



System Expansion Monthly Status Report

Reporting Period: November 2025



Two Link light rail vehicles (LRV) at Bellevue Downtown Station.

Notable updates since last month's report

Schedule:

- **ELE:** No change to opening forecast of May 2026. Testing of trains across the bridge is ongoing and the system moved through the system integration test program completing the majority of test requirements. Upcoming work includes handover to operations for operator qualification.
- **FWLE:** Project revenue service date - December 6, 2025.
- **BLE:** The Draft Environmental Impact Statement (DEIS) is now targeted for completion in late Q1 2026. The project is collaborating with the Federal Transit Administration (FTA) on determining a revised publication date.
- **EVLE:** The project plans to incorporate FTA feedback into the DEIS, which is expected in the first quarter of 2026. Based on the nature of the comments received, The team is tracking a publication date in the second quarter of 2026.

Safety: There were two (2) OSHA recordable injuries reported during November 2025.

Active procurements:

- **Operations and Maintenance Facilities (OMF):** Progressive Design-Build.
- **Multiple Award Task Order Contract (MATOC):** Project Management/Construction Management procurement is complete.
- **Union Station:** Fire detection & alarm system replacement design services.
- **Union Station:** Building envelope assessment.
- **Kent Garage:** Concrete restoration construction project (State of Good Repair).
- **Stride BRT:** Construction for BT305 Seattle/Shoreline SR 523 stations & roadwork and BT307 Kenmore/Bothell SR 522 roadwork & stations.
- **Real Property:** Real estate appraisal bench.

Summary of recent project-related Board actions:

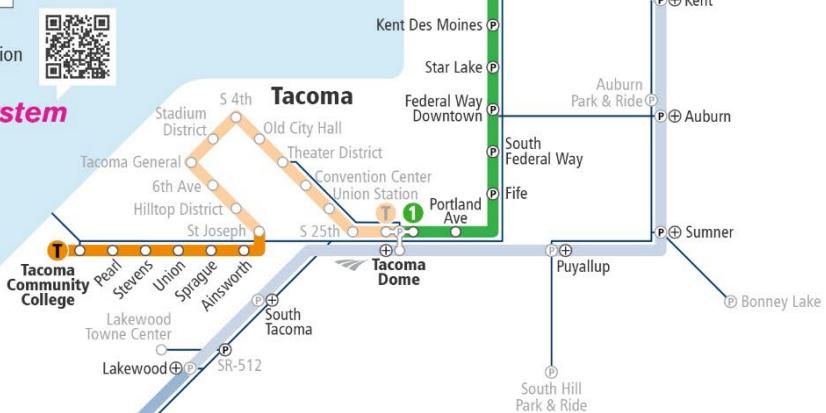
- **Stride BRT:**
 - Construction award to Shimmick Construction Company, Inc. for the Renton Transit Center approved.
 - Construction agreement with Washington State Department of Transportation for the Tukwila International Boulevard BRT project approved.
 - Contracted Service Provider award to MV Transportation Inc. approved.
- **JOC:** SEC Committee approved 3 job order contracts (JOCs) on 11/13/25.

Sound Transit future service



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 in May 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: Set to open Dec. 6, 2025, this project will extend 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 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 area.

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 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 November 2025 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 November 2025.

- **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 Motion M2024-59](#) from October 2024 and [Board Motion M2025-36](#) in 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.

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 effect on the community, optimized schedules, increased quality, improved rider experience, and other benefits.

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.

Example: Digital Delivery is transforming how mega transportation programs are conceived and executed. Through technologies such as Building Information Modeling (BIM), Common Data Environments (CDE), 4D/5D modeling, and structured digital handover, agencies can reduce delays, eliminate rework, and improve lifecycle outcomes. As part of this opportunity, Sound Transit will standardize digital workflows across projects, improve agency data integration, increase internal and external stakeholder transparency, and encourage an innovative culture. This will save costs through increased efficiency and speed of delivery.

More than 600 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.

Fall 2025 opportunity register metrics include:

- Programmatic
- Service Delivery
- State of Good Repair
- TDLE
- BLE
- EVLE
- WSLE
- BRT
- Sounder
- Infills

- OMFs (S & N)

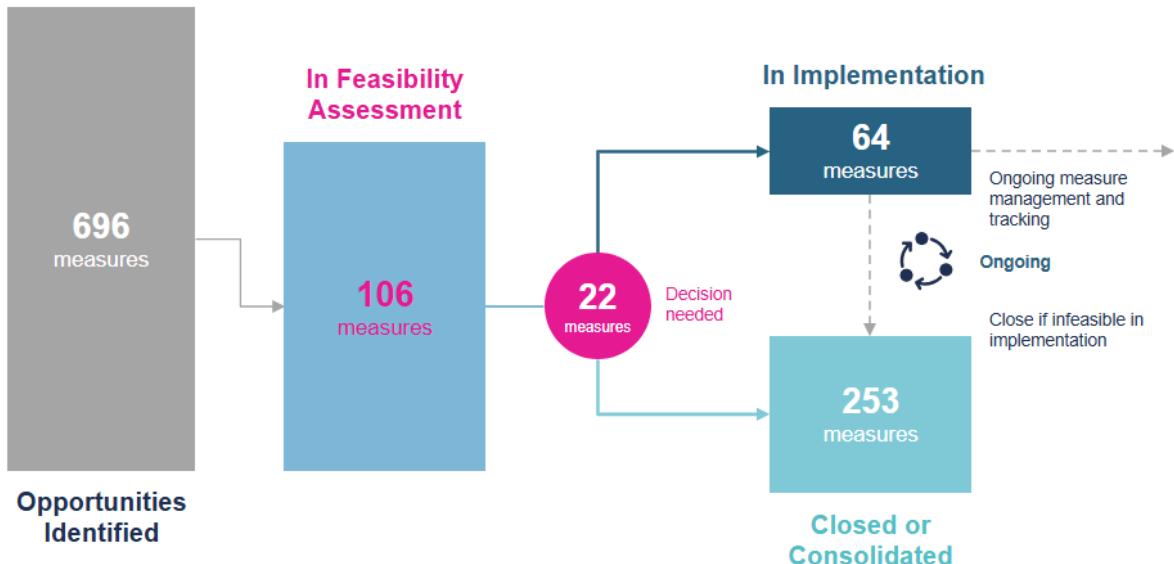


Figure 1: Project-level and Programmatic opportunities continue to progress through feasibility assessment into implementation or are closed if deemed infeasible. The number of opportunities continue to grow and be moved through feasibility assessment.

- **Project Management Information System (PMIS) – Process and Tools:** Project Managers continue using PMIS to record monthly status updates. The modules of PMIS supporting these status updates are now fully in product management, ensuring long-term maintenance and functionality of the product.



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. Technical experts are currently testing functionality. Expert feedback will be incorporated into design and re-tested before deploying to the larger Sound Transit user base.

- **Multiple Award Task Order Contract (MATOC) — Process and Tools:**
 - Following the Design MATOC evaluation, 19 firms were recommended for contract awards and subsequently approved by the Board.
 - The PMCM Services MATOC, final recommendations will be presented to the Board for approval at the December Board meeting.
 - The first RFTOP has been awarded through the Environmental MATOC. To date, one award has been made (Haley & Aldrich), with five requests currently in Intake (Stage A) and two in Stage B.
 - 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 FTA is scheduled to review the updated manual. The update project was completed at the end of October (Q4 2025), ahead of originally scheduled completion.
- **Project Controls Policies & Procedures (PCPPs) Update — Process:** In November, continued work on the Phase 2 PCPPs – developing workflows, reviewing and finalizing the 14 documents. Peer review through Bluebeam session started in late October 2025 and ended in November 2025. Additionally, a new document was developed for Land Bank Agreement processes, for which the Bluebeam peer review session started in November. The update for all PCPPs is scheduled to be completed by December 2025.
- **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:
 - From November 1–15, DCEO Terri Mestas participated in the APTA Executive Study Mission, an intensive tour of major transit systems in Asia including Singapore, Seoul, and Tokyo, alongside fellow executives from other agencies and the private sector.
 - On November 6, Executive Director Michael Morgan presented as part of a panel — “Progressive Design-Build for Mega Projects: Where Innovation Meets Complexity” — at the DBIA Design-Build Conference and Expo in Las Vegas.
 - On November 19, DCEO Terri Mestas attended the SAME (Society of American Military Engineers) Small Business Conference in Phoenix, Arizona.

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 26 days this month. As a result of hitting our goal, the arrow was changed to trending positive and green.

Payments on System Expansion Contracts	
KPI associated with the average days paid *	
Total invoices paid ^{1, 2}	74
Total value paid	\$60.5M
Average days from invoice date to paid date ³	26 (100%)
Number of invoices approved within 30 days	63 (85%)
Number of invoices approved over 30 days	11 (15%)
Total invoice value approved within 30 days	\$52.2M (86%)
Total invoice value approved over 30 days	\$8.3M (14%)

1. A/E/Construction contracts for 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 ¹:** There were two (2) OSHA recordable incidents reported during November 2025.

On the Kent SAI project, a subcontractor employee was using a utility knife equipped with a hook blade to strip the plastic sheathing from a post-tensioning (PT) cable. During the task, the employee was cutting the sheathing toward their body and toward the hand that was holding the PT cable. As they continued cutting, the blade slipped and caused lacerations to his index and middle fingers, even though he was wearing cut-level-3 gloves. To help avoid similar injuries, the subcontractor plans to replace all gloves with ones rated at cut resistance level 4 or higher.

Construction Safety					
Program Monthly KPI ^{1*}		Program Monthly ¹	Program Average ²	Program Goal ³	National Average ⁴
	RIR	5.17	1.40 ⁵	1.15	2.30
	LTIR	0.00	0.42 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 1.4) is 22.16% above the Program Goal and is 81.68% below the National Average, as shown in Figure 6.
6. The Program Average Lost-Time Injury Rate (LTIR 0.42) is 15.71% below the Program Goal and 57.85% below the National Average, as shown in Figure 7.

