



System Expansion Monthly Status Report

Reporting Period: January 2026



It's official: Link 2 Line service across Lake Washington begins in March!

Notable updates since last month's report

Schedule:

- **ELE:** Crosslake Connection: Opening date of March 28, 2026.
- **Stride I-405 S1 Burien Transit Center:** Bid opening held on Feb. 17, 2026.
- **Stride I-405 S1 Renton Transit Center:** Groundbreaking held on Feb. 4, 2026.
- **Stride SR 522 S3 BT305 Seattle/Shoreline and BT307 Bothell/Kenmore:** Construction contracts executed and NTP expected in February.
- **BLE:** Draft EIS publication anticipated May 29, 2026.
- **Souder Maintenance Base:** The 2021 capital program re-alignment ([R-2021-05](#)) deferred the delivery of this ST2 project by 9 years to 2034. Project delivery will now restart in 2027 with updates to the NEPA approval.

Safety: There were zero (0) OSHA recordable injuries reported in January 2026.

Active procurements:

- **Operations and Maintenance Facilities (OMF):** Progressive Design-Build.
- **SeaTac/Airport Station Platform Tile Replacement:** Construction contract (State of Good Repair).
- **Stride I-405 S1 Burien Transit Center:** Construction contract.
- **MATOC:** All Design contracts have been fully executed.

Summary of recent project-related Board actions:

- **Boeing Access Road and Graham St Infill Stations ([M2026-01](#)):** The Board authorized a contract option for Phase 3 work in the amount of \$12.8M, including a 10% contingency for project development services, to advance the design on the selected project locations through preliminary engineering.
- **ELE ([M2026-02](#) / [R2026-01](#)):** The Board has been authorized to increase the cumulative contingency amount to increase certain ELE contract and/or agreement amounts as necessary, by an amount of \$60M for a new total authorized cumulative contingency not to exceed \$110M.
- **ELE ([M2026-04](#)):** The Board has been authorized to execute multiple agreements with the Washington State Department of Transportation (WSDOT) for operation, maintenance, inspection, and preservation of ELE within the I-90 corridor.

Sound Transit future service

Link light rail

Future service:

- 1 Line** Ballard–Tacoma
- 2 Line** Mariner–Redmond
- 3 Line** Everett–West Seattle
- 4 Line** South Kirkland–Issaquah
- T Line** Tacoma Dome–Tacoma Community College

Current service:

- Lynnwood–Federal Way
- Downtown Redmond–South Bellevue
- Tacoma Dome–St Joseph

Souder trains

Future service:

- S Line** DuPont–Seattle

Current service:

- N Line** Everett–Seattle
- S Line** Lakewood–Seattle

Stride bus rapid transit

Future service:

- S1 Line** Bellevue–Burien
- S2 Line** Lynnwood–Bellevue
- S3 Line** Shoreline–Bothell

ST Express buses

Current service:

- Current routes

○ New station or bus facility
 P Added parking
 ⊕ Station improvements
 ⊕ Major transfer hub
 ○ Existing station or bus facility
 P Existing parking
 ○ Provisional light rail station

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



For more details, including information about project schedules, go to:

soundtransit.org/system

Project descriptions

Link light rail program

Ballard Link Extension: This project includes 7.7 miles of light rail from downtown Seattle to Ballard's Market Street area, adding nine new stations. The route will include a new downtown Seattle rail-only tunnel, an elevated and tunnel guideway, and a new crossing across Salmon Bay.

Boeing Access Road Infill Station: The project will plan, design, and construct a new light rail infill station in Tukwila on the west side of East Marginal Way S, north of S 112th Street.

Downtown Redmond Link Extension: Opened on May 10, 2025, this project extended the 2 Line 3.4 miles from Redmond Technology Station to downtown Redmond, adding two new stations.

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, is set to open in early 2026. It will add two more stations at Judkins Park and Mercer Island and connect 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.

Federal Way Link Extension: Opened on Dec. 6, 2025, this project extended 1 Line service approximately 7.8 miles south from the Angle Lake Station in the City of SeaTac to the Federal Way City Center. The extension parallels SR 99 and I-5 with stations at Kent Des Moines near Highline College, Star Lake, and Federal Way.

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

Pinehurst Infill Station: This project will add an elevated 1 and 2 Line infill station at NE 130th Street and 5th Ave in North Seattle, between the existing Northgate and Shoreline South/145th 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 100 LRVs, with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Bellevue/Redmond and Federal Way, and extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah.

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.

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 the Tacoma Dome.

Tacoma Dome Station Parking and Access Improvement: The project includes up to 300 stalls of surface parking and/or bicycle and pedestrian (non-motorized) access improvement projects.

West Seattle Link Extension: This project includes 4.1 miles of light rail from SODO to West Seattle's Alaska Junction neighborhood. It includes four 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 will plan, design, and construct an S Line service extension from Lakewood to DuPont, including two new stations at Tillicum and DuPont, second mainline track and signal improvements, layover track improvements, and ancillary improvements.

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 9 years to 2034. Project activities will resume in 2027 to deliver the facility during 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: The project will plan, design, and deliver capital elements to improve S Line access, capacity, and services. Elements will include track and signal improvements, additional trips, platform extensions, and access improvements for pedestrians, bicyclists, and bus riders. Current components 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.

South Tacoma Station Access Improvements: Currently in the final design phase, this project 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 includes an alternative concept allowance available to the three contracts to address procurement opportunities and innovation.

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.

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.

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I. Report purpose summary

This report provides an overview of progress and performance for January 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 at <https://www.soundtransit.org/get-to-know-us/documents-reports/system-expansion-monthly-status-report>.

II. Program overview

A. Accomplishments and innovations

Sound Transit continued 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 January 2026.

- **Cost-Savings Workplan — Process and Tools:** ST3 projects are assessing and applying opportunities to make projects more affordable as part of the Cost-Savings Workplan initiative generated by Board Motions [M2024-59](#) from October 2024 and [M2025-36](#) from August 2025.

The Cost-Savings Workplan, part of the Enterprise Workplan, encompasses project-level opportunities and programmatic or portfolio-wide opportunities to determine savings across capital projects and capital delivery.

Project-level opportunities are unique project-specific cost-saving opportunities. These are being identified for all ST3 Link expansion projects and other capital projects. They are assessed and implemented at the individual project level. Opportunities provide benefits that go beyond cost savings, including reduced effects on the community, optimized schedules, increased quality, improved rider experience, and other benefits. The project teams are working across the agency to incorporate opportunities into conceptual engineering.

Programmatic opportunities are cost-savings opportunities that support and benefit the portfolio of projects. The current opportunities under implementation show an initial target savings of 4–5% across ST3 projects.

More than 700 cost-savings measures have been identified at the project and programmatic levels, with more than 80 having been moved into implementation, as shown in Figure 1. Early 2026 opportunity registers include:

- Programmatic
- Service Delivery
- State of Good Repair
- TDLE
- BLE
- EVLE
- WSLE
- BRT
- Sounder
- Infills
- OMFs (S and N)

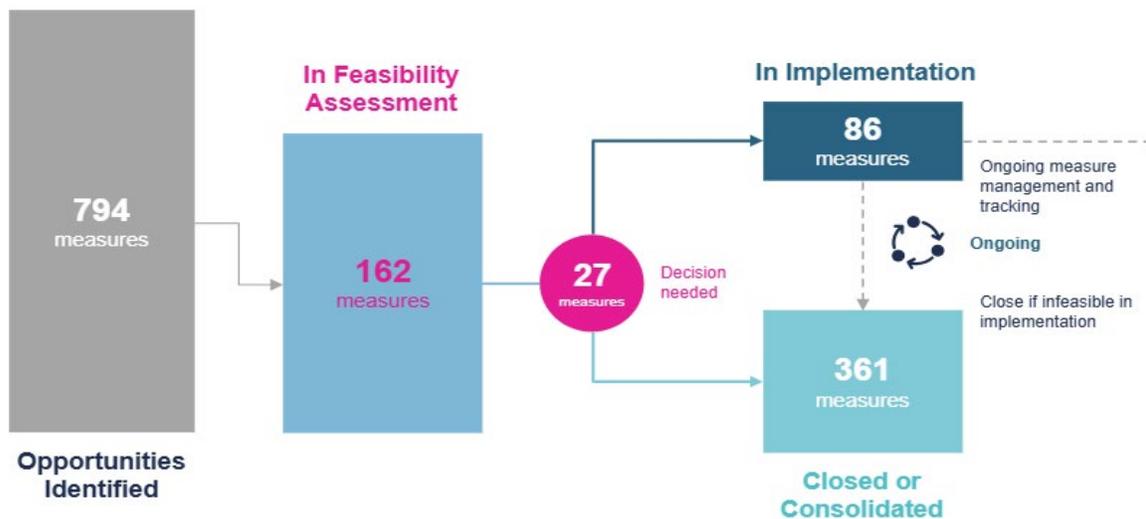


Figure 1: Project-level and Programmatic opportunities continue to progress through feasibility assessment into implementation or are closed if deemed infeasible. The number of opportunities continue to grow and be moved through feasibility assessment.

- Project Management Information System (PMIS) – Process and Tools:** Project managers continue to use PMIS to record monthly status updates. Product management and enablement efforts are ongoing to ensure consistency in updates.



The PMIS team is on track to roll out essential project management functionality for System Expansion in alignment with the need to support upcoming ST3 project delivery. The first round of technical expert testing kicked off in January and wraps up in February. Pre-training and formal deployment training for the Operations and Maintenance Facility South (OMFS) team will kick off in March and April.

- Multiple Award Task Order Contract (MATOC) — Process and Tools:**
 - All Design MATOC contracts have been fully executed and are now in place.
 - PMCM MATOC rate negotiations are currently underway, with teams actively working toward alignment of finalized rates.
 - Task order flow is now underway. A total of five (5) Task Orders have been awarded to date, with two currently in Stage A (Request for Task Order Proposal [RFTOP] short form to respond to interest and qualifications) and two 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.
- Construction Manual Update — Process:** The Construction Management manual update is 100% complete. The updated manual has been published and uploaded as a controlled document. The updated project was completed at the end of October (Q4 2025), ahead of originally scheduled completion. The FTA is scheduled to review the updated manual, and comments are currently pending.

- **Project Controls Policies & Procedures (PCPPs) Update — Process:** In January, FTA/PMOC continued their review of the 9 Phase 1 Fast Tracked PCPPs, with a target of providing comments on the first 5 documents in the first week of February. The Phase 2 PCPPs went through a final quality check by the process owners and leads of the 14 documents.
- **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:
 - **FWLE:** Kiewit awarded the winner of AGC of Washington Highway/Transportation in the over \$50M category for the 2026 Baker Tilly/AGC Build Washington. The award was presented at a luncheon, part of the AGC Grand Celebration, on Friday, Jan. 23, 2026, at the Hyatt Regency Bellevue.
 - **FWLE:** The Design-Builder was contracted to deliver LEED Silver, but the team achieved LEED Gold, exceeding contract requirements.

B. Program performance

[* Link to KPI](#)

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

Payment on System Expansion

Contracts: CDD's average invoice payment time was 27 days this month, exceeding the target goal.

 Payments on System Expansion Contracts <i>KPI associated with the average days paid *</i>	
Total invoices paid ^{1, 2}	36
Total value paid	\$35M
Average days from invoice date to paid date ³	27 days (100%)
Number of invoices approved within 30 days	32
Number of invoices approved over 30 days	4
Total invoice value approved within 30 days	\$29.1M
Total invoice value approved over 30 days	\$5.9M
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: There were zero (0) OSHA recordable incidents in the month of January.

The 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) and LTIR (0.00) were both below the Program Goal and the National Average.

Construction Safety					
Program Monthly KPI ^{1*}		Program Monthly ¹	Program Average ²	Program Goal ³	National Average ⁴
	RIR	0.00	1.50 ⁵	1.15	2.30
	LTIR	0.00	0.45 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.
5. The Program Average Recordable Injury Rate (RIR 1.5) is 30.06% above the Program Goal and is 34.97% below the National Average, as shown in Figure 2.
6. The Program Average Lost-Time Injury Rate (LTIR 0.45) is 10.26% below the Program Goal and 55.13% below the National Average, as shown in Figure 3.

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

- The Program Average RIR (1.50) is above the Program Goal, due to previous incidents calculated in the Program Average, but is still below the National Average.
- The Program Average LTIR (0.45) is below the Program Goal and the National Average.

It is important to note that, year-to-date (2026), Sound Transit has experienced 10 OSHA recordable incidents over 1,269,581 labor hours — a relatively low incident rate that reflects ongoing safety efforts.

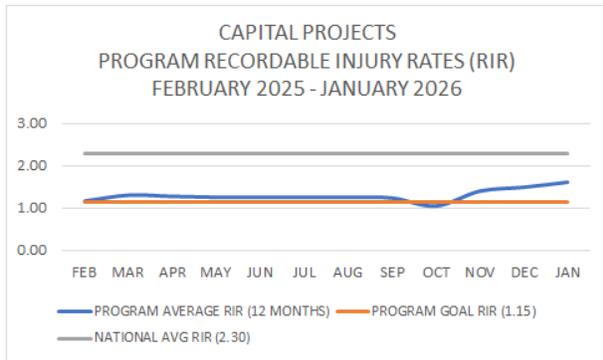


Figure 2: Program Average Recordable Injury Rate

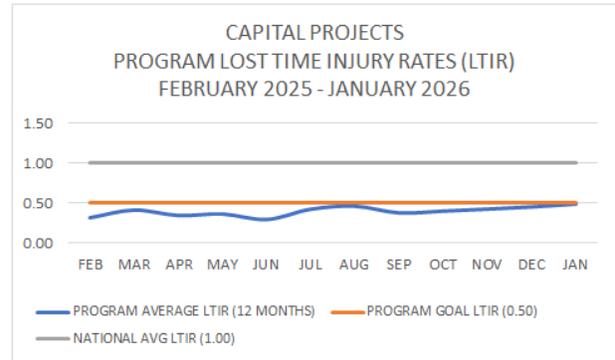


Figure 3: Program Average Lost-Time Injury Rate

C. Community development

Current conditions and opportunities:

- Coordinating construction for **OMF East** transit-oriented development (TOD) Phase I.
- Preparing to close on the sale of the **Kent Des Moines North** affordable housing TOD site.
- Renegotiating terms of the remaining market-rate phase(s) at **OMF East** TOD.
- Preparing to bring TOD offering strategies at **Roosevelt** and **Mt. Baker** stations planned for Board approval in spring 2026.
- Advancing design work on enabling infrastructure to support joint development opportunities at **Westlake, Denny, Ballard, Midtown, CID – Dearborn, and Alaska Junction** stations.
- Developing a TOD/Community Development Strategic Plan to undertake a portfolio-wide offering strategy analysis and further develop a set of recommendations to address barriers to TOD.

Notable activities:

- Closed on the sale of the **Overlake Village** TOD site, which will become the 328-unit Prisma affordable housing project with ground floor retail space across from the station.

D. Environmental affairs and sustainability

Current conditions and opportunities:

- **BLE** Draft Environmental Impact Study (EIS) is scheduled for May 29, 2026, contingent on the FTA completing its legal sufficiency review and approval to publish.
- **EVLE** continues to progress towards target Draft EIS publication anticipated in Q3 2026. Ongoing elected official briefings and third-party coordination meeting with AHJs, WSDOT, WA Department of Fish and Wildlife (WDFW), Utilities, and FTA.

Notable activities:

- **Boeing Access Road (BAR) project** initiated a Climate Change Vulnerability Assessment (CCVA).
- FTA approved the **OMF South** NEPA Re-evaluation on January 12. This will allow for early work near the BPA tower relocation and advancing design and property acquisition for off-site ecosystem mitigation.
- FTA provided the **TDLE** NEPA approval for upland geotechnical borings on January 14, ensuring geotechnical work can be scheduled and executed to inform project design.
- **TDLE** continues to evaluate and refine the large list of climate change adaptations that were identified by its CCVA workshops.

- Submitted permit applications to the City of Federal Way for geotechnical work needed to advance the **TDLE** design. Coordinated a site visit with the City of Federal Way to verify wetland boundaries.
- Coordinated with WDFW to address the Muckleshoot Indian Tribe's comments on the **SR 522 BRT** project Hydraulic Project Approval.
- Held Endangered Species Act Section 7 pre-consultation meeting with NMFS and USFWS for the **Souder Rail Track and Signal Improvement project**.
- Received \$300,000 payment from the Department of Ecology as reimbursement under a Remedial Action Cleanup grant for remedial actions completed at the former Southgate Oil property that was acquired as part of **FWLE**.
- **FWLE** officially achieved LEED Gold for Downtown Federal Way Station. The Design builder was contracted to deliver LEED Silver, and the team successfully delivered a higher level of achievement.

III. Projects in planning and design

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

Note: The agency also continues to monitor voter-approved projects in the pre-planning stage. Examples of these projects include South Kirkland–Issaquah Link Extension, Tacoma Community College Extension, Edmonds & Mukilteo Station Parking Access Improvements, Souder Maintenance Base, ST Express Reliability Investments (Bus on Shoulder, North Sammamish P&R, ST Express Bus Base), and systemwide projects (High-Capacity Transit [HCT] Environmental Studies, HCT Planning Studies, Investments SR 162). Once these projects advance to the planning phase, they will be documented in greater detail within the section.

A. Executive overview

- Most ST3 projects are in the planning phase, with many projects at approximately 10% of design development or concept drawings.
- Project teams are gathering cost data across their projects to include current and historical cost data, market conditions, and 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 Souder** 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.
- **TDLE** Draft EIS was published on Dec. 13, 2024, and the Board confirmed the Preferred Alternative on June 26, 2025. The draft Final EIS submittal to FTA has shifted by four weeks due to studying an additional design option for the proposed transit center at the Tacoma Dome station. Preliminary Engineering and the Final Environmental Impact Statement (FEIS) remain on schedule to be published in Q1 2027.

- **EVLE** continues to progress towards the Draft EIS publication anticipated in Q3 2026. The team is actively incorporating FTA feedback into Draft EIS; this is expected in Q1 2026. Design continues preparing on 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 meeting with AHJs, WSDOT, WDFW, Utilities, and FTA.
- **OMF South** released the Request for Qualification (RFQ) and Request for Proposal (RFP) in April. CDD is treating the group of maintenance facilities as a portfolio to leverage efficiencies and optimize performance across the system.
- **Sounder Maintenance Base** In preparation to restart the delivery of the project for a 2034 opening, construction costs were independently re-estimated based upon the 2020 project requirements and procurement documents. A cost variance analysis was conducted. The baseline budget has been rebuilt to 2025\$ and cash-flowed out based upon the 2034 delivery identified in R2021-05. This information will be utilized to update the 2020 total cost of ownership (TCO) financial model. Environmental refresh of the NEPA approval is currently expected to begin in 2027.
- **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 **SRTSI** project team is working with the consultant to develop the preliminary engineering scope of work and will negotiate consultant fee. The project team continues to coordinate with the Federal Railroad Administration on next steps for environmental review, including the approach for completing Section 106.

B. Risks, concerns, and opportunities

- The ST project workload going to the FTA over the next 6 months may exceed current FTA capacity. It may affect project schedules and limit early acquisitions.
- Identifying sufficient ecosystem mitigation sites for **OMF South** continues to be challenging. ST is developing a mitigation package to satisfy all parties, including the City of Federal Way, US Army Corps of Engineers, and the Puyallup Tribe, and has been actively coordinating with each entity.

