System Expansion Monthly Status Report

Reporting Period: July 2026



Fans on Link arrive at Westlake Station for the FIFA World Cup game in Seattle between the USA and Belgium on July 6, 2026.

Notable updates since last month's report

Schedule:

- **FIFA World Cup**: Link light rail set both monthly and single-day ridership records in June, with revised preliminary ridership reports showing **5.4 million boardings for the month** and a **new single-day record set July 6**, with **approximately 309,000 boardings**. Sound Transit also reported consistently smooth light rail operations during the World Cup, with 174 light rail vehicles on 46 trains in service on match days, providing all-day peak service on a regular basis for the first time in agency history.
- **SEMSR updates:** The System Expansion Monthly Status Reports (SEMSR) will continue to report on project status and monthly performance. As staff implement Resolution R2026-11 and address associated amendments, additional information and program adjustments may lead to periodic changes in the report. These potential modifications would be introduced incrementally, documented in future editions, and implemented in a manner that preserves the consistency and continuity of monthly project reporting.

Safety: There were zero OSHA recordable injuries reported in July 2026.

Active procurements:

- **Stride Lake Forest Park** (Road/Station Improvements): Request for Proposals will be issued on Aug. 3, 2026. Notice of Award expected (NOA) to be issued Nov. 2026.
- **W100 SODO Station**: GCCM Request for Qualifications will be advertised in Aug. 2026. Statement of Qualifications (SOQ) are expected in Sept. 2026.
- **W200 Duwamish River Crossing & Aerial Guideway**: Heavy Civil GC/CM SOQs were received on July 28, 2026. NOA expected to be issued Oct. 2026.
- **WSLE (Instrumentation & Monitoring**): SOQs are expected in Aug. 2026. NOA expected to be issued Nov. 2026.

Summary of recent project-related Board actions:

- **BLE/WSLE/Boeing/Graham** (M2026-23): ST Board authorized the following with the City of Seattle:

  (1) a) amended the Project Administration Agreement to add ST's Graham Street Infill Station and Boeing Access Road Infill Station projects, b) executed Amendment 1 to Task Order 5 to continue reimbursing City staff for coordination for both projects from Jan. 2026 through May 2027, c) executed Task Order 7 for City staffing services supporting the BLE from Jan. 2026 through Dec. 2027; and (2) ratifies work completed in 2025 related to the scope of work identified in Task Order 4 for the WSLE and BLE projects to be paid under Task Order 7; all for a new authorized Project Administration Agreement total amount $19M.

- **HTLE and D-to-M Street Track and Signal**

  (M2026-24): authorized the Settlement Agreement between ST and the City of Tacoma for resolving open items and issues associated with the D-to-M Street Track and Signal project and the Hilltop Tacoma Link Extension project.

  (R2026-14): Amended the Adopted 2026 Budget to support closeout activities necessary for the D-to-M Street Track and Signal and HTLE.

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 Bus Rapid Transit (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.

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.

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 July 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 July 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, 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 elevated support to the **Operations & Maintenance Facility South** (**OMF South**) project team as they roll out Kahua while adding functionality to the platform and preparing for the **Bus Rapid Transit (BRT)** portfolio migration in mid-August. Additional ST3 project teams are to follow starting with **WSLE** in mid-October. Deployment preparations are ongoing and will align with project schedules. Project managers continue to use PMIS to record monthly status updates, with ongoing product management and enablement efforts focused on improving consistency and increasing adoption.



- **Multiple Award Task Order Contract (MATOC) — Process and Tools:** Task order flow is now underway. A total of 17 Task Orders have been awarded to date, with nine (9) currently in Stage A (Request for Task Order Proposal [RFTOP] short-form to respond to interest and qualifications) and eight (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**, Capital Delivery Transformation has expedited new PCPP submittal and Fast-Track PCPP comment resolution for FTA/PMOC review. Between the end of June and mid-July, the PCPP process owners addressed the comments and re-submitted seven (7) Fast-Track PCPPs along with one (1) new PCPP to the FTA/PMOC. The process owners are now finalizing three (3) additional rounds of PCPP updates for submission in August 2026, in line with a comprehensive quality assurance evaluation that considers PMOC recommendations, industry standards, internal requirements, the PCPP scope, and guidance from the FTA.

- **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 Conference: Sound Transit personnel participated in the APTA Rail Conference 2026, which was held from June 28 to July 1 in Baltimore, Maryland. This event, organized by the American Public Transportation Association (APTA), gathered more than 1,600 leaders and experts from various rail sectors, including urban, commuter, intercity, and high-speed rail. The four-day agenda was designed for professionals advancing rail systems, encompassing rail system staff and managers, planners, board members, contractors, suppliers, manufacturers, and consultants, with sessions addressing technology, operations, maintenance, safety and security, and planning. Throughout the conference, several prominent themes emerged. The discussion was heavily focused on federal funding and reauthorization, particularly as the Infrastructure Investment and Jobs Act approaches the conclusion of its authorization period, while Congress considers the BUILD America Act as a potential framework for the forthcoming long-term surface transportation bill.

  Women's Leadership Program: Dangelei Fox and Marissa Gifford have been selected to represent Sound Transit this fall at the 2026 Society for Human Resource Management Women in Leadership Program. This conference is aimed to empower, connect, and inspire women in leadership by uniting senior executive women to share their experiences and acquire actionable insights for career advancement.

  Recognition Spotlight: This month, we're proud to recognize Lucile Chich, our Public Art Project Manager, in the Center of Excellence. Lucile has been recognized for her outstanding leadership in advancing meaningful public art partnerships that enhance the rider experience and reinforce Sound Transit's ties to the communities we serve. Below are some highlights of her remarkable contributions:

  - Lucile effectively coordinated with the Downtown Seattle Association, the Metropolitan Improvement District, ST Facilities, project teams, and local artists to bring art installation projects to life.
  - She successfully implemented new art installations at both Pioneer Square Station and the new Westlake Project Space, revitalizing previously underutilized spaces.
  - Lucile established productive and replicable partnership frameworks that can guide future collaborations across the agency.
  - Finally, she has enhanced Sound Transit's position as a respected community partner, transforming station spaces into welcoming, vibrant environments while creating visibility and opportunities for local artists.

  Lucile's creativity, collaborative spirit, and commitment to our mission reflect the very best of what we strive for at Sound Transit. Her ability to bring people together across organizations — and turn that collaboration into real, visible results for our riders — is truly commendable.

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 **28 days** this month, exceeding the target goal.

Construction Safety: There were **zero** OSHA recordable injuries reported in July.

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 (0.00) is below the Program Goal and the National Average.
- The Program Monthly LTIR (0.00) is below the Program Goal and the National Average.

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

- The Program Average RIR (2.44) is above the Program Goal and the National Average.
- The Program Average LTIR (0.44) is below the Program Goal and the National Average.

Payments on System Expansion Contracts *KPI associated with the average days paid **	
Total invoices paid [1, 2]	74
Total value paid	$62.5M
Average days from invoice date to paid date [3]	28 days
Number of invoices approved within 30 days	55
Number of invoices approved over 30 days	19
Total invoice value approved within 30 days	$49.0M
Total invoice value approved over 30 days	$13.5M

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	0.00	2.44 [5]	1.15	2.30
	LTIR	0.00	0.44 [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.*

It is important to note that year-to-date (from August 2025 to July 2026), Sound Transit has experienced 11 OSHA recordable incidents over 901,296 labor hours — a relatively low incident rate that reflects ongoing safety efforts.

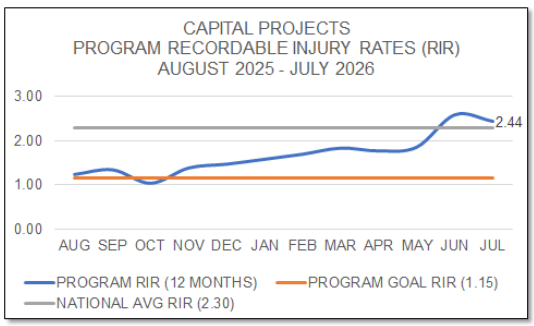


Figure 1: Program Average Recordable Injury Rate

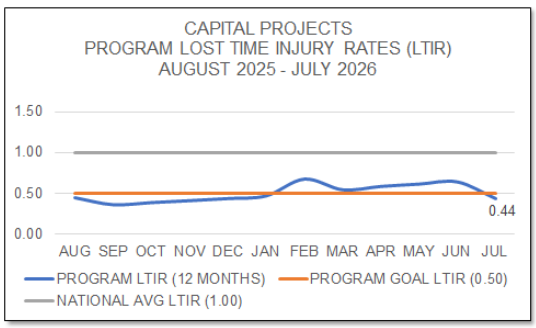


Figure 2: Program Average Lost-Time Injury Rate

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:

- The groundbreaking ceremony for “Site 65” was a notable occasion, marking the start of development on one of ten properties Sound Transit transferred at no cost for affordable housing development as part of the Rainier Valley Homeownership Initiative. This site is set to be developed into a 5-story condominium with large units designed for families, conveniently located just a short distance from **Othello Station**.
- Sound Transit signed a cooperative agreement with the Build America Bureau for a Regional Infrastructure Accelerator grant that will support planning and developer engagement around integrated joint development on **BLE** and **WSLE.**
- Released the Q2 2026 TOD Quarterly report, available here.

D. Environmental and land use

Current conditions and opportunities:

- **BLE** Draft EIS is delayed and anticipated to be released this fall due to staffing constraints at FTA and time required for its final review.
- The FRA initiated Section 7 consultation for the **SRTSI** project, a critical path item for the project’s NEPA review.

Notable activities:

- **OMF South** has initiated Phase 1 Geotechnical borings. Additionally, **OMF South’s** NPDES was transferred from ST to Hoffman Construction Company effective July 23.
- Drilling for the E3 Busway is being conducted to support phase 2 Environmental Site Assessments for **WSLE**.
- Three NPDES permits for the **FWLE (F210)** project have been terminated.

- ST Environmental permitting staff have been invited to participate to join the Lower Puyallup Local Levee Partnership Team in Pierce County, which will contribute to the update of the Pierce County floodplain — a vital matter affecting **TDLE**.
- The **WSLE** project team hosted a multi-agency meeting to discuss the effects of ecosystems related to the proposed Duwamish crossing. Participants included representatives from the USCG, Corps, Ecology, WDFW, the City of Seattle, and various Tribes.