On the Bus Base North project, a laborer was working on the north of the job site along the site fencing. The laborer was using a utility knife to cut sections of rope to tie sandbags together to secure the tarping placed over the slope for protection. As they were walking along the fence line, they grabbed the fence for support. While walking they did not shut their utility knife. While walking to the adjacent fence panel, they placed their left arm over their right arm to grab the next section of paneling to maintain support. In doing so, their left arm grazed the open utility knife, inadvertently causing a laceration to their left forearm. To improve hazard identification and mitigation, the prime contractor is working with the subcontractor to implement the prime contractor's Pre-Task Safety Instruction (PSI) process.

It is important to note that, year-to-date (2025), Sound Transit has experienced nine (9) OSHA recordable incidents over 1,271,192 labor hours — a relatively low incident rate that reflects ongoing safety efforts.

The figures below show this month's Program Monthly Recordable Injury Rate (RIR) and Lost-Time Injury Rate (LTIR) rates compared to the Program Goal and the National Average, respectively:

- RIR (1.4) is 22.16% above the Program Goal and 81.68% below the National Average, as shown in Figure 6.
- LTIR (0.42) is 15.71% below the Program Goal and 57.85% below the National Average, as shown in Figure 7.

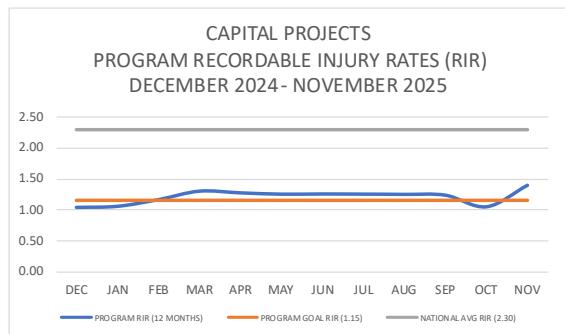


Figure 6: Recordable Injury Rate

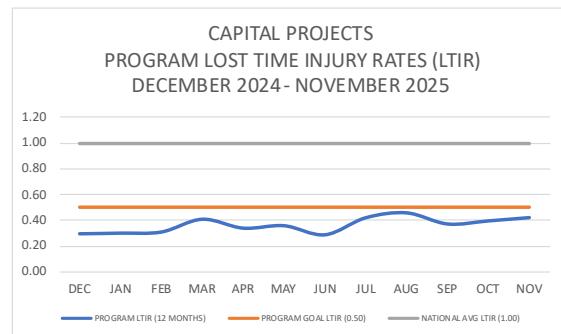


Figure 7: Lost-Time Injury Rate

¹ A variance in total monthly hours reported in the July and August SEMSR Report was identified; ST's data has been updated and September's Safety KPI metric reflects the correction.

C. Community development

Current conditions and opportunities:

- Coordinating construction for **OMF East** Transit Oriented Development (TOD) Phase I.
- Preparing **Kent Des Moines North** TOD and **Overlake Village** TOD for construction that starts in early 2026.
- Renegotiating terms of the remaining market-rate phase(s) at **OMF East** TOD.
- Conducting community engagement at **Roosevelt** and **Mt. Baker** stations regarding TOD offering strategies planned for Board approval in early 2026.
- Continuing study of overbuild design options for the headhouse at **Denny Station** to better understand integration complexity and find ways to simplify where possible.
- Continuing study of vent shaft configurations at **Westlake Station** to maximize joint development outcomes.
- 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:

- Executed a term sheet with King County for **Midtown Station** that identifies design parameters for inclusion in preliminary engineering, including overbuilding the station.
- At **Federal Way Downtown Station**, announced Notice of Intent to Award to Multi-Service Center and Shelter Resources, Inc. for development of a 230+ unit affordable housing project on TOD sites 1 and 2.

D. Environmental affairs and sustainability

Current conditions and opportunities:

- The **BLE** draft Environmental Impact Study (EIS) publication is behind schedule, pending resolution and approval to publish from the Federal Transit Administration (FTA). ST is working with the FTA to determine a revised publication date as the current permitting dashboard date of 1/30/26 is no longer achievable.

Notable activities:

- Completed a Project Environmental Site Assessment (PESA) for over 400 potential acquisition properties on the Everett Link Extension, identifying over 250 as minimal risk and requiring no further environmental due diligence. This programmatic approach to Environmental Site Assessments resulted in more than \$1,750,000 in avoided costs.
- ECD staff continue construction site inspections on the ELE, FWLE, LLE, DRLE, Sounder stations, and the BRT - Bus Operations and Maintenance Facility (BOMF) construction sites.
- ECD staff completed 2 environmental compliance audits with minimal observations / recommendations.
- During the wet season, there have been no Ecology issued fines or notifications issued for any projects.

- ST's new Sr. Environmental Planner began her assignment at FTA under an Interagency Personnel Agreement on November 3. This assignment supports FTA Region 10 by building environmental staff capacity within its office.
- The FTA concurred that a TDLE design refinement to the SR99 West Alternative does not require a supplemental draft EIS on November 12.
- Environmental Compliance, Facilities, and IT partnered with a vendor to launch an RFID Asset Tag pilot to help address new inspection requirements requiring data collection at the individual asset level (e.g., each catch basin). The RFID tags will allow staff to quickly scan an asset and instantly access its inspection history and data, reducing inspection and data collection time, improving efficiency and data accuracy. Monitoring will continue throughout the winter to evaluate how well the tags withstand inclement weather.

III. Projects in planning and design

The following section provides details on all projects currently in the 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 SPAI, Sounder 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 Sounder** project teams are using the Cost-Savings Workplan tool or Opportunity Register to capture cost-saving measures, perform feasibility studies on validated measures, and track benefits monitoring for those measures approved for implementation.
- The **TDLE** Draft EIS was published on Dec. 13, 2024, and the Board confirmed the Preferred Alternative on June 26, 2025. The project is advancing the design of the Preferred Alternative and beginning to prepare the Final EIS, which is anticipated to be published in Q1 2027.
- **EVLE** continues to progress towards target Draft EIS publication in Q2 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 South Capacity Expansion Project (SSCE).** The **King Street Station Platform Area Improvement** Phase 3 Preliminary Engineering is planned to commence in fall 2025 after the System Expansion Committee approved a contract amendment in June to enter the next phase of work. The consultant change order was executed in August.

- **SSCE and Sounder DuPont Extension.** The **SRTSI** project completed conceptual engineering designs and submitted the designs to external stakeholders for review and comment. 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 ²	Development Phase	Cost KPI	Schedule KPI	Comments
Ballard Link	10%	DEIS / PE			<p>Cost: The Draft EIS expected to be published in Q1 2026 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 Q1 2026.</p> <p>Schedule: Project is advancing preliminary engineering and preparing to publish a Draft EIS in Q1 2026 pending final FTA guidance regarding executive orders. Board action to confirm/modify Preferred Alternative would follow in Q2 2026.</p>
Boeing Access Road Infill Station	2%	Env Review / CE			<p>Cost: Alternatives Analysis-level cost estimate (Oct 2024) exceeds financial plan estimate. Conceptual engineering-level cost estimate is expected in December 2025.</p> <p>Schedule: Delay associated with design option refinement and additional analysis. Project is advancing environmental review and conceptual engineering, and they are expected to be complete around the end of 2026.</p>
Everett Link	18%	DEIS / PE			<p>Schedule: FTA completed first review of the DEIS and is requiring the CSOs to be included in the DEIS – prior to publication. FTA to provide feedback on the sample segment in late Dec. / early Jan 2026. The publication target date is anticipated for Q2 2026. Design continues Phase 2 of the Advanced Conceptual Engineering, with a Board action to confirm/modify Preferred Alternative in Q4 2026.</p> <p>Cost: Latest cost data exceeds the Finance Plan budget for this project. Evaluation of potential cost reduction and financing</p>

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

Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
					opportunities through Cost Opportunity Workplan/Register is underway, reporting back to the Board quarterly. The next update is anticipated in late 2025.
Graham Street Infill Station	10%	Env Review / CE			Cost: Draft Conceptual Engineering-level cost estimate (Oct 2025) is consistent with Alternatives Analysis-level cost estimate (Oct 2024) and exceeds the financial plan estimate. Final Conceptual Engineering-level cost estimate is expected in December 2025. Schedule: Delay associated with design option refinement and additional analysis. Project is advancing environmental review and conceptual engineering, and they are expected to be complete in Q3 2026.
O&M Facility South	30%	Design and Construction Procurement			Cost: The project is trending to be within the financial plan budget. Work on cost-saving opportunities continues. Schedule: The project is in the procurement phase for getting a progressive design builder onboard in Q1 2026.
Sounder DuPont Extension	1%	CE / NEPA DCE			Sounder Rail Track & Signal Project is also funded by this project budget. Final conceptual engineering designs are completed.
Sounder Lakewood Station Access Improvements ^{3,4}	15%	Design			A Task Order was set up with WSP to review the 30% design. The initial meeting with WSP will be held on 11/24/2025. Comments are expected by the second week of January 2026.
Sounder South Capacity Expansion Program	1%	Planning / Design			Sounder Rail Track & Signal Project complete CE design phase Value Engineering Workshop.
Sounder South Tacoma Station Access Improvements ^{3,4}	15%	Design			A Task Order was set up with WSP to review the 30% design. The initial meeting with WSP will be held 11/24/2025. Comments are expected by the second week of January 2026.
Tacoma Dome Link Extension	10%	FEIS / PE			Cost: Based on cost trends, current cost estimates exceed the Financial Plan Value. The project team is applying the Cost Opportunity Workplan actions and has begun to identify efficiencies and cost savings. Schedule: The team is preparing the Final EIS, which is anticipated to be published in Q1 2027. The project is advancing the preferred alternative through preliminary engineering.

³ Project Baseline.

