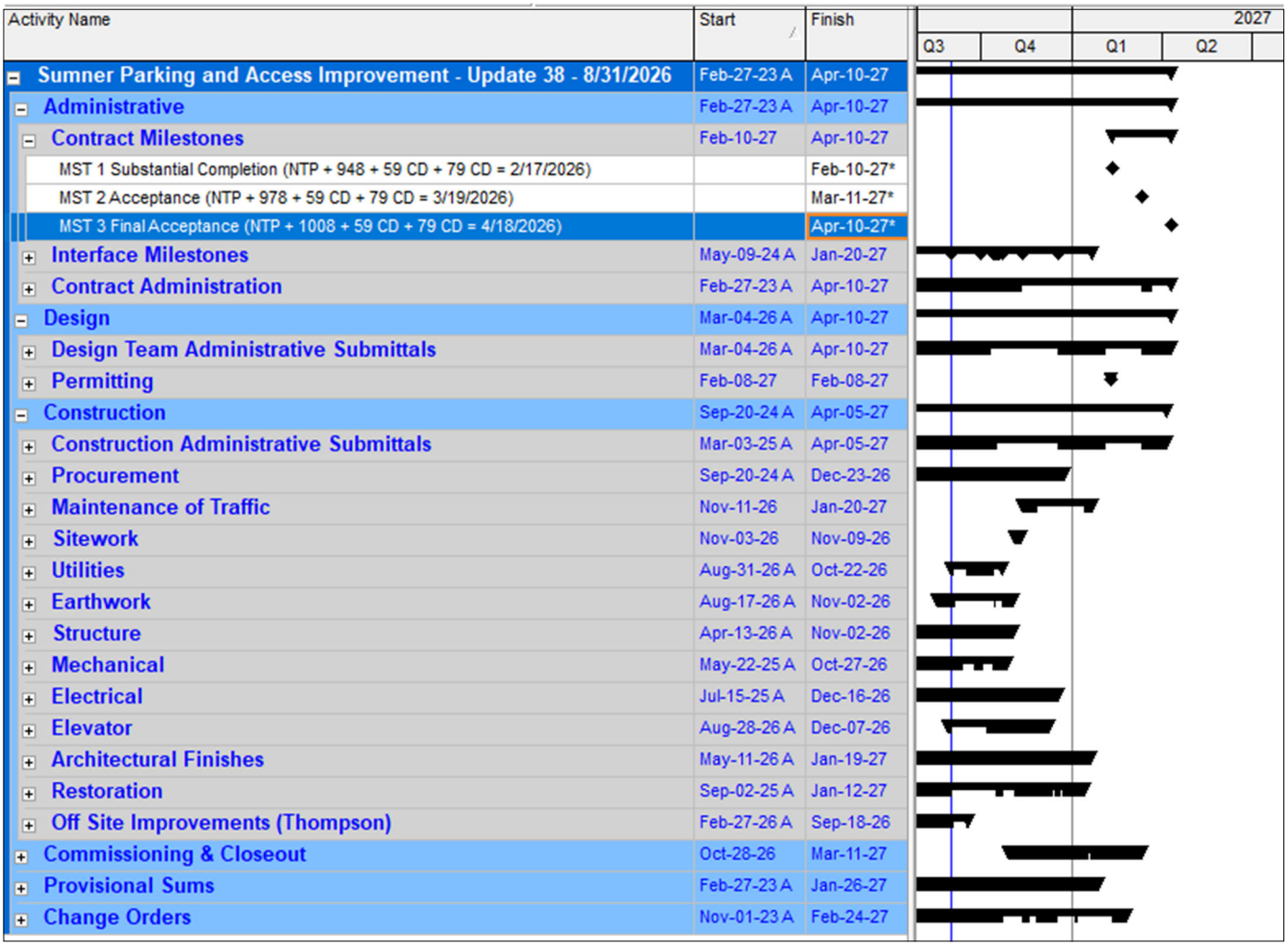
Current Progress (Based on August 2026 update - Under Review)

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

- Fabricate / deliver VC structural steel, fire alarm equipment, façade panels, precast stairs, and architectural rails - in progress.
- Level 1-4 Set elevator core structural steel - near completion.
- Plumbing and in Level 2 & 3 and fire suppression installation Level 1 - near completion.
- Paint interior rooms of Level 1 and underside of decks at Levels 1, 2, and 3 - in progress.
- Revised signals are Thompson Street/Station Lane and asphalt paving at Thompson/Harrison - near completion.