C. Monthly performance tracker for projects in planning and design

Projects	% Complete ¹	Development Phase	Cost KPI	Schedule KPI	Comments
Ballard Link	10%	DEIS / PE			<p>Cost: The Draft EIS is in review with FTA, expected to be published in late Q2 2026, and will have the latest comparative cost information to support analysis of alternatives. 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. A Board update is planned for Q3 2026.</p> <p>Schedule: Project is advancing design and preparing to publish a Draft EIS, planned for May 29, 2026, pending final FTA guidance regarding executive orders. Board action to confirm/modify Preferred Alternative would follow in Q3 2026.</p>
Boeing Access Road Infill Station	10%	Env Review / CE			<p>Cost: Draft Conceptual Engineering level cost estimate (December 2025) has been updated to reflect updated agencywide methodology. In line with trends across other capital projects experiencing significant cost pressures, the agency is actively reassessing this project's cost outlook. The draft conceptual engineering-level cost estimate is advancing, and the final is expected in February 2026.</p> <p>Schedule: Delay associated with design option refinement and additional analysis. Conceptual Engineering is complete, and Board action to advance Preliminary Engineering was approved by the Board in Jan. 8, 2026. Project is advancing environmental review, and it is expected to be complete in Q2 2027. Start of environmental review was delayed because of delay in setting environmental footprint of a new vs. existing crossover needed during station construction.</p>
Everett Link	18%	DEIS / PE			<p>Cost: Latest cost data exceeds the Finance Plan for this project. Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan/Register is underway, reporting back to the Board quarterly.</p> <p>Schedule: FTA provided feedback on the sample segment 1 approach, which included the CSOs, that meets the DEIS requirements. EVLE team is revising the remaining seven segments with the same approach adding the CSOs. These revisions confirm the DEIS anticipated publication date of Q3 2026. Design continues on Phase 2 of the Advanced Conceptual Engineering, with a Board action to confirm/modify the Preferred Alternative in Q4 2026. The overall schedule for the environmental process remains positive with a FEIS target of Q4 2027.</p>

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 / CE			<p>Cost: Draft Conceptual Engineering level cost estimate (December 2025) has been updated to reflect updated agencywide methodology. In line with trends across other capital projects experiencing significant cost pressures, the agency is actively reassessing this project's cost outlook. Review of draft conceptual engineering-level cost estimate is advancing, and the final is expected in Feb. 2026.</p> <p>Schedule: Delay associated with design option refinement and additional analysis. Conceptual Engineering is complete, and Board action to advance Preliminary Engineering was approved by the Board in Jan. 8, 2026. Project is advancing environmental review and it is expected to be complete in Q3 2026. The major schedule risk is the contractor/material procurement lead time for crossover construction.</p>
O&M Facility South	30%	Design and Construction Procurement			<p>Cost: The project is trending to be within the Financial Plan budget. Work on cost-saving opportunities continues.</p> <p>Schedule: The project is in procurement phase for getting a progressive Design-Builder onboard in April 2026.</p>
Souder Maintenance Base	10%	Environmental update			<p>Cost: Updated proposed baseline budget for the project is 13–18% above the Finance Plan.</p> <p>Schedule: Reviewing project schedule with 2034 delivery to inform 2027 budget process. The project was deferred nine years by the 2021 realignment (R2021-05) and will be restarting in 2027 for delivery in 2034.</p>
Souder DuPont Extension	1%	CE / NEPA DCE			Souder Rail Track & Signal Project continues with the FRA NEPA/CE environmental activities.
Souder Lakewood Station Access Improvements ²	15%	Design			Design consultant and ST addressing outstanding review comments. The city is proceeding on schedule with the designs of non-motorized improvements along their right of way.
Souder South Capacity Expansion Program	1%	Planning / Design			King Street Station Platform Area Improvement Project and Souder Rail Track & Signal Project are funded by this program. The KSS Project Team continues with FTA NEPA/CE environmental review activities. The SRTSI Project continues with the FRA NEPA/CE environmental review process.
Souder South Tacoma Station Access Improvements ²	15%	Design			Design consultant and ST addressing remaining comments. The city is proceeding on schedule with the designs of non-motorized improvements along their right of way.

² Project baselined.

Projects	% Complete ¹	Development Phase	Cost KPI	Schedule KPI	Comments
Tacoma Dome Link Extension	10%	FEIS / PE			<p>Cost: Latest cost data exceeds the Finance Plan for this project. Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan/Register is underway, reporting back to the Board quarterly.</p> <p>Schedule: Project published Draft EIS in December 2024, and the Board confirmed/modified the Preferred Alternative in June 2025. The draft Final EIS submittal to FTA has shifted by four weeks due to studying an additional design option for the proposed transit center at the Tacoma Dome station. Preliminary Engineering and the Final Environmental Impact Statement (FEIS) remain on schedule to be published in Q1 2027.</p>
Tacoma Dome Access Improvement	8%	Alternatives Analysis			<p>Schedule: The project is advancing through alternatives analysis and published its SEPA checklist in Q1 2026. It is anticipated the Board will identify the Projects to be Built in Q2/Q3 2026.</p>
West Seattle Link Extension	30%	FEIS / PE			<p>Cost: Latest cost data exceeds the Finance Plan budget for this project. Evaluation of potential cost reduction and financing opportunities through Cost Opportunity workplan/Register is underway, reporting back to the Board quarterly. The next update is anticipated at System Expansion Committee in March 2026.</p> <p>Schedule: EDS is continuing to validate cost-saving measures, develop additional cost-saving opportunities, and seek concurrence on design changes. Updated cost-saving information is anticipated in early 2026.</p>

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; publication planned for May 29, 2026. A Board update is planned for Q3 2026.
 - Final EIS and ROD anticipated in 2027.
 - Planning to submit for Entry into Engineering after completion of ROD.
- Advanced engineering
 - Evaluating cost-savings opportunities.
 - Continuing design coordination with third parties, including the City of Seattle, King County, WSDOT, and the Port of Seattle.
- Site investigation
 - Conducting geotechnical investigation along project corridor.
 - Conducting Phase I and II Environmental Site Assessments for properties proposed for acquisition.
- Contracting
 - No current procurements.



Figure 4: Map of BLE Project Alignment

Everett Link Extension

- Project development
 - FTA provided feedback and will be incorporated in the DEIS in Q1 2026. Draft EIS to be published Q3 2026.
 - Final EIS anticipated in Q4 2027 and ROD in 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.

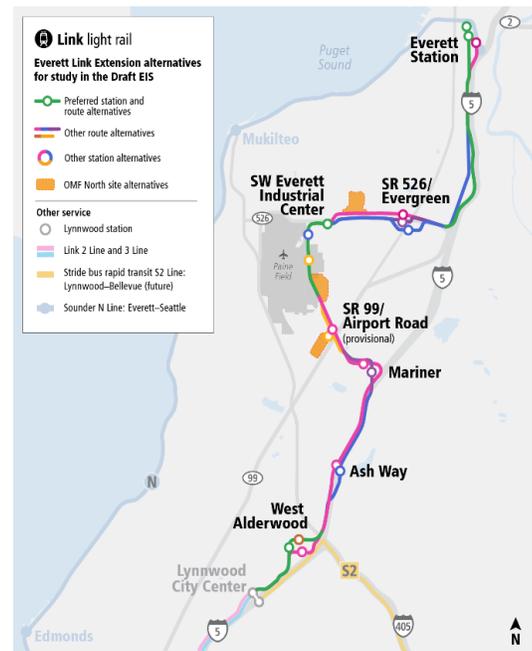


Figure 5: Map of EVLE Project Alignment

Tacoma Dome Link Extension

- Project development
 - Draft EIS published in December 2024.
 - Final EIS and ROD anticipated in Q1 and Q3 2027, respectively.
 - 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 the cities of Federal Way, Milton, Fife, and Tacoma and WSDOT.
- 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.

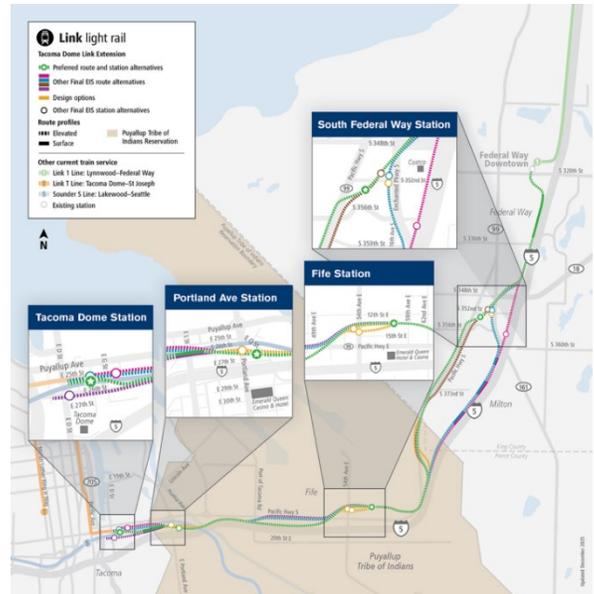


Figure 6: Map of TDLE Project Alignment

West Seattle Link Extension

- Project development
 - Final EIS published September 2024.
 - ROD received April 29, 2025.
 - Planning Expedited Project Delivery Grant submittal in 2026.
- Advanced engineering
 - Phase 1 Engineering Design Services contract approved by Board in April 2025; NTP issued July 14, 2025.
 - Phase 1B Engineering Design Services 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 at Q1 2026.
 - Rail Systems Engineering and Engineering Design Services Phase 2 at Q1 2026.
 - W200 Pre-Construction Services date pending.

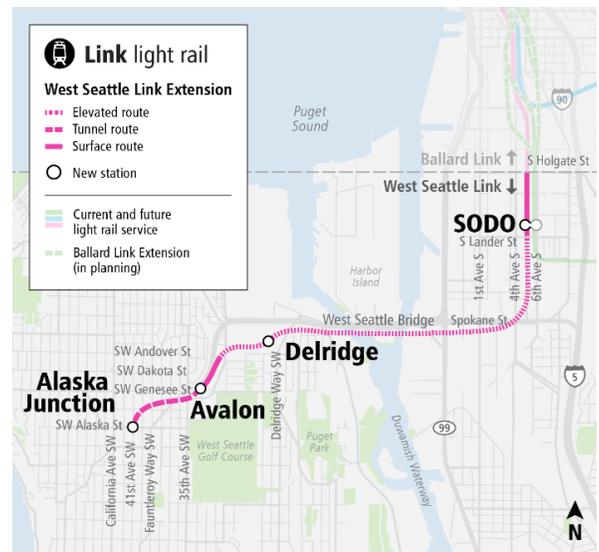


Figure 7: Map of WSLE Project Alignment

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) ² ST-managed projects	85%	Design			Schedule KPI reflects extended design duration caused by stormwater redesign of BT212 Lynnwood 196th/Poplar Way. However, RSD for S2 remains on track.

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

Projects	% Complete ¹	Development Phase	Cost KPI	Schedule KPI	Comments
Stride I-405 (S1 Line) ² WSDOT-managed projects	99%	Design			Board approved the funding agreement with WSDOT for the Inline Tukwila International Boulevard Station (TIBS) in October 2025. Continued to work with WSDOT and ST legal to finalize and execute the funding agreement prior to advertisement of the Design-Build construction contract.

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

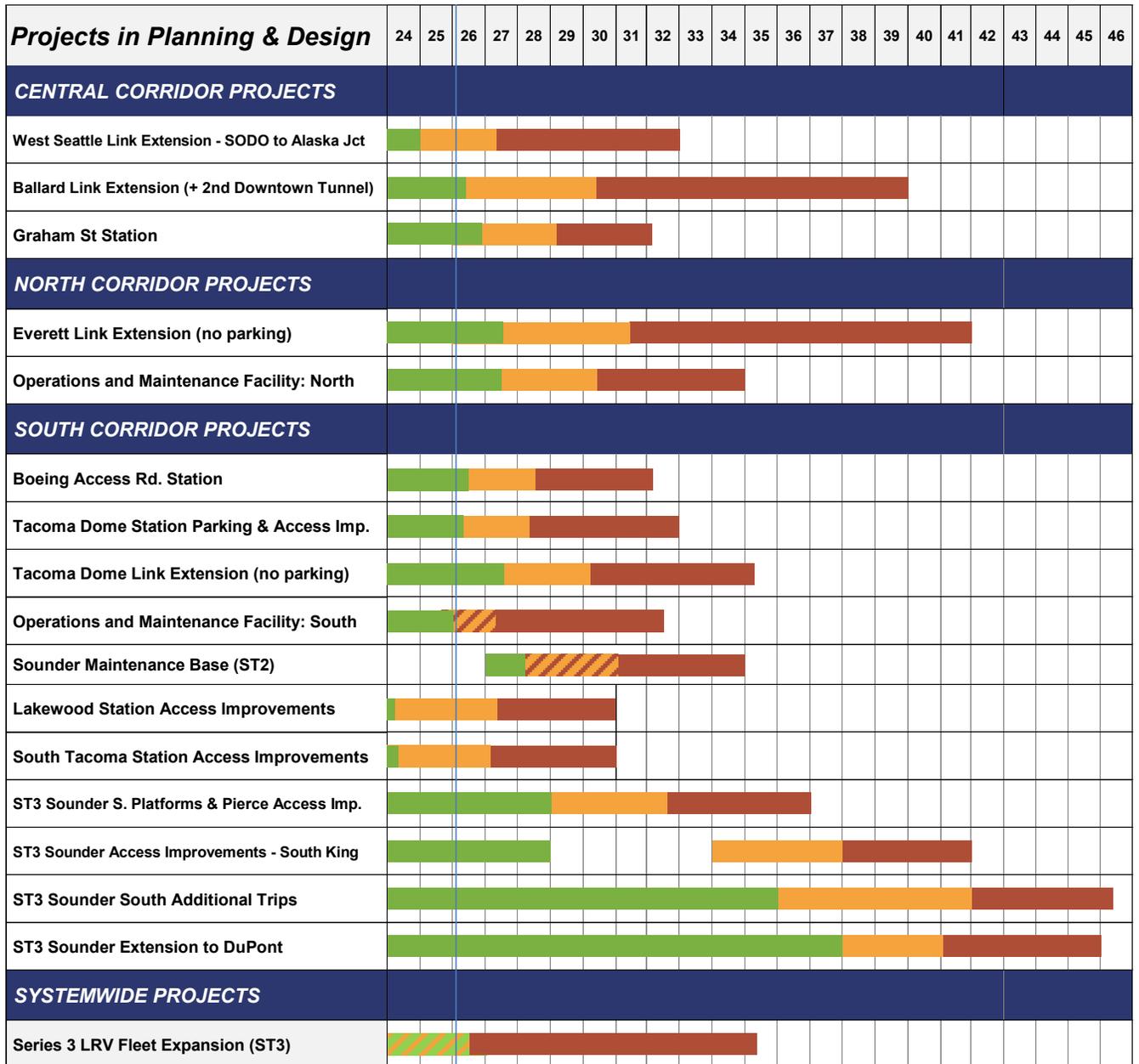
The Operations Department is managing the **Series 3 LRV Fleet Expansion project** with support from the Capital Delivery Department staff.

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, more vehicles (compared to what is in the financial plan) are anticipated to meet ST3 service needs. Schedule: Draft RFP was published in Dec 2025 for 2nd round of industry review. Project overview and draft schedule was presented to the Board in September 2025. RFP publication is anticipated in Q2 2026.

² Project baselined.

F. Projects in planning and design schedule

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



KEY:

- **Planning** (includes AA/CE/PE and EIS/EA)
- **Final Design** (hatched indicates possible Design-Build; includes procurement)
- **Construction** (includes Startup/Testing/Pre-Revenue/Float)

IV. Projects in construction

A. Executive overview

- **ELE** Crosslake Connection Revenue service opening is March 28, 2026.
- Advanced construction is underway at **Pinehurst Station** with the civil contractor and systems contractor active on the site. Completion of platform construction requires single tracking through the station, which may be affected/limited by winter events. The project may move to Q3 2026 opening due to FIFA world cup events in June and July, as well as other events and ongoing critical systems work occurring during this time.
- **Souder South Sumner, Kent, and Auburn Stations Parking and Access Improvement Projects** continue construction at all three locations. **Sumner** re-sequenced work to place the western elevated deck zones (3&4) while resolving NCRs in Zones 1, 2, 3, and 5. **Kent** completed second elevated deck (L3) and progressed L4. **Auburn** completed level 3 elevated deck and started on level 4 of 6. Both Auburn and Kent continue to await their final off-site right-of-way (ROW) permits to complete the remaining design work — expected Q1 2026.
- **Stride I-405 S1 BT102 Burien Transit Center** is in procurement. The bid opening is scheduled for Feb. 17, 2026. **BT105 Renton Transit Center** groundbreaking is scheduled for Feb. 4, 2026.
- **Stride SR-522 S3 BT305 Seattle/Shoreline** and **BT307 Bothell/Kenmore** construction contracts have been executed and NTP expected in February. **BT306 Lake Forest Park GCCM** construction contract procurement is expected to begin soon following legal reviews.
- **Stride I-405 S1 NE 44th Inline Station** (WSDOT managed) is behind schedule, but there is no risk to ST's budget or impact to S1 RSD schedule. Handover date for the BRT project element is now scheduled for May 2026.
- **Stride I-405 S2** (WSDOT managed) **NE 85th** construction continues to make good progress and trending within budget. **Brickyard to SR 527** is now trending slightly behind schedule but is well within the baselined RSD milestone for S2 Line opening.

B. Risks, concerns, and opportunities

- **Hilltop Link Extension:** Work is underway to address remaining open items within the existing project budget. Additional funds are required to address the balance of open items, including those with the City of Tacoma.
- **Sumner Station Parking and Access Improvements:** Schedule concern: The EOR has determined deck removal is required for NCR-20 and beam removal is required for NCR-17. Demolition started in mid-January with the deck expected to be fully re-placed by the end of March. The current projected Substantial Completion is trending to November 2026, resulting in a schedule change of an in-service date of late Q4 2026, versus the original Q1 2026. The team continues exploring schedule mitigation options. Note that all the garage projects (3 garages) remain within the Q2 2027 baseline target, with the Kent garage currently trending over six months early.

C. Monthly performance tracker for projects in construction

Projects	% Complete ¹	Cost KPI	Schedule KPI	Safety KPI	Comments
East Link Extension ^{2,3}	100%				<p>Cost: Additional \$60M budget request was approved in the January Board cycle for additional resilience and project closeout.</p> <p>Schedule: System Integration Testing is complete, with pre-revenue operations underway; schedule KPI is measured against target date of Q1 2026. Opening was announced this period for March 28, 2026.</p> <p>Safety: No recordable incidents this period.</p>
Pinehurst ^{2,3}	84%				<p>Cost: Project costs are trending within baseline budget.</p> <p>Schedule: Work continues on mechanical, electrical, and plumbing under guideway. Installation of metal panels and window glazing ongoing at platform and elevator shafts. Work on escalators, elevators, and elevator machine rooms progressing. Stairs 1 and 2 continue to progress curtain walls, with intermittent single tracking availability. Rain leaders and downspouts from platform ongoing. TVM Kiosk foundations and framing in progress. Road work at 5th and 130th underway with some weather impacts. The project schedule is trending towards a Q3 2026 opening due to FIFA world cup events in June and July, as well as other events and ongoing critical systems work occurring during this time.</p> <p>Safety: No recordable incidents this period. However, the project's 12-month average rate is still above the Program Goal and the National Average due to two previous incidents recorded in April and December 2025. The project team will continue to monitor this trend. See TIFIA report for details.</p>

² Project baselined.

³ Projects that require detailed reports to meet TIFIA reporting requirements.

Projects	% Complete ¹	Cost KPI	Schedule KPI	Safety KPI	Comments
Souder South Station Parking and Access Improvements					
Auburn ^{2,3}	54%				<p>AUBURN SPAI: Placed 100% of elevated decks, columns, and shear walls on levels 2 and 3 and 50% on level 4. Forming, embeds, and in-slab utilities for Level 4 ongoing, ready for concrete starting in early February. Stressed PT all levels up through Level 3. Concrete top off (level 6) is expected during April 2026. Tracking to start level 1 CMU in February.</p> <p>Safety: No recordable incidents this period.</p>
Kent ²	51%				<p>KENT SPAI: Stressed PT, removed formwork and falsework on level 2 (of 4 total). Installing formwork, falsework, embeds, rebar, and PT on Level 3. Placed concrete for shear walls and columns on level 3 and placed concrete in half the deck of zone 2 on level 3. Started rough in of overhead MEP on level 1. Off-site design package and KCM Layover area design package still awaiting final permits to complete IFC documents, expected by end of March. Kent is currently trending over 6 months ahead of respective revenue service dates.</p> <p>Safety: No recordable incidents this period. However, the project's 12-month average rate is still above the Program Goal and the National Average due to two previous incidents recorded in October and November 2025. The project team will continue to monitor this trend. See TIFIA report for details.</p>
Sumner ^{2,3}	60%				<p>SUMNER SPAI: Demolition work has commenced to address NCR 17 and 20 cold-joints by replacing beams and decks, resulting in no change to % complete this month. Replacement expected to be complete by the end of March and structure top of by the end of May. Forming for eastern part of Level 3 started and progress made in zone 6, elevator and stair foundations.</p> <p>Sumner's completion date trending to late Q4 2026 and remains within the Q2 2027 baseline target.</p> <p>Safety: No recordable incidents this period.</p>

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	12%				Schedule delays due to subsurface differing site conditions and design revisions. Assessment of cost and schedule impacts is underway. Contractor began soldier pile wall installation at east end of site and continued peat removal, hauling, and backfill at specific locations. Safety (RIR): No recordable injuries this month. However, the project's 12-month average rate is still above the Program Goal and the National Average due to two previous incidents recorded in September and November 2025. The project team will continue to monitor site.
Stride I-405 (S1 Line) ² ST-managed project	BT102 in procurement BT105 Groundbreaking Feb 4, 2026 S1 Line overall 5% complete			N/A	BT102 Burien Transit Center is in procurement. Bid opening scheduled for Feb. 17, 2026. BT105 Renton Transit Center construction mobilization is taking place; groundbreaking scheduled for Feb. 4, 2026.
Stride SR 522 NE 146th (S3 Line) ² ST-managed project	BT305/307 NTP in February BT306 upcoming construction procurement			N/A	BT305 Seattle/Shoreline and BT307 Bothell/Kenmore construction contracts have been executed and NTP expected in February. NTP awaits legal finalization of the construction permit agreements with WSDOT. BT306 Lake Forest Park GCCM construction contract procurement is expected to begin following legal reviews.