⁴ The projects % complete was adjusted due to an internal error reported in the October SEMSR

Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Tacoma Dome Access Improvement	6%	Alternatives Analysis			Coordinating development with TDLE.
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 the Cost Opportunity Workplan/register is underway, with reports back to the Board quarterly. The next update is anticipated in early 2026 as part of the Enterprise Initiative updates.</p> <p>Schedule: The EDS team is continuing to validate cost-saving measures and develop additional cost-saving opportunities. Updated cost-saving information is anticipated in late 2025.</p>

C1. Link extension project detail in planning and design

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

Ballard Link Extension

- Project development
 - Draft EIS in review with FTA; publication is anticipated in early 2026.
 - Final EIS and ROD anticipated in late 2026.
 - 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 8: Map of BLE Project Alignment

Everett Link Extension

- Project development
 - Draft EIS to be published Q3.
 - Final EIS and ROD anticipated in late 2027.
- Advanced engineering
 - Preparing Advanced Conceptual Engineering.
 - 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.

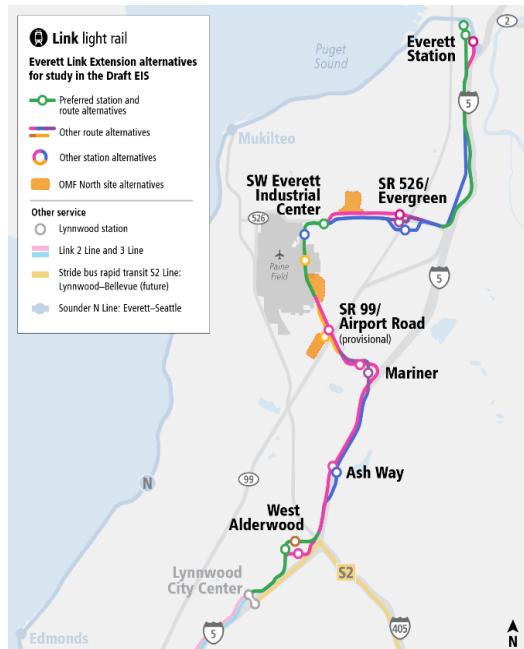


Figure 9: Map of EVLE Project Alignment

- Contracting
 - No current procurements. Phase 3 budget amendment Q3 2026.

Tacoma Dome Link Extension

- Project development
 - Draft EIS published Dec. 2024.
 - Final EIS and ROD anticipated in 2027.
 - Planning to submit for 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.

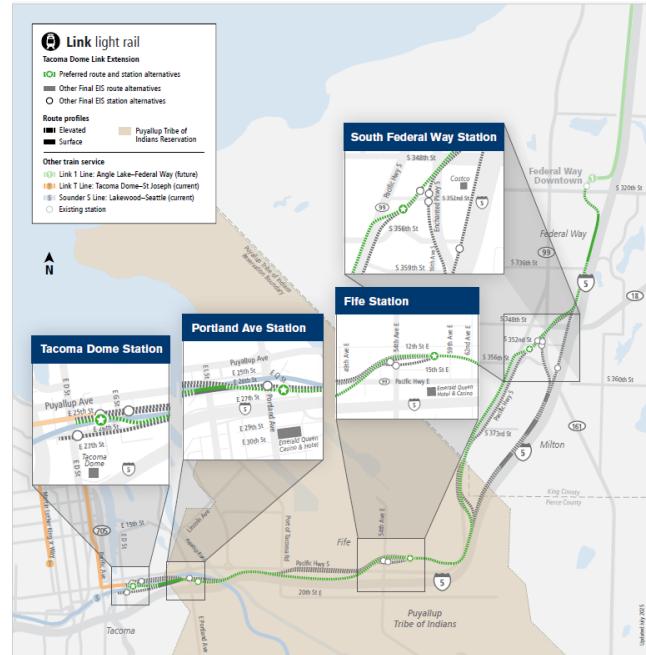


Figure 10: Map of TDLE Project Alignment

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; NTP issued July 14, 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 and II Environmental Site Assessments for properties proposed for acquisition.

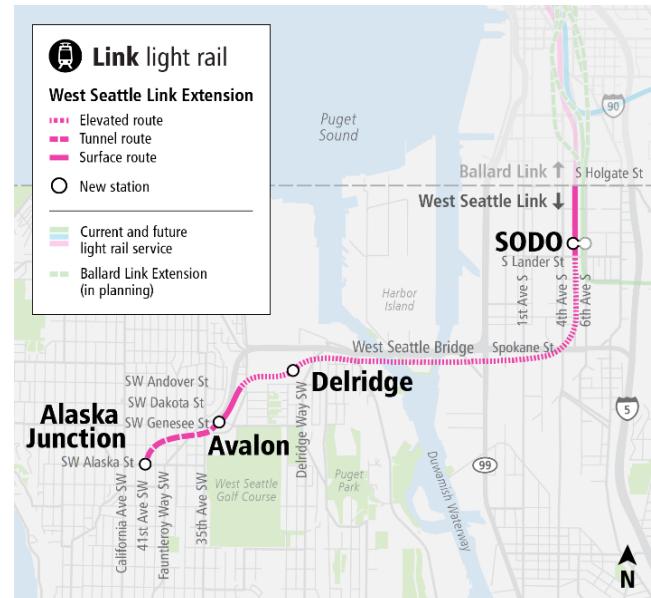


Figure 11: Map of WSLE Project Alignment

- Contracting: Procurement Start Dates
 - W205 Bi-Directional Load test Q1 2026.
 - Rail Systems Engineering Design Services Q1 2026.
 - Instrumentation and Monitoring Services Q1 2026.
 - W200 Pre-Construction Services Q1 2026.
 - Engineering Design Services Phase 2 Q1 2026.

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 ²	Development Phase	Cost KPI	Schedule KPI	Comments
Stride I405 ST-managed projects (S1 and S2) ³	99% 79%	Design Design	 	 	Preparing BT102 Burien Transit Center for construction procurement. Advertisement of IFB is expected in Jan 2026 Schedule KPI reflects extended design duration due to stormwater redesign resulting from recent geotechnical finding of BT212 Lynnwood 196th/Poplar Way. However, RSD for S2 remains on track.
Stride SR 522, NE 145th ST-managed project (S3 Line) ³	98%	Planning/Design			Real estate acquisition and permitting challenges are putting pressure on budget and schedule. BT306 Lake Forest Park segment design is substantially complete with some design elements being worked on in coordination with the AHJs.

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

Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Stride I-405 WSDOT-managed projects (S1 Line) ³	99%	Design			ST is working with WSDOT to prepare the Inline Tukwila International Boulevard Station (TIBS) Design-Build contract for procurement. Board approved the funding agreement with WSDOT in October.

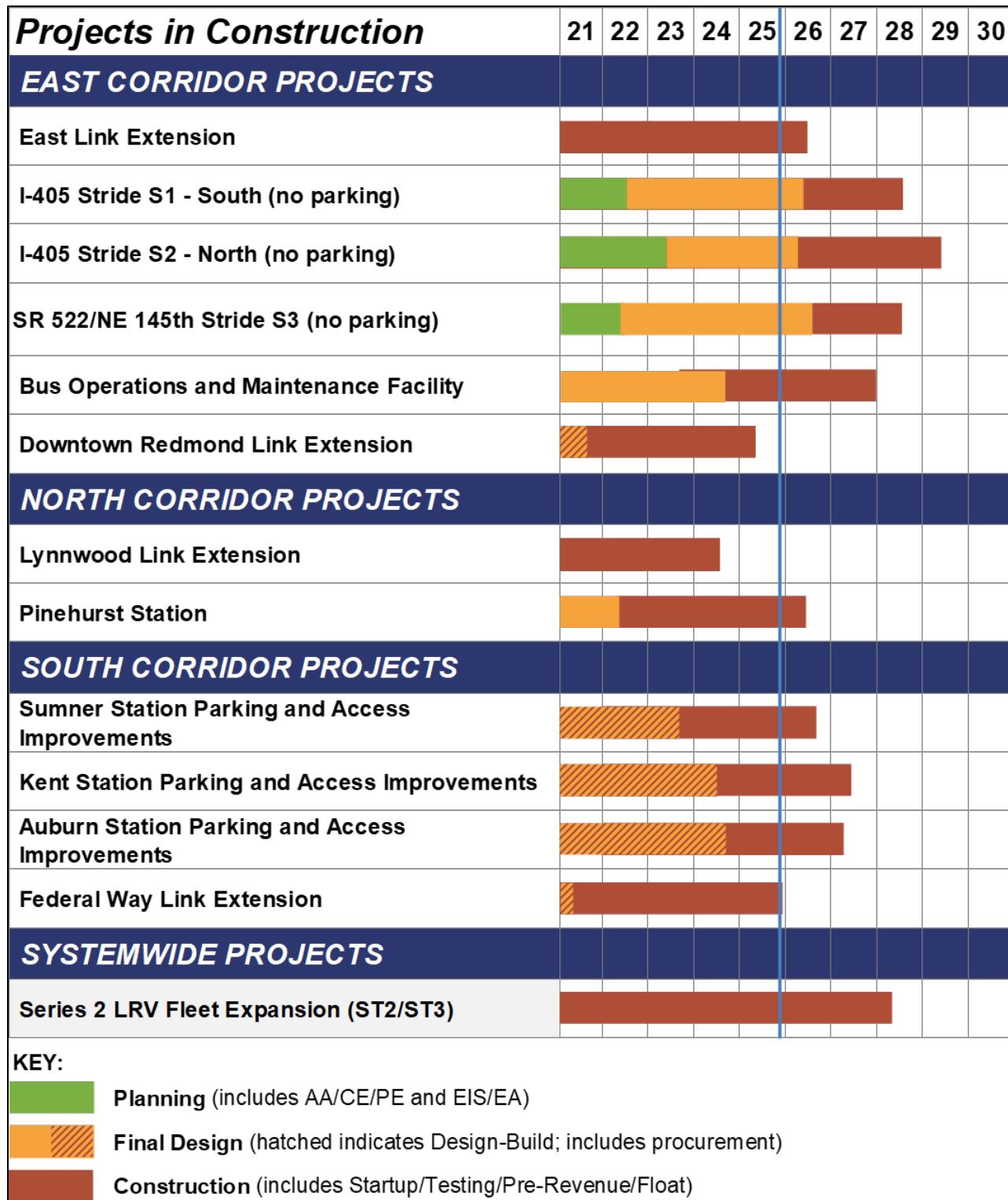
E. Monthly performance tracker for other support projects in planning and design

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

Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Series 3 LRV Fleet Expansion	5%	Planning			<p>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.</p> <p>Schedule: Draft RFP is being prepared for 2nd round of industry review. Delays to RFP publication due to additional analysis on ST3 project needs anticipated. Project overview and draft schedule was presented to the Board in September 2025. RFP publication is anticipated in March 2026.</p>

F. Projects in planning and design schedule

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



IV. Projects in construction

A. Executive overview

- 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 schedule is trending towards an opening in Q2 or Q3 of 2026.
- In November, **FWLE** revenue service opening is December 6, 2025. Additional attention on security enhancements is expected in 2026 as part of the closeout process.
- System integration testing started across the remaining **ELE** segments on September 15, 2025. The team made significant progress on all testing elements and punch list elements on the project. Some testing and safety certification processes remain ahead of a handover to operations in December.
- Sounder 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** placed its first section of elevated deck while **Auburn** completed level 2 elevated deck and started on level 3 of 6. Both Auburn and Kent are awaiting their final off-site right-of-way (ROW) permits to complete the remaining design work.