Schedule Summary (Based on August 2026 update - Under Review)

August schedule update indicates Substantial Completion is still to be Feb 2027. This date will be further assess by a final QRA assessment this month. Level 4 deck in in shrinkage cure stage. DB contractor began CMU installation at Level 3 IT closets. Finished installing metal decks for Level 1 to 3 and Level 3 to 4 precast primary at the northwest stairs setting along with CMU for interior room at Level 1, Zone 2 and 5 . Phase 2 sitework is in progress.



Activity Name	Start	Finish
Sumner Parking and Access Improvement - Update 38 - 8/31/2026	Feb-27-23 A	Apr-10-27
Administrative	Feb-27-23 A	Apr-10-27
Contract Milestones	Feb-10-27	Apr-10-27
MST 1 Substantial Completion (NTP + 948 + 59 CD + 79 CD = 2/17/2026)		Feb-10-27*
MST 2 Acceptance (NTP + 978 + 59 CD + 79 CD = 3/19/2026)		Mar-11-27*
MST 3 Final Acceptance (NTP + 1008 + 59 CD + 79 CD = 4/18/2026)		Apr-10-27*
Interface Milestones	May-09-24 A	Jan-20-27
Contract Administration	Feb-27-23 A	Apr-10-27
Design	Mar-04-26 A	Apr-10-27
Design Team Administrative Submittals	Mar-04-26 A	Apr-10-27
Permitting	Feb-08-27	Feb-08-27
Construction	Sep-20-24 A	Apr-05-27
Construction Administrative Submittals	Mar-03-25 A	Apr-05-27
Procurement	Sep-20-24 A	Dec-23-26
Maintenance of Traffic	Nov-11-26	Jan-20-27
Sitework	Nov-03-26	Nov-09-26
Utilities	Aug-31-26 A	Oct-22-26
Earthwork	Aug-17-26 A	Nov-02-26
Structure	Apr-13-26 A	Nov-02-26
Mechanical	May-22-25 A	Oct-27-26
Electrical	Jul-15-25 A	Dec-16-26
Elevator	Aug-28-26 A	Dec-07-26
Architectural Finishes	May-11-26 A	Jan-19-27
Restoration	Sep-02-25 A	Jan-12-27
Off Site Improvements (Thompson)	Feb-27-26 A	Sep-18-26
Commissioning & Closeout	Oct-28-26	Mar-11-27
Provisional Sums	Feb-27-23 A	Jan-26-27
Change Orders	Nov-01-23 A	Feb-24-27

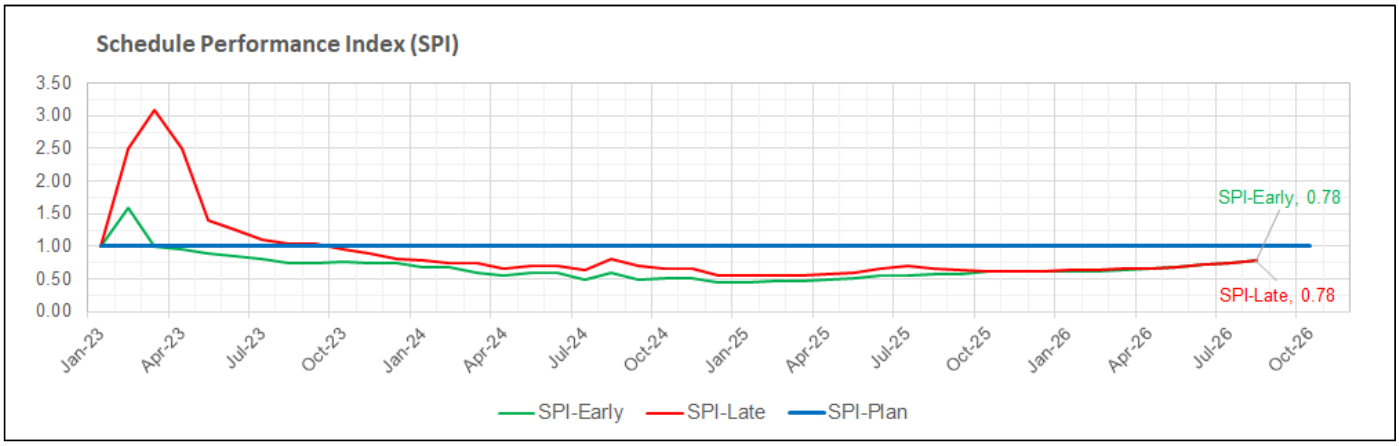
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis (Based on August Update - Under Review)