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	92%			N/A	NE 44th Inline Station is in construction as part of the WSDOT I-405 Express Toll Bellevue-Renton. The project is behind schedule. However, there is no risk to ST's budget. The schedule delay currently has no impact on the S1 RSD. Handover date for the BRT project element is now scheduled for May 2026.
	52%			N/A	NE 85th construction continued to make good progress and is trending within budget. Brickyard to SR 527 project is now trending slightly behind schedule but is well within the baselined RSD milestone for S2 Line opening.
Stride SR 522, NE 145th (S3 Line) ² Third Party-managed projects	94%				All third-party-managed projects for S3 are progressing as planned. There has been no measurable amount of % complete change this period. The City of Bothell completed construction within its city limits (SR 522 BAT Lane, and NE 185th Roadway) in preparation for Stride, all under budget.

² Project baselined.

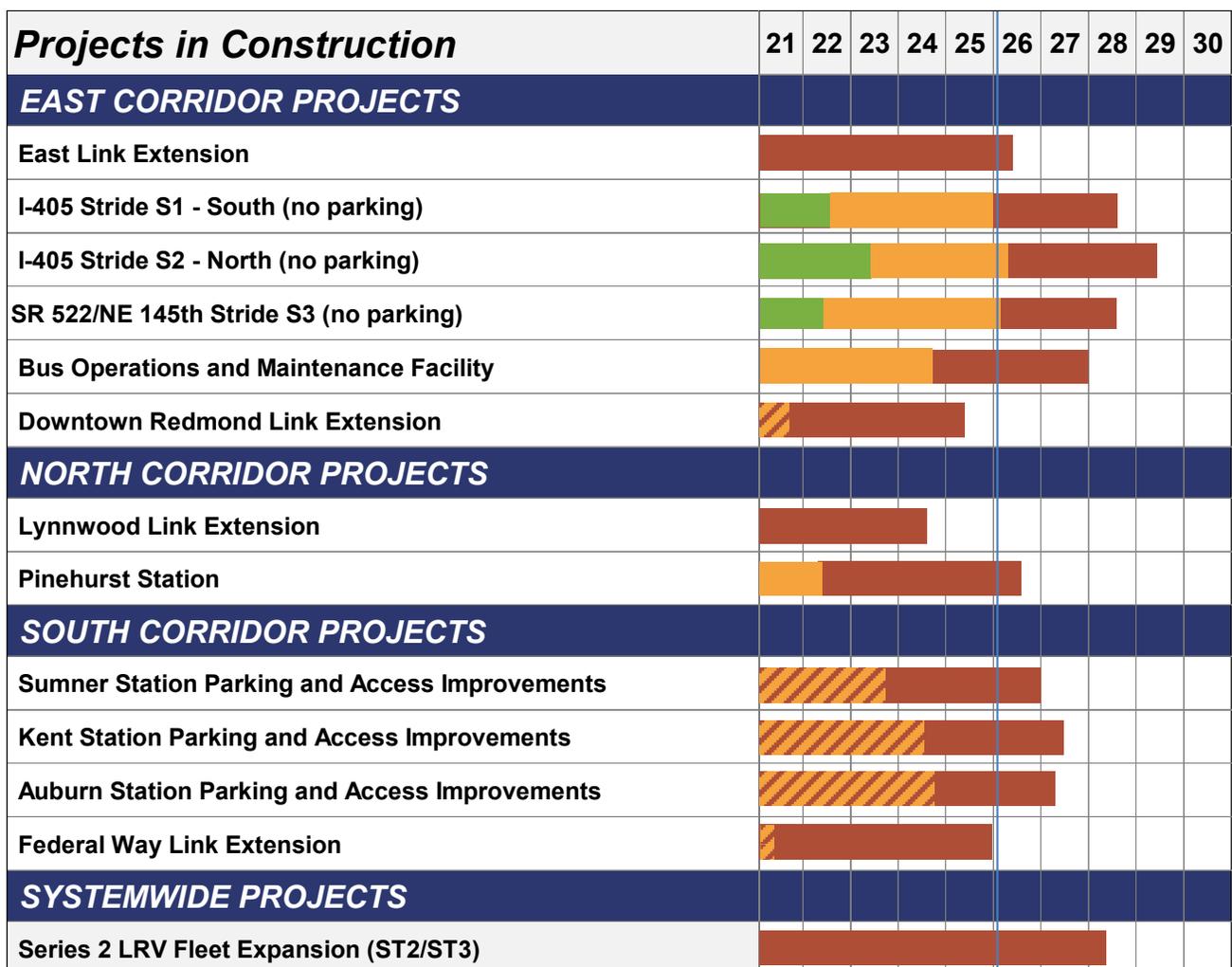
E. Monthly performance tracker for other support projects in construction

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 ^{2,3}	90%			N/A	Cost: Project budget is within the planned range. Schedule: Project schedule is proceeding according to plan. The delivery of new ST2 vehicles will not affect any planned expansion efforts.

F. Projects in construction schedule

The graphic shows the overall schedule for construction projects.



KEY:

- Planning (includes AA/CE/PE and EIS/EA)
- Final Design (hatched indicates Design-Build; includes procurement)
- Construction (includes Startup/Testing/Pre-Revenue/Float)

² Project baselined

³ Projects that require detailed reports to meet TIFIA reporting requirements.

V. TIFIA detailed project reports

- A. East Link Extension / Series 2 LRV Fleet Expansion
- B. Pinehurst Station
- C. Sounder South Station Parking and Access Improvements



TIFIA LOAN AGREEMENT MONTHLY REPORT

January 2026

TIFIA-2021-1019A, Issued Date: 09/10/2021

TIFIA Project Cost Summary by SCC

(as of 1/31/2026; figures in million dollars)

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

SCC Element	Baseline Budget ¹	Current Budget ⁵	Commitment to Date	Incurred to Date*	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
10 Guideway & Track	\$744.6	\$982.3	\$972.5	\$971.6	\$981.1	\$1.2
20 Stations	\$397.7	\$487.1	\$487.3	\$486.7	\$487.3	(\$0.3)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$989.1	\$770.1	\$746.8	\$742.1	\$770.8	(\$0.7)
50 Systems	\$353.8	\$474.8	\$451.8	\$449.6	\$490.4	(\$15.6)
Construction Subtotal (10 - 50)	\$2,485.2	\$2,714.3	\$2,658.4	\$2,649.9	\$2,729.7	(\$15.4)
60 Row, Land	\$288.5	\$281.5	\$281.3	\$281.0	\$281.4	\$0.2
70 Vehicles	\$218.9	\$215.2	\$207.5	\$196.0	\$215.3	(\$0.0)
80 Professional Services	\$932.2	\$1,000.4	\$958.3	\$948.4	\$994.7	\$5.7
90 Unallocated Contingency	\$202.1	\$39.9	\$0.0	\$0.0	\$0.1	\$39.8
Total TIFIA Project (10 - 90)	\$4,126.9	\$4,251.3	\$4,105.5	\$4,075.3	\$4,221.2	\$30.1

* Amount was estimated

East Link - Cost Summary by SCC as of January 31, 2026

SCC Element	Baseline Budget ²	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
10 Guideway & Track	\$744.6	\$982.3	\$972.5	\$971.6	\$981.1	\$1.2
20 Stations	\$397.7	\$487.1	\$487.3	\$486.7	\$487.3	(\$0.3)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$583.2	\$559.9	\$555.1	\$583.9	(\$0.7)
50 Systems	\$353.8	\$474.8	\$451.8	\$449.6	\$490.4	(\$15.6)
East Link Construction Subtotal	\$2,304.6	\$2,527.3	\$2,471.4	\$2,462.9	\$2,542.7	(\$15.4)
60 Row, Land	\$288.5	\$281.5	\$281.3	\$281.0	\$281.4	\$0.2
70 Vehicles (non-revenue)	\$2.8	\$0.0	(\$0.0)	(\$0.0)	\$0.0	\$0.0
80 Professional Services	\$898.4	\$968.5	\$927.4	\$917.5	\$963.2	\$5.3
90 Unallocated Contingency	\$182.9	\$39.8	\$0.0	\$0.0	\$0.0	\$39.8
Total East Link	\$3,677.2	\$3,817.2	\$3,680.1	\$3,661.4	\$3,787.4	\$29.8

Light Rail Vehicles (East Link Portion Only)

SCC Element	Baseline Budget ³	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
70 Vehicles (Light Rail)	\$216.1	\$215.2	\$207.5	\$196.1	\$215.3	(\$0.0)
80 Professional Services	\$7.4	\$8.8	\$8.3	\$8.2	\$8.8	\$0.1
90 Unallocated Contingency	\$0.5	\$0.1	\$0.0	\$0.0	\$0.1	(\$0.0)
Total East Link LRV's	\$224.1	\$224.1	\$215.8	\$204.3	\$224.1	(\$0.0)

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

SCC Element	Baseline Budget	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
40 Sitework & Special Conditions	\$180.6	\$187.0	\$187.0	\$187.0	\$187.0	\$0.0
80 Professional Services	\$26.3	\$23.1	\$22.6	\$22.6	\$22.7	\$0.3
90 Unallocated Contingency	\$18.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total I-90 HOV Stage 3	\$225.6	\$210.0	\$209.6	\$209.6	\$209.7	\$0.4

Notes:

- Per the TIFIA Loan Agreement, if the aggregate change in the Project Budget is less than 1% of the budget at the time of Baseline (without taking into account any costs for the Overlake Transit Center Components, totaled \$53M), the Project Budget will be adjusted to reflect the new baseline budget.
- East Link project was baselined in April 2015 in the amount of \$3,677.2M. Compared to the East Link's TIFIA budget of \$3,648M, which is \$3,595M Original TIFIA budget for East Link without Vehicles + \$53M Overlake Transit Center Components), it is less than 1% different. Therefore, TIFIA Project Budget was adjusted to reflect the new baseline budget, and subsequent project reporting will be based on the new baseline budget.
- Light Rail Vehicles is managed as a separate project. The East Link TIFIA agreement includes up to 46 light rail vehicles or 30.26% of 152 total LRV Order.
- On this page, the most right column compares Current Budget versus Estimated Final Cost (EFC). For the East Link Extension Project, the variance of Current Budget vs. EFC in the Construction SCC's was due to consolidation of budget capacity of major construction contracts that have been awarded to SCC 90 Unallocated Contingency.
- Board authorized Project Budget Allocation increased by \$80M (Resolution R2024-23).
- Board authorized Project Budget Allocation increased by \$60M (Resolution R2026-01).

Link light rail

East Link Extension

Project Summary

Scope

Limits	Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.
Alignment	East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond.
Stations	Judkins Park (JPS), Mercer Island (MIS), South Bellevue (SBS), East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).
Systems	Signals, traction electrification, and communications systems.
Phase	Construction (South Bellevue to Seattle) Revenue Service (RTS to SBS)
Budget	\$3.8 Billion (Baseline April 2015, revised October 2024, revised January 2026.)
Schedule	Baseline Revenue Service Date: June 2023 Forecast Revenue Service Date: March 28, 2026 FTA Recovery Plan Service Date: Sept. 2026



Map of East Link Extension Alignment

East Link Starter Line (ELSL) Revenue Service Date: RTS to South Bellevue April 27, 2024 (actual)
Revenue Service Date for ELE: South Bellevue to International District Station March 28, 2026 (announced)

Key Project Activities

- **Seattle to South Bellevue:** Segment-wide activities, including pre-revenue service operations, floating bridge cathodic protection monitoring, and punchlist including landscape, paint touch ups, and graffiti removal.
- **Mercer Island Transit Integration:** Ongoing landscape maintenance activities, closing out remaining permits, and working to complete administrative items for final acceptance including the traffic signalization work.
- **Systems (E750):** Punchlist items and remaining Systems Integration Testing (SIT) work during pre-revenue service operations.
- **East Link Starter Line (South Bellevue to Redmond Technology Station):** Ongoing post opening activities that includes system optimization such as safety enhancement, contractual closeouts activities, follow on project punchlist work.

Link light rail East Link Extension

Closely Monitored Issues

- Quality Issues: E130 cathodic protection system continues to be monitored during an extended period of handover to WSDOT.
- Claims: Significant contractor claims on E130 remain. Settlement agreements have been reached on E320, E335, E340, E360, and E750.
- Overall Challenges: Late design changes, safety and security adjustments, theft of equipment or materials, operational needs, third party requirements, and/or corrections identified during pre-revenue service operations could result in impacts to schedule and/or cost.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's Work Breakdown Structure (WBS) and the second summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. Both figures in the tables are shown in millions. Board action Resolution R2026-01 increased the project budget by \$60M from 3.757B to 3.817B.

This period has incurred \$5.7M, bringing the total expenditure to date to \$3.661B. Project commitments are now at about \$3.680B with all major construction contracts in place or near completion. The Estimated Final Cost (EFC) increased from last period's amount to \$3.787B, which is under the current Authorized Project Budget Allocation.

Note: There are construction claims pending litigation and/or settlement agreements. The cumulative claims and other closeout work may exceed the project's remaining contingency. The EFC may potentially exceed the project's authorized Project allocated budget. The project team is closely monitoring.

Cost Summary by Phase as of January 31, 2026

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$186.2	\$189.5	\$177.0	\$175.4	\$191.2	(\$1.7)
Preliminary Engineering	\$55.9	\$54.8	\$54.8	\$54.8	\$54.8	\$0.0
Final Design	\$283.0	\$271.1	\$266.2	\$265.2	\$269.4	\$1.7
Construction Services	\$257.5	\$325.6	\$312.0	\$310.4	\$320.1	\$5.5
3rd Party Agreements	\$52.2	\$45.7	\$39.9	\$37.1	\$39.0	\$6.8
Construction	\$2,544.3	\$2,648.9	\$2,549.0	\$2,537.5	\$2,631.6	\$17.4
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$281.5	\$281.3	\$281.0	\$281.4	\$0.2
Total	\$3,677.2	\$3,817.2	\$3,680.1	\$3,661.4	\$3,787.4	\$29.8

Cost Summary by SCC as of January 31, 2026

SCC Element	Baseline Budget	Current Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC
10 Guideway & Track	\$744.6	\$982.3	\$972.5	\$971.6	\$981.1	\$1.2
20 Stations	\$397.7	\$487.1	\$487.3	\$486.7	\$487.3	(\$0.3)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework/Special Conditions	\$808.5	\$583.2	\$559.9	\$555.1	\$583.9	(\$0.7)
50 Systems	\$353.8	\$474.8	\$451.8	\$449.6	\$490.4	(\$15.6)
Construction Subtotal	\$2,304.6	\$2,527.3	\$2,471.4	\$2,462.9	\$2,542.7	(\$15.4)
60 Row, Land	\$288.5	\$281.5	\$281.3	\$281.0	\$281.4	\$0.2
70 Vehicles (non-revenue)	\$2.8	\$0.0	(\$0.0)	(\$0.0)	\$0.0	\$0.0
80 Professional Services	\$898.4	\$968.5	\$927.4	\$917.5	\$963.2	\$5.3
90 Unallocated Contingency	\$182.9	\$39.8	\$0.0	\$0.0	\$0.0	\$39.8
Total	\$3,677.2	\$3,817.2	\$3,680.1	\$3,661.4	\$3,787.4	\$29.8

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

Link light rail East Link Extension

Risk Management

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

- Late systems design changes or additional scope requests identified during pre-revenue service (E750.042).
- Force Majeure events create significant disruptions, thereby increasing costs or delaying the schedule of the ELE Project. Excluding COVID (Egen.47).
- Theft of equipment or materials for which replacements are not readily available (EGen.105).
- Stray current / track-to-earth monitoring system implementation may require additional commissioning and testing to ensure proper operation (E750.021).
- Availability of key link operations personnel / EICs to support final testing and commissioning efforts, particularly in dual-permit zones (E750.040).



Troubleshooting Task Force Work on I-90 Bridge

Link light rail East Link Extension

Contingency Management

The East Link project budget was baselined in April 2015 with a total contingency of \$795.9M. All major construction contracts have been procured and the total contingency balance, including the additional contingency that was added via Resolution 2024-23 and Resolution 2026-01, stands at \$107.2M (previously \$53.8M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) DA is now fully depleted.

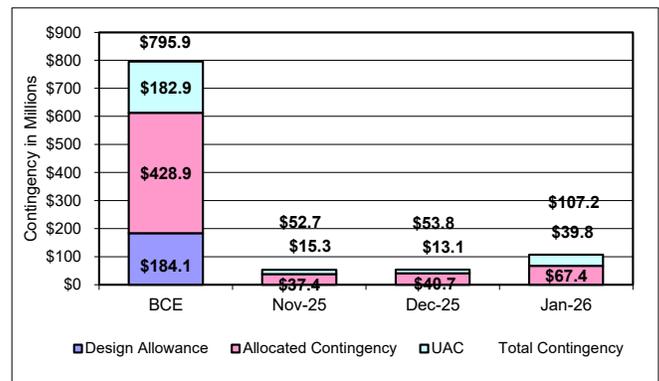
Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, allocated contingency increased to \$67.4M, a net increase of about \$26.7M, due to contingency construction COs, \$60M added to budget via R2026-01, and the budget rebalance.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC balance increased to \$39.8M due to \$60M added to budget via R2026-01.

Contingency Status	BCE		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$184.1	4.8%	\$0.0	0.0%
Allocated Contingency	\$428.9	11.2%	\$67.4	139.0%
Unallocated Contingency	\$182.9	4.8%	\$39.8	81.9%
Total:	\$795.9	20.8%	\$107.2	220.9%

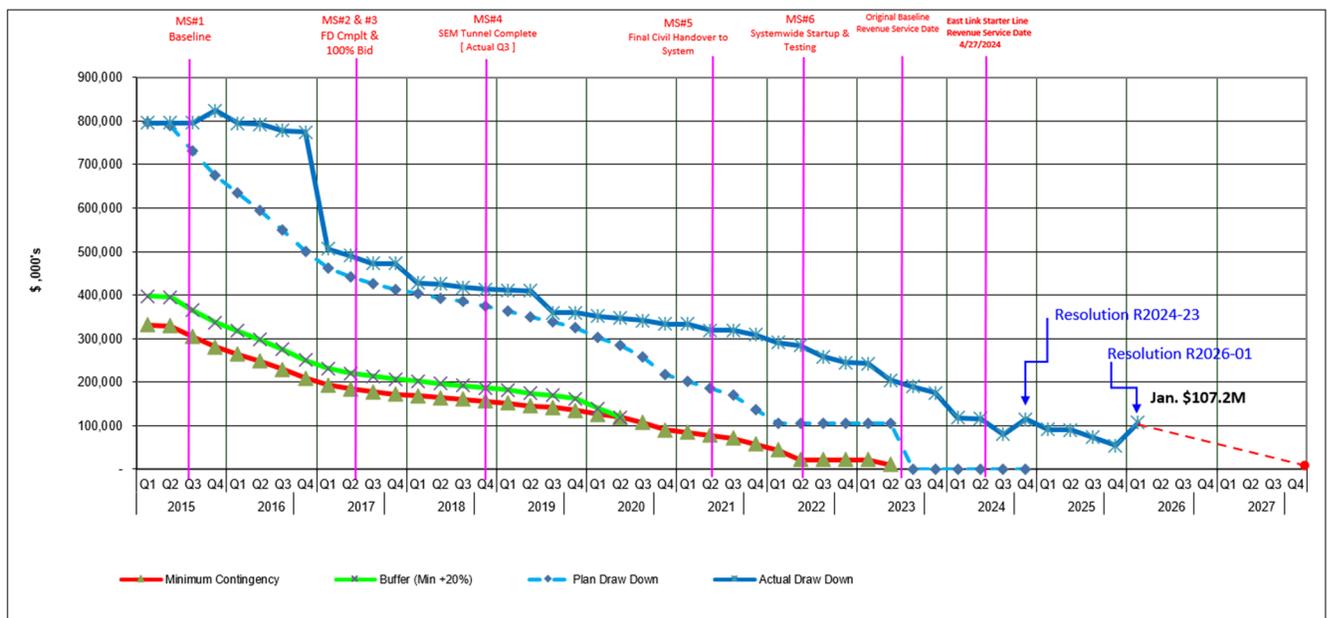
Dollar figures on this page are displayed in millions.

Contingency by Type



Contingency Drawdown

The East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance of approximately \$107.2M (previously \$53.8M). With all major construction contracts procured, the level of remaining contingency is at 220.9% when compared to the work remaining, well above minimum thresholds.



Contingency Drawdown as of January 31st, 2026

Link light rail East Link Extension

Project Schedule

The weighted percent complete for the remaining major construction contracts is estimated at 99.9% (same as last month). The graphic below shows the integrated project schedule through January.

- **E130** work is limited to punch list and manufacture of spare dual block plinths.
- **E320** has achieved Substantial Completion and is working toward Acceptance.
- **E330, E335, E340, and E360** have achieved Acceptance or Final Acceptance.
- **E750** has achieved Substantial Completion and is working toward Acceptance.