E. Sustainability

Current conditions and opportunities:

- Salvage and deconstruction:
  - Sustainability and **WSLE/BLE** staff participated in King County's Advancing Wood Procurement in the Public Sector Climate Week Event.
  - Staff collaborated with the **BLE** team to identify the research requirements of the design team regarding the application of mass timber in the project.
- Design criteria:
  - Staff developed a presentation summarizing the LEEDv5 changes for CDD teams.
  - Division 1 Sustainability Specification was revised by the Sustainability staff under the supervision of Architecture Director Catherine Calvert.

Notable activities:

- The consultant hours for the **EVLE** Phase 3 Sustainability Statement of Work were successfully negotiated and approved by project leadership.
- **EVLE** Envision Strategy memo was published and subsequently reviewed by the project team.
- A presentation detailing the changes to the LEED rating system (LEEDv5) was delivered to the **BLE** team.
- The staff conducted a Sustainability kick-off meeting for both infill projects.

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 and 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:** Staff revised the DEIS based on FTA legal review comments and resubmitted to FTA for review. The publication of the DEIS is anticipated in Q3 2026. 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 and determination of no significant impacts 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. Finance will use this information this year (after the Enterprise Initiative effort) to update the 2020 total cost of ownership financial model. 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 Q3 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 are expected to exceed the financial plan value. The project team is applying 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 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. At the end of 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: Staff revised the DEIS based on FTA legal review comments and resubmitted to FTA for backcheck. The publication of the DEIS is anticipated for Sept. 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: Progressive Design-Build delivery approach. Phase 1 (final design and pre-construction services) was approved by the Board on March 26, 2026. Notice-to-proceed was issued May 29, 2026. Final design phase is currently in progress.
Sounder DuPont Extension	1%	CE / NEPA DCE			Sounder Rail Track & Signal Improvement project (SRTSI) continues with the FRA NEPA environmental documents and PE activities.
Sounder South Capacity Expansion Program	1%	Planning / Design			King Street Station Platform Area Improvement Project and Sounder Rail Track & Signal Project continues toward NEPA environmental review and PE activities. The SRTSI project team continues working on NEPA environmental review and PE activities.
Sounder Lakewood Station Access Improv. (ST2 Project) [2]	15%	Design			Project team continued with 60% design for station area improvements. City of Lakewood continues to work on access improvements on public right of way.
Sounder South Tacoma Station Access Improv. (ST2 Project) [2]	15%	Design			Project team continued with 60% design for the station area improvements. City of Tacoma continues work on access improvements on public right of way.
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. Demolition documentation to be prepared in Q3 2026, and the NEPA environmental refresh will begin by the end of the year. Schedule: The project was deferred nine years by the 2021 realignment (R2021-05) and is set to restart in 2027, aiming for delivery in 2034. The project team is assessing the project timeline for the 2034 delivery to help prepare for the 2027 budget process.

[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 to design and construct the multimodal improvements selected by the Board this fall.
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. NTP for Engineering Design Services Phase 2 Final Design services issued in July 2026, with PMSS anticipated in August 2026.

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 revised publication date to Q4 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 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.

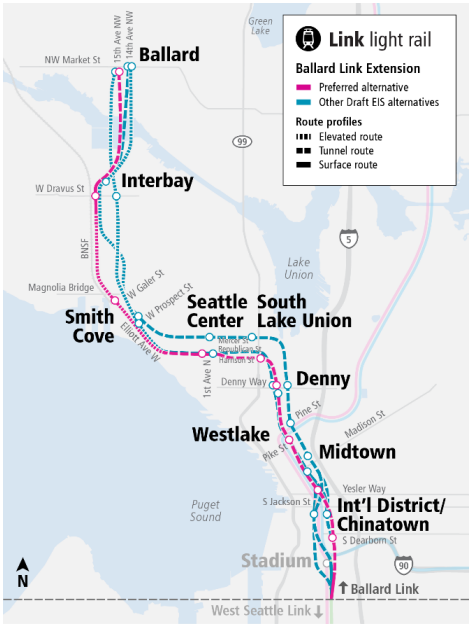


Figure 1: Map of BLE Project Alignment

Everett Link Extension

- Project development
  - Staff revised the DEIS based on FTA legal review comments and resubmitted to FTA for review. Draft EIS to be published Q3 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.

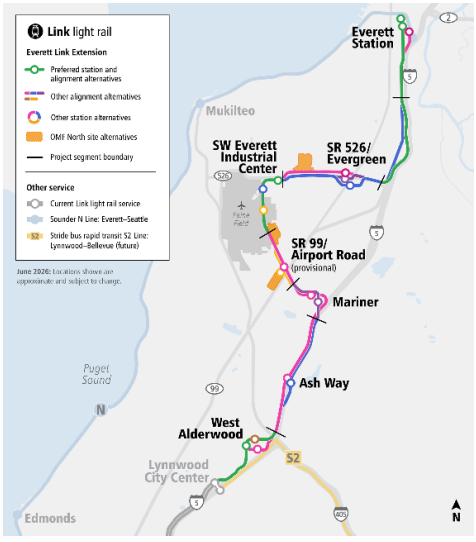


Figure 2: Map of EVLE Project Alignment

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.

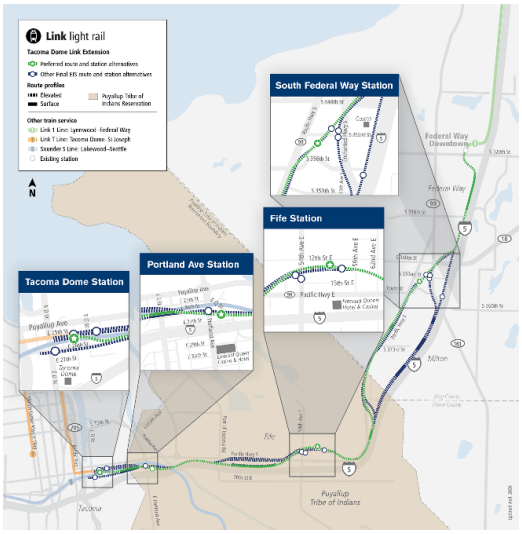


Figure 3: Map of TDLE Project Alignment

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 Rail Systems Engineering and EDS Phase 2 Final Design Services was issued in July 2026, with the Project Management Support Services (PMSS) anticipated in Aug. 2026.
  - W200 Pre-Construction Services date pending.

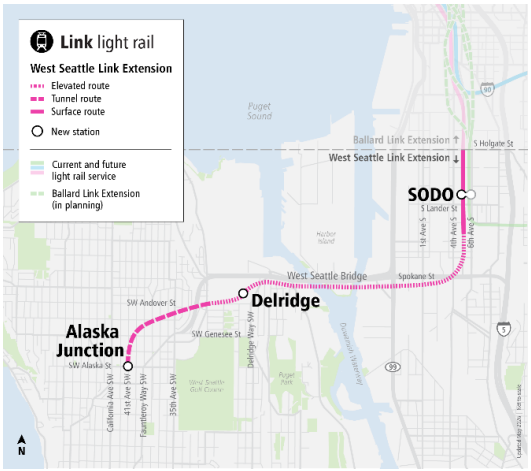


Figure 4: Map of WSLE Project Alignment

D. Monthly performance tracker for Stride projects in planning and design

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

Projects	% Complete[1]	Development Phase	Cost KPI	Schedule KPI	Comments
Stride I-405 (S2 Line) [2] ST-managed projects	90%	Design			Lynnwood 196th/Poplar Way (BT212) design is underway. Will advance toward IFB with construction contract advertisement, expected by end of 2026.

E. 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.

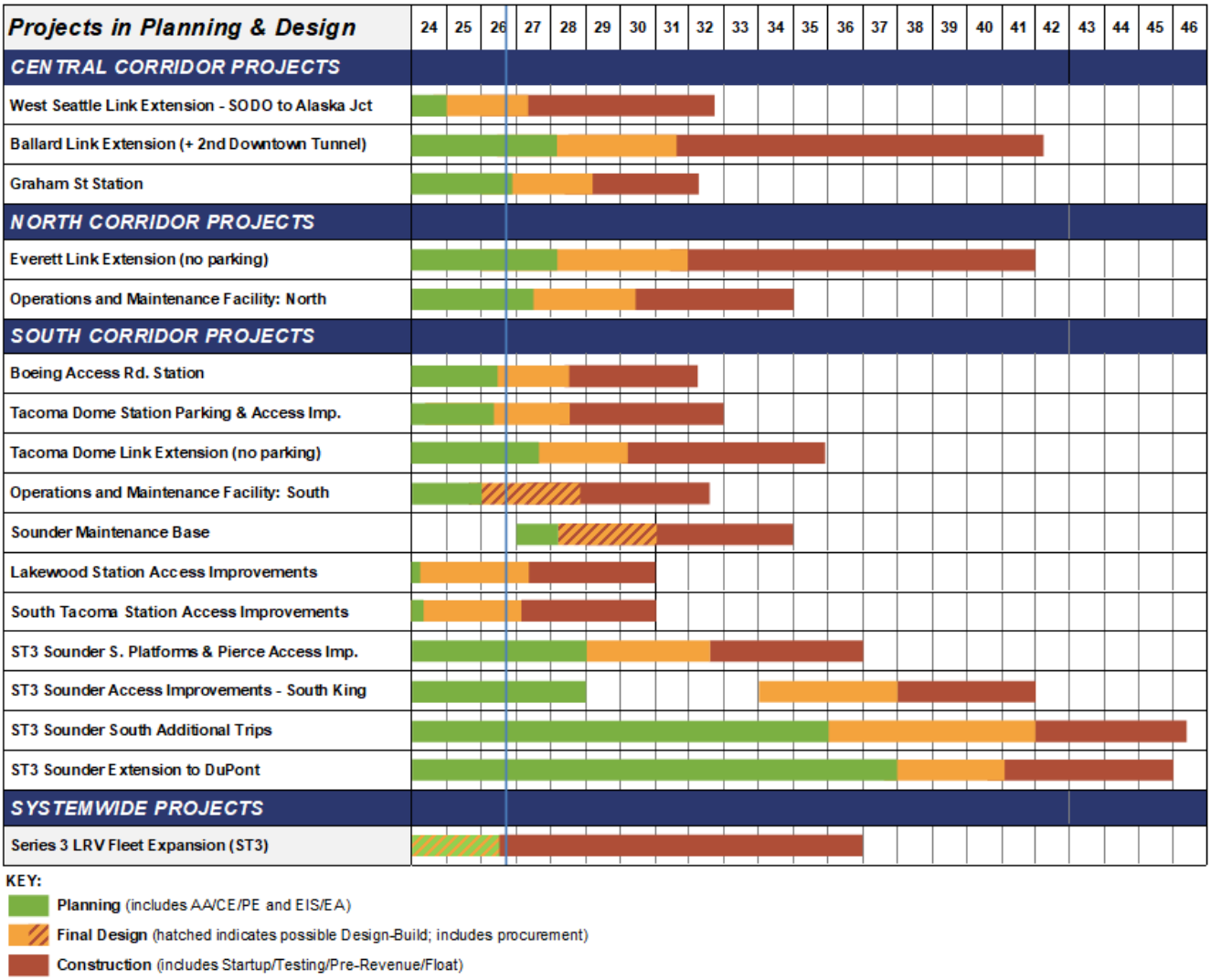
Projects	% Complete[1]	Development Phase	Cost KPI	Schedule KPI	Comments
Series 3 LRV Fleet Expansion	5%	Planning			Cost: Based on cost estimates from 2024; vehicle costs are expected to exceed Financial Plan. Also, the agency is anticipated to need more vehicles (compared to what is in the Financial 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.
[2] Project baselined.