Eighteen activities for the Float Path 1 of the longest path. The Path starts with work related to NCR-20 Level 2 Zones 2 & 5 deck pour, electrical grounding rough-in Level 1, NDC-29 construction at Level 1 Zone 2 fire riser room, install CMU interior rooms at Level 1, Zones 2 & 5, install/connect security, and CCTV Systems for Level 1 to 4, Startup/Commission fire Alarm and Building systems (Stages 1 & 2), training for the building systems and ending with MS-1, 2, and 3.

Schedule Performance Index (Based on August Update - Under Review)

Early SPI represents progress against an optimistic version of the contract baseline schedule. August period early SPI is 0.78 (increased from last SPI 0.75). Late SPI is 0.78 (increased from last SPI 0.75). Main critical activities contributed to the schedule variance include commissioning of Fire Alarm System - Stage 1, install/connect security and CCTV, Access Control, and PET Systems for Levels 1 to 4.





Painting North Side of the Building - Looking Southwest



L4 Zone 2&5 PT Deck Concrete Placement-Looking Northeast

Design / Build Contract - Sumner Station Parking & Access Improvements

Next Period Activities

(Based on August 2026 update - Under Review):

- Start fabrication of CCTV Equipment, VC glazing, wayfinding signage, and card readers / access control equipment.
- NDC 29 - construction Level 1 Zone 2 fire riser room changes.
- Finishing Level 1 Fire Riser Room Zones 2 and 5 CMU installation.
- Rough-in electrical and grounding for Levels 1 and 2.
- Paint interior rooms Levels 2 and 3 and North & Southeast canopy initial installations.
- Permanent striping/signage at Thompson/Station lane.
- Finishing work related to CO#1, 4, 8, 9, 11, 12, and 19.

Closely Monitored Issues:

- Focus on quality construction and close out of the current NCRs.
- Cumulative delays in the schedule resulting from design, permitting, and concrete placement challenges are affecting the critical path and the anticipated revenue service opening for Sumner in Q2 2026. The latest estimate for Substantial Completion (MS1) is now set for February 2027, with service opening projected for Q1 2027. Efforts are concentrated on achieving schedule efficiencies in the remaining tasks.

Cost Summary

Present Financial Status	**Amount**
SCR670 DB Contractor—Harbor Pacific Contractors	
Original Contract Value	$49,000,000
Change Order Value	$6,887,313
Current Contract Value	$55,887,313
Total Actual Cost (Incurred to Date)	$43,614,705
Percent Complete	78%
Authorized Contingency	$10,880,000
Contingency Drawdown	$6,887,313
Contingency Index	1.2