In January, the CEO’s office set the opening date of the Crosslake Connection for March 28th, 2026. No schedule-critical work remains, so this section will not be updated after the January report.

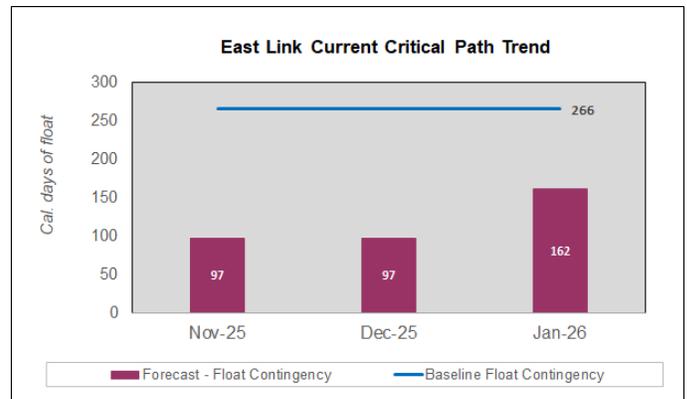
Note: The 2-Line between South Bellevue and Downtown Redmond Stations) opened for service on April 27, 2024.

Activity Name	Start	Finish			
			Feb	Mar	Apr
East Link Integrated Schedule	10-Mar-2017 A	02-Aug-2026			
Construction	10-Mar-2017 A	02-Aug-2026			
E130 Construction	10-Mar-2017 A	02-Aug-2026			
E750 Construction	11-Jul-2017 A	30-Mar-2026			
Rail Activation & Startup	09-Aug-2024 A	28-Mar-2026			
East Link Rail Activation	09-Aug-2024 A	28-Mar-2026			
System Integration Testing	09-Aug-2024 A	17-Dec-2025 A			
Pre-Revenue Service	14-Nov-2025 A	28-Mar-2026			
Milestones	19-Dec-2025 A	19-Dec-2025 A			
Operator Familiarization	19-Dec-2025 A	25-Jan-2026 A			
Validation Period	26-Jan-2026 A	12-Feb-2026			
Simulated Service	14-Nov-2025 A	27-Mar-2026			
Link Extension Opening Preparation	23-Mar-2026	28-Mar-2026			
Project Float Contingency	28-Mar-2026	28-Mar-2026			
Revenue Service	28-Mar-2026	28-Mar-2026			
ELE - Revenue Service (Baseline June 30, 2023)	28-Mar-2026				

Project Float

The project’s Recovery Plan includes 266 days of project float for a Revenue Service Date (RSD) of September 5, 2026.

In January, the CEO’s office set the opening date at March 28, 2026, 162 days ahead of the required RSD. This section will no longer be updated after the January report.



Link light rail East Link Extension

Critical Path Analysis

The East Link Revenue Service Date has been set by the CEO's office for March 28th, 2026. Testing will continue until opening; no schedule-critical work remains, so this section will no longer be updated after the January report.

Activity Name	Start	Finish	Q1
East Link Integrated Schedule	02-Jun-2025 A	28-Mar-2026	
East Link Rail Activation	02-Jun-2025 A	28-Mar-2026	
RAC - Rail Activation Committee	28-Mar-2026	28-Mar-2026	
T20 - Transition To Operations Committee	02-Jun-2025 A	13-Feb-2026	
Pre-Revenue Service	31-Jan-2026 A	28-Mar-2026	
Validation Period	31-Jan-2026 A	04-Feb-2026	
Simulated Service	14-Feb-2026	27-Mar-2026	
Link Extension Opening Preparation	23-Mar-2026	28-Mar-2026	
Revenue Service	28-Mar-2026	28-Mar-2026	
ELE - Revenue Service (Baseline June 30, 2023)	28-Mar-2026		



Aerial View of Unpowered LRV across I-90

Link light rail East Link Extension

Staffing Summary

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

Overall the project FTE is trending under the staffing plan for this period. However, design and construction management consultants' utilization are dependent on the level of efforts to manage the project through completion. Since the project is now in pre-revenue phase, these hours have dropped significantly from construction peak. This period the consultant monthly average is trending somewhat under planned and is anticipated to average out to the planned level as the project approaches revenue service. The project will continue to monitor the labor hours.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	26.0	25.0	1.0
Consultants	76.1	55.4	20.8
TOTAL	102.1	80.3	21.8

* 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
R2026-01	Amends the East Link Extension project baseline budget and adopted 2026 budget to provide funding to complete the East Link Extension project by the forecast revenue service date by a) increasing the authorized project allocation by \$60M from \$3.757B to \$3.817B and b) increasing the 2026 annual project budget by \$60M from \$50.6M to \$110.6M.	1/22/2026
M2026-02	Authorizes the chief executive officer to increase the cumulative contingency amount authorized to increase certain East Link Extension contract and/or agreement amounts as necessary, by an amount of \$60M for a new total authorized cumulative contingency expenditure not to exceed \$110M, contingent upon adoption of Resolution No. R2026-01.	1/22/2026

Community Engagement

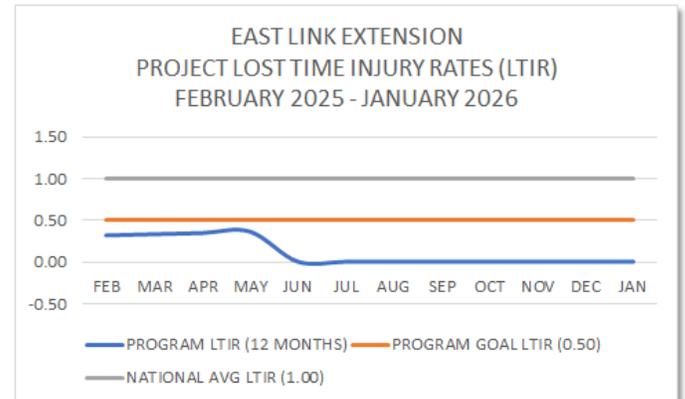
January's focus included, but was not limited to:

- Responded to inquiries over email and at community events regarding the Cross Lake opening date as well as operational questions.
- Met with City of Mercer Island staff to continue to plan opening day communications and events.
- Responded to inquiries related to permanent lighting near the Judkins Park Station.
- Sent out communications around operational testing and the start of simulated service.

Link light rail East Link Extension

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	0.00 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. For reference the Project Average RIR (0.0) is 100% below the Program Goal and the National Average.
6. For reference the Project Average LTIR (0.0) is 100% below the Program Goal and below National Average.

Link light rail East Link Extension

Major Construction Contract Packages

Below are the major construction contract packages for the project with a brief scope description of each contract segment.

R8A Stage 3A: Modification of HOV Ramp between I-90 and Bellevue Way SE. [Design-bid-build]

Status: Completed and Closed.

E130 Seattle to South Bellevue: International District Station (IDS) modification, retrofit of existing WSDOT structures, I-90 Center Roadway and two light rail stations. [Heavy Civil GC/CM]

Status: Substantial Completion anticipated to be issued in February 2026. See following pages under Contract E130.

E135 Mercer Island Transit Integration: Road improvements including a roundabout at N. Mercer Way and 77th Ave SE. to enhance bus/rail transfer and connect pedestrian and bicyclist to the Mercer Island light rail station. [Design-Bid-Build]

Status: Acceptance Issued on May 31, 2024

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

Status: Substantial Completion achieved on August 29, 2022.

E330 Downtown Bellevue Tunnel: Sequential Excavation Method (SEM) tunneling along 110th Ave. NE in Downtown Bellevue. [Design-bid-build]

Status: Acceptance issued on November 17, 2020.

E335 Downtown Bellevue to Spring District: Four (4) Light Rail Stations; aerial, at-grade, and retained-cut guideway from Downtown Bellevue, over I-405 to 124th Ave. NE. [Heavy Civil GC/CM]

Status: Acceptance issued August 23, 2023.

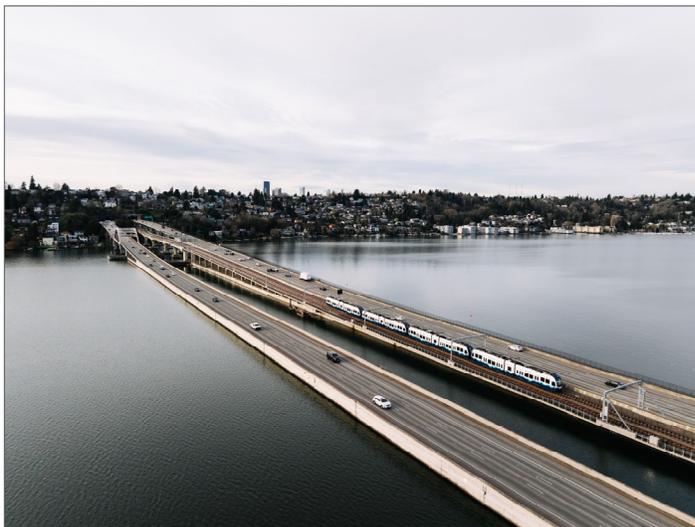
E340 Bel-Red: One (1) Light Rail Station, aerial, and at-grade guideway from 124th Ave. NE to NE 20th. [Design-bid-build]

Status: Acceptance issued on March 9, 2023.

E360 SR520 to Redmond Technology Station: Two (2) Light Rail Stations; one (1) garage, one (1) pedestrian bridge; aerial and retained-cut guideway along SR 520 in the Overlake area of Bellevue and Redmond. [Design-Build]

Status: Acceptance issued on October 3, 2023.

E750 Systems: Light rail systems elements, including traction power electrification, overhead catenary system, train signals and communication system. Combined with Northgate Link N830. [Heavy Civil GC/CM]. *Status: Substantial Completion achieved on December 18, 2025 See following pages under Contract E750.*



Four-car train sets cross the I-90 floating bridge during pre-revenue operations on January 9, 2026

Link light rail East Link Extension

Major Contract Status

Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Contract Value	Incurred Amount Incl. Accruals	Amount Remaining	Start Date (NTP)	Completion Date
Completed Contracts								
Civil CE ELE LR&Systems	CH2MHill	\$ 3,960,521	\$ 11,584,326	\$ 15,544,847	\$ 15,544,847	\$ -	2/20/2006	5/28/2009
Civil PE ELE LR&Systems	CH2MHill	\$ 28,257,220	\$ 5,414,315	\$ 33,671,535	\$ 33,671,535	\$ -	5/28/2009	3/25/2019
TrackBridge System Phase 1 & Phase 2	Parson Brinckerhoff	\$ 4,376,072	\$ 10,917,351	\$ 15,293,423	\$ 15,293,423	\$ -	2/28/2011	3/5/2021
R8A-3A I-90 East/North Ramp	Washington Dept. Transportation	\$ 12,200,000	\$ (2,533,067)	\$ 9,666,933	\$ 9,666,933	\$ -	4/23/2013	11/14/2017
120th Roadway Improvement	City of Bellevue	\$ 9,350,728	\$ (1,305,274)	\$ 8,045,454	\$ 8,045,454	\$ -	8/22/2016	5/2/2018
124th Roadway Improvement	City of Bellevue	\$ 10,954,948	\$ (978,396)	\$ 9,976,552	\$ 9,976,552	\$ -	8/12/2019	7/28/2021
E330 - Civil Downtown Bellevue Tunnel	Atkinson	\$ 121,446,551	\$ (1,109,097)	\$ 120,337,454.21	\$ 120,337,454.21	\$ -	2/8/2016	7/13/2020
E130 GC/CM Pre-Construction	Kiewit-Hoffman, A Joint Venture	\$ 4,792,156	\$ 20,306	\$ 4,812,461.6	\$ 4,812,462	\$ -	12/1/2015	9/9/2019
E335 GC/CM Pre-Construction	Stacy and Witbeck / Atkinson JV	\$ 2,510,215	\$ 421,301	\$ 2,931,516	\$ 2,931,516	\$ -	1/5/2015	4/30/2017
E750 GC/CM Pre-Construction	Mass Electric Construction	\$ 1,496,769	\$ (107,918)	\$ 1,388,851	\$ 1,388,851	\$ -	1/19/2016	12/31/2018
Fare Collection: TVM/Wayside Readers	INIT	\$ 2,981,549	\$ (988,744)	\$ 1,992,805	\$ 1,992,805	\$ -	~ 2021	timed for RSD
Follow On Package 2	Combined Construction Inc.	\$ 1,761,420	\$ 264,213	\$ 2,025,633	\$ 1,883,734	\$ 141,899	8/7/2023	3/31/2024
E135 Civil - Mercer Island Transit Integration	Johansen Construction CO.	\$ 5,922,391	\$ 496,658	\$ 6,419,049	\$ 6,419,049	\$ -	2/7/2022	12/31/2024
E335 Civil - Bellevue	Stacy and Witbeck/Atkinson JV	\$ 228,398,210	\$ 219,857,032	\$ 448,255,242	\$ 448,255,242	\$ -	4/24/2017	8/23/2023
E340 Civil Bell-Red	Max J. Kuney Co.	\$ 93,170,012	\$ 19,833,241	\$ 113,003,253	\$ 113,003,253	\$ -	2/24/2017	9/30/2022 *1
152nd/24th Improvement	City of Redmond	\$ 1,338,822	\$ -	\$ 1,338,822	\$ 1,338,822	\$ -	4/1/2018	12/31/2024
Total Completed Contracts				\$ 794,703,831	\$ 794,561,932	\$ 141,899		
In-Progress Contracts								
Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Contract Value	Incurred Amount	Amount Remaining	Start Date (NTP)	Forecast Substantial Completion Date
FD/DSDC - Seattle-Bellevue	Parsons-Brinckerhoff/WSP, USA	\$ 27,885,000	\$ 47,105,768	\$ 74,990,768	\$ 74,202,164	\$ 788,604	11/5/2012	3/31/2027
FD/DSDC - Bellevue	HJH	\$ 4,800,000	\$ 138,673,772	\$ 143,473,772	\$ 143,414,556	\$ 59,216	3/8/2012	6/30/2026
FD/DSDC - System	Hatch	\$ 17,707,707	\$ 10,629,417	\$ 28,337,124	\$ 28,046,750	\$ 290,374	8/1/2012	12/31/2026
FD/DSDC - MI Transit Integration	David Evans Associates	\$ 709,239	\$ 460,697	\$ 1,169,936	\$ 1,158,191	\$ 11,745	10/25/2019	12/31/2025
CMC - Seattle - Bellevue	Jacobs PM Co.	\$ 4,721,795	\$ 105,797,555	\$ 110,519,350	\$ 108,259,407	\$ 2,259,943	12/21/2015	6/30/2026
CMC - Bellevue	HDR Engineering Inc.	\$ 3,445,455	\$ 123,294,545	\$ 126,740,000	\$ 126,404,476	\$ 335,524	9/12/2014	3/31/2027
DBPM - Redmond	Hill International	\$ 898,636	\$ 21,345,384	\$ 22,244,020	\$ 22,228,753	\$ 15,267	12/10/2014	7/1/2026
CMC - Systems	Northwest Transit System Partners - NWTSP	\$ 25,455,931	\$ 16,254,230	\$ 41,710,161	\$ 42,114,098	\$ (403,937)	8/15/2016	6/30/2026
E130 Civil / Seattle - Bellevue	Kiewit-Hoffman, East Link Constructors	\$ 665,000,000	\$ 98,623,803	\$ 763,623,803	\$ 762,341,808	\$ 1,281,995	3/15/2017	4/30/2026
E320 Civil - S.Bellevue	Shimmick-Parsons, Joint Venture	\$ 321,098,000	\$ 44,571,973	\$ 365,669,973	\$ 365,269,973	\$ 400,000	12/1/2016	6/30/2023 *1
E360 Civil Redmond	Kiewit Hoffman	\$ 225,336,088	\$ 5,757,453	\$ 231,093,541	\$ 231,083,520	\$ 10,021	7/13/2016	9/30/2023 *1
E750 Systems	MEC	\$ 255,768,128	\$ 90,089,161	\$ 345,890,539	\$ 337,254,333	\$ 8,636,206	6/12/2017	5/31/2025
Follow On Package 1	Howard S. Wright	\$ 2,617,791	\$ 12,551,225	\$ 15,169,016	\$ 14,349,427	\$ 819,589	3/13/2023	6/30/2025
Customer/ Passenger Signage	Tube Art	\$ 4,174,894	\$ 31,265	\$ 4,519,372	\$ 3,198,080	\$ 1,321,292	~ 2022	5/31/2027
Misc. Start-Up & Station Maintenance	CBRE	\$ 2,404,602	\$ 3,136,356	\$ 5,540,958	\$ 4,159,648	\$ 1,381,310	~ 2022	12/31/2025
ELE Mitigation Project - 76th Ave SE & 80th Ave SE	TITAN Earthworks	\$ 3,070,644	\$ 386,054	\$ 3,456,698	\$ 3,342,378	\$ 114,320	5/31/2024	3/31/2025
Total In-Progress Contracts				\$ 2,284,149,031	\$ 2,266,827,562	\$ 17,321,469		
Planned Contracts								
		Estimated Value					Anticipated NTP	Anticipated Completion
None								
Subtotal Planned Contracts				\$ -	\$ -			
Total Contracts								
Notes: *1 Contract not closed out, residual work or warranty works remains.					* Where applicable, Contract Value includes Betterments & ST Art.			

Link light rail East Link Extension

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

Current Progress

- **Segment Wide:** Pre-Revenue Service operations, floating bridge cathodic protection monitoring, and punchlist including landscape, paint touch ups, de-mobilization, and graffiti removal.
- **West Segment:** Punchlist at Judkins Park Station and vicinity, including station lighting control corrections; demobilization and area cleanup.
- **Center Segment:** Continue sealing Hawse pipe covers; ongoing NCR corrective actions including polyurea repairs; ongoing punchlist activities.
- **East Segment:** Punchlist at Mercer Island Station and vicinity, including dead tree removal and station roof repair; access control card reader replacement, and gravel replacement and compaction at TPSS #3.

Schedule Summary

The contractor’s January schedule is presented below. The forecast of a July 2026 Substantial Completion date is driven entirely by the manufacture of spare dual block plinths. All sitework is complete; as of the time of reporting, the spare dual blocks have been disassociated from Milestone #4 and Substantial Completion is scheduled to be granted in early February. As no schedule-critical activity remains, this section will no longer be updated after the January report.

Activity Name	Start	Finish	2026		
			Q1	Q2	Q3
E130 Construction	10-Mar-2017 A	02-Aug-2026	[Gantt bar spanning from Q1 2017 to Q3 2026]		
Milestones	10-Mar-2017 A	02-Aug-2026	[Gantt bar spanning from Q1 2017 to Q3 2026]		
Access Milestones	10-Mar-2017 A	03-Jul-2026	[Gantt bar spanning from Q1 2017 to Q3 2026]		
Area Complete Milestones	11-Mar-2020 A	27-Feb-2026	[Gantt bar spanning from Q1 2020 to Q3 2026]		
Major Project Complete Milestones	21-Aug-2019 A	02-Aug-2026	[Gantt bar spanning from Q3 2019 to Q3 2026]		
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-2020 A	[Gantt bar spanning from Q1 2020 to Q1 2020]		
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-2020 A	[Gantt bar spanning from Q1 2020 to Q1 2020]		
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (16-Apr-25)		16-Apr-2025 A	[Gantt bar spanning from Q1 2025 to Q1 2025]		
16. MS#04 - Substantial Completion All Work (16-Jun-25)		03-Jul-2026*	[Gantt bar spanning from Q3 2026 to Q3 2026]		
Milestone 1 Interim Dates	21-Aug-2019 A	02-Aug-2026	[Gantt bar spanning from Q3 2019 to Q3 2026]		
Coordinated Installation Program	08-Feb-2020 A	23-May-2025 A	[Gantt bar spanning from Q1 2020 to Q2 2025]		
Procurement	10-Mar-2017 A	28-Feb-2026	[Gantt bar spanning from Q1 2017 to Q3 2026]		
Permitting	12-May-2017 A	01-Apr-2023 A	[Gantt bar spanning from Q1 2017 to Q1 2023]		
Construction	20-Mar-2017 A	27-Feb-2026	[Gantt bar spanning from Q1 2017 to Q3 2026]		
Testing and Commissioning	01-May-2018 A	13-Feb-2026	[Gantt bar spanning from Q2 2018 to Q3 2026]		

Link light rail East Link Extension

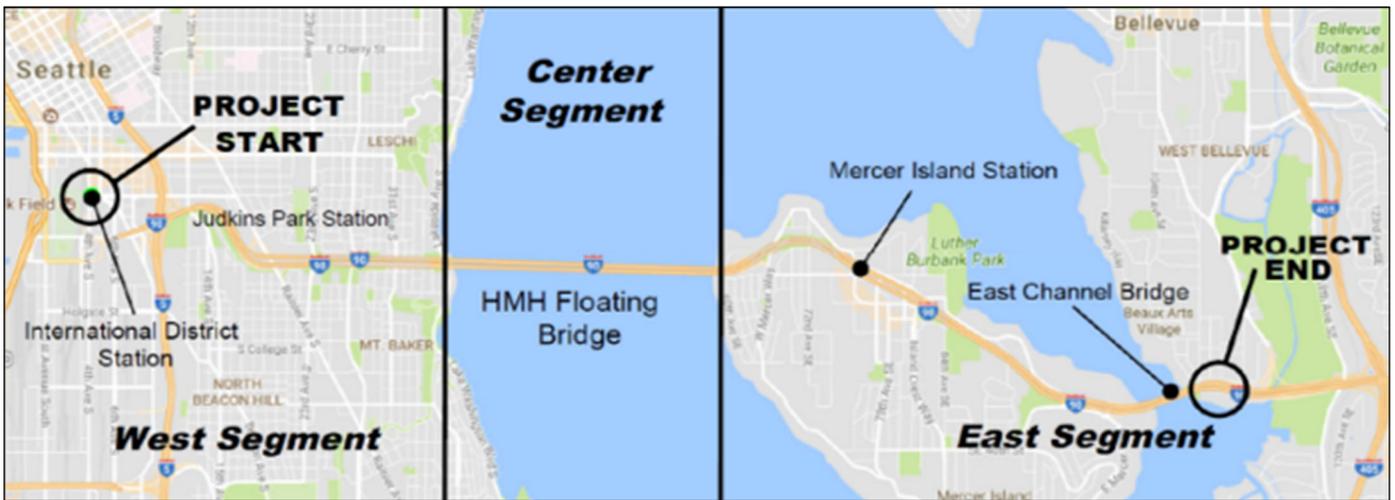
Next Period's Activities

- **Segment Wide:** Pre-Revenue Service operations; Revenue Service Date set for March 28, 2026.
- **West Segment:** Punchlist activities, including landscaping, roof repair at Judkins Park Station, and final rail punchlist resolution.
- **Center Segment:** Continued cathodic protection monitoring; continue final punchlist resolution.
- **East Segment:** Punchlist, guideway brush clearing, station roof repair; installation of new access kiosks in bike locker room in Mercer Island Station.