F. 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.
- Civil and systems contractor construction continues at **Pinehurst Station**. Project is trending toward completion and opening for revenue service in late Q3 2026.
- **Sounder South Sumner, Kent, and Auburn Stations Parking and Access Improvement Projects** continue construction at all three locations. At **Sumner**, preparation work to pour the fourth floor is underway, and work has started on the elevator and stair tower adjacent to the station platform. The structure will be topped off the first week of August 2026. Off-site activities at both the Maple Street rail-crossing and Thompson Street are advancing. The **Kent** garage continues construction with ongoing mechanical, electrical, and plumbing work throughout the garage, and structural components of the stairwell and elevator shafts. Utility work has made progress on the off-site King County Metro layover facility, and the operator restroom now has structural framing. Over 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.
- **Stride Bus Operation & Maintenance Facility (ST2 project):** Construction work underway includes installation of stormwater detention system, site utilities, and footing installations at the Maintenance Building.
- **Stride I-405 (S1 & S2):** Design-build construction contracts delivered by WSDOT continue to make steady progress; in July, WSDOT handed over **NE 44th station platform** to ST and is expected to hand over **NE 85th** in Q3 2026. WSDOT **TIBS** is set to release a Request for Qualifications (RFQ) in Sept. 2026 to initiate the design/build procurement process. **BT102 Burien Transit Center** construction contract NTP will be issued in August 2026. For **BT105 Renton Transit Center,** utility work is ongoing, and preparations for auger-cast pile work are being made.
- **Stride SR 522 (S3):** In **BT305 Seattle/Shoreline**, coordination of utilities and permitting are ongoing. **BT306 Lake Forest Park** GCCM is in procurement phase, with ST currently assessing the SOQs; Notice of Award anticipated Nov. 2026. In **BT307 Kenmore/Bothell**, site work is progressing at multiple stations in Kenmore, along with roadway work in Bothell. Finally, all construction projects managed by third parties for the S3 Line (SR 522 BAT lane and NE 185th Roadway) have been successfully completed in anticipation of Stride, and all 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 of 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]	95%				Cost: Project costs are trending within baseline budget. Schedule: Work continues on plaza paving, installation of metal panels, and window glazing at platform, stairs, and elevators. Work on escalators, elevators, and elevator machine rooms is progressing. Road work is underway. The project is forecasted for a late Q3 2026opening. Safety (RIR): No recordable injuries this month.
Sounder South Station Parking and Access Improvements (ST2 Project)					
Auburn [2, 3]	80%				Auburn SPAI: Work progresses on the garage, including brick veneer installation on the exterior and mechanical/electrical/plumbing work on the interior. Work has started within the elevator tower, including assembly of the elevator rails in preparation for cab installs later this summer. Field measurements were also taken for the art glazing. Auburn is on track with its schedule, although there is minimal ST float available. Safety (RIR): No recordable injuries this month.
Kent [2]	67%				Kent SPAI: Garage work is progressing on the mechanical, electrical, and plumbing scopes for Levels 1-3. Additionally, the external brick façade is being installed along with framing, insulating, and drywalling utility rooms on Level 1. At the KCM bus layover facility, utility work and structural framing continue to progress. No schedule changes to report this period. Safety (RIR): No recordable injuries this month.
Sumner [2, 3]	75%				Sumner SPAI: Crews began work on the vertical circulation tower and continued to form the remaining Level 4 decks. Work progressing on the utility and mechanical rooms. The Washington UTC approved proposed modifications to the Maple Street crossing, and work continues on the Thompson St off-site improvements. 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 project (ST2 Project)	23%				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. Three stormwater detention vault system installations are in progress. Continuing site utility and installation of footings and foundation walls at Maintenance Building. Safety (RIR): No recordable injuries this month.
Stride I-405 (S1 and S2 Line) [2] ST-managed project	BT102 construction NTP in August BT105 construction 27% complete BT014 construction 18% complete Overall, 19% complete				BT102 Burien Transit Center's construction NTP will be issued on Aug. 4, 2026. BT105 Renton Transit Center continued utility and preparing for auger-cast pile work. BT014 Station platform work continued at Totem Lake and NE 44th Stations. Coordination with WSDOT on NE 85th handovers. Preparing to commence work at Bellevue Transit Center. Safety (RIR): No recordable injuries this month.
Stride SR 522 NE 145th (S3 Line) [2] ST-managed project	BT305 construction 8% complete BT307 construction 14% complete BT306 GCCM procurement Overall, 6% complete				BT305 Seattle/Shoreline continued utilities and permits coordination with AHJs. BT307 Began site work at multiple station locations in Kenmore. Roadway work has begun in Bothell. BT306 Lake Forest Park GCCM delivery procurement is active, ST currently evaluating SOQs received. NOA anticipated Nov. 2026. Construction on the S3 corridor is trending behind schedule due to late WSDOT project approvals, 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 96% complete TIBS in D/B Procurement S1 Line overall 38% complete			N/A	NE 44th Inline Station is in construction as part of the WSDOT I-405 Express Toll Bellevue-Renton. Station platform was handed over to ST in July. Work continues on obtaining TCAL. 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 85% complete Brickyard construction 49% complete S2 Line overall 68% 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 Q3 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

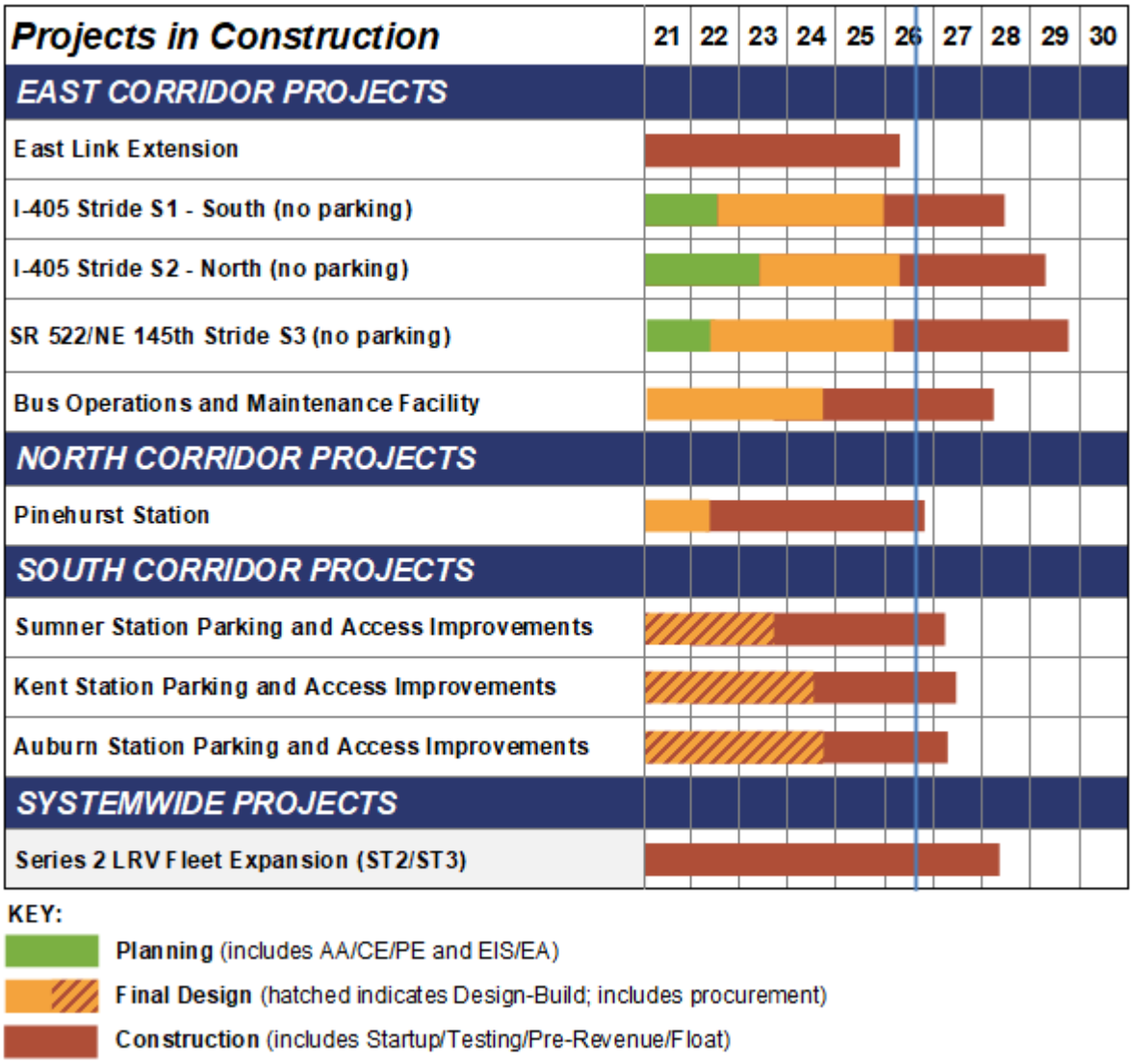
The Service Delivery Department is managing the Series 2 LRV Fleet Expansion project with support from the Capital Delivery Department.