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:** The EOR has determined that limited deck removal is required for NCR-20 and beam removal is required for NCR-17. Demolition is expected to start in December. The current projected Substantial Completion is trending to September 2026, resulting in an in-service date of Q4 2026, versus the original Q1 2026. The team is exploring schedule recovery options.

C. Monthly performance tracker for projects in construction

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
East Link Extension ^{3, 5}	99.7%				Cost: The Cost KPI continues to be driven by E130 claims resolution. An additional budget request is expected in the January Board cycle for added resilience and project closeout. Schedule: System Integration Testing is nearing completion, with the commissioning of the cathodic protection system also complete. The schedule KPI is measured against the target date of Q1 2026. The forecasted opening is May 2026. Once in pre-revenue operation, more

⁵ Projects that require detailed reports to meet TIFA reporting requirements

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
					information will be available on the projected revenue service date. Safety: No recordable incidents occurred this period, and there is no change in KPIs.
Federal Way Link Extension ³ , Error! Bookmark not defined.	99%				Project entered into Simulated Service on 10/27/25. ST took care and custody of stations and guideway on 10/24/25. Project is trending towards a successful Revenue Service Date of 12/6/25.
Pinehurst ³ , Error! Bookmark not defined.	75%				Project continues to work on ancillary building and underground utility installation, mechanical, electrical, and plumbing along with platform glazing, metal panel installation, and under-guideway conduit. Safety (RIR): The project's 12-month average rate is currently still above the Program Goal and the National Average. See project TIFIA report for more details.
Sounder South Station Parking mystand Access Improvements					
Auburn ^{3, 4}	46%				AUBURN SPAI: The first elevated deck level was placed, with the ramp to L3 and 1/3 of Level 3 being formed. Safety - the first recordable injury occurred.
Kent ³ , Error! Bookmark not defined.					KENT SPAI: The first section (25%) of the Level 2 elevated deck was placed, and 50% more was formed. Awaiting off-site improvements permit to complete the final IFC.
Sumner ^{3,4}					SUMNER SPAI: Re-sequenced work placed Level 3 deck on the east side of the garage while NCRs are resolved for the west side. The cold joint in the Level 2 second placement will require full or partial removal, resulting in a schedule impact — DB/EoR continues to evaluate. The projected in-service date is now Q4 2026.

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 ²	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride BUS OMF (Bus Base North) ST-managed project ³	8%				Began to experience schedule delays due to design revisions and encountering additional peat and debris during excavation. Cost may be affected due to the same issues. Safety: The project had one (1) recordable safety incident in November.
Stride I-405 ST-managed projects (S1 Line)	Pending Contract Award / NTP			N/A	BT105 Renton Transit Center received Board approval to execute construction contract in October. Contract was executed in December after updates were made to the federal provision per the executive orders. Contract NTP is expected in January 2026.

Stride SR 522, NE 145 th ST-managed project (S3 Line)	Pending Contract Award / NTP			N/A	BT305 Seattle/Shoreline construction contract received Board approval for execution in November. BT307 Bothell/Kenmore construction contract awarded and expected to achieve NTP in January. BT306 Lake Forest Park GCCM construction contract procurement is expected to begin in January.
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Table below shows portion of the **Stride** projects managed by WSDOT or a third party.

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride I-405 WSDOT-managed projects (S1 and S2 Lines) ³	91%			N/A	<p>NE 44th Inline Station is in construction as part of the WSDOT I-405 Express Toll Bellevue-Renton.</p> <p>The overall project is behind schedule and underspending the budget. However, there is no risk to ST's budget. The schedule delay currently has no effect on the S1 RSD. Handover date of BRT project element has been set for Feb 2026.</p>
	50%			N/A	<p>Both NE 85th and Brickyard-Canyon Park Design-Build contracts continued to make good progress, trending slightly ahead of schedule. Less contingency used than expected, resulting in underspending on the budget.</p>
Stride SR 522, NE 145 th third-party-managed project (S3 Line) ³	94%				<p>All third-party-managed projects for S3 are progressing as planned. There has been no measurable amount of % complete change this period.</p> <p>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.</p> <p>City of Shoreline is constructing the NE 145th / I-5 ramps roundabout funded by Stride.</p> <p>Safety for third-party-delivered projects is handled by the third-party overseeing construction contract.</p>

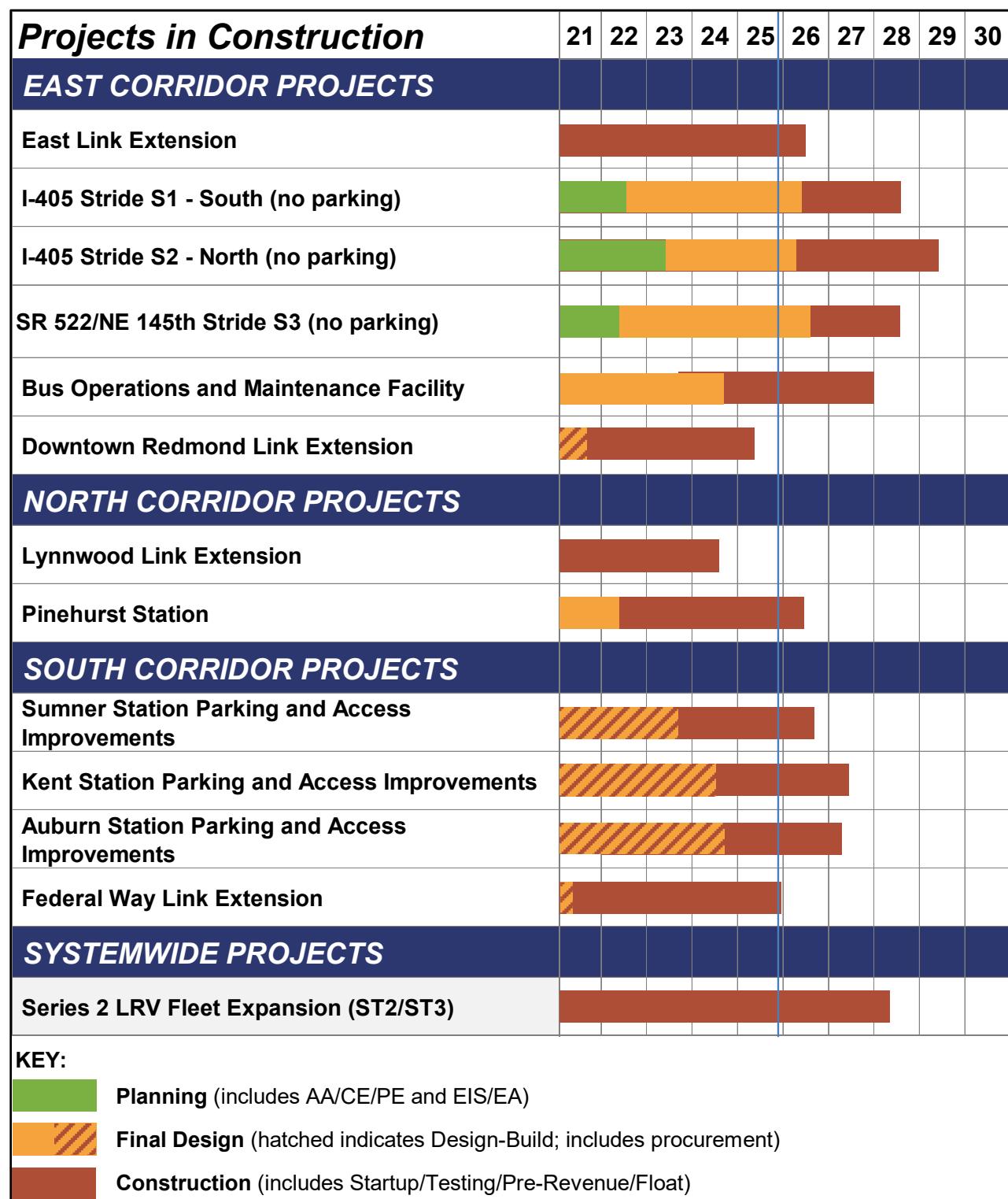
E. Monthly performance tracker for other support projects in construction

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

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
Series 2 LRV Fleet Expansion ³ <small>Error! Bookmark not defined.</small>	89%			N/A	<p>Cost: Project budget is within the planned range.</p> <p>Schedule: Project schedule is proceeding according to plan. The delivery of new ST2 vehicles will not affect any planned expansion efforts.</p>

F. Projects in construction schedule

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



V. TIFIA detailed project reports

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

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

November 2025

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

TIFIA Project Cost Summary by SCC

(as of 11/30/2025; 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	\$998.0	\$972.2	\$970.8	\$981.6	\$16.4
20 Stations	\$397.7	\$480.9	\$487.3	\$486.4	\$487.3	(\$6.4)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$989.1	\$759.5	\$746.7	\$741.0	\$769.6	(\$10.1)
50 Systems	\$353.8	\$460.5	\$451.3	\$442.4	\$486.0	(\$25.5)
Construction Subtotal (10 - 50)	\$2,485.2	\$2,698.9	\$2,657.5	\$2,640.6	\$2,724.5	(\$25.6)
60 Row, Land	\$288.5	\$281.5	\$281.3	\$280.9	\$281.5	\$0.0
70 Vehicles	\$218.9	\$215.7	\$207.4	\$196.2	\$215.7	(\$0.1)
80 Professional Services	\$932.2	\$979.0	\$947.2	\$935.4	\$990.3	(\$11.3)
90 Unallocated Contingency	\$202.1	\$16.2	\$0.0	\$0.0	\$0.9	\$15.3
Total TIFIA Project (10 - 90)	\$4,126.9	\$4,191.3	\$4,093.4	\$4,053.1	\$4,212.9	(\$21.6)