***Sumner**: Project overview - aerial site view*

Design / Build Contract - Auburn Station Parking & Access Improvements

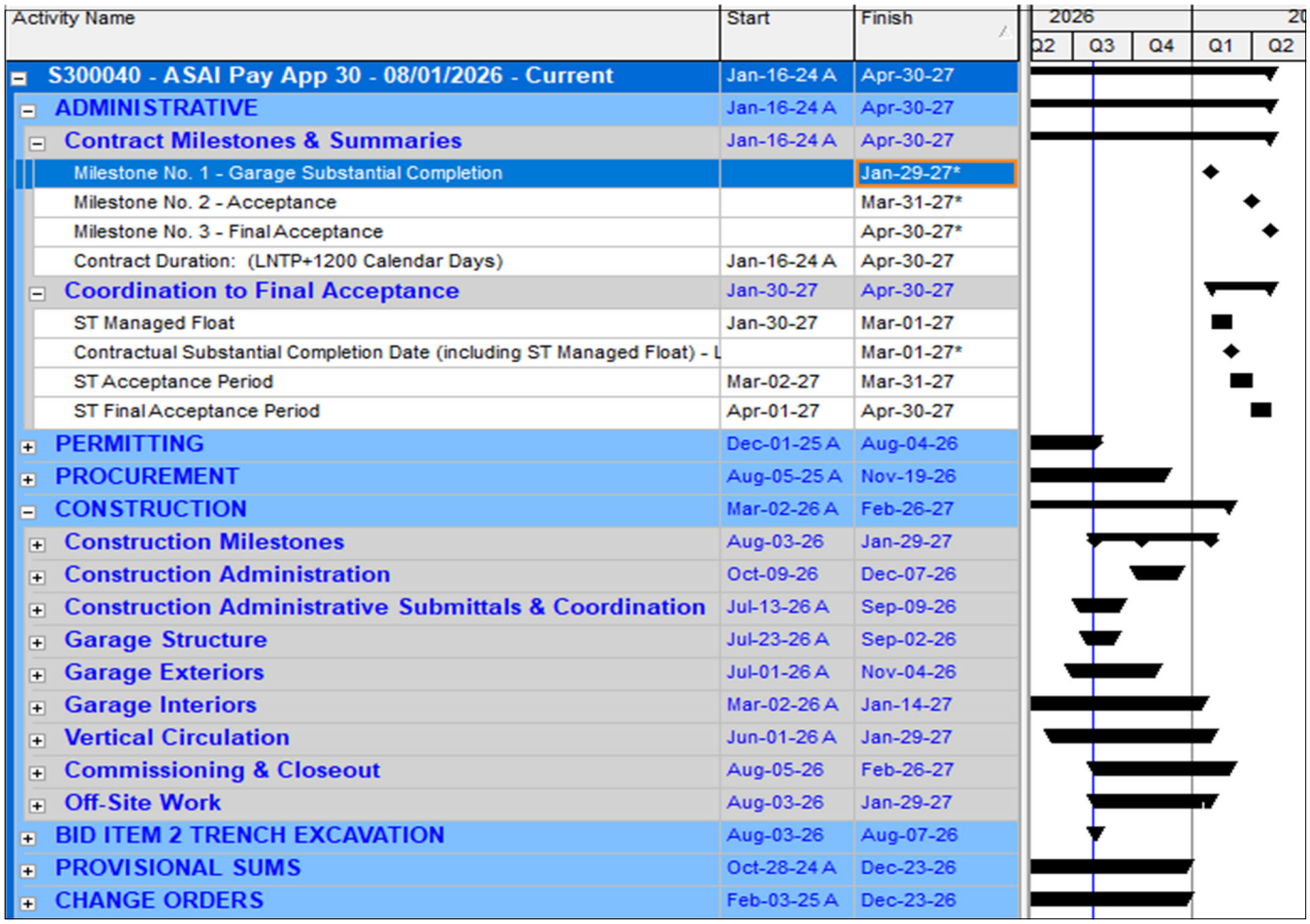
Current Progress (July Update - No August Update Available)

The Auburn contractor (Absher) has accomplished the following:

- DP04 IFC offsite work - issued.
- Low voltage fire alarm for review - near completion.
- Elevator fabrication and delivery - near completion.
- SS Stairs 1 and 2, precast treads, and landings - in progress.
- Elevator 1 Installation - Started; Elevator Glazing - in fabrication.
- Garage interior miscellaneous systems (Levels 1t o 6 rooms & parking areas) - in progress.
- Off-site improvements at A Street - in progress.
- City of Auburn capital project - completed.

Schedule Summary (July Update - No August Update Available)

IFC DP-04 has been issued and permitting is complete. The contractor has finished the structures, which are now topped out. July work was mainly related to garage exteriors, garage interiors and vertical circulation, including cable barrier installation/stressing, interior room buildout, and the start of elevator installation. Procurement and related submittals for a few items are still ongoing.