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 final two vehicles of the initial order are on the property and the revised forecast indicates conditional acceptance in Q3/Q4 2026, with continuous efforts to upgrade both vehicles to the latest configuration and finalize testing and commissioning. The first of the additional ten (10) cars was delivered in July 2026. Mitigation steps to improve reliability of 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

July 2026

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

TIFIA Project Cost Summary by SCC

(As of 07/31/2026; 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	$128.1	$2.6	$122.0	$10.9	$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	$0.4	$13.7	$0.6	$16.2	$0.0	$0.1
Construction Subtotal	**$172.7**	**$162.0**	**$149.3**	**$2.9**	**$137.7**	**$12.4**	**$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	$56.6	$0.5	$49.4	$5.0	$61.6	($11.9)	($0.4)
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**	**$206.0**	**$3.4**	**$187.1**	**$27.5**	**$233.5**	**$6.6**	**$6.6**

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: Q3 2026*

*Changes will be reflected in future reports.**



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Continued ancillary building mechanical, electrical, and plumbing.
- Continued escalator siding and cladding.
- Continued testing lighting and HVAC systems.
- Continued metal panel and glazing.
- Continue plaza hardscaping.

Closely Monitored Issues

- Single tracking coordination to complete metal panels and removing of safety barrier.
- Timely submittals and approval from Authorities Having Jurisdiction (AHJs).
- Workplan sequencing of plaza paving, road paving, systems, finishes and activation to achieve station opening in Q3 2026.
- Installation progress on escalators and inspection approvals of elevators.

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 $3.4M was incurred, bringing the total expenditure to date at $187.1M.
This period the project forecasts an Estimated Final Cost of $233.5M with a budget underrun of $6.6M.

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	$8.6	$0.2	$8.4	$11.7	$0.0
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	$19.7	$22.9	$0.6
Construction Services	$17.3	$19.7	$19.1	$0.2	$16.5	$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	$152.6	$3.0	$139.0	$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**	**$206.0**	**$3.4**	**$187.1**	**$233.5**	**$6.6**

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	$128.1	$2.6	$122.0	$139.0	$0.0
30 Support Facilities	$0.4	$0.1	$0.0	$0.0	$0.0	$0.1	$0.0
40 Sitework & Special	$7.4	$6.6	$5.7	$0.0	$2.0	$6.5	$0.2
50 Systems	$16.2	$16.3	$15.6	$0.4	$13.7	$16.2	$0.1
Construction Subtotal(10 - 50)	**$172.8**	**$162.0**	**$149.3**	**$2.9**	**$137.7**	**$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	$56.6	$0.5	$49.4	$61.6	($0.4)
90 Unallocated Contingency	$17.6	$16.8	$0.0	$0.0	$0.0	$10.0	$6.8
Total (10 - 90)	**$240.2**	**$240.2**	**$206.0**	**$3.4**	**$187.1**	**$233.5**	**$6.6**

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 $29.8M, reflecting a decrease of around $400k from 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 $600k due to construction change orders.

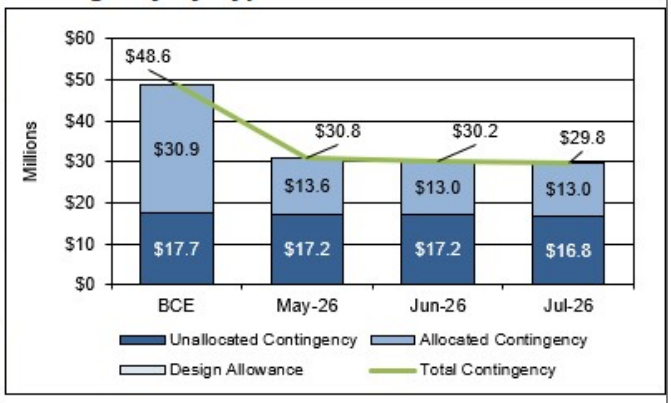
Unallocated Contingency (UAC): Used to address general project-wide cost risks and uncertainties. This period UAC was reduced by $400k for Civil CMC change order.

Contingency Status

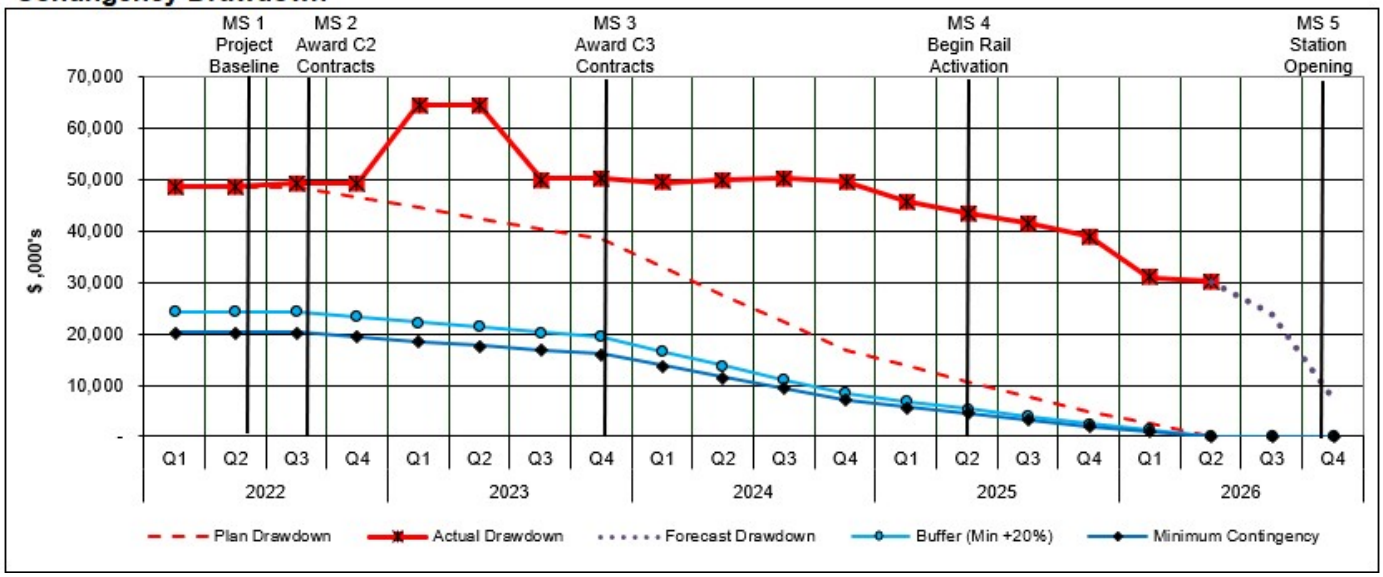
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$0.0	0.0%	$0.0	0.0%
Allocated Contingency	$30.9	12.9%	$13.0	53.7%
Unallocated Contingency	$17.7	7.4%	$16.8	69.4%
Total:	**$48.6**	**20.2%**	**$29.8**	**123.1%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

The following are the top project risks identified:

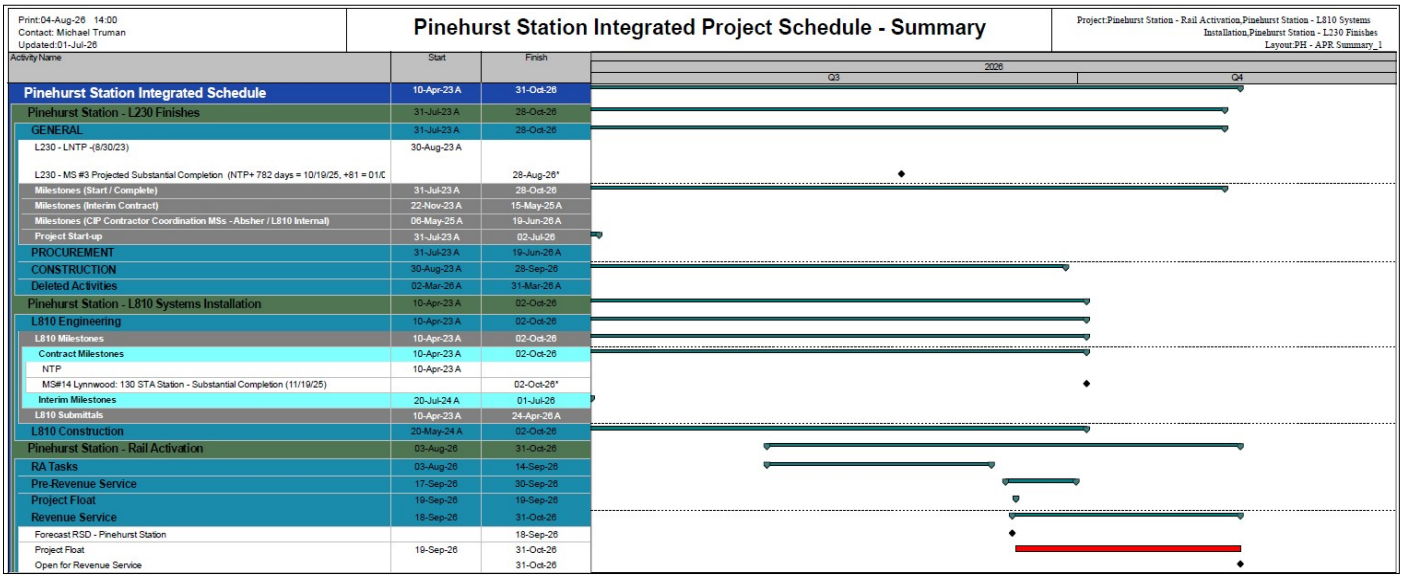
- Achieving safety certification approvals.
- Labor & Industry inspection approvals for vertical transport.
- Delay in jurisdictional approvals for traffic control plans causing contractor schedule delays.

Project Schedule

The weighted percent complete for the major construction contracts is estimated at 95.2% (last month was 93.3%).

The schedule snapshot below represents progress through June 2026. The June L230 and L810 schedules were accepted and incorporated into the IPS. The contractor has not yet submitted the July schedules, although the information is expected to be consistent with prior month's reporting. The Rail Activation schedule has been updated with verified data through June. Through several collaborative workshops between ST and the contractors, it was determined that there was not a path to a June 2026 opening due to several factors, including construction progress and agency prioritization of work to prepare for the FIFIA World Cup.