* Amount was estimated

East Link - Cost Summary by SCC as of November 30, 2025

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	\$998.0	\$972.2	\$970.8	\$981.6	\$16.4
20 Stations	\$397.7	\$480.9	\$487.3	\$486.4	\$487.3	(\$6.4)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$572.6	\$559.8	\$554.0	\$582.7	(\$10.1)
50 Systems	\$353.8	\$460.5	\$451.3	\$442.4	\$486.0	(\$25.5)
East Link Construction Subtotal	\$2,304.6	\$2,511.9	\$2,470.5	\$2,453.6	\$2,537.5	(\$25.6)
60 Row, Land	\$288.5	\$281.5	\$281.3	\$280.9	\$281.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$0.0	(\$0.0)	(\$0.0)	\$0.0	\$0.0
80 Professional Services	\$898.4	\$948.4	\$916.7	\$904.9	\$959.7	(\$11.3)
90 Unallocated Contingency	\$182.9	\$15.3	\$0.0	\$0.0	\$0.0	\$15.3
Total East Link	\$3,677.2	\$3,757.2	\$3,668.6	\$3,639.5	\$3,778.75	(\$21.6)

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	\$215.7	\$207.4	\$196.2	\$215.7	(\$0.1)
80 Professional Services	\$7.4	\$7.5	\$7.8	\$7.8	\$7.5	\$0.0
90 Unallocated Contingency	\$0.5	\$0.9	\$0.0	\$0.0	\$0.9	(\$0.0)
Total East Link LRV's	\$224.1	\$224.1	\$215.3	\$204.0	\$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	\$23.1	\$0.0
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	\$210.0	\$0.0

Notes:

1 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.

2 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.

3 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.

4 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.

5 Board authorized Project Budget Allocation by \$80M (Resolution R2024-23).

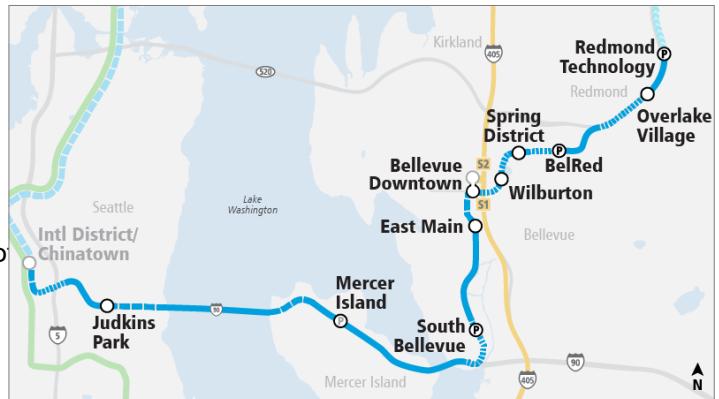
Link light rail East Link Extension

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	\$3.7 Billion (Baseline April 2015, revised October 2024)
Schedule	Baseline Revenue Service Date: June 2023 Forecast Revenue Service Date: May 2026 FTA Recovery Plan Service Date: Sept. 2026

East Link Starter Line (ELSL) Revenue Service Date: RTS to South Bellevue April 27, 2024 (actual)
Possible Opening Timeline for ELE: South Bellevue to International District Station Q1 2026 (pending approval)



Map of East Link Extension Alignment

Key Project Activities

- Seattle to South Bellevue:** System-wide punch list, including landscaping, station roof repairs, paint touch up, and bird control; contractor turnover of keys to Mercer Island Station; ongoing cathodic protection monitoring on the floating bridge; insulation of ducting in Mt Baker Tunnel.
- 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) are being performed on Segment (1)/(2). Trains under power have started to be used to start SIT testing on Segment 3, which includes the Floating Bridge. E750 and E130 Contractors are closely monitoring punch list items on Segment (3) to optimize efficiency for SIT.
- 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 punch list work.

Link light rail

East Link Extension

Closely Monitored Issues

- Quality Issues: E130 cathodic protection system corrective actions drive the full turnover of the floating bridge to the E750 contractor. Dual block/nylon insert replacement remains a concern due to scheduling and its impact to project completion.
- Claims: Significant contractor claims on E130 remain. Settlement agreements have been reached on E320, E335, E340, E360, and E750.
- Overall Challenges: Late civil completion of Segment 3 (I-90 segment), late design changes, safety and security adjustments, theft of equipment or materials, operational needs, third party requirements, and/or corrections identified during commissioning 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 R2024-23 increased the project budget increased by \$80M from \$3.677B to \$3.757B.

This period's incurred \$5.9M, bringing the total expenditure to date to \$3.64B. Project commitments are now at about \$3.67B with all major construction contracts in place or near completion. The Estimated Final Cost (EFC) increased from last period's amount to \$3.779B, and is now projected to be over the Authorized Project Budget Allocation.

Note: There are construction claims pending 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 November 30, 2025

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$186.2	\$184.5	\$171.5	\$171.2	\$186.1	(\$1.7)
Preliminary Engineering	\$55.9	\$54.8	\$54.8	\$54.8	\$54.8	\$0.0
Final Design	\$283.0	\$270.1	\$266.3	\$264.1	\$268.3	\$1.8
Construction Services	\$257.5	\$314.1	\$309.3	\$307.1	\$319.7	(\$5.6)
3rd Party Agreements	\$52.2	\$44.2	\$39.9	\$36.8	\$39.0	\$5.2
Construction	\$2,544.3	\$2,607.9	\$2,545.5	\$2,524.6	\$2,629.3	(\$21.4)
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$281.5	\$281.3	\$280.9	\$281.5	\$0.0
Total	\$3,677.2	\$3,757.2	\$3,668.6	\$3,639.5	\$3,778.8	(\$21.6)

Cost Summary by SCC as of November 30, 2025

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	\$998.0	\$972.2	\$970.8	\$981.1	\$16.4
20 Stations	\$397.7	\$480.9	\$487.3	\$486.4	\$487.3	(\$6.4)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework/Special Conditions	\$808.5	\$572.6	\$559.8	\$554.0	\$582.7	(\$10.1)
50 Systems	\$353.8	\$460.5	\$451.3	\$442.4	\$486.0	(\$25.5)
Construction Subtotal	\$2,304.6	\$2,511.9	\$2,470.5	\$2,453.6	\$2,537.5	(\$25.6)
60 Row, Land	\$288.5	\$281.5	\$281.3	\$280.9	\$281.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$0.0	(\$0.0)	(\$0.0)	\$0.0	\$0.0
80 Professional Services	\$898.4	\$948.4	\$916.7	\$904.9	\$959.7	(\$11.3)
90 Unallocated Contingency	\$182.9	\$15.3	\$0.0	\$0.0	\$0.0	\$15.3
Total	\$3,677.2	\$3,757.2	\$3,668.6	\$3,639.5	\$3,778.75	(\$21.6)

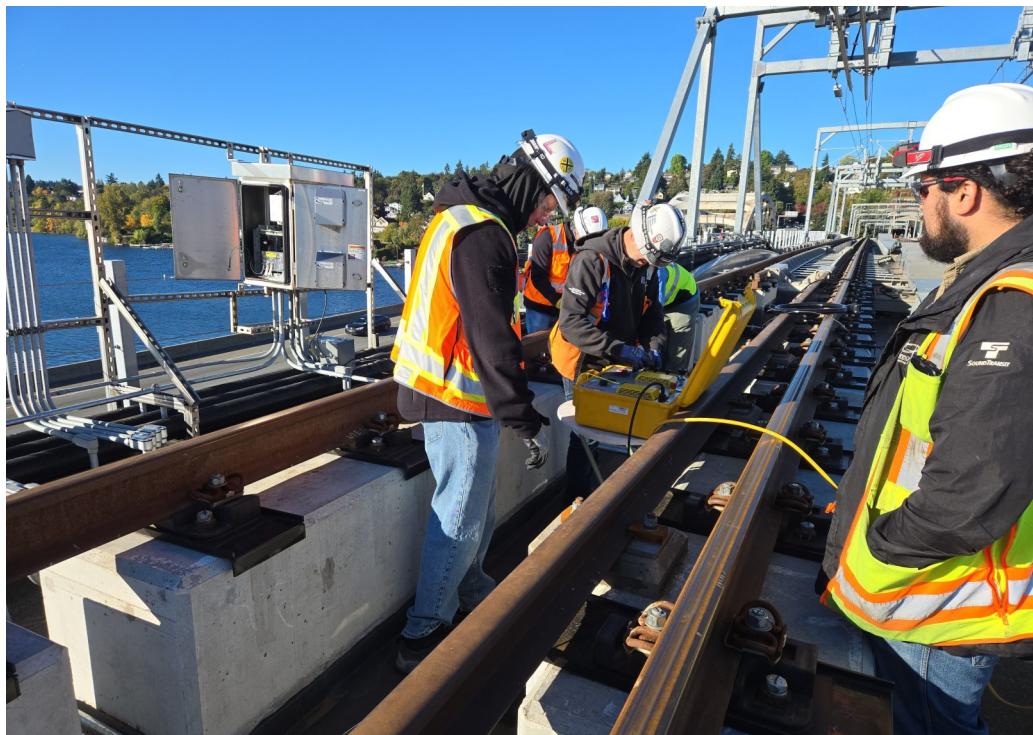
Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Link light rail East Link Extension

Risk Management

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

- Direct project staffing and CMC staffing cost pressure (Egen.142)
- Legal cost of construction litigation (Egen.128)
- Late design changes from Systems or 3rd parties (COM/Ops) may delay systems work or impact coordination and integration (E750.042)
- Necessary DF track repairs required post SIT resumption but prior to Revenue Service will take longer to complete than anticipated & cost more. (E130.154)
- Cathodic protection system may not be given acceptance by WSDOT prior to revenue service (E130.156)