Activity Name	Start	Finish
S300040 - ASAI Pay App 30 - 08/01/2026 - Current	Jan-16-24 A	Apr-30-27
ADMINISTRATIVE	Jan-16-24 A	Apr-30-27
Contract Milestones & Summaries	Jan-16-24 A	Apr-30-27
Milestone No. 1 - Garage Substantial Completion		Jan-29-27*
Milestone No. 2 - Acceptance		Mar-31-27*
Milestone No. 3 - Final Acceptance		Apr-30-27*
Contract Duration: (LNTP+1200 Calendar Days)	Jan-16-24 A	Apr-30-27
Coordination to Final Acceptance	Jan-30-27	Apr-30-27
ST Managed Float	Jan-30-27	Mar-01-27
Contractual Substantial Completion Date (including ST Managed Float) - L		Mar-01-27*
ST Acceptance Period	Mar-02-27	Mar-31-27
ST Final Acceptance Period	Apr-01-27	Apr-30-27
PERMITTING	Dec-01-25 A	Aug-04-26
PROCUREMENT	Aug-05-25 A	Nov-19-26
CONSTRUCTION	Mar-02-26 A	Feb-26-27
Construction Milestones	Aug-03-26	Jan-29-27
Construction Administration	Oct-09-26	Dec-07-26
Construction Administrative Submittals & Coordination	Jul-13-26 A	Sep-09-26
Garage Structure	Jul-23-26 A	Sep-02-26
Garage Exteriors	Jul-01-26 A	Nov-04-26
Garage Interiors	Mar-02-26 A	Jan-14-27
Vertical Circulation	Jun-01-26 A	Jan-29-27
Commissioning & Closeout	Aug-05-26	Feb-26-27
Off-Site Work	Aug-03-26	Jan-29-27
BID ITEM 2 TRENCH EXCAVATION	Aug-03-26	Aug-07-26
PROVISIONAL SUMS	Oct-28-24 A	Dec-23-26
CHANGE ORDERS	Feb-03-25 A	Dec-23-26

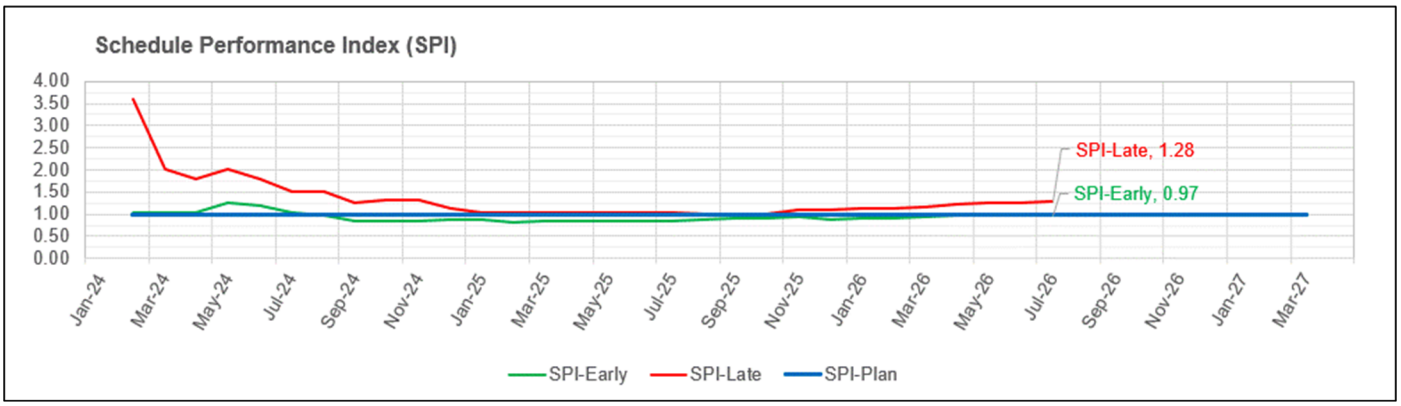
Design / Build Contract - Auburn Station Parking & Access Improvements

Critical Path Analysis (July Update - No August Update Available)

The Longest path is based on July 2026 update (under review). The schedule has 56 activities are on the longest float path1. It starts with elevator 1 rails and cabs build, and doors installations; then it passes by many offsite utilities and civil construction activities; then it goes to Substantial Completion, MS-2 Acceptance; and then final acceptance. All the above activities have less than zero days of float, where any delay in respective task will directly impact the project's overall completion date.