Closely Monitored Issues

- Pre-revenue operations.
- HMH cathodic protection.
- Spare dual block procurement.
- Fire permitting closeout (stations, tunnels).

E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000
Change Order Value	\$101,378,546
Current Contract Value*	\$762,645,640
Total Actual Cost (Incurred to Date)	\$762,341,808
Percent Complete	99.8%
Authorized Contingency	\$102,660,541
Contingency Drawdown	\$101,378,546
Contingency Index	1.01

* Contract Value excludes Betterments



Crews demobilizing equipment from floating bridge pontoons

Link light rail East Link Extension

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

- System integration testing (SIT) and punchlist items between South Bellevue and Redmond Technology Stations (East Link Starter Line) is complete; 2-Line opened for service on April 27, 2024.
- Final SIT and punchlist items between International District and South Bellevue Stations (Crosslake Connection) is underway in conjunction with pre-revenue operations.

Schedule Summary

The E750 contractor was granted Substantial Completion in December at the start of pre-revenue service, and achieved their final schedule-critical milestone at the end of January. This section will no longer be updated after the January report.

Activity Name	Start	Finish	Q1
E750 Construction	12-Jun-2017 A	30-Mar-2026	
General	12-Jun-2017 A	12-Jun-2017 A	
Key Dates	12-Jun-2017 A	12-Jun-2017 A	
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-2017 A		
E750 Project	11-Jul-2017 A	30-Mar-2026	
E750 Engineering	11-Jul-2017 A	30-Mar-2026	
E750 Construction	12-Sep-2018 A	05-Feb-2026	
E750 Construction (General)	15-Mar-2019 A	19-Mar-2019 A	
E750 Milestones	12-Mar-2019 A	31-Jan-2026 A	
E750 Project Milestones	30-Apr-2021 A	13-Jun-2023 A	
E750 Access Dates	12-Mar-2019 A	15-Dec-2024 A	
E750 Contract Milestones	09-Feb-2020 A	31-Jan-2026 A	
MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-2020 A	
MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)		22-Mar-2020 A	
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (08/02/21)		20-Oct-2021 A	
MS#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (09/30/21)		22-Aug-2023 A	
MS#09c East Link: TES Construction and Testing Readiness to Proceed with DSTT Closure Tie-In Weekends (11/08/2024)		31-Oct-2024 A	
MS#09c.1 East Link: SIT Final Tie-In Weekend 1 Complete - Cutover NB/SB Signals System (11/10/2024)		10-Nov-2024 A	
MS#09c.2 East Link: SIT Final Tie-in Weekend 2 Complete - OCS Cutover (01/12/2025)		12-Jan-2025 A	
MS#09c.3 East Link: SIT Final Tie-in Weekend 3 Complete - C11 Transfer Trip (01/19/2025)		19-Jan-2025 A	
MS#09c.4 East Link: SIT Final Tie-in Weekend 4 Complete - Cutover EB/WB Signals System (02/16/2025)		16-Feb-2025 A	
MS#09c.5 East Link: SIT Final Tie-in Weekend 5 Complete - Contingency (02/23/2025)		01-Dec-2025 A	
MS#09a East link: Install & Test completion of East Link Systems (12/12/2025)		12-Dec-2025 A	
MS#09e East Link: Segment 1 Completion (12/18/2025)		18-Dec-2025 A	
MS#09B East link: Substantial completion of East Link Systems (12/18/2025)		18-Dec-2025 A	
MS#09d East Link: Completion of Final Punchlist (02/01/2026)		31-Jan-2026 A	
E750 SCCCRM	25-Jan-2019 A	29-Jan-2025 A	
E750 OCS	14-Feb-2019 A	26-Sep-2025 A	
E750 Traction Power / Substations	01-Oct-2018 A	11-Feb-2025 A	
E750 Signals	12-Sep-2018 A	15-Sep-2025 A	
E750 Communications	13-Nov-2018 A	01-Oct-2025 A	
E750 Radio	28-Jan-2019 A	10-Dec-2024 A	
E750 SCADA	12-Jul-2022 A	20-Apr-2023 A	
E750 Trunk Fiber	19-Dec-2018 A	30-May-2025 A	
E750 Testing and Commissioning	27-May-2020 A	05-Feb-2026	

Link light rail East Link Extension

Next Period's Activities.

- Continuing System Integration Testing on the floating bridge portion of the I-90 segment as anticipated during pre-revenue operations for system validation.

Closely Monitored Issues

- Timing for completion of system integration testing.
- Commissioning of the stray current monitoring system for the floating bridge.
- Timing of test documentation submission.
- Safety and security certification status.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$90,069,161
Current Contract Value	\$345,837,289
Total Actual Cost (Incurred to Date)	\$337,254,333
Percent Complete	99.7%
Authorized Contingency	\$100,788,406
Contingency Drawdown	\$90,069,161
Contingency Index	1.2



I-90 Signals Installations

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



Series 2 LRV Fleet Expansion

Project Summary

Scope	Design, manufacturing, assembly, inspection, testing and delivery of 162 low floor LRVs for predominantly service requirements of Northgate, East Link and Lynnwood Link, Federal Way and Downtown Redmond Extensions.
Phase	Manufacturing, delivering, testing & commissioning
Budget	\$836.9 Million (Baseline Sept 2015, 122 LRVs; Amended Apr 2017, 152 LRVs; Amended Nov 2023, 162 LRVs)
Schedule	Baseline Conditional Acceptance (fleet enters revenue service) 152nd LRV: Q1 2026 162nd LRV: Q1 2028



Conditionally Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued delivering of Series 2 LRVs to OMF East. 1 car was delivered this month.
- Continued testing and commissioning for Conditional Acceptance (CA) of Series 2 LRVs in ST's OMF Central. Two (2) cars were CA this month.
- Continued final assembly of Series 2 LRVs in Siemens' Sacramento facilities. Eights (8) of the ten (10) additional Series 2 LRVs' car shells assembly in progress.
- A total of 60 Series 1 LRVs were ATP retrofitted. The last two (2) Series 1 LRVs ATP were retrofitted by Siemens at OMF East. Mainline testing is pending for these two cars.

Closely Monitored Issues

- Eighteen (18) fleet defects have been declared (seven closed); the commissioning team efforts in responding to defects is contributing to delay in CA of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- Limited OMF Central yard storage capacity in 2026 continue to affect recovery schedule, preventative maintenance or spares available to support peak service. Siemens' LRV delivery and onsite Series 1 & 2 LRVs transportation between OMF East and OMF Central is continuously managed and monitored. However, there has been discussion for non-CA LRVs to move between OMF East & OMF Central via rail on the I-90 bridge, which is currently in final stage preparing for opening in late March 2026. Eliminating the need to use road trailers to transport LRVs between the two OMFs in easing storage capacities issues on both OMFs next month.
- Manufacturer continued reporting supply chain interruptions impacting implementation of field modification instructions and parts availability delays in completing the last few vehicles. Meeting weekly with Siemens to monitor progress.

Link light rail

Series 2 LRV Fleet Expansion

Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of \$836.9M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

This period approximately \$825K was incurred, bringing the total expenditure to date at \$715.7M. The majority of the cost attributed to the vehicles phase at approximately \$684.9M (approximately 96% of cost to date are attributable to the LRV manufacturing.) This period the project continues to forecast an Estimated Final Cost of \$836.9M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$18.0	\$18.0	\$11.1	\$11.0	\$18.0	\$0.0
Construction Services	\$31.7	\$31.7	\$25.2	\$19.7	\$31.7	\$0.0
Vehicles	\$787.2	\$787.2	\$756.3	\$684.9	\$787.2	\$0.0
Total	\$836.9	\$836.9	\$792.6	\$715.7	\$836.9	\$0.0

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land, Existing Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
70 Vehicles	\$783.3	\$791.2	\$761.8	\$688.4	\$791.3	(\$0.2)
80 Professional Services	\$47.2	\$40.0	\$30.8	\$27.3	\$39.9	\$0.2
90 Contingency	\$6.3	\$5.7	\$0.0	\$0.0	\$5.7	\$0.0
Total (SCC 10 - 90)	\$836.9	\$836.9	\$792.6	\$715.7	\$836.9	\$0.0

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

Link light rail Series 2 LRV Fleet Expansion

Contingency Management

The project's budget was baselined in September 2015 and amended in April 2017 with \$78.0M of Total Contingency. This period the Total Contingency balance reduced from \$40.2M to \$39.6M, an amount that approximates 48.6% of remaining work budgeted in the project.

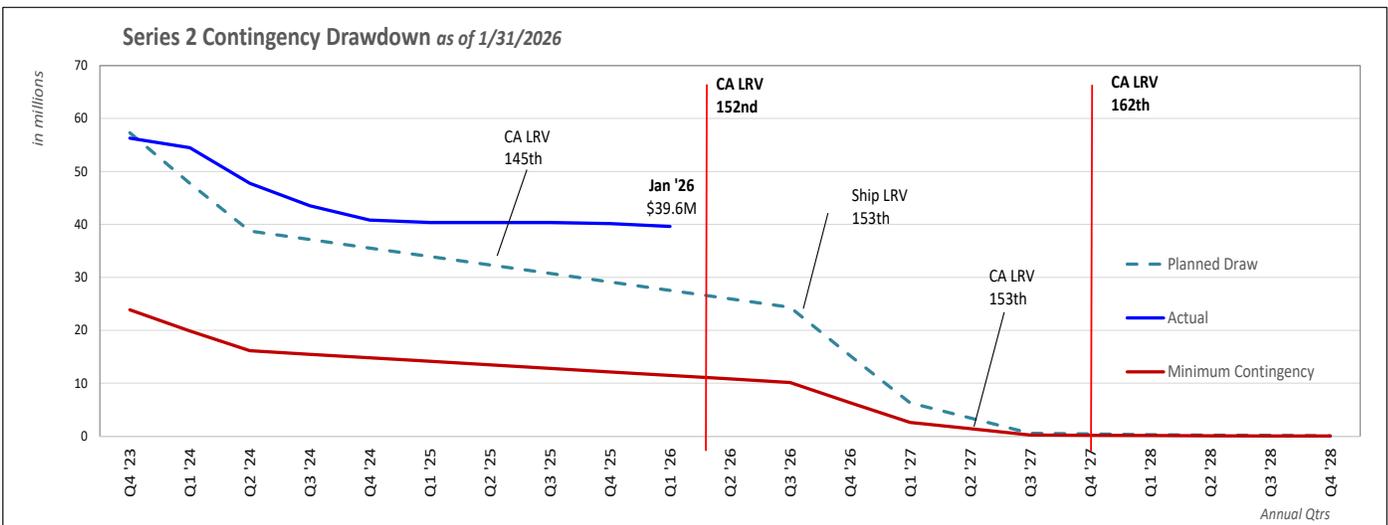
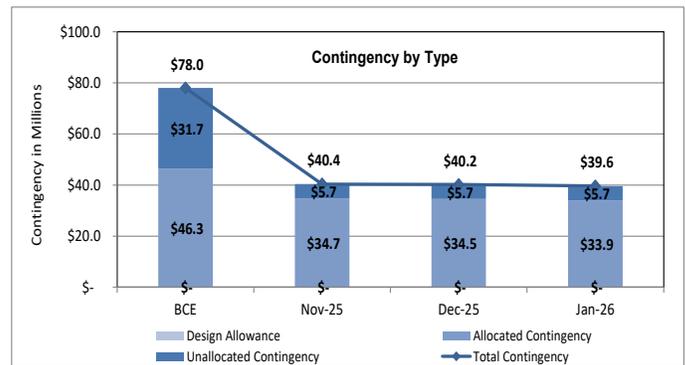
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project was baseline with an allocated contingency of \$46.3M. This period the allocated contingency balance was drawn by \$500K for Commissioning and Testing of the LRVs leaving a balance of \$33.9M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The current UAC balance remains unchanged at approximately \$5.7M.

Contingency Status

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$0.0	0.0%	\$ -	0.0%
Allocated Contingency	\$46.3	6.3%	\$ 33.9	41.6%
Unallocated Contingency	\$31.7	4.3%	\$ 5.7	7.0%
Total	\$78.0	10.7%	\$ 39.6	48.6%

Contingency Type



Risk Management

The following are the top project risks:

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

Link light rail Series 2 LRV Fleet Expansion

Project Schedule

Percent complete of the contract payment milestones is calculated stayed unchanged at 90.3% (same as last month). The summary schedule below supports each of the project startup needs by identifying Conditional Acceptance (CA) testing of Light Rail Vehicles (LRVs) from Siemens' January 2026 schedule update.

CA of 150 LRVs has been completed to support revenue service.

There were two (2) CA completed in January and one (1) LRV is currently in acceptance testing.

The delivery, commissioning, and testing of the 150 LRVs allocated to current extensions was completed in January 2026. Currently monitoring the status of parts needed to complete assembly and the activity necessary to bring the final two (unassigned) vehicles to the most current configurations, which is expected to be complete by Q1 2026.

For the 10 additional LRVs added to the contract (#153-162), car-shell production has commenced, and the schedule continues to reflect that the last LRV (#162) will be conditionally accepted by Q4 2027.

Critical Path Analysis

The current critical path is completing the on-site vehicle performance qualification test, acceptance testing, and burn-in of all LRVs that have been delivered to the Sound Transit sites; however, since the project also includes the additional 10 LRVs, the overall critical path runs through the acceptance of those vehicles in 2027.

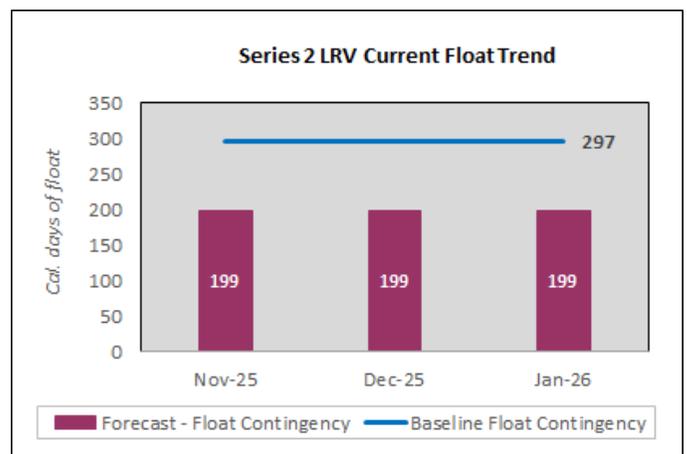
Activity Name	Start	Finish	2026				2027						
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1		
ST LRV Fleet Expansion - Programmatic Schedule	12-Jul-2021 A	31-Mar-2028											
Revised Project Delivery Sequence - (based on R2023-06)	07-Mar-2022 A	31-Mar-2028											
East Link - Starter Line - LRV Summary (Car #041- #063) 23 - Cars	07-Mar-2022 A	23-Apr-2024 A											
Lynnwood Link - LRV Summary (Car #064 - #097) 34 - Cars	18-Jul-2023 A	21-Aug-2024 A											
Downtown Redmond Link (Car #098 - Car #107) 10 - Cars	28-Dec-2023 A	10-May-2025 A											
Federal Way Link - LRV Summary (Car#108 - #127) 20 - Cars	13-Oct-2023 A	05-Dec-2025 A											
East Link - LRV Summary (Cars # 128 - Car # 150) 23 -Cars	26-Jul-2024 A	28-Mar-2026											
LRV Conditional Acceptance - East Link - Summary - Car #128-#150	26-Jul-2024 A	19-Jan-2026 A											
East Link - Pre-Revenue Service Forecast - START	19-Dec-2025 A												
East Link - Pre-Revenue Service - Forecast - END		28-Mar-2026											
Unassigned - LRV Summary (Car #151 - #152) 2 - Cars	12-Feb-2026	24-Feb-2026											
LRV Conditional Acceptance - Extra - Summary - Car # 151 - #152	12-Feb-2026	24-Feb-2026											
Unassigned - Car#153- #162 (10 - Cars)	12-Apr-2024 A	31-Mar-2028											
10 Additional Cars Manufacturing and Delivery	12-Apr-2024 A	15-Feb-2027											
10 Additional Cars Conditional Acceptance	11-Feb-2027	14-Sep-2027											
Float	14-Sep-2027	31-Mar-2028											
LRV ATP Retrofit Summary - Siemens	12-Jul-2021 A	11-Oct-2024 A											

Project Float

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

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

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



Link light rail Series 2 LRV Fleet Expansion



Car 360-C on final weld inspections in Sacramento, CA



Car 204 Inspection on Bay 19 in Sacramento, CA

LRV Delivery and Testing Progress as of January 31, 2026

LRV status	Received / Delivered	Testing In Progress	Conditionally Accepted & Entered Revenue Service
*Planned	152	0	152
Actual (Seattle)	134	0	134
Actual (Bellevue)	17	1	16

* Updated based on the Final Term Sheet revised schedule signed between ST and Siemens in June 6, 2024.

Staffing Summary

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

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects the actuals for month ending January 2026. The variance are minor and likely attributed to ST staff cross charge. The aggregation of administrative time offs among ST staff and consultants should average out.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	2.5	0.6	1.9
Consultants	7.6	5.6	2.0
TOTAL	10.1	6.2	3.9

* 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
	No actions this period.	



TIFIA LOAN AGREEMENT MONTHLY REPORT

January 2026

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

Link light rail Pinehurst Station

TIFIA Project Cost Summary by SCC

(As of 01/31/2026; 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	\$145.3	\$127.6	\$2.7	\$108.0	\$7.2	\$134.8	\$13.9	\$10.4
30-Support Facilities	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.1	\$0.1	\$0.3	\$0.3
40-Sitework Special Conditions	\$7.4	\$6.6	\$5.7	\$0.0	\$2.0	\$0.8	\$6.5	\$0.9	\$0.1
50-Systems	\$16.2	\$16.2	\$15.4	\$0.4	\$9.9	\$0.8	\$16.2	\$0.0	\$0.0
Construction Subtotal	\$172.7	\$168.5	\$148.8	\$3.1	\$119.9	\$8.8	\$157.6	\$15.1	\$10.9
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	\$53.2	\$52.7	\$0.9	\$44.2	\$6.9	\$59.6	(\$9.9)	(\$6.4)
90-Unallocated Contingency	\$17.7	\$18.4	\$0.0	\$0.0	\$0.0	\$6.9	\$6.9	\$10.8	\$11.5
Total TIFIA Project	\$240.2	\$240.2	\$201.6	\$4.0	\$164.1	\$22.7	\$224.2	\$15.9	\$15.9

Link light rail Pinehurst Station

Project Summary

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

Phase Construction

Budget \$240.2 Million

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

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



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Continued ancillary building mechanical, electrical, plumbing, and CMU walls.
- Continued plaza level elevator and escalator curbs, columns, and structural steel installation.
- Permanent power connection completed February 2.
- Continued platform canopy ceiling panel and lighting installation.
- Continued speakers, cabling, conduit, and communications equipment installation.
- Continued platform window glazing and metal panel.