Troubleshooting Task Force Work on I-90 Bridge

Link light rail

East Link Extension

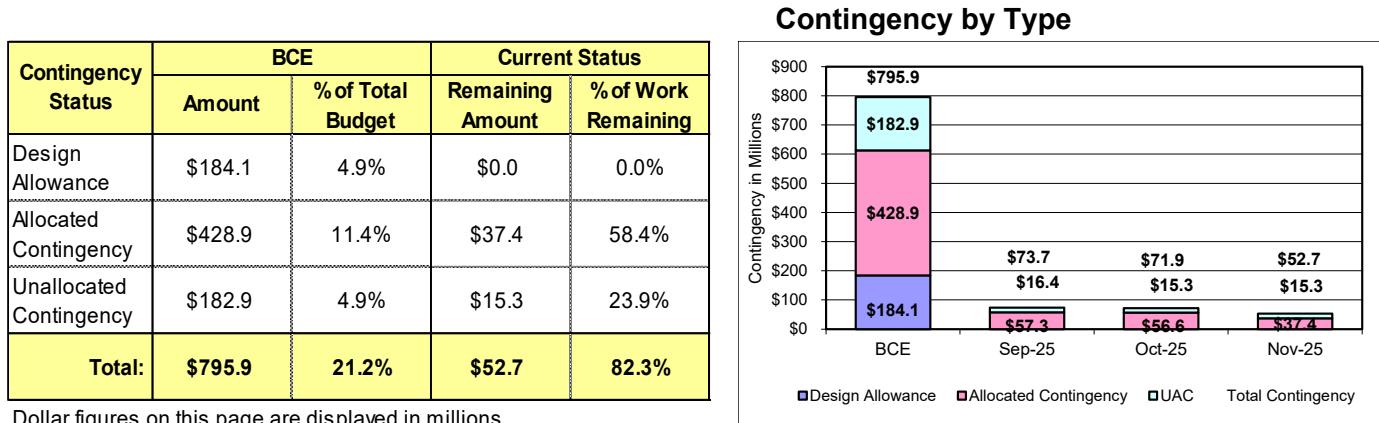
Contingency Management

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, stands at \$52.7M (previously \$71.9M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) DA is now fully depleted.

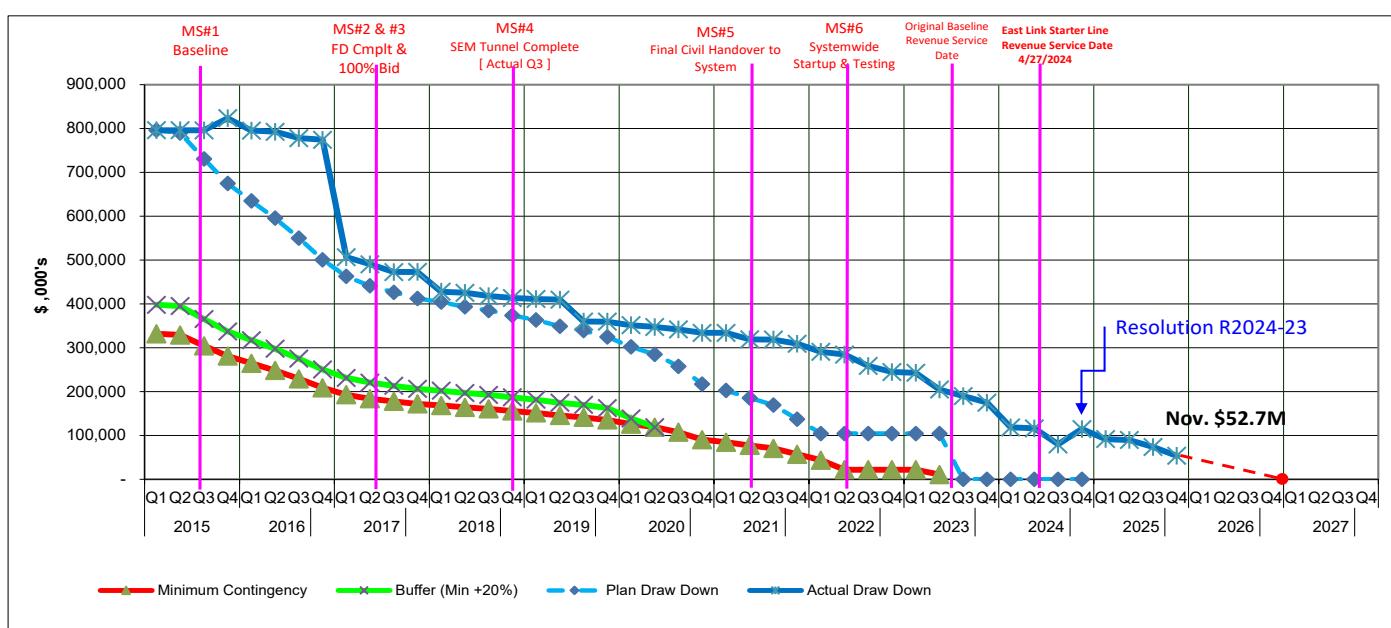
Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, allocated contingency decreased to \$37.4M, a net decrease of about \$19.2M, due to contingency construction change orders, and increased forecasted contingency use.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC balance remains at \$15.3M.



Contingency Drawdown

The East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance of approximately \$52.7M (previously \$71.9M). With all major construction contracts procured, the level of remaining contingency is at 82.3% when compared to the work remaining, well above minimum thresholds.



Link light rail

East Link Extension

Project Schedule

The weighted percent complete for the remaining major construction contracts is estimated at 99.8% (last month was 99.7%). The graphic below shows the integrated project schedule through November.

- **E130** continued cathodic protection troubleshooting and final repair and punch list work for stations and guideway.
- **E320** has achieved substantial completion and is working toward Acceptance.
- **E330, E335, E340, and E360** have achieved Acceptance or Final Acceptance.
- **E750** continued with Systems Integration Testing (SIT) and tie-in work at International District / Chinatown Station .

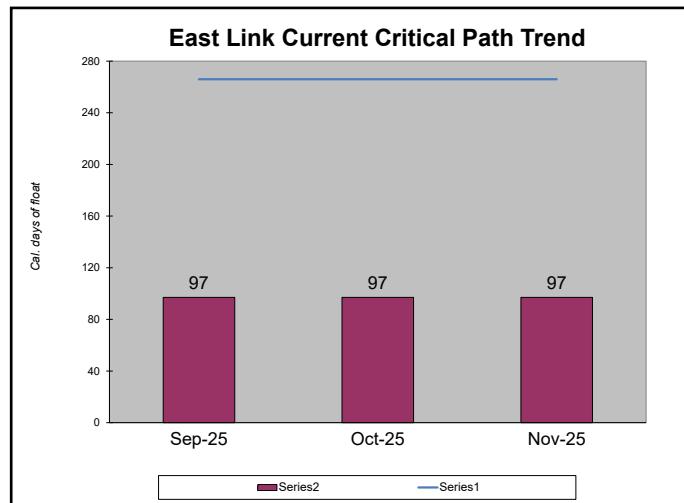
Note: The 2-Line *between South Bellevue and Downtown Redmond Stations) opened for service on April 27, 2024.

Activity Name	Start	Finish						
			Dec	Jan	Feb	Mar	Apr	May
East Link Integrated Schedule	10-Mar-2017 A	28-Jun-2026						
Construction	10-Mar-2017 A	28-Jun-2026						
E130 Construction	10-Mar-2017 A	28-Jun-2026						
E750 Construction	11-Jul-2017 A	10-Feb-2026						
Rail Activation & Startup	09-Aug-2024 A	31-May-2026						
East Link Rail Activation	09-Aug-2024 A	31-May-2026						
System Integration Testing	09-Aug-2024 A	23-Dec-2025						
Pre-Revenue Service	14-Nov-2025 A	30-May-2026						
Milestones	29-Jan-2026	29-Jan-2026						
Operator Familiarization	28-Jan-2026	07-Mar-2026						
Validation Period	07-Mar-2026	16-Mar-2026						
Simulated Service	14-Nov-2025 A	06-May-2026						
Link Extension Opening Preparation	07-May-2026	30-May-2026						
Project Float Contingency	07-May-2026	30-May-2026						
Revenue Service	31-May-2026	31-May-2026						
ELE - Revenue Service (Baseline June 30, 2023)	31-May-2026							

Project Float

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

Currently, the project is forecast to enter RSD by May 31, 2026, with 97 days of float remaining.



Link light rail East Link Extension

Critical Path Analysis

The East Link critical path for the November update runs through Systems Integration Testing (SIT) and then into pre-revenue operations.

Activity Name	Start	Finish	Q1	Q2
East Link Integrated Schedule	01-Sep-2025 A	31-May-2026		
E750 Construction	01-Sep-2025 A	27-Jan-2026		
E750 Project	01-Sep-2025 A	27-Jan-2026		
E750 Engineering	24-Dec-2025	24-Dec-2025		
E750 Construction	01-Sep-2025 A	27-Jan-2026		
E750 Testing and Commissioning	01-Sep-2025 A	27-Jan-2026	■	
East Link Rail Activation	28-Jan-2026	31-May-2026		
SSCRS - Safety and Security Certification Committee	28-Jan-2026	29-Jan-2026		
Safety Certifications - By Project	28-Jan-2026	29-Jan-2026	■	
Pre-Revenue Service	28-Jan-2026	30-May-2026	■	
Revenue Service	31-May-2026	31-May-2026		
ELE - Revenue Service (Baseline June 30, 2023)	31-May-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.