Schedule Performance Index (July Update - No August Update Available)

SPI represents progress against an optimistic version of the contract baseline schedule. July update period early SPI is 0.97 (decrease from last update SPI of 0.98). Late SPI represents progress against a more conservative schedule. Late SPI is 1.28 (increased from last SPI 1.26). Main Longest Path contributors to the Early SPI activities are the elevator, glazing fabrication and delivery, and A Street storm and water main installation.





Storm Drain Installation— 1st Street NW



Mechanical Rough-in at Electrical Room—Level 3

Design / Build Contract - Auburn Station Parking & Access Improvements

Next Period Activities
(July Update - No August Update Available):

- Acquire electrical Low Voltage Permit.
- Finalizing change orders 10, 12, and 24.
- Fabrication and delivery for SS Bollards, elevators, fire suppression for 3rd, 4th, and 5th floors, signage, emergency generator equipment, and electrical distribution equipment.
- CWP for metal panels/cladding are all in progress.
- Finalizing interior work for Levels 1 to 6, closets electrical/communications rooms, parking Area rough-in, and cable barrier.
- Continue elevator 1 installation and start elevator 2 installation.
- Garage exteriors on Level 1 (elevation 4) brick veneer installation.

Closely Monitored Issues:

- Completing DP-04 off-site work.
- Staffing changes on DBPM team.

Cost Summary

Present Financial Status	**Amount**
SCR672 DB Contractor—Absher Construction Co	
Original Contract Value	$60,000,000
Change Order Value	$8,976,176
Current Contract Value	$68,976,176
Total Actual Cost (Incurred to Date)	$57,784,299
Percent Complete	84%
Authorized Contingency	$11,000,000
Contingency Drawdown	$8,976,176
Contingency Index	1.0



Auburn: *Project overview - view looking west*

KPI Legend

Status trend

Status indicator				
	Favorable Trend	Level Trend	Unfavorable Trend	
Meets or exceeds target				Color indicates performance against target. Arrow direction indicates trend. Up arrow is favorable. Down arrow is unfavorable.
Not meeting target minor variance				
Not meeting target major variance				

KPI definitions

Cost	
	Current Estimate at Completion (EAC) is no more than 10% over the current published 2025 Financial Plan figure.
	Current EAC is between 10% to 15% over the current published 2025 Financial Plan figure.
	Current EAC is more than 20% over the 2025 Financial Plan figure.

Schedule	
	Current schedule reflects no change in RSD.
	Current schedule reflects possible change to RSD.
	Current schedule reflects change to RSD.

Payment on System Expansion Contracts	
	Total invoice payment within 30 days of receipt of invoice; achieved 95% and above.
	Total invoice payment within 30 days of receipt of invoice; achieved below 95%, but 80% and above.
	Total invoice payment within 30 days of receipt of invoice; achieved below 80%.

Construction Safety	
	Current recordable injury and lost-time incident rates are below 50% national averages.
	Current recordable injury and lost-time incident rates are greater than 50% and less than 100% national averages.
	Current incident rates are higher than the national averages.