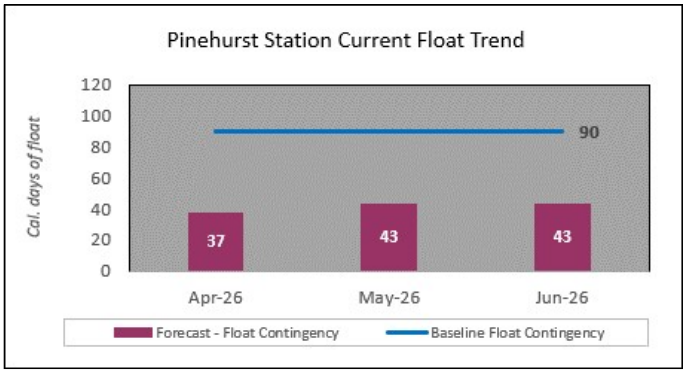
In light of the significant change to the project completion schedule, ST collaborated with the Build America Bureau and FTA to establish a new substantial completion date of October 31, 2026. To ensure we meet this timeline, ST has created and submitted a recovery plan detailing how the schedule will be managed effectively.



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 18, 2026, the project currently has 43 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	$20.8	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	$14.8	Jul 2020	Oct 2026
Systems CMC	NWTSP	$0.2	$2.3	$2.5	$1.1	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	$8.0	$106.2	$100.2	Aug 2023	Oct 2026
L810 Systems Construction	Mass Electric	$14.3	$0.7	$15.0	$13.3	Feb 2022	Oct 2026
				$186.3	**$173.7**		

Community Engagement

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

- Continuing to coordinate outreach and communications with Shoreline and Seattle on respective project areas.
- Continued responding to the public questions and comments about the station progress.

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 to project extension and added level of effort for consultant permitting support and higher number of RFIs and submittals.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.0	5.3	(1.3)
Consultants	24.0	24.6	(0.6)
TOTAL	28.0	29.9	(1.9)

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

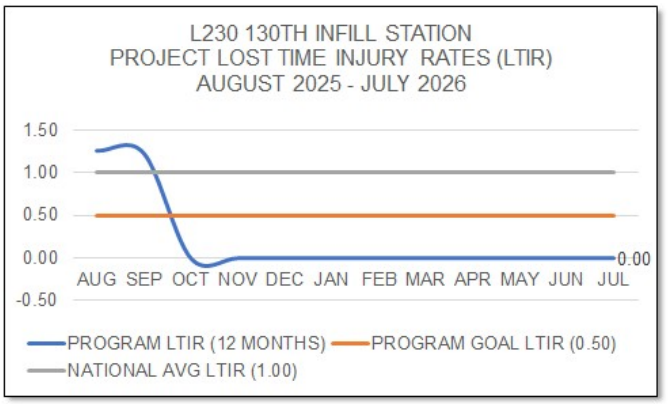
Sound Transit Board Actions

Board Action	Description	Date
	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	2.43 [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 (2.43) 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.*

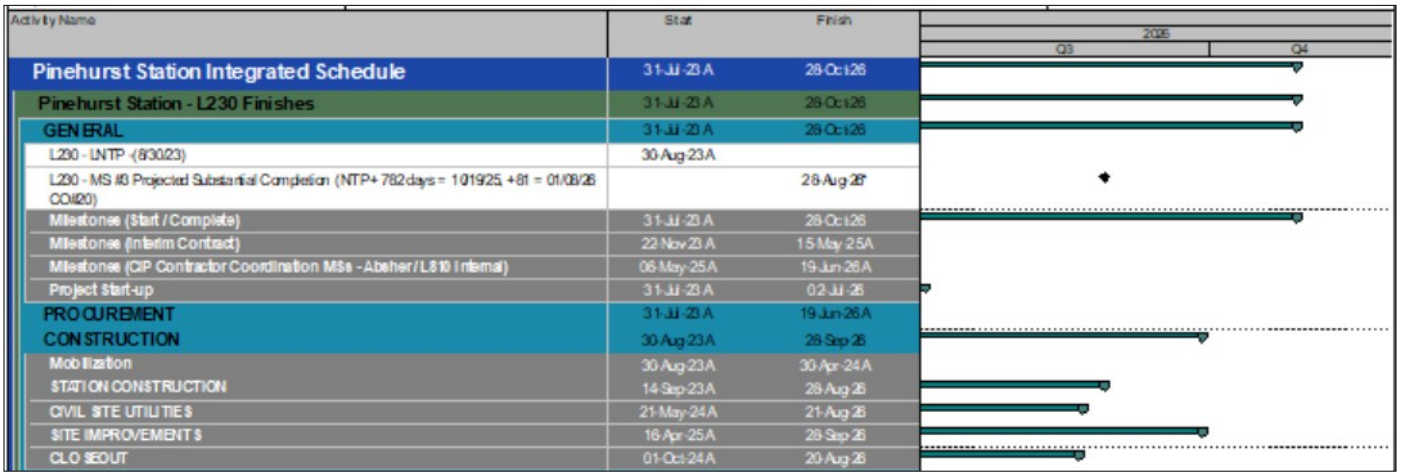
Contract L230 Station Finishes

Current Progress

- Continued plaza level paving and hardscaping.
- Continued platform metal panel and tile installation.
- Continued elevator installation and testing.
- Continued ancillary building mechanical, electrical, plumbing, and interior finishes.
- Continued commission for startup and testing of lighting and HVAC systems.

Schedule Summary

The L230 contract schedule has been updated through June 2026, as the July 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.



Cost Summary

Present Financial Status	Amount
L230 Absher – Civil Construction	
Original Contract Value	$98,270,000
Change Order Value	$7,708,959
Current Contract Value	$105,978,959
Total Actual Cost (Incurred to Date)	$99,908,295
Percent Complete	94.8%
Authorized Contingency	$14,740,500
Contingency Drawdown	$7,708,959
Contingency Index	1.8



Platform Progress

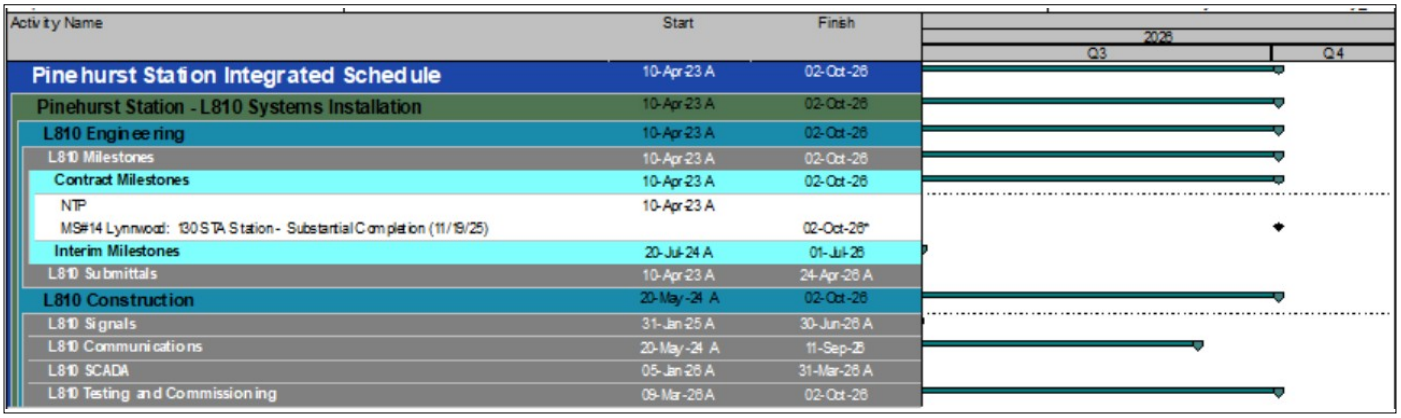
Contract L810 Station Systems

Current Progress

- Continued pulling fiber cabling and speaker installation.
- Continued installation of communication equipment and CCTV's
- Continued fiber connections to the cameras and VMS signs.

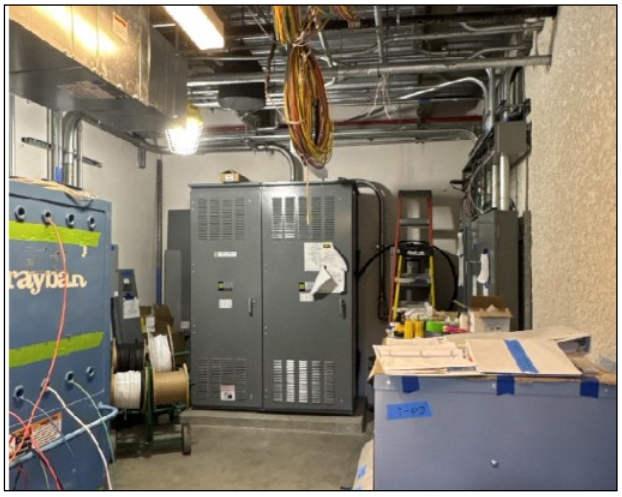
Schedule Summary

The L810 schedule has been updated through June 2026. The L810 July schedule remains incomplete because L810 requires the L230 schedule as a foundation for interface handovers. 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 is on track for beginning 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)	$13,334,490
Percent Complete	91.1%
Authorized Contingency	$1,283,135
Contingency Drawdown	$666,783
Contingency Index	1.8



Electrical room

TIFIA LOAN AGREEMENT MONTHLY REPORT

July 2026

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

RRIF Project Cost Summary by SCC

RRIF Project Cost Summary by SCC

(As of 7/31/2026; 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	$103.2	$1.7	$104.9	$144.2	$5.6
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	$19.9	$0.9	$20.8	$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**	**$129.4**	**$2.6**	**$131.9**	**$180.1**	**$7.3**
60 Row, Land	$22.1	$20.8	$31.3	$28.0	$28.1	($0.2)	$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	$83.1	$77.6	$0.6	$78.2	$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**	**$272.5**	**$235.3**	**$3.0**	**$238.3**	**$304.7**	**$13.9**

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	$30.0	$1.7	$31.6	$52.6	$2.3
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	$43.8	$43.8	$10.7	$7.2	$4.6	$0.2	$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**	**$34.6**	**$1.9**	**$36.5**	**$63.2**	**$2.3**
60 Row, Land	$4.6	$4.6	$4.6	$4.5	$4.6	($0.2)	$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	$33.3	$30.1	$0.3	$30.4	$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**	**$88.2**	**$69.5**	**$2.0**	**$71.5**	**$107.6**	**$2.2**

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	$0.0	$42.2	$60.6	$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	$6.0	$0.6	$6.6	$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**	**$48.1**	**$0.7**	**$48.8**	**$70.2**	**$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	$22.8	$20.6	$0.3	$20.8	$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**	**$103.9**	**$85.5**	**$1.0**	**$86.5**	**$116.8**	**$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.