Consultant utilization is dependent on the efforts to manage construction. The monthly average is trending over the plan, but is forecasted to decline over time. The current overage is not indicative of an immediate budget overage. That said, the longer than anticipated construction duration due to quality issues and potential delay in transitioning to operations will require more labor resources. In May, the Agency embarked on a reconfiguration of financial realignment anticipated to align staff functionality and project cost. This realignment has yield some lower actual hours than the annual planned hours. The project will continue to monitor the labor hours going forward.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	40.6	26.3	14.3
Consultants	93.1	99.2	(6.1)
TOTAL	133.7	125.5	8.2

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

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Community Engagement

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

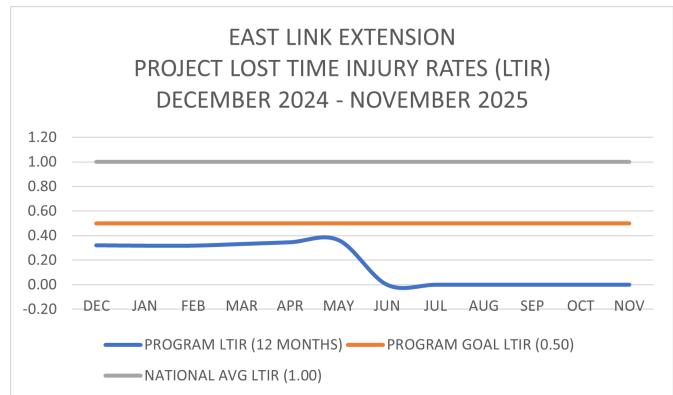
- Responded to inquiries over email and at community events regarding the Cross Lake opening date as well as operational questions.
- Met with City of Mercer Island staff to clarify Crosslake communications protocol and prepare for opening day communications and events.
- Responded to inquiries related to permanent lighting near the Judkins Park Station.

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 in November.
	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 100% below the National Average.
6. For reference the **Project Average LTIR (0.0)** is 100% below the Program Goal and 100% 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: 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 Aug. 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 Nov. 17, 2020.

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

Status: Acceptance issued Aug. 23, 2023.

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

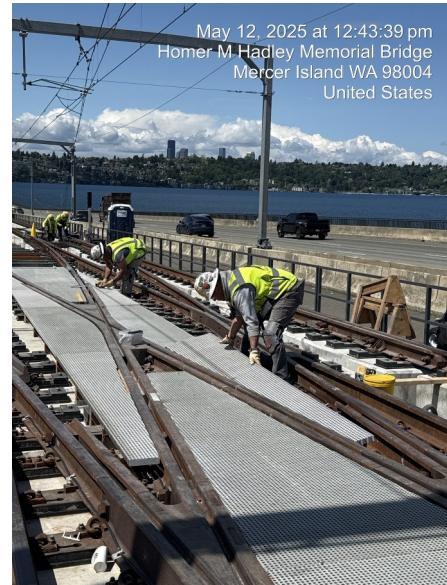
Status: Acceptance issued on March 9, 2023.

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: See following pages under Contract E750.



E130: Crew is performing dry fitting of fiberglass grating at crossover

Link light rail

East Link Extension

Major Contract Status

East Link Major Contract List as of 11/30/2025

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 (TVWWayside 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	\$ 46,305,767	\$ 74,190,767	\$ 72,978,299	\$ 1,212,468	11/5/2012	6/30/2026
FD/DSDC - Bellevue	HJH	\$ 4,800,000	\$ 138,673,772	\$ 143,473,772	\$ 143,380,883	\$ 92,889	3/8/2012	6/30/2026
FD/DSDC - System	Hatch	\$ 17,707,707	\$ 10,629,417	\$ 28,337,124	\$ 27,911,676	\$ 425,448	8/1/2012	12/31/2026
FD/DSDC - MI Transit Integration	David Evans Associates	\$ 709,239	\$ 460,697	\$ 1,169,936	\$ 1,142,713	\$ 27,223	10/25/2019	12/31/2025
CMC - Seattle - Bellevue	Jacobs PM Co.	\$ 4,721,795	\$ 103,697,555	\$ 108,419,350	\$ 106,658,056	\$ 1,761,294	12/21/2015	6/30/2026
CMC - Bellevue	HDR Engineering Inc.	\$ 3,445,455	\$ 122,744,697	\$ 126,190,152	\$ 125,572,635	\$ 617,517	9/12/2014	3/31/2027
DBPM - Redmond	Hill International	\$ 898,636	\$ 21,345,384	\$ 22,244,020	\$ 22,223,229	\$ 20,791	12/10/2014	1/31/2026
CMC - Systems	Northwest Transit System Partners - NWTSP	\$ 25,455,931	\$ 16,254,230	\$ 41,710,161	\$ 41,364,098	\$ 346,063	8/15/2016	6/30/2026
E130 Civil / Seattle - Bellevue	Kiewit-Hoffman, East Link Constructors	\$ 665,000,000	\$ 98,306,193	\$ 763,306,193	\$ 761,117,658	\$ 2,188,535	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	\$ 95,308,174	\$ 351,076,841	\$ 334,150,741	\$ 16,926,100	6/12/2017	5/31/2025
Follow On Package 1	Howard S. Wright	\$ 2,617,791	\$ 12,503,116	\$ 15,120,907	\$ 13,912,257	\$ 1,208,650	3/13/2023	2/4/2026
Customer/Passenger Signage	Tube Art	\$ 4,174,894	\$ 31,265	\$ 4,805,995	\$ 3,484,703	\$ 1,321,292	~ 2022	5/31/2027
Misc. Start-Up & Station Maintenance	CBRE	\$ 2,404,602	\$ 3,136,356	\$ 5,540,958	\$ 4,023,031	\$ 1,517,927	~ 2022	12/31/2025
ELE Mitigation Project - 76th Ave SE & 80th Ave SE	TITAN Earthworks	\$ 3,070,644	\$ 359,692	\$ 3,430,336	\$ 3,321,928	\$ 108,408	5/31/2024	1/31/2026
Total In-Progress Contracts				\$ 2,285,780,026	\$ 2,257,595,401	\$ 28,184,625		
Planned Contracts								
		Estimated Value					Anticipated NTP	Anticipated Completion
None								
Subtotal Planned Contracts				\$ -	\$ -			
Total Contracts								

Notes: *1 Contract not closed out, residual work or warranty work remains.

* Where applicable, Contract Value includes Betterments & ST Art.

Link light rail

East Link Extension

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

Current Progress

- West Segment:** Punchlist at Judkins Park Station and vicinity, including station lighting control corrections and paint touch up, landscape walk with WSDOT; installation of duct insulation in Mt Baker Tunnel
- Center Segment:** Cathodic protection monitoring; ongoing NCR corrective actions, fixed rail anchor component installation at approaches
- East Segment:** Punchlist at Mercer Island Station and vicinity, including station cleaning and bird control, roof repair, and jet fan baseline testing in MI Tunnel; contractor completion of turnover of keys for Mercer Island Station to ST

Schedule Summary

The contractor's October schedule update forecasts a June 19, 2026, Substantial Completion, 368 calendar days later than the contractual milestone date of June 15, 2025. The critical path runs through the construction and delivery of replacement dual block plinths to serve as spares. All work critical to the handover to the E750 systems contract has been completed; some minor plinth repair work is ongoing in between testing activities.

Activity Name	Start	Finish	2026		
			Q4	Q1	Q2
E130 Construction	10-Mar-2017 A	19-Jul-2026			
Milestones	10-Mar-2017 A	19-Jul-2026			
Access Milestones	10-Mar-2017 A	19-Jun-2026			
Area Complete Milestones	11-Mar-2020 A	19-Jul-2026			
Major Project Complete Milestones	21-Aug-2019 A	19-Jun-2026			
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-2020 A			
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-2020 A			
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (16-Apr-25)		16-Apr-2025 A			
16. MS#01 - Acceptance		30-Nov-2025	◆		
16. MS#04 - Substantial Completion All Work (16-Jun-25)		19-Jun-2026*			◆
Milestone 1 Interim Dates	21-Aug-2019 A	16-Apr-2025 A			
Coordinated Installation Program	08-Feb-2020 A	23-May-2025 A			
Procurement	10-Mar-2017 A	30-Nov-2025			
Permitting	12-May-2017 A	01-Apr-2023 A			
Construction	20-Mar-2017 A	12-Dec-2025			
Testing and Commissioning	01-May-2018 A	09-Dec-2025			

Link light rail East Link Extension

Next Period's Activities

- West Segment:** Punchlist activities, including landscaping, bollard restoration at Judkins Park Station, final rail punchlist resolution
- Center Segment:** Cathodic protection monitoring, alarm troubleshooting, and monitoring device installations; continue final punchlist resolution
- East Segment:** Punchlist, including landscaping and brush clearing; leak detection and roof repair at Mercer Island Station; resolution of access issues to WSDOT tunnel facilities

Closely Monitored Issues

- Integrated E130/E750 Readiness Schedule
- HMH cathodic protection
- Spare dual block procurement
- Final jet fan testing acceptance

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	\$98,306,186
Current Contract Value*	\$762,328,024
Total Actual Cost (Incurred to Date)	\$761,117,658
Percent Complete	99.8%
Authorized Contingency	\$102,660,541
Contingency Drawdown	\$98,306,186
Contingency Index	1.04



* Contract Value excludes Betterments

Punchlist check of rail geometry and shim installation, west approach double crossover

Link light rail

East Link Extension

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

- System integration testing (SIT) and punch list items between South Bellevue and Redmond Technology Stations (East Link Starter Line) is complete; 2-Line opened for service on April 27, 2024.
- Continuing overhead catenary system (OCS) and signals testing and adjustment in coordination with the E130 contractor.

Schedule Summary

The contractor's November schedule forecasts a January 27, 2026, Substantial Completion date; 280 calendar days later than the contractual milestone date of February 23, 2025. The critical path for this contract runs through the completion of System Integration Testing and handover to Sound Transit for Safety Certification and Pre-Revenue Service.