Acronyms

Acronym	Terminology
AA	Alternative Analysis
ACEC	American Council of Engineering Companies Washington State
AGC	Associated General Contractors of America
AHJ	Authority Having Jurisdiction
APTA	American Public Transportation Association
BAT lanes	Business Access and Transit lanes
BIM	Building Information Modeling
BLE	Ballard Link Extension
BNSF	Burlington Northern Sante Fe Railway
BRT	Bus Rapid Transit I-405 BRT Stride S1 Line and Stride S2 Line when referring to operations SR 522/NE 145th BRT Stride S3 Line when referring to operations
CCI	Consumer Cost Index
CCTB	Close Circuit Television
CDD	Capital Delivery Department
CE	Categorical Exclusion, Conceptual Engineering, Cost Estimate
CM	Change Management, Construction Manager / Management
CO	Change Order
COE	Center of Excellence
COMTO	Conference of Minority Transportation Officials
CPI	Consumer Price Index
CPM	Critical Path Method
CSP	Contracted Service Provider
CY	Current Year
DAHP	Department of Archaeology & Historical Preservation
DB	Design-Build
DBB	Design Bid Build
DBIA	Design-Build Institute of America
DBPM	Design-Build Project Management
DCE	Documented Categorical Exclusion
DEIS	Draft Environmental Impact Statement
DOT	Department of Transportation
DP	Design Package
DPD	Seattle Department of Planning and Development
DRLE	Downtown Redmond Link Extension
DSC	Differing Site Conditions
DSCR	Debt Service Coverage Ratio
DSDC	Design Support During Construction
DSRF	Debt Service Reserve Fund
EAC	Estimate at Completion
EFC	Estimated Final Cost
EIC	Employee-in-Charge
EIS	Environmental Impact Statement
ELE	East Link Extension
ELSL	East Link Starter Line (2 Line service between South Bellevue Station to Redmond Technology Station)
EMI	Electro Magnetic Interference
ESMS	Environmental and Sustainability Management System
EVLE	Everett Link Extension
FEIS	Final Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Employee
FWLE	Federal Way Link Extension
GC/CM	General Contractor/Construction Management
GEC	General Engineering Contract
HCT	High-Capacity Transit
HTLE	Hilltop Tacoma Link Extension

Acronym	Terminology
HVAC	Heating, Ventilation, and Air Conditioning
ICD	Integration Control Document
IFB	Issue / Invitation for Bid
IFC	Issue for Contract / Construction
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
KPI	Key Performance Indicators
LIHI	Low Income Housing Institute
Link lines	1 Line (Effective Dec. 2025) refers to Link light rail between Lynnwood and Federal Way 2 Line (Effective Mar. 2026) refers to Link light rail between Lynnwood and Downtown Redmond 3 Line Future lines between Everett – West Seattle 4 Line Future lines between Issaquah – Kirkland T Line (Effective September 2023) operates between Tacoma Dome and St. Joseph Hospital on Hilltop
LISC	Local Initiatives Support Corporation
LLE	Lynnwood Link Extension
LNTP	Limited Notice to Proceed
LRFP	Long-range Financial Plan
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTIR	Lost-Time Injury Rate
MACC	Maximum Allowable Construction Cost
MATOC	Multiple Award Task Order Contract
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MUP	Master Use Permit
MVET	Motor Vehicle Excise Tax
NCR	Notification of Change Report
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
NWCCC	Northwest Construction Consumer Council
OCS	Overhead Catenary System
O&M	Operations and Maintenance
OMF	Operations and Maintenance Facility
OSHA	Occupational Safety and Health Administration
PA	Public Address System
PE	Preliminary Engineering
PDB	Progressive Design-Build
PMIS	Project Management Information System
PMOC	Project Management Oversight Consultant
PNW CMAA	Pacific Northwest Chapter of the Construction Management Association of America
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

Acronym	Terminology
RSD	Revenue Service Date
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIT	System Integrated Testing
SODO	South of Downtown
SOGR	State of Good Repair
Sounder lines	N Line – formerly Sounder North. Operates between Everett and Seattle S Line – formerly Sounder South. Operates between Lakewood and Seattle
SOW	Scope of Work
SPI	Schedule Performance Index
SRTSI	Sounder Rail Track & Signals Improvements Project
SSCE	Sounder South Capacity Expansion Project
ST	Sound Transit
TAG	Technical Advisory Group
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
TJPA	Transbay Joint Powers Authority
TOD	Transit-Oriented Development
TPSS	Traction Power Substation
TVM	Ticket Vending Machine
USFWS	U.S. Fish and Wildlife Service
VE	Value Engineering
VECP	Value Engineering Cost Proposal
VMS	Video Management Systems
WMATA	Washington Metropolitan Area Transit Authority
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation
WSLE	West Seattle Link Extension
WSTC	Washington State Transportation Commission
WTS	Women's Transportation Seminar
YOE	Year of Expenditure