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 1 columns and finish concrete work.
- Completed CMU, framing, insulation, utility rooms, and drywall in Level 1 facility.
- Started installation of switch gear in electrical room.
- 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 formed and ready to pour on 8/3.
- Construction percent complete is 75%.

Key Project Activities (continued)

Kent (Not part of TIFIA Loan):

- Design Package Status:
  - DP-05 Offsite Work: Resolving post IFC comments. Document currently with ST for review.
- Construction Status:

  Garage Site:
  - Rough-in of MEP scopes at Levels 1, 2, and 3; housekeeping pads concrete.
  - Installation of CMU block walls on Level 1.
  - Elevator machine room CMU installation.
  - Framing, insulation, and drywall at utility rooms on Level 1.
  - Brick veneer installation on the north and east exterior walls.
  - Primer paint on stairs 1 and 2 steel.
  - TPO install at elevator shaft roof.

  KCM Site:
  - Dewatering and excavation at storm chamber excavation.
  - Spoils excavation and aggregate import for utilities.
  - Utility installation at layover lot and comfort station.
  - Formwork and concrete placement at retaining wall.
  - Comfort station structural steel and metal framing.

Auburn:

- Design Packages Status:
  - DP-04 Off-Site Work Package – IFC package issued. Work to begin in August after city work moratorium at the nearby intersection.
- Construction Status:
  - Tower crane pour backs complete and shoring removed.
  - Brick and CMU installation continues up to level 3 exterior.
  - Air barrier, gypsum, and insulation installed at conditioned spaces on Levels 1 to 6, including the penthouse elevator machine room.
  - Set elevator machine room equipment and elevator shaft rails installed.
  - Elevator mullion install and caulking, ready for glazing installation.
  - Overhead garage painting began at Level 3.
  - Installation of refrigerant piping and ducting in Level 1.
  - 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 $5.1M was incurred, bringing the total expenditure to date at $226M.
This period the project continues to forecast an Estimated Final Cost of $324.2M with a budget underrun of $35.4M.

*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	$18.1	$0.3	$18.0	$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	$0.6	$22.5	$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	$191.9	$4.5	$143.3	$218.2	$34.6
ROW	$31.2	$31.2	$27.1	($0.2)	$26.9	$30.8	$0.5
Total	**$359.7**	**$359.7**	**$281.2**	**$5.1**	**$226.0**	**$324.2**	**$35.4**

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	$147.4	$3.3	$107.8	$153.9	$29.1
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	$27.3	$1.2	$18.7	$43.4	($6.8)
50 Systems	$5.1	$0.2	$0.2	$0.0	$0.2	$0.2	$0.0
Construction Subtotal (10 - 50)	**$225.5**	**$219.9**	**$175.0**	**$4.5**	**$126.7**	**$197.6**	**$22.3**
60 ROW, Land	$24.5	$30.5	$27.1	($0.2)	$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	$79.1	$0.8	$72.5	$90.3	$0.5
90 Unallocated Contingency	$17.2	$18.2	$0.0	$0.0	$0.0	$5.9	$12.3
Total (10 - 90)	**$359.7**	**$359.7**	**$281.2**	**$5.1**	**$226.0**	**$324.2**	**$35.4**

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 $51.5 million, reflecting a decrease of $344K 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.

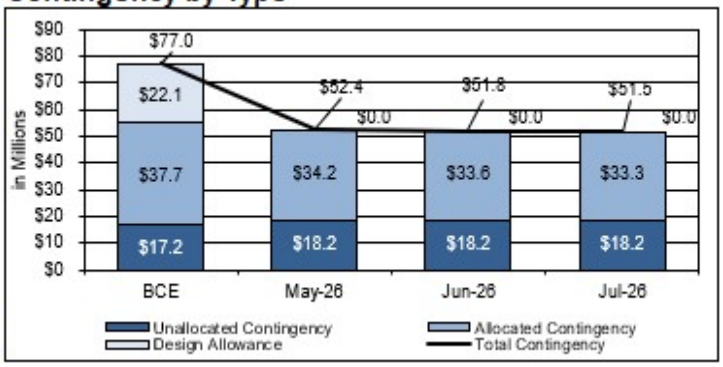
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. Overall, AC decreased by around $344K, mostly due to Auburn DB's contract change orders.

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

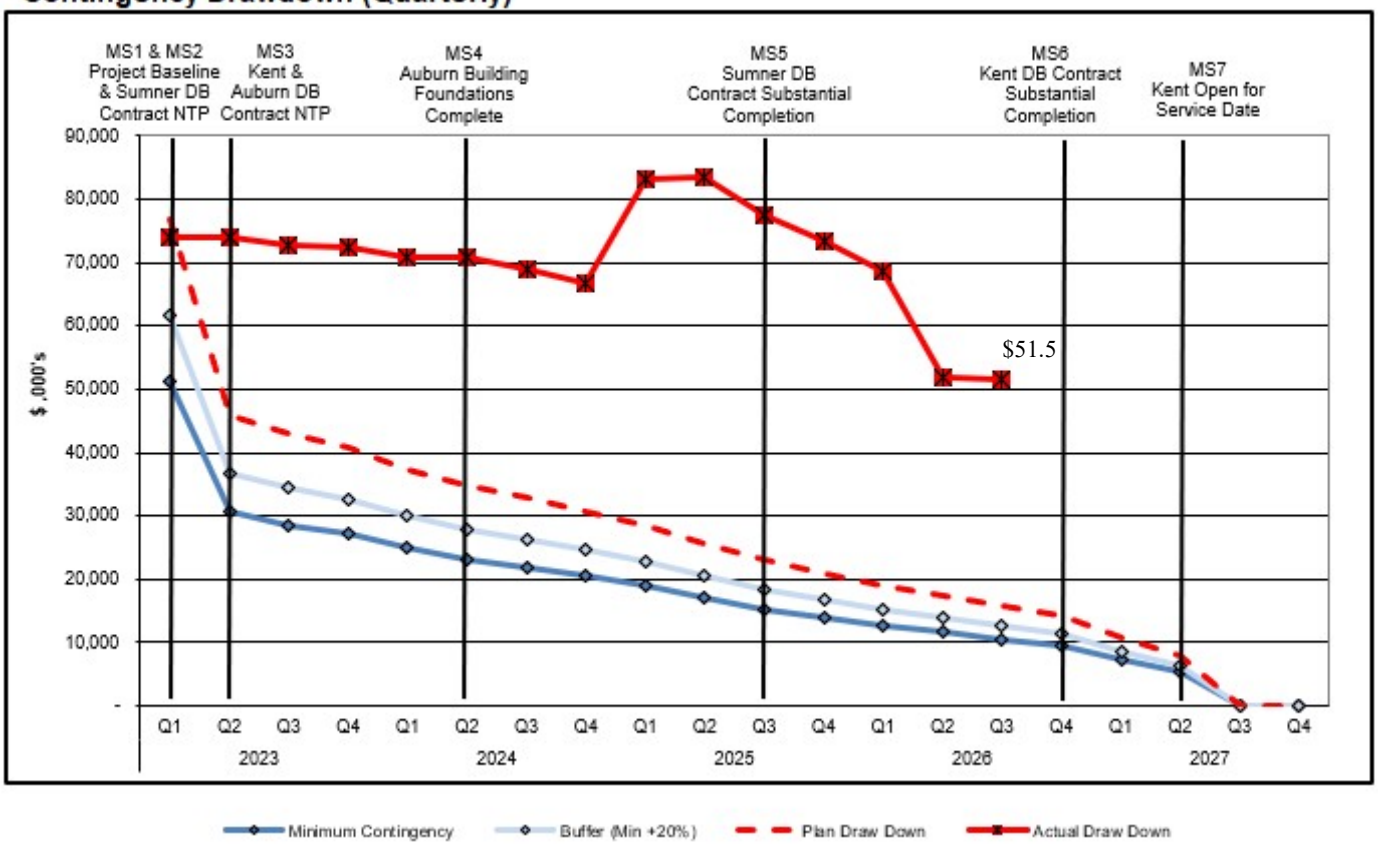
Contingency Status (Monthly)

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%	$33.3	40.55%
Unallocated Contingency	$17.2	4.8%	$18.2	22.14%
Total:	**$77.0**	**21.4%**	**$51.5**	**62.70%**

Contingency by Type



Contingency Drawdown (Quarterly)



Project Schedule

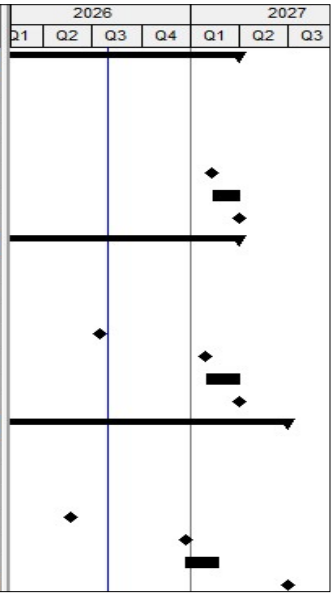
The overall performance percent completed for the three Design-Build contracts in this update is 73.79% (last month was 70.1%). The schedule provided below outlines the schedule through July 31 for Sumner, Auburn, and Kent. The ST Board approved the project's baseline in Jan. 2023. The baseline Revenue 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 R2023-02. The milestone schedules for the three combined projects are detailed below.

Sumner: Notice to Proceed (NTP) was issued in Feb. 2023. DB completed the entire concrete cycle, which included the deck shrinkage at L2, Zones 2 & 5. The corrective actions related to NCR 20 have been finalized. The concrete cycle for deck at L3, Zones 2 & 5, is currently in the shrinkage curing phase, with the Fiber Reinforced Polymer application for the shear walls and columns to follow. The concrete work for the deck at L4, Zone 1, has been completed. Additionally, site excavation and rough grading, along with the installation of curb and gutter FPS, have been finalized for the offsite work at Thompson St and Station Lane. The initial connection of permanent systems commenced in late May and is currently ongoing. The installation of HVAC equipment, electrical work for the elevator, and painting of the underside of the deck on L2 & L3 are all actively in progress.