Closely Monitored Issues

- Coordination of single tracking to complete platform roof, lighting, stair roofing, curtain walls, glazing, and VMS signs.
- Approval of traffic control plans from WSDOT.
- Timely submittals and approval from Authorities Having Jurisdiction (AHJs).
- Coordination of conduit handovers to L810 (systems) in the communications closet.
- Delivery and installation progress on escalators and elevators.

Link light rail Pinehurst Station

Project Cost Summary

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

This period approximately \$4.0M was incurred, bringing the total expenditure to date at \$164.1M. This period the project forecasts an Estimated Final Cost of \$224.2M with a budget underrun of \$15.9M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$8.1	\$8.6	\$7.5	\$0.1	\$7.4	\$11.7	(\$3.0)
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$0.0	\$2.7	\$2.7	\$0.0
Final Design	\$17.6	\$21.0	\$20.7	\$0.3	\$18.8	\$21.7	(\$0.6)
Construction Services	\$17.3	\$17.2	\$17.8	\$0.5	\$13.5	\$19.7	(\$2.5)
3rd Party Agreements	\$1.7	\$1.3	\$0.9	\$0.0	\$0.8	\$1.0	\$0.3
Construction	\$192.6	\$189.1	\$151.9	\$3.1	\$120.8	\$167.3	\$21.8
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	\$201.6	\$4.0	\$164.1	\$224.2	\$15.9

Cost Summary by SCC

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$148.7	\$145.3	\$127.6	\$2.7	\$108.0	\$134.8	\$10.4
30 Support Facilities	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.1	\$0.3
40 Sitework & Special Conditions	\$7.4	\$6.6	\$5.7	\$0.0	\$2.0	\$6.5	\$0.1
50 Systems	\$16.2	\$16.2	\$15.4	\$0.4	\$9.9	\$16.2	\$0.0
Construction Subtotal(10 - 50)	\$172.8	\$168.5	\$148.8	\$3.1	\$119.9	\$157.6	\$10.9
60 ROW, Land	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	(\$0.0)
70 Vehicles (Non-Revenue)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$49.7	\$53.2	\$52.7	\$0.9	\$44.2	\$59.6	(\$6.4)
90 Unallocated Contingency	\$17.6	\$18.4	\$0.0	\$0.0	\$0.0	\$6.9	\$11.5
Total (10 - 90)	\$240.2	\$240.2	\$201.6	\$4.0	\$164.1	\$224.2	\$15.9

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

Link light rail Pinehurst Station

Contingency Management

The project budget was baselined in 2022 with a total contingency of \$48.6M. The current contingency balance is at \$31.9M.

Allocated Contingency (AC): Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period allocated contingency reduced by \$5.8M due to construction change orders and yearly budget modifications.

Unallocated Contingency (UAC): Used to address general project-wide cost risks and uncertainties. This period UAC was reduced by \$1.1M due to yearly budget modifications and categorizations.

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%	\$14.7	33.2%
Unallocated Contingency	\$17.7	7.4%	\$17.2	38.9%
Total:	\$48.6	20.2%	\$31.9	72.1%

Contingency by Type

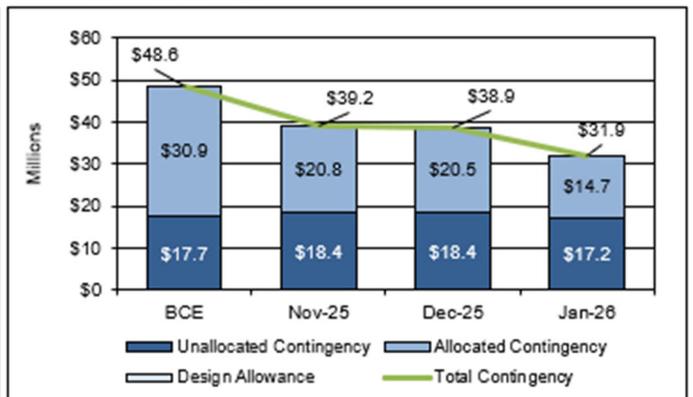
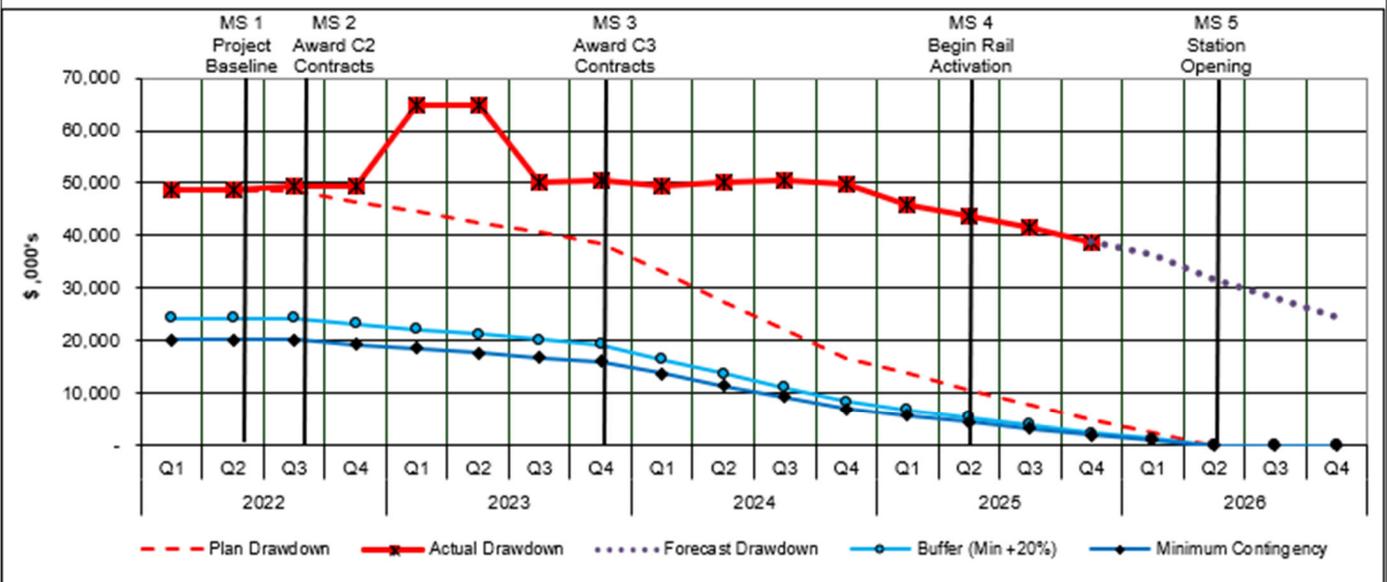


Table figures are shown in millions.

Contingency Drawdown



Link light rail Pinehurst Station

Risk Management

The following are the top project risks identified:

- Delay in jurisdictional approvals for traffic control plans causing contractor schedule delays.
- Missing paving weather window causing delays to public access to the station.
- Delays in handover from civil to systems contractor causing a delay to the station opening.

Project Schedule

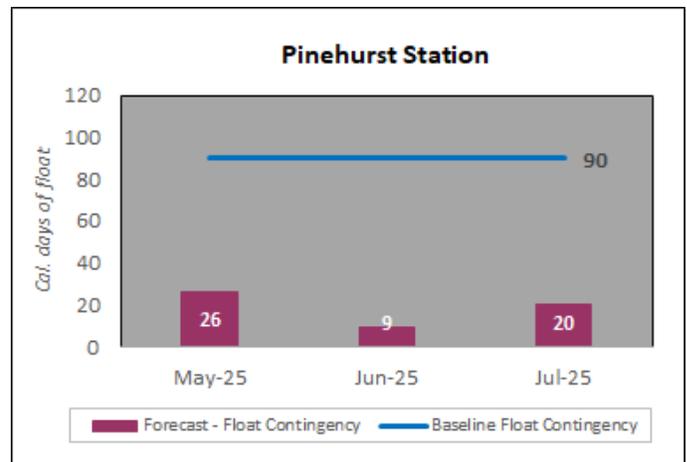
The weighted percent complete for the major construction contracts this month is estimated at 84.3% (last month was 82.6%).

The schedule snapshot below represents progress through July 2025. Sound Transit has accepted the January 2026 submittal however it does indicate non-compliance with contract milestones, and was directed to develop a recovery plan. All remaining work is driven by L230 progress, so no complete forecast is available at this time. ST has been working with the contractor to find efficiencies and opportunities to bring the schedule back into compliance with their contract and to determine if able to preserve the forecast revenue service date of June 2026.

Activity Name	Start	Finish	2025				2026			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pinehurst Station - L230 Finishes	21-Feb-23 A	08-Apr-26								
Pinehurst Station - L810 Systems Installation	10-Apr-23 A	01-Apr-26								
Pinehurst Station - Rail Activation	23-Feb-24 A	15-Jun-26								
RA Tasks	23-Feb-24 A	21-May-26								
Pre-Revenue Service	31-Mar-26	26-May-26								
Project Float	26-May-26	15-Jun-26								
Revenue Service	15-Jun-26	15-Jun-26								

Project Float

Project float is reflected at 20 days through July. This follows Change Order 20 extending Milestone 3. Current float calculation is not available as the L230 contractor’s schedule, which drives all remaining work, has been rejected and is in a state of revision. The project team continues to evaluate opportunities for improvement.



Link light rail Pinehurst Station

Major Contract Status

Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date
Completed/In Progress Contracts							
PE, Civil FD, Civil DSDC	HNTB/Jacobs	\$4.3	\$17.2	\$21.5	\$20.0	Feb 2019	Jun 2026
Systems FD, Systems DSDC	LTK Engineering	\$0.3	\$0.8	\$1.1	\$1.1	Jun 2020	Jun 2026
Systems FD, Systems DSDC	Hatch Assoc	\$0.0	\$0.5	\$0.5	\$0.1	Jun 2020	Jun 2026
Civil CMC	PGH Wong	\$0.4	\$14.3	\$14.7	\$11.9	Jul 2020	May 2026
Systems CMC	NWTSP	\$0.2	\$2.3	\$2.5	\$1.1	Jul 2024	May 2026
L210 Civil Construction	SKH	\$5.0	\$17.1	\$22.1	\$22.1	Jul 2020	Aug 2024
L230 Civil Construction	Absher	\$98.3	\$7.6	\$105.8	\$86.1	Aug 2023	Apr 2026
L810 Systems Construction	Mass Electric	\$14.3	\$0.5	\$14.8	\$9.6	Feb 2022	May 2026
				\$183.1	\$152.0		

Link light rail Pinehurst Station

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 their respective project areas.
- Planning for a project updated flyer for distribution to the community.

Staffing Summary

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

The YTD Actual FTE monthly average through the end of the current period is above the planned FTE monthly average, with Civil DSDC staffing more than planned due to high volume of RFIs, submittal reviews, and geotechnical review.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.0	5.5	(1.5)
Consultants	24.0	28.1	(4.1)
TOTAL	28.0	33.6	(5.6)

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

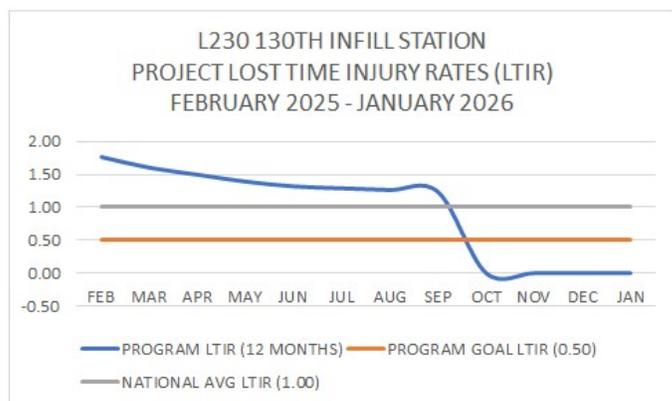
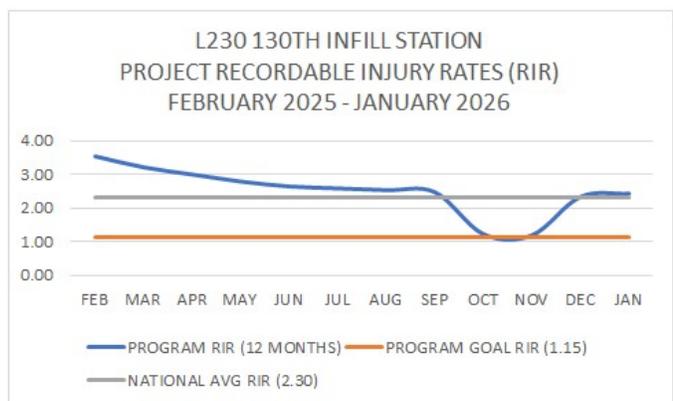
Sound Transit Board Actions

Board Action	Description	Date
	None this period	

Link light rail Pinehurst Station

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. For reference the **Project Average RIR (2.43)** is 111.2% above the Program Goal and 5.6% above the National Average.
6. For reference the **Project Average LTIR (0.00)** is 100% below the Program Goal and the National Average.

Link light rail Pinehurst Station

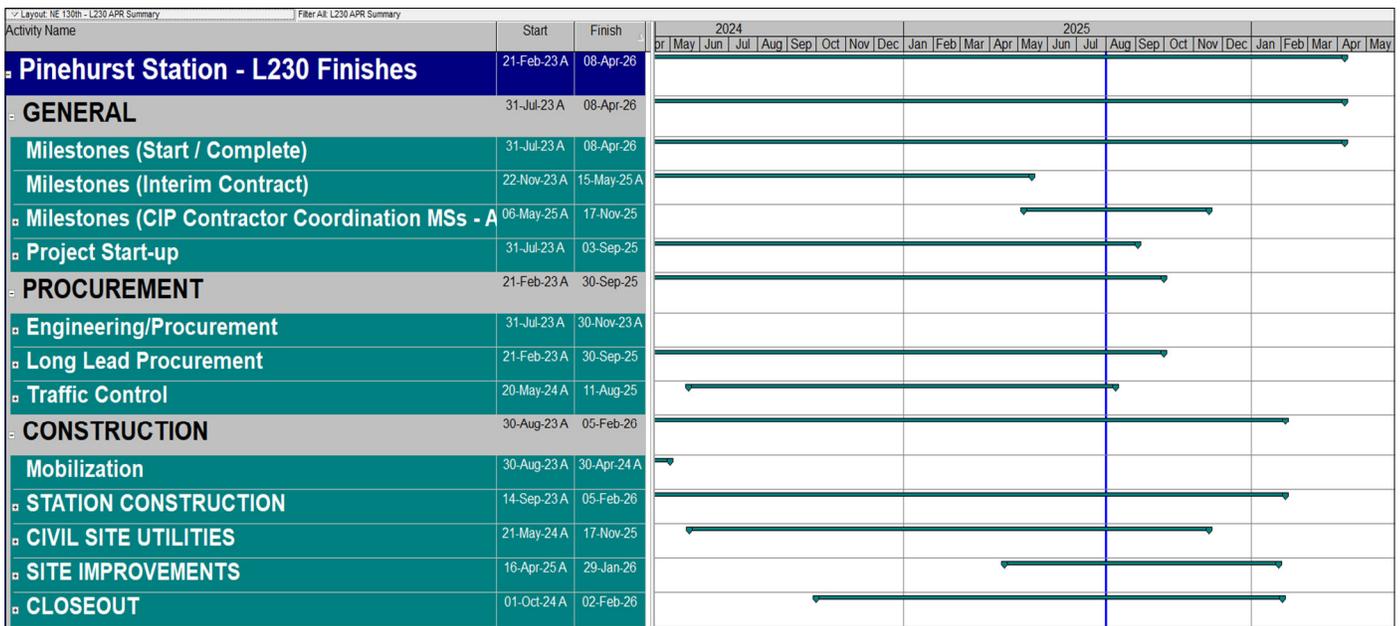
Contract L230 Station Finishes

Current Progress

- Continued platform canopy metal panel installation and egress stair roofing.
- Continued elevator steel framing and canopy roof panels.
- Continued ancillary building mechanical, electrical, plumbing, and interior finishes.

Schedule Summary

The L230 contract schedule has been updated through July 2025. Sound Transit has accepted the January 2026 submittal, however it does indicate non-compliance with contract milestones. Collaborative discussions are ongoing to mitigate the schedule delays. The critical path runs through the elevators and escalators installation and commissioning.



Cost Summary

Present Financial Status	Amount
L230 Absher – Civil Construction	
Original Contract Value	\$98,270,000
Change Order Value	\$7,293,584
Current Contract Value	\$105,563,584
Total Actual Cost (Incurred to Date)	\$85,865,980
Percent Complete	83.1%
Authorized Contingency	\$14,740,500
Contingency Drawdown	\$7,293,584
Contingency Index	1.7



North stairway progress

Link light rail Pinehurst Station

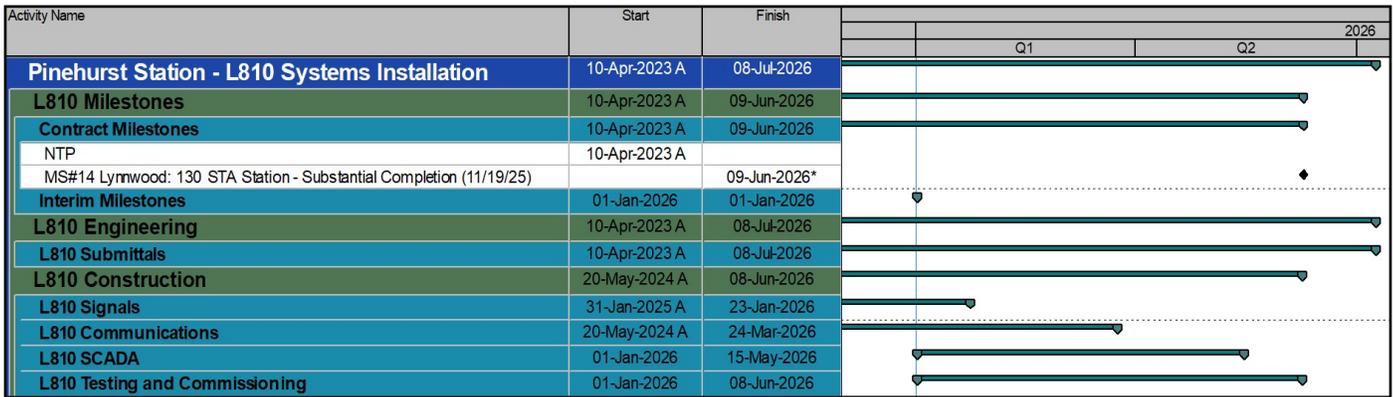
Contract L810 Station Systems

Current Progress

- Continued pulling fiber cabling and speaker installation.
- Continued installation of communication equipment and conduit racks installation.

Schedule Summary

The L810 December update is shown below. The critical path runs through the installation of communications equipment and then into local testing and System Integration Testing.