Auburn: NTP was issued in Jan. 2024. DB has completed work per DP-03 and DP-04 Design and Permitting. DP-04 Construction will start in August. In July, the DB was performing work related to garage exteriors, interiors vertical circulation including cable barrier installation, stressing, interior room buildout, and started elevator installation. DB is currently working on MEP rough–in, elevator installation, garage exterior, and offsite work. Numerous items are currently at the fabrication and delivery stage.

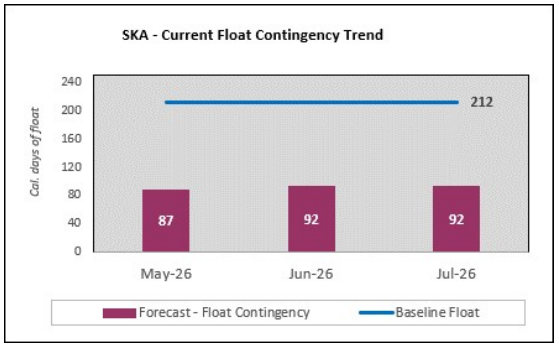
Kent: NTP was issued in Dec 2023. Canopies and operator restroom are still in progress. The DB is currently working on room buildout and MEPF activities in the garage. Elevator work at the machine room to start in August. Retaining wall with ADS storm at the Layover Lot is complete. Additionally, water main work at Pioneer / Central Street has began.

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. 120 days of overall project float days have been consumed due to extended negotiations with the City of Auburn related to real property, delaying issuing NTP for Auburn and other work progress delays. All of Auburn's Baseline Float have been exhausted. Method of calculating remaining float considers the current schedule Substantial Completion and 60 Days (48 Days for Sumner) duration needed for Beneficial Occupancy. ST continues working with the DB contractor to recover 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**	**110,539,611**			
RTA/AE 0613-18	DBPM/ Auburn	HNTB Corporation	1,800,002	7,104,468	8,904,470	6,993,797	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	53,543,132	1/16/2024	1/25/2027	Open
RTA/AE 0613-18	DBPM/ Sumner	HNTB Corporation	6,100,115	3,489,145	9,589,260	8,089,187	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	41,913,495	2/27/2023	2/17/2026	Open
Planned Contracts									
None									
Total Contracts					**148,248,828**	**115,431,219**			

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 refusing to sign TCE. Moving into condemnation process with Legal.
- Reviewing project staffing and assignments given ST re-organization.

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.
- **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.



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.

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.

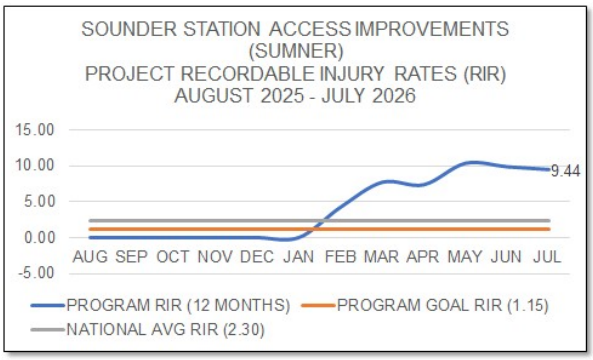
Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	10.1	8.2	1.9
Consultants	23.8	20.0	3.8
TOTAL	33.9	28.2	5.7

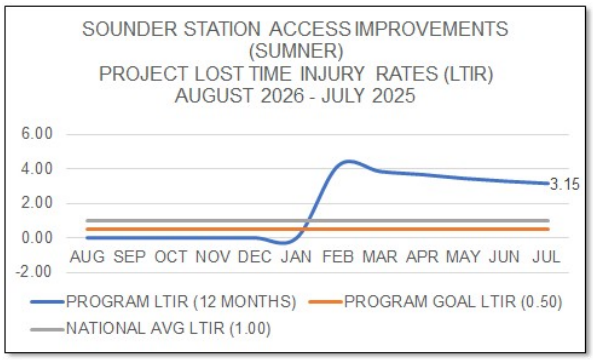
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Construction Safety

Sumner Station Parking & Access Improvements

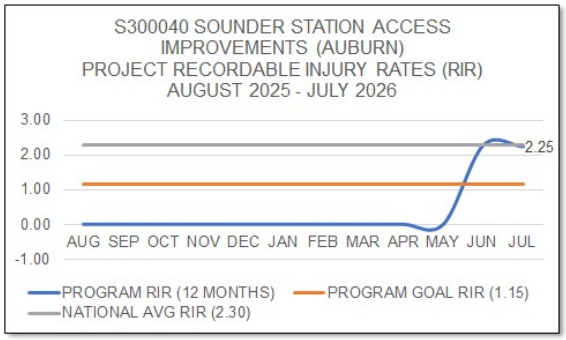
Monthly KPI	Construction Safety	Project Monthly[1]	Project Average[2]	Program Goal[3]	National Average[4]	Notes
⇔	Recordable Injury Rate (RIR)	0.00	9.44 [5]	1.15	2.30	There were no recordable or lost time incidents reported this month.
⇔	Lost-Time Injury Rate (LTIR)	0.00	3.15 [6]	0.50	1.00	

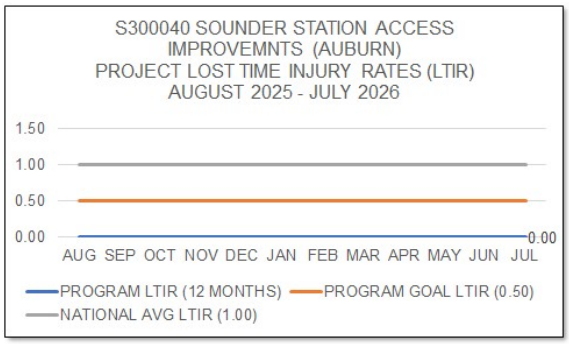




Auburn Station Parking & Access Improvements

Monthly KPI	Construction Safety	Project Monthly[1]	Project Average[2]	Program Goal[3]	National Average[4]	Notes
⇑	Recordable Injury Rate (RIR)	0.00	2.25 [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	

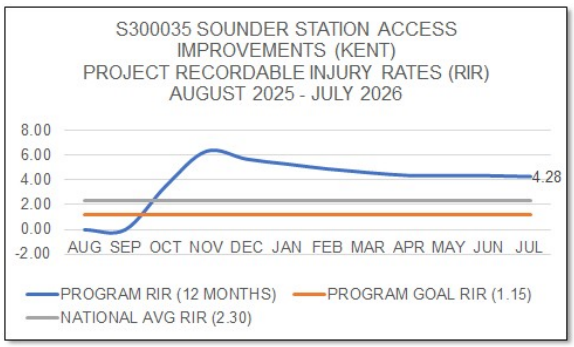


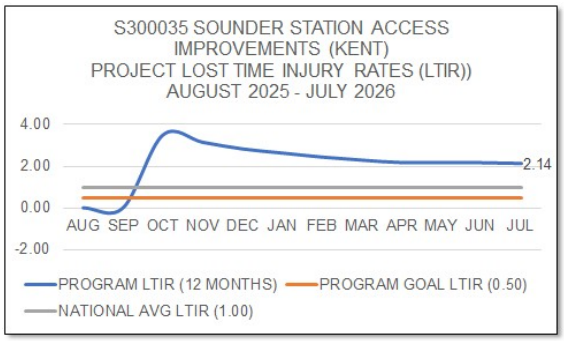


Construction Safety (continued)

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

Monthly KPI	Construction Safety	Project Monthly[1]	Project Average[2]	Program Goal[3]	National Average[4]	Notes
⇔	Recordable Injury Rate (RIR)	0.00	4.28 [5]	1.15	2.30	There were no recordable or lost time incidents reported this month.
⇔	Lost-Time Injury Rate (LTIR)	0.00	2.14 [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 9.44, Auburn is 2.25; Kent is 4.28 all above the Program Goal and around/above the National Average due to six incidents recorded in Oct/Nov 2025 and Feb/Mar/May/Jun 2026, as shown in graphics.*
6. *The Project Average LTIR: Auburn is zero; Sumner is 3.15 and Kent is 2.14 both above the Program Goal and around/above the National Average due to six incidents recorded in Oct/Nov 2025 and Feb/Mar/May/Jun 2026, as shown in graphics.*

Design / Build Contract - Sumner Station Parking & Access Improvements

Current Progress (Based on July 2026 update - under review)

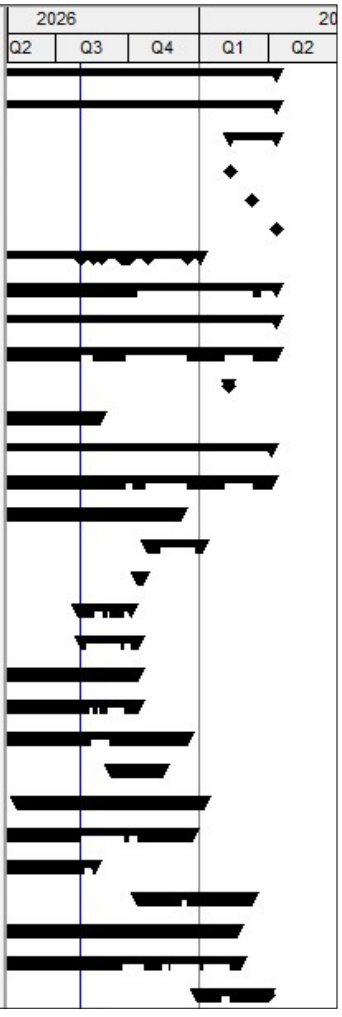
The **Sumner** SPAI Contractor, Harbor Pacific, is continuing work on site as follows:

- Fabricate / deliver VC structural steel, Sub Structure Structural Steel Embeds and Diesel Generator - Completed.
- Level 3 Zones 2 and 5, deck and is in Shrinkage Cure and Level 4, Zones 2 and 5 Rebar/PT Deck and Beam - Completed.
- NDC 29 Level 1 Zone 2 fire riser room changes design work - Completed.
- Mechanical and Electrical rough-in Level 4, Zones 2 & 5 - Completed.
- Paint Interior Rooms of Level 1 and underside of Decks at Levels 1, 2, and 3 - In progress.
- Landscape and planting Phase 2 - In progress.

Schedule Summary (Based on July 2026 update - under review)

The July Schedule indicates that Substantial Completion is pushed to Feb 2027. This date will be further assessed by end of the month during the coming QRA session, given the primary structural work will be completed in the next month (Topping out occurred August 5). The team is currently reviewing the schedule to estimate feasible dates for opening the facility for service.