Cost Summary

Present Financial Status	Amount
L810 Mass Electric– Systems Construction	
Original Contract Value	\$14,305,865
Change Order Value	\$519,337
Current Contract Value	\$14,825,202
Total Actual Cost (Incurred to Date)	\$9,582,759
Percent Complete	70.2%
Authorized Contingency	\$1,283,135
Contingency Drawdown	\$519,337
Contingency Index	1.7



Electrical room



TIFIA LOAN AGREEMENT MONTHLY REPORT

January 2026

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

RRIF Project Cost Summary by SCC

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

RRIF Project Cost Summary by SCC

(As of 1/31/2026; 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	\$150.7	\$128.4	\$82.1	\$2.6	\$84.7	\$133.6	\$17.1
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$90.3	\$60.3	\$31.4	\$25.7	\$17.3	\$0.3	\$17.6	\$27.7	\$3.7
50 Systems	\$6.9	\$3.8	\$6.3	\$6.3	\$6.3	\$0.0	\$6.3	\$6.3	\$0.1
Construction Subtotal (10 - 50)	\$191.5	\$191.9	\$188.4	\$160.4	\$105.7	\$2.9	\$108.6	\$167.6	\$20.9
60 Row, Land	\$22.1	\$20.8	\$31.3	\$27.7	\$27.6	\$0.0	\$27.6	\$32.0	(\$0.7)
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	\$89.3	\$80.1	\$74.1	\$0.7	\$74.8	\$85.7	\$3.6
90 Unallocated Contingency	\$11.3	\$14.5	\$10.9	\$0.2	\$0.2	\$0.0	\$0.2	\$6.4	\$4.6
Total RRIF Project (10 - 90)	\$314.4	\$311.3	\$320.2	\$268.5	\$207.6	\$3.6	\$211.2	\$291.8	\$28.3

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	\$31.9	\$31.0	\$31.0	\$0.0	\$31.0	\$31.0	\$0.9
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$10.7	\$1.0	\$9.5	\$9.4	\$9.4	\$0.0	\$9.4	\$9.3	\$0.1
50 Systems	\$3.8	\$0.0	\$6.3	\$6.3	\$6.3	\$0.0	\$6.3	\$6.3	\$0.1
Puyallup Construction Subtotal	\$47.8	\$48.0	\$47.7	\$46.6	\$46.6	\$0.0	\$46.6	\$46.6	\$1.1
60 Row, Land	\$6.7	\$5.4	\$6.8	\$6.7	\$6.7	\$0.0	\$6.7	\$6.7	\$0.1
70 Vehicles (non-revenue)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$27.4	\$22.0	\$27.4	\$27.0	\$26.9	\$0.0	\$26.9	\$26.9	\$0.4
90 Unallocated Contingency	\$0.4	\$3.7	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
Total Puyallup Project	\$82.3	\$79.1	\$81.9	\$80.4	\$80.3	\$0.0	\$80.3	\$80.3	\$1.6

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	\$42.9	\$24.1	\$0.7	\$24.8	\$46.4	\$8.4
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$43.8	\$43.8	\$10.7	\$7.2	\$3.8	\$0.0	\$3.9	\$8.6	\$2.1
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	\$50.1	\$28.0	\$0.7	\$28.7	\$55.0	\$10.6
60 Row, Land	\$4.6	\$4.6	\$4.6	\$4.4	\$4.3	\$0.0	\$4.3	\$4.6	\$0.0
70 Vehicles (non-revenue)	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0
80 Professional Services	\$32.5	\$32.5	\$34.8	\$30.2	\$28.1	\$0.5	\$28.5	\$33.9	\$0.9
90 Unallocated Contingency	\$4.8	\$4.8	\$4.8	\$0.2	\$0.2	\$0.0	\$0.2	\$3.1	\$1.8
Total Sumner Project	\$108.9	\$109.0	\$109.8	\$84.9	\$60.6	\$1.1	\$61.7	\$96.6	\$13.2

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	\$54.5	\$27.0	\$2.0	\$28.9	\$56.1	\$7.8
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$35.8	\$15.6	\$11.2	\$9.2	\$4.1	\$0.3	\$4.4	\$9.8	\$1.4
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	\$63.7	\$31.0	\$2.3	\$33.3	\$65.9	\$9.2
60 Row, Land	\$10.8	\$10.8	\$20.0	\$16.6	\$16.6	\$0.0	\$16.6	\$20.7	(\$0.7)
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	\$23.0	\$19.1	\$0.2	\$19.3	\$24.9	\$2.2
90 Unallocated Contingency	\$6.1	\$6.1	\$6.1	\$0.0	\$0.0	\$0.0	\$0.0	\$3.3	\$2.8
Total Auburn Project	\$123.2	\$123.3	\$128.5	\$103.2	\$66.7	\$2.5	\$69.2	\$115.0	\$13.5

Notes

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

Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Project Summary

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

Phase Complete Environmental / Enter Design & Construction

Budget \$359.7 Million

Schedule Baselined Revenue Service Dates / Projected Substantial Completion Dates*
Sumner: March 2026 / February 2026
Auburn: March 2027 / January 2027
Kent: June 2027 / November 2026

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



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements



Auburn Station Parking & Access Improvements

Key Project Activities

Sumner:

- Construction percent complete 60%.
- Placed Level 4, Zone 3 elevated PT deck sections over Narrow Street.
- Forming columns Level 4 Zone 3 and 4.
- Placing forms Level 3 Zone 1.
- Preparing Level 2, Zone 2 and 5 for removal and replacement due to cold joint NCR.

Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Key Project Activities (continued)

Kent:

- Design Package Status:
 - DP-04 KCM Layover Yard: Still under review by City of Kent for permit issuance.
 - DP-05 Offsite Work: Resubmitted to City. Working through final comments and review for issuance. IFC package reviewed by ST. Absher working on Rev 1 IFC.
- Construction Status:
 - Stressed PT, removed formwork and falsework on Level 2.
 - Installing formwork, falsework, embeds, rebar, and PT on Level 3.
 - Placed concrete for shear walls and columns on Level 3 and placed concrete in half the deck of Zone 2 on Level 3.
 - Started rough in of overhead MEP on Level 1.

Auburn:

- Draft agreement with King County Metro for bus stop improvements, under review by Sound Transit. Anticipated completion in Q1 2026.
- Design Packages Status:
 - DP-04 Off-Site Work Package: 100% design comments resolved and expecting IFC in Q1 2026.
- Construction Status:
 - Placed 100% of elevated decks, columns, and shear walls on Level 3 and 25% on Level 4.
 - Forming, embeds, and in-slab utilities for Level 4 Zone 1 and 2 ongoing, ready for concrete starting in early February.
 - Stressed PT all levels up through Level 3.
 - Tracking to start Level 1 CMU in February.

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Project Cost Summary

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

This period approximately \$6.3M was incurred, bringing the total expenditure to date at \$185.9M.

This period the project continues to forecast an Estimated Final Cost of \$313.9M with a budget underrun of \$45.7M

*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	\$16.7	\$0.1	\$16.7	\$22.3	\$3.9
Preliminary Engineering	\$8.2	\$8.2	\$8.2	\$0.0	\$8.2	\$8.2	\$0.0
Final Design	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.0
Construction Services	\$33.1	\$33.1	\$27.8	\$0.6	\$18.7	\$30.4	\$2.7
3rd Party Agreements	\$8.1	\$8.1	\$8.0	\$0.2	\$7.0	\$8.1	\$0.0
Construction	\$252.7	\$252.7	\$189.7	\$5.3	\$108.6	\$213.6	\$39.2
ROW	\$31.2	\$31.2	\$26.7	\$0.1	\$26.5	\$31.2	\$0.0
Total	\$359.7	\$359.7	\$277.2	\$6.3	\$185.9	\$313.9	\$45.7

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	\$145.8	\$4.5	\$78.4	\$156.8	\$26.3
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	\$26.8	\$0.8	\$13.3	\$31.2	\$5.3
50 Systems	\$5.1	\$0.2	\$0.2	\$0.0	\$0.2	\$0.2	\$0.0
Construction Subtotal (10 - 50)	\$225.5	\$219.9	\$172.8	\$5.3	\$92.0	\$188.3	\$31.6
60 ROW, Land	\$24.5	\$30.5	\$26.7	\$0.1	\$26.5	\$30.5	\$0.0
70 Vehicles	\$0.0	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3	\$0.0
80 Professional Services	\$92.5	\$90.8	\$77.7	\$0.9	\$67.4	\$84.2	\$6.6
90 Unallocated Contingency	\$17.2	\$18.2	\$0.0	\$0.0	\$0.0	\$10.7	\$7.5
Total (10 - 90)	\$359.7	\$359.7	\$277.2	\$6.3	\$185.9	\$313.9	\$45.7

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

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Contingency Management

The combined Sumner, Kent and Auburn project budget was baselined in January 2023 with a total contingency of \$77M. The current total project contingency balance is \$71.8M, with a decrease of \$1.6M compared to 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. This period \$1.5M of AC was used for executed change orders for the Auburn design-build contract, \$114.1K was used for Kent design-build contract, and \$90K was used for Sumner design-build contract, and other miscellaneous cost, for an overall, AC decreased by \$3.6M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC increased by \$2M.

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%	\$53.6	52.54%
Unallocated Contingency	\$17.2	4.8%	\$18.2	17.89%
Total:	\$77.0	21.4%	\$71.8	70.43%

Contingency by Type

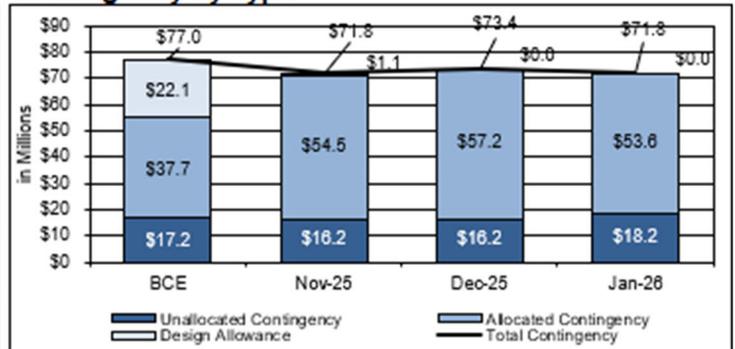
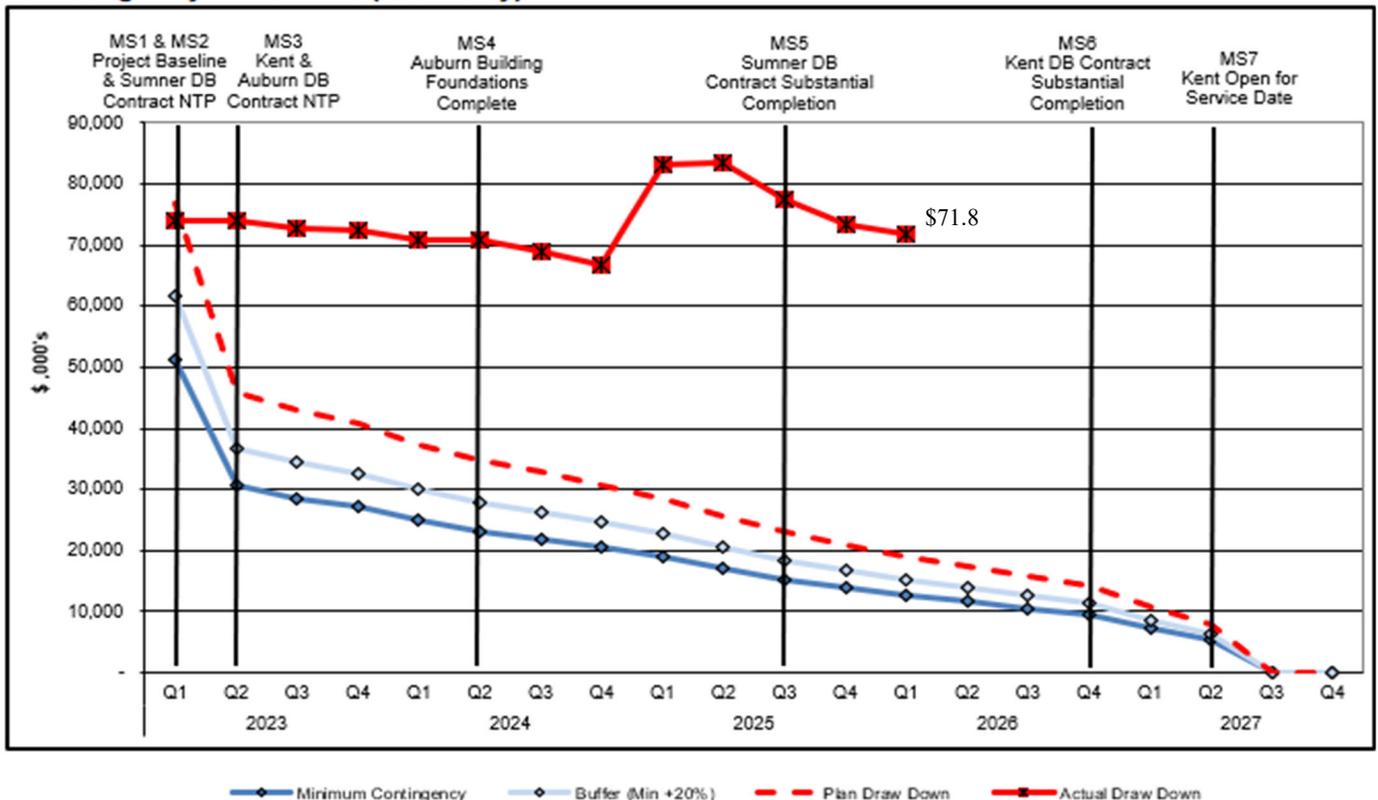


Table figures are shown in millions.

Contingency Drawdown (Quarterly)



Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Project Schedule

The combined performance percent complete for the three design-build contracts for this update is 54.4% (last month was 52.4%). The schedule below shows the schedule through Jan. 31, 2026 for Kent, and through Dec. 31, 2025 for Sumner and Auburn. The Sound Transit Board approved the baseline for the project in January 2023. The baseline Revenue Service Dates (RSDs) are: Sumner—Q1 2026 (This will change once the schedule is finalized), Auburn - Q1 2027, and Kent - Q2 2027. All RSDs except for Sumner shown as intact this update cycle. Milestone schedules for the combined three projects are shown below.

Sumner: Notice to Proceed (NTP) was issued in February 2023. Design Builder (DB) is focusing on NDC and offsite work. DB also working on resolving issues related to NCR 20 that is affecting work on Zones 1, 2, and 5. Concrete, embedded mechanical and electrical work for L2 Zones 1, 2, and 5 along with L4 Zone 3 are progressing. Staff working on several procurement plans for approval and fabrication.

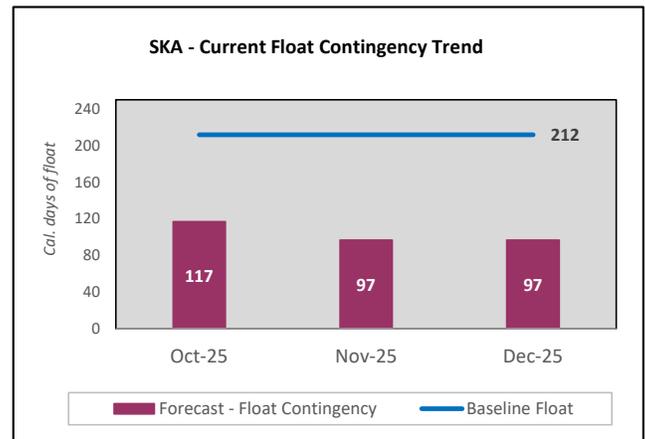
Auburn: NTP was issued in January 2024. DB is working on finalizing DP04 IFC and associated Permit. Concrete work is proceeding on L3, Pour 2, 3 and 4. Many Procurement plans for review and fabrication are in progress.

Kent: NTP was issued in December 2023. DP05 IFC was issued Dec 2025. Both the DP-04 Bus Layover and DP-05 Offsite are still in permit phase. Expect DP04 IFC submittal in Feb. Garage structures are progressing on L3 Deck Pour 1, 2, and 4.

Activity Name	Start	Finish	2026				2027			
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
S300018 - Sumner Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Jan-15-27								
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		Nov-16-26*								
Operational Rediness Period - Per Dec DB Schedule	Nov-17-26	Jan-15-27								
Revenue Service Date - Baseline (Including Project Float) (MS Review) - Baseline 3/31/2026		Jan-15-27*								
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 LNTN - 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		Feb-20-26*								
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review)		Dec-16-26*								
Operational Readiness Period	Dec-17-26	Feb-14-27								
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		Feb-02-26								
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review) CL 10/10/2026		Dec-16-26*								
Operational Readiness Period - Kent - Handing Over	Dec-16-26	Feb-14-27								
Revenue Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27								

Project Float (No Updates Available)

The Sumner, Kent, and Auburn Stations Parking and Access Improvements Project was baselined with 212 days of project float. 115 days of overall project float days have been consumed due to extended negotiations with the City of Auburn related to real property, delaying issuing Notice to Proceed for Auburn. All but 6 of Auburn Baseline Float days have been exhausted. New method of calculating remaining float have been utilized this update cycle by considering the Current Schedule Substantial Completion. ST continues working with the design-build contractor to recover the Auburn and Sumner schedules.



Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Major Contract Status

Contract Number	Contract Name	Contractor/ Consultant	Base Contract Value	Value of Changes/ Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
Completed Contracts					4,891,608	4,891,608			
	Prelim. Eng./ Design Consultant	CDM Smith, Inc.	449,827	2,075,522	2,525,349	2,525,349	10/21/2016	7/31/2021	Done
	Prelim. Eng./ Design Consultant	Parametrix, Inc.	402,341	1,963,919	2,366,259	2,366,259	5/15/2013	4/2/2021	Done
In-Progress Contracts					142,075,359	84,679,606			
RTA/AE 0613-18	DBPM/ Auburn	HNTB Corporation	1,800,002	7,631,918	9,431,920	5,776,787	7/1/2019	12/31/2027	Open
RTA/DB 0050-22	ASAI Contractor DB	Absher Construction Co	60,000,000	8,468,972	68,468,972	38,098,152	1/16/2024	1/21/2027	Open
RTA/AE 0613-18	DBPM/ Sumner	HNTB Corporation	6,100,115	2,325,125	8,425,240	6,738,871	7/1/2019	12/31/2027	Open
RTA/DB 0252-19	SSAI Contractor DB	Harbor Pacific Contractors, Inc.	49,000,000	6,749,226	55,749,226	34,065,795	2/27/2023	2/17/2026	Open
Planned Contracts									
None									
Total Contracts					146,966,967	89,571,214			

Souder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Risk Management

The following are the top Project-wide risks:

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

Closely Monitored Issues

- **Kent:** DP-05 off site permit approval.
- 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. Construction alert sent for increased noise during onsite demo work.
- **Auburn:** Ongoing construction engagement for impacted stakeholders, answering questions and concerns via project email inbox, phone and text inquiries.
- **Kent:** Ongoing construction engagement for impacted stakeholders, answering questions and concerns via project email inbox, phone and text inquiries.

Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

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 meet the planned average as the Kent and Auburn projects progress further in construction.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	10.1	8.2	1.9
Consultants	23.8	19.5	4.2
TOTAL	33.8	27.7	6.1

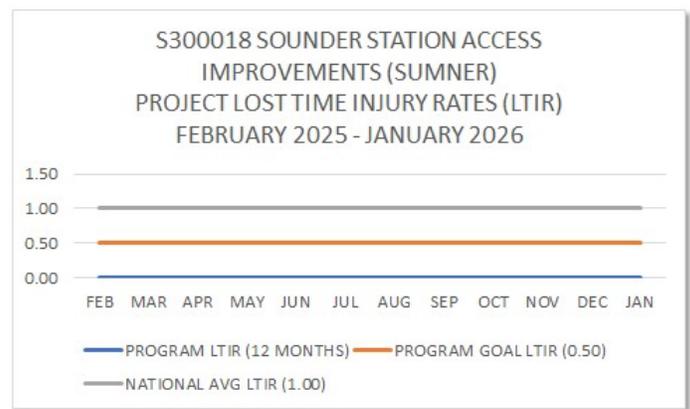
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Construction Safety

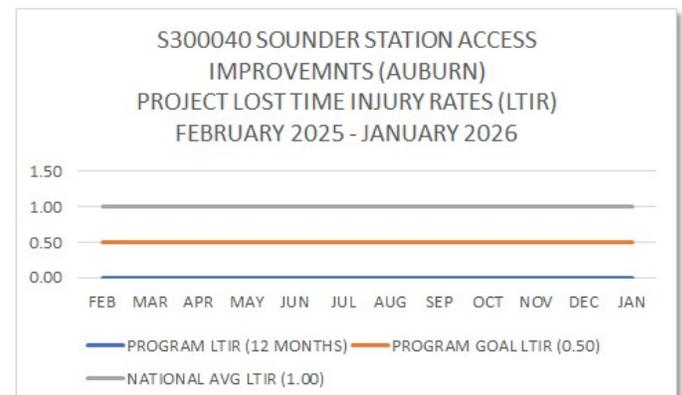
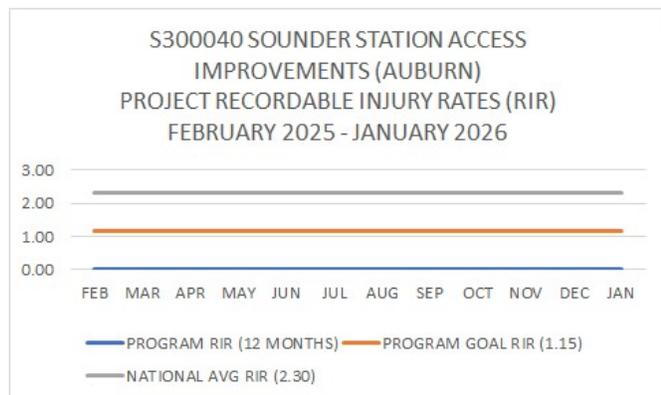
Sumner Station Parking & Access Improvements

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



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	0.00 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	



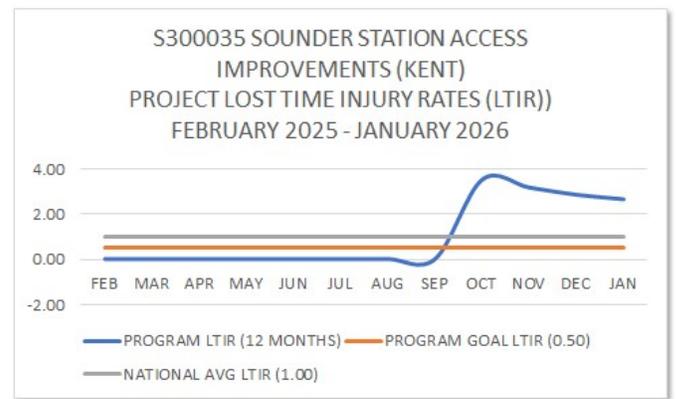
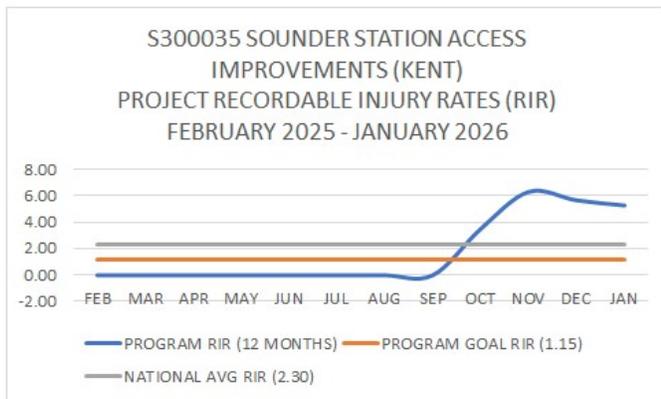
Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Construction Safety (continued)

Kent 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	5.28 ⁵	1.15	2.30	There were no recordable or lost time incidents reported this month.
	Lost-Time Injury Rate (LTIR)	0.00	2.64 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. For reference the Project Average RIR for Sumner and Auburn are zero; **Kent is 5.28 (359.3%) above the Program Goal and 129.6% above the National Average.**
6. For reference the Project Average LTIR for Sumner and Auburn are zero; **Kent is 2.64 (428.2%) above the Program Goal and 164.1% above the National Average.**

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Sumner Station Parking & Access Improvements

Current Progress

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

- Acquired Fire Permit.
- Fabricate / deliver fire suppression piping, diesel generator, structural steel embeds, and other materials are in progress.
- Form/rebar/pour L2 Z1, L2 Z2, and L2 Z5 Columns and shear walls. Place/finish beams L4 Zone 3 Deck. Concrete work in the beams are in progress.
- Mechanical rough-in L2 & L3 and fire suppression installation at L1, L2, and L3 (underside decks) are in progress.
- Landscape and planting Phase 2 are in progress.

Schedule Summary

The schedule below represents December update (under review). Logic continue to be revised to better reflect the mitigation plan. Two time extensions of 59 and 79 days have been reflected in Baseline Substantial completion date of 2/17/2026. Work to improve float will continue. Contractor working on resolving deck pour issues on Level 2. Structural concrete activities on L3 Z3 and L4 Z4 along with their embedded mechanical and electrical work and vertical elements are in progress.

Activity Name	Start	Finish	2026				
			Q1	Q2	Q3	Q4	Q1
Sumner Parking and Access Improvement - Update 30 - 12/31/2025 - Current	Feb-27-23 A	Jan-15-27	[Gantt bar spanning Q1-Q4 2025]				
Administrative	Feb-27-23 A	Jan-15-27	[Gantt bar spanning Q1-Q4 2025]				
Contract Milestones	Nov-16-26	Jan-15-27	[Gantt bar spanning Q4 2025 to Q1 2026]				
MST 1 Substantial Completion (NTP + 948 + 59 CD + 79 CD = 2/17/2026)		Nov-16-26*	[Milestone diamond at end of Q4 2025]				
MST 2 Acceptance (NTP + 978 + 59 CD + 79 CD = 3/19/2026)		Dec-16-26*	[Milestone diamond at end of Q4 2025]				
MST 3 Final Acceptance (NTP + 1008 + 59 CD + 79 CD = 4/18/2026)		Jan-15-27*	[Milestone diamond at start of Q1 2026]				
Interface Milestones	May-09-24 A	Oct-20-26	[Gantt bar spanning Q2-Q4 2025]				
Contract Administration	Feb-27-23 A	Jan-15-27	[Gantt bar spanning Q1-Q4 2025]				
Design	Feb-27-23 A	Jan-15-27	[Gantt bar spanning Q1-Q4 2025]				
Design Team Administrative Submittals	May-13-26	Jan-15-27	[Gantt bar spanning Q2-Q4 2025]				
Permitting	Nov-16-26	Nov-16-26	[Milestone diamond at end of Q4 2025]				
Third Party Coordination	Feb-27-23 A	Feb-23-26	[Gantt bar spanning Q1-Q2 2025]				
Construction	Oct-06-23 A	Jan-10-27	[Gantt bar spanning Q4 2025 to Q1 2026]				
Construction Administrative Submittals	Jul-13-26	Jan-10-27	[Gantt bar spanning Q3-Q4 2025]				
Procurement	Oct-06-23 A	Jul-14-26	[Gantt bar spanning Q4 2025 to Q2 2026]				
Maintenance of Traffic	Apr-14-26	Oct-20-26	[Gantt bar spanning Q2-Q4 2026]				
Sitework	Aug-05-26	Aug-11-26	[Gantt bar spanning Q3 2026]				
Utilities	Jan-02-26	May-20-26	[Gantt bar spanning Q1-Q2 2026]				
Earthwork	Jan-15-26	Aug-04-26	[Gantt bar spanning Q1-Q3 2026]				
Structure	Mar-18-25 A	Jul-22-26	[Gantt bar spanning Q4 2025 to Q2 2026]				
Mechanical	May-22-25 A	Jul-28-26	[Gantt bar spanning Q3-Q4 2025]				
Electrical	Mar-19-25 A	Sep-28-26	[Gantt bar spanning Q4 2025 to Q3 2026]				
Elevator	May-11-26	Jul-23-26	[Gantt bar spanning Q2-Q3 2026]				
Architectural Finishes	Jan-28-26	Oct-14-26	[Gantt bar spanning Q1-Q4 2026]				
Restoration	Sep-02-25 A	Oct-13-26	[Gantt bar spanning Q4 2025 to Q3 2026]				
Off Site Improvements (Thompson)	Apr-21-26	Jun-01-26	[Gantt bar spanning Q2 2026]				
Commissioning & Closeout	Jun-19-26	Dec-16-26	[Gantt bar spanning Q2-Q4 2026]				
Provisional Sums	Feb-27-23 A	Jul-17-26	[Gantt bar spanning Q1-Q3 2026]				
Change Orders	Nov-01-23 A	Dec-02-26	[Gantt bar spanning Q4 2025 to Q1 2026]				

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

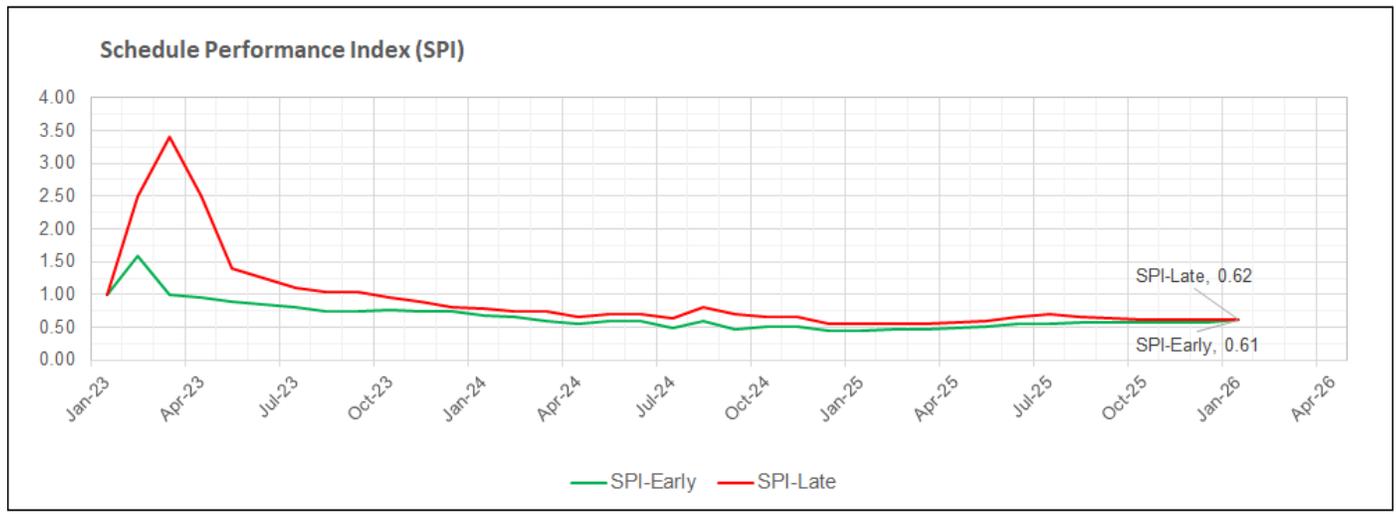
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis

The critical path is based on December Update (Currently Under Review). Twenty nine activities are on the longest path. The path started with NCR 20 activities and passes through concrete and electrical work on L2 (Z1, L2, and Z5), electrical rough-in and trim L1, installation of security / CCTV and PET Systems (L1, L2, L3, and L4), Startup/Commissioning of building systems and punchlist, and final documentation submittals.

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. December period early SPI is 0.61 (increased from October schedule SPI 0.58). Late SPI for December schedule is 0.62 (increased from October schedule SPI 0.61). The main critical activities that contributed to the schedule variance includes Installing CMU for L1 interior electrical rooms, FRP closure pours at L2 Deck Z1 and Z2, Startup Commission Building Systems Stage 1, electrical rough-in L1, inspection and punchlist, and installation of Security and CCTV System for L1, L2, L3, and L4.



Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Sumner Station Parking & Access Improvements

Next Period Activities:

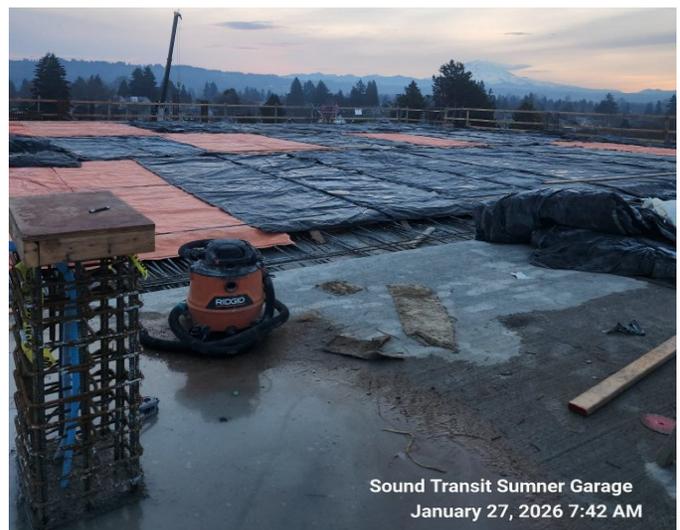
- NCR 20 activities and Concrete related work for L2 Z1, Z2 and Z5 along with L4 Zone 3.
- Continue development, submit, and review, approval, and fabrication of material/equipment submittals.
- Mechanical and electrical rough-in for L2, L3, and L5.
- Finishing work related to Change Order 1,11, and 12.

Closely Monitored Issues:

- Focus on quality construction continues, close out of the current NCRs.
- Delays in schedule due to design, and concrete placement issues all impacting the critical path and risk impacting the Open for Service date of the end of Q2 2026. The current projection for Open for Service is Q4 2026.

Cost Summary

Present Financial Status	Amount
SCR670 DB Contractor—Harbor Pacific Contractors	
Original Contract Value	\$49,000,000
Change Order Value	\$6,749,226
Current Contract Value	\$55,749,226
Total Actual Cost (Incurred to Date)	\$34,065,795
Percent Complete	61%
Authorized Contingency	\$10,880,000
Contingency Drawdown	\$6,749,226
Contingency Index	1.0



Sound Transit Sumner Garage
January 27, 2026 7:42 AM

Sumner: Looking SE at L4 Z3 concrete curing protection.

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Auburn Station Parking & Access Improvements

Current Progress (Based on December Schedule - No January update available)

The Auburn SPAI Contractor (Absher) has accomplished the following:

- DP04 IFC offsite work preparation in progress.
- DP04 Offsite work permit processed multiple resubmissions. City of Auburn review in progress.
- Fire Suppression Deferred Design permit issued.
- Low Voltage Fire Alarm under review.
- Many procurement items are in fabrication and delivery, including the distribution and generator equipment, plumbing, fire suppression, SS canopy, elevator, and L5 embeds.
- Structural concrete work at L3. Pour 2 verticals and at L3 Decks 3 & 4 in progress.
- Concrete work at L3. Pour at L2, L3, and L4 in progress.

Schedule Summary (Based on December Schedule - No January update available):

Design Builder continues to work on preparing IFC DP-04. Contractor completed garage foundation and started with Structures Level 3 Pour 2 columns, Decks 3 and 4, along with their associated electrical and mechanical rough-in. Design Builder is also working on preparing multiple procurement items shop drawings.

Activity Name	Start	Finish	2026							
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	20
S300040 - ASAI Pay App 23 - 2025.12.31 - Current	Jan-16-24 A	May-04-27	[Gantt bar spanning Q4 2025 to Q2 2026]							
ADMINISTRATIVE	Jan-16-24 A	May-04-27	[Gantt bar spanning Q4 2025 to Q2 2026]							
Contract Milestones & Summaries	Jan-16-24 A	May-04-27	[Gantt bar spanning Q4 2025 to Q2 2026]							
Milestone No. 1 - Garage Substantial Completion		Jan-25-27*	[Milestone diamond at start of Q1 2026]							
Milestone No. 2 - Acceptance		Apr-04-27*	[Milestone diamond at start of Q2 2026]							
Milestone No. 3 - Final Acceptance		May-04-27*	[Milestone diamond at end of Q2 2026]							
Contract Duration: (LNT+1200 Calendar Days)	Jan-16-24 A	May-04-27	[Gantt bar spanning Q4 2025 to Q2 2026]							
Coordination to Final Acceptance	Jan-26-27	May-04-27	[Gantt bar spanning Q1 2026 to Q2 2026]							
DESIGN	Jan-16-24 A	Jun-23-26	[Gantt bar spanning Q4 2025 to Q2 2026]							
Design Administration	Jan-16-24 A	Jun-23-26	[Gantt bar spanning Q4 2025 to Q2 2026]							
Design Development	Jul-31-25 A	Feb-20-26	[Gantt bar spanning Q1 2026 to Q2 2026]							
04 Offsite Work	Jul-31-25 A	Feb-20-26	[Gantt bar spanning Q1 2026 to Q2 2026]							
IFC Offsite Work	Jul-31-25 A	Feb-20-26	[Gantt bar spanning Q1 2026 to Q2 2026]							
PERMITTING	Jun-02-25 A	Jan-30-26	[Gantt bar spanning Q4 2025 to Q1 2026]							
PROCUREMENT	Feb-12-25 A	Nov-12-26	[Gantt bar spanning Q4 2025 to Q4 2026]							
CONSTRUCTION	May-01-25 A	Mar-02-27	[Gantt bar spanning Q4 2025 to Q2 2026]							
Construction Milestones	Jun-17-26	Jan-25-27	[Gantt bar spanning Q1 2026 to Q2 2026]							
Construction Administration	Jul-22-26	Sep-16-26	[Gantt bar spanning Q2 2026 to Q3 2026]							
Construction Administrative Submittals & Coordination	May-01-25 A	Aug-13-26	[Gantt bar spanning Q4 2025 to Q3 2026]							
Mobilization	Feb-26-26	Jul-22-26	[Gantt bar spanning Q1 2026 to Q2 2026]							
Garage Structure	Dec-23-25 A	May-12-26	[Gantt bar spanning Q4 2025 to Q2 2026]							
Garage Exteriors	Apr-16-26	Dec-09-26	[Gantt bar spanning Q2 2026 to Q4 2026]							
Garage Interiors	Jan-27-26	Jan-14-27	[Gantt bar spanning Q1 2026 to Q2 2026]							
Vertical Circulation	May-08-26	Jan-25-27	[Gantt bar spanning Q2 2026 to Q2 2026]							
Commissioning & Closeout	Jul-30-26	Mar-02-27	[Gantt bar spanning Q3 2026 to Q2 2026]							
Off-Site Work	Jun-17-26	Dec-23-26	[Gantt bar spanning Q2 2026 to Q4 2026]							
BID ITEM 2 TRENCH EXCAVATION	Jun-19-26	Jun-25-26	[Gantt bar spanning Q2 2026 to Q2 2026]							
PROVISIONAL SUMS	Oct-28-24 A	Dec-16-26	[Gantt bar spanning Q4 2025 to Q4 2026]							
CHANGE ORDERS	Jan-21-25 A	Dec-11-26	[Gantt bar spanning Q4 2025 to Q4 2026]							

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

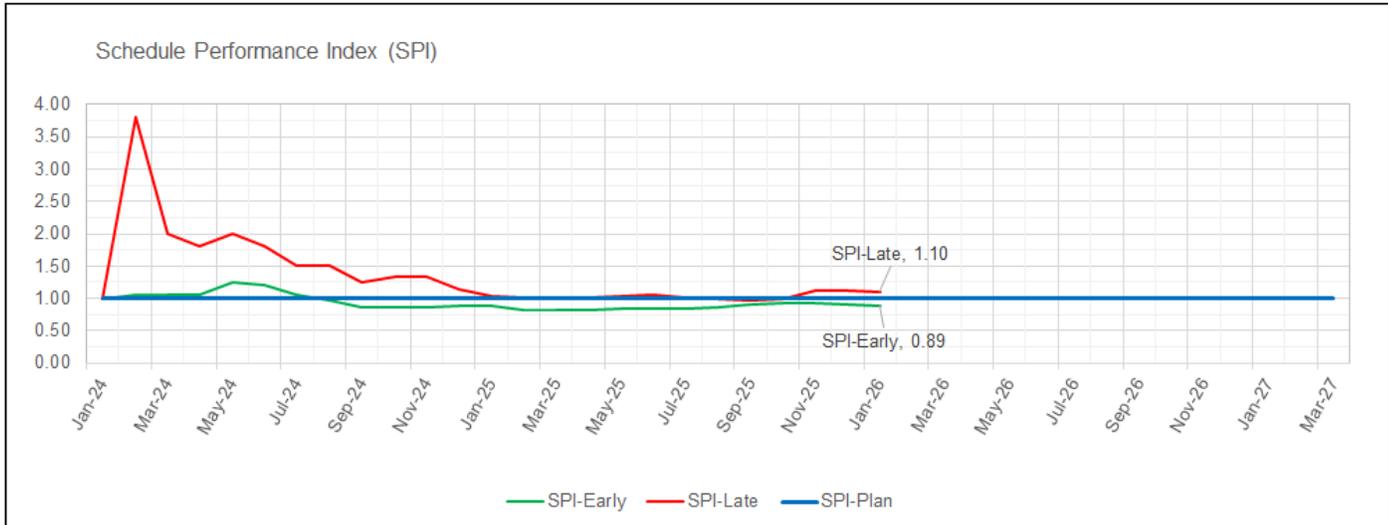
Design / Build Contract - Auburn Station Parking & Access Improvements

Critical Path Analysis (Based on December Schedule — No January update available)

The critical path is based on December update. The schedule has 103 activities are on the longest path. It starts with garage structure construction at Level 3, 4, 5, and 6 along with related mechanical and electrical works. Elevator shaft construction, elevator 1 and 2 installation and testing and commissioning that will end with Substantial Completion, MS-2 Acceptance, and Final Acceptance. All the above activities have zero days of float, where any delay in its tasks will directly impact the project's completion date.

Schedule Performance Index (Based on December update — No January update available)

Early SPI represents progress against an optimistic version of the contract baseline schedule. December update period early SPI is 0.89 (decreased from last update SPI 0.90). Late SPI represents progress against a more conservative schedule. Late SPI is 1.10 (decreased from last update SPI 1.11). Main longest path contributors of the Early SPI are activities of Level 4 Pour 1, 2, and 4 form deck and other work related to mechanical and electrical activities.



Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Auburn Station Parking & Access Improvements

Next Period Activities (Dec update only, no January update available):

- Acquire Fire Alarm and Offsite Permits.
- Finalizing DP04 Permit with the City.
- Continue working of DP04 - IFC Plans.
- Continue development/submittal of many CWP including those related to DP03 Mechanical, Fire Suppression, Structural Steel Erection, Elevators, and DP04 Civil CWP.
- Plumbing, Electrical, and Fire Line activities.
- Concrete activities for Level 3 Pour 2, 3, and Deck and Verticals.
- Concrete activities for Level 4 Pour 1 & 2 Deck and verticals.

Closely Monitored Issues:

- TCE needed for off-site work.
- Completing IFC Design Package DP-04 off-site work.

Cost Summary

Present Financial Status	Amount
SCR672 DB Contractor—Absher Construction Co	
Original Contract Value	\$60,000,000
Change Order Value	\$8,468,972
Current Contract Value	\$68,468,972
Total Actual Cost (Incurred to Date)	\$38,098,152
Percent Complete	56%
Authorized Contingency	\$11,000,000
Contingency Drawdown	\$8,468,972
Contingency Index	0.7



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)

Acronym	Terminology
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
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 Aug. 2024) refers to Link light rail between Lynnwood and Angle Lake 2 Line (Effective May 2025) refers to Link light rail operating between South Bellevue 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

Acronym	Terminology
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
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

Acronym	Terminology
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