Activity Name	Start	Finish
Sumner Parking and Access Improvement - Update 37 - 7/31/2026	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-04-27
Contract Administration	Feb-27-23 A	Apr-10-27
Design	Feb-27-23 A	Apr-10-27
Design Team Administrative Submittals	Mar-04-26 A	Apr-10-27
Permitting	Feb-08-27	Feb-08-27
Third Party Coordination	Feb-27-23 A	Aug-26-26
Construction	Oct-06-23 A	Apr-05-27
Construction Administrative Submittals	Mar-03-25 A	Apr-05-27
Procurement	Oct-06-23 A	Dec-08-26
Maintenance of Traffic	Oct-27-26	Jan-04-27
Sitework	Oct-15-26	Oct-21-26
Utilities	Jul-29-26 A	Oct-05-26
Earthwork	Aug-03-26	Oct-14-26
Structure	Apr-13-26 A	Oct-15-26
Mechanical	May-22-25 A	Oct-14-26
Electrical	May-05-25 A	Dec-16-26
Elevator	Sep-10-26	Nov-16-26
Architectural Finishes	May-11-26 A	Jan-07-27
Restoration	Sep-02-25 A	Dec-24-26
Off Site Improvements (Thompson)	Feb-27-26 A	Aug-19-26
Commissioning & Closeout	Oct-15-26	Mar-11-27
Provisional Sums	Feb-27-23 A	Feb-18-27
Change Orders	Nov-01-23 A	Feb-24-27
S300018 - Sumner Station Garage and Access Improvements- T2BO	Dec-30-26	Mar-31-27



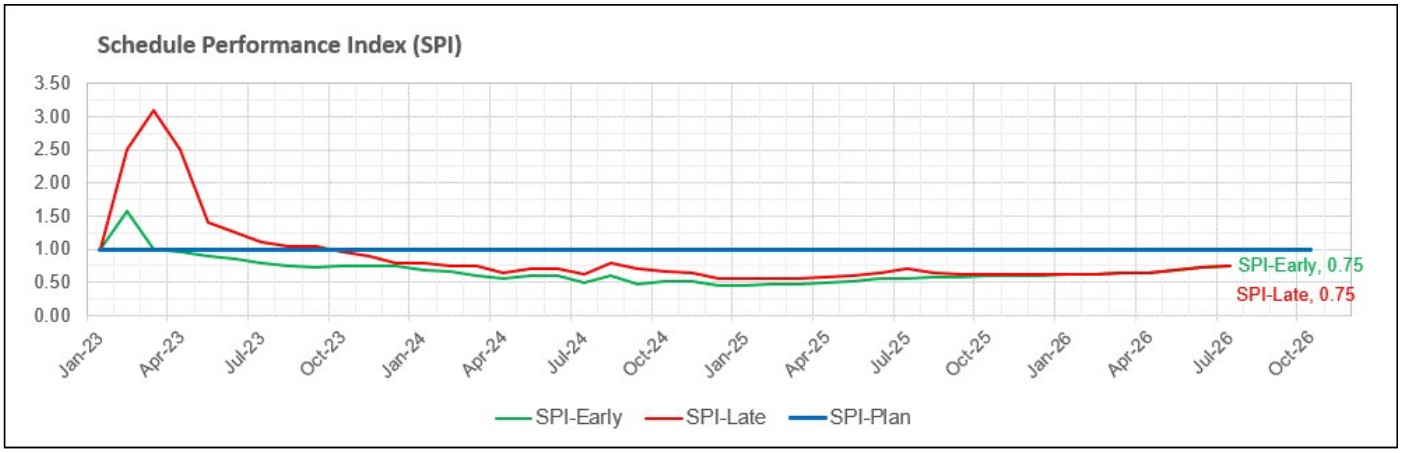
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis (Based on July 2026 update - under review)

Twenty-three activities for the Float Path 1 are on the longest path. The Path starts with Electrical Grounding rough-in, install CMU interior rooms at Level 1, Zones 2 & 5, NDC 29 Construction at Level 1 Zone 2 Fire Riser Room, install/connect—security, and CCTV and PET Systems for Level 1 through Level 4, startup/commissioning of building systems, training for the building systems, punchlist, final building inspection, and submittal documentations.

Schedule Performance Index (Based on July 2026 update - under review)

Early SPI represents progress against an optimistic version of the contract baseline schedule. July period early SPI is 0.75 (increased from last SPI 0.72). Late SPI is 0.75 (increased from last SPI 0.72). Main critical activities contributed to the schedule variance include electrical and grounding rough-in for Level 1 and install/connect Security, and CCTV and PET Systems for Level 1 through Level 4.





Deck Formwork—Looking East at Level 4 Zone 2



Circulation Tower Steel Erection– Looking Norwest at Level 4

Design / Build Contract - Sumner Station Parking & Access Improvements

Next Period Activities

(Based on July 2026 update – under review):

- Complete fabrication of façade structural steel, precast stairs, fire suppression piping, architectural handrails, fire alarm equipment, light poles, fire suppression piping, and others.
- NDC 29 - Construction Level 1 Zone 2 Fire Riser Room changes.
- Finishing Level 1 Zones 2 & 5 CMU for interior rooms and concrete work for Level 4 deck.
- Mechanical Fire Suppression installations for Levels 2, 3, & 4 deck.
- Electrical Generator Feeders/Comms.
- Finishing work related to CO#1, 8, 11, 12, 15, 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)	$41,913,495
Percent Complete	75%
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 (Based on July 2026 update - under review)

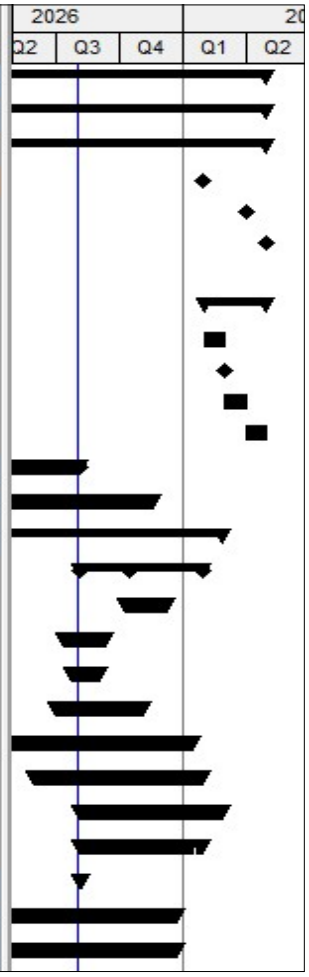
The Auburn contractor (Absher) has accomplished the following:

- 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 1to 6 rooms & parking areas) - In progress.
- Off-site improvements at A Street - In progress.
- CoA Capital Project - Completed.

Schedule Summary (Based on July 2026 update - under review)

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



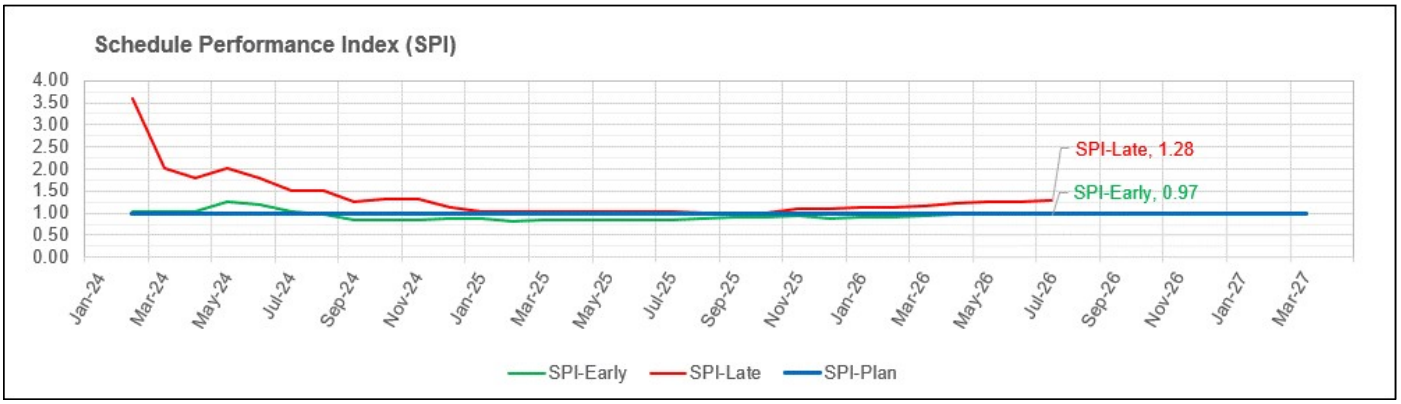
Design / Build Contract - Auburn Station Parking & Access Improvements

Critical Path Analysis (Based on July 2026 update - under review)

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.

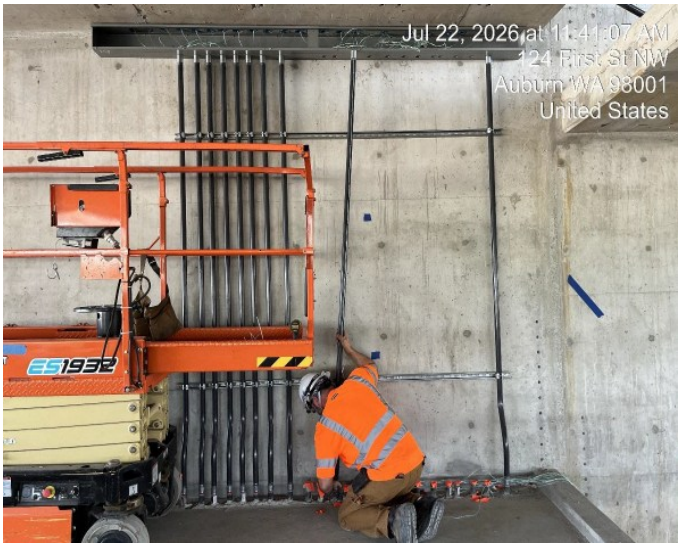
Schedule Performance Index (Based on July 2026 update - under review)

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.





Air Barrier at Elevator Penthouse— Looking East



Conduits For EV Chargers—Level 4

Design / Build Contract - Auburn Station Parking & Access Improvements

Next Period Activities
(Based on July 2026 update - under review):

- 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)	$53,543,132
Percent Complete	78%
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