Activity Name	Start	Finish	2025	Q1
E750 Construction	12-Jun-2017 A	10-Feb-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	12-Jun-2017 A		
E750 Project	11-Jul-2017 A	10-Feb-2026		
E750 Engineering	11-Jul-2017 A	24-Dec-2025		
E750 Construction	12-Sep-2018 A	10-Feb-2026		
E750 Construction (General)	15-Mar-2019 A	19-Mar-2019 A		
E750 Milestones	12-Mar-2019 A	27-Jan-2026		
E750 Project Milestones	30-Apr-2021 A	22-Jan-2026		
E750 Access Dates	12-Mar-2019 A	15-Dec-2024 A		
E750 Contract Milestones	09-Feb-2020 A	27-Jan-2026		
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	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*			
MS#09e East Link: Segment 1 Completion (11/18/2024)	01-Dec-2025*			
MS#09a East link: Install & Test completion of East Link Systems (03/23/2025)	24-Dec-2025*			
MS#09b East link: Substantial completion of East Link Systems (04/23/2025)	27-Jan-2026*			
MS#09d East Link: Completion of Final Punchlist (04/23/2025)	27-Jan-2026*			
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	10-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.

Closely Monitored Issues

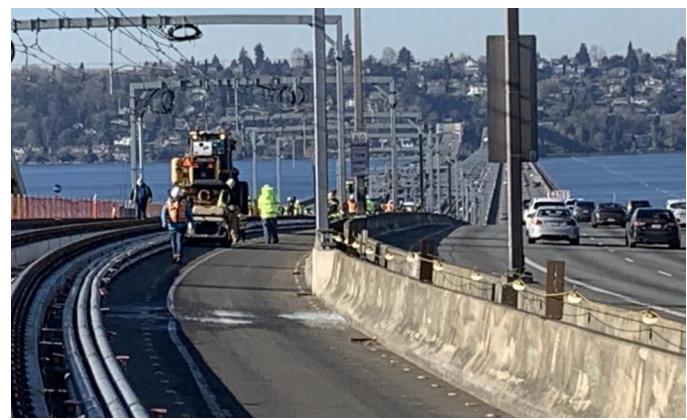
- Timing for completion of system integration testing.
- Completion of the stray current monitoring system for the floating bridge.
- Timing of test documentation submission
- Safety and security certification status



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$95,308,714
Current Contract Value	\$351,076,841
Total Actual Cost (Incurred to Date)	\$334,150,741
Percent Complete	99.4%
Authorized Contingency	\$100,788,406
Contingency Drawdown	\$95,308,714
Contingency Index	1.2

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



I-90 Signals Installations

Link light rail

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 Conditional Acceptance (CA) of Series 2 LRVs to ST's OMF Central – One LRV was CA this month. Total LRV CA and entered revenue service is at 148.
- Continued swapping of Series 2 LRVs between OMF Central and OMF East to have Series 2 LRVs commission and CA at OMF Central – One pair of Series 2 LRVs were swapped this month.
- Continued final assembly of Series 2 LRVs in Siemens' Sacramento facilities. 6 of the 10 additional Series 2 LRVs' car shells assembly in progress (7th LRV car frame integration in progress).
- A total of 60 Series 1 LRVs were ATP retrofitted. The last 2 Series 1 LRVs ATP were retrofitted by Siemens at OMF East. Mainline testing is pending for these two cars.

Closely Monitored Issues

- Eighteen fleet defects have been declared (four closed); the commissioning team efforts in responding to defects is contributing to delay in CA of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- Limited OMF Central yard storage capacity in 2025 may affect recovery schedule, preventative maintenance or spares available to support peak service. Siemens' LRV delivery and onsite Series 1 & 2 LRVs transportation between OMF East and OMF Central is continuously managed and monitored.
- Manufacturer continued reporting supply chain interruptions impacting implementation of field modification instructions 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 \$836.9 M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

This period approximately \$3.7M was incurred, bringing the total expenditure to date at \$707.2M. The majority of the cost attributed to the vehicles phase at approximately \$676.8M (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	\$11.0	\$11.0	\$18.0	\$0.0
Construction Services	\$31.7	\$31.7	\$25.2	\$19.4	\$31.7	\$0.0
Vehicles	\$787.2	\$787.2	\$754.8	\$676.8	\$787.2	\$0.0
Total	\$836.9	\$836.9	\$790.9	\$707.2	\$836.9	\$0.0

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment \$0.0	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	\$761.6	\$681.3	\$791.3	(\$0.2)
80 Professional Services	\$47.2	\$40.0	\$29.4	\$25.9	\$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	\$790.9	\$707.2	\$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 remains effectively unchanged for a total of \$40.4M, an amount that approximates 45.2% of remaining work budgeted in the project.

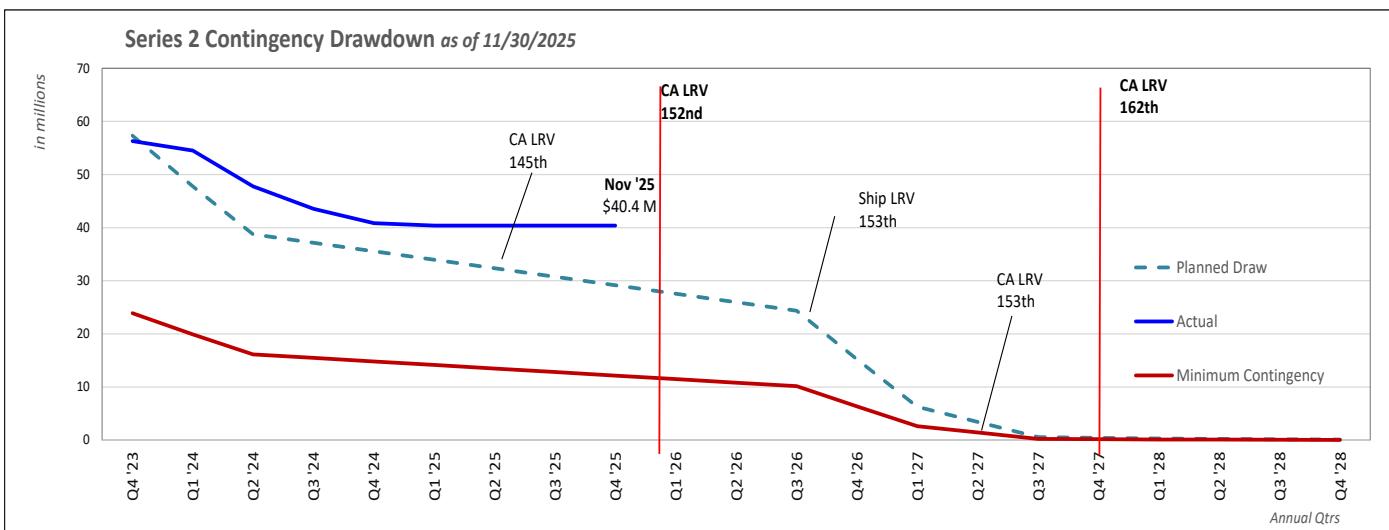
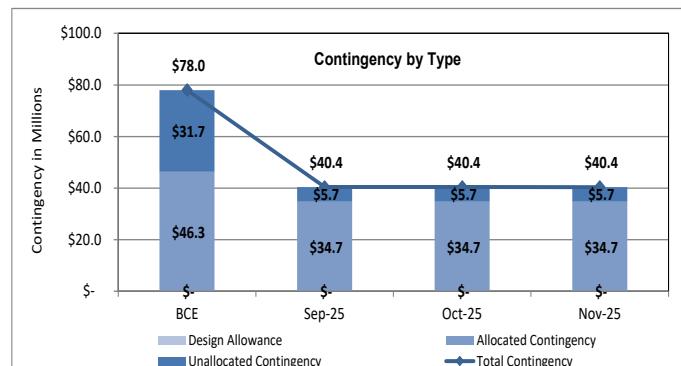
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. This period the allocated contingency balance remained unchanged at approximately \$34.7M.

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%	\$ 34.7	38.9%
Unallocated Contingency	\$31.7	4.3%	\$ 5.7	6.4%
Total	\$78.0	10.7%	\$ 40.4	45.2%

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 at 89.4% (last period was 89.0%).

The summary schedule below supports each of the project startup needs by identifying Conditional Acceptance (CA) testing of Light Rail Vehicles (LRVs) from Siemens' November 2025 schedule update.

CA of 148 LRVs has been completed to support revenue service.

One (1) CA was completed in November and two (2) total LRVs are currently in acceptance testing.

The delivery, commissioning, and testing of the 150 LRVs allocated to current extensions is projected to be complete by December 2025. 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.

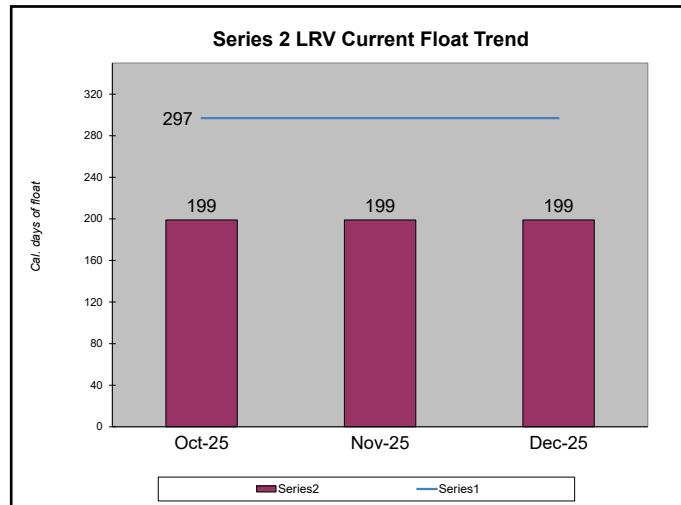
Activity Name	Start	Finish	2026				2027			
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
ST LRV Fleet Expansion - Programmatic Schedule	12-Jul-2021 A	31-Mar-2028								
Revised Project Delivery Sequence - (based on R2023-06)	07-Mar-2022 A	31-Mar-2028								
East Link - Starter Line - LRV Summary (Car #041 - #063) 23 - 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								
LRV Conditional Acceptance - Car #108 - #127	13-Oct-2023 A	31-May-2024 A								
Federal Way Link - Pre-Revenue Service Forecast - START	28-Aug-2025 A									
Federal Way Link - Pre-Revenue Service Forecast - END		05-Dec-2025	◆							
East Link - LRV Summary (Cars # 128 - Car # 150) 23 - Cars	26-Jul-2024 A	31-May-2026	◆							
LRV Conditional Acceptance - East Link - Summary - Car #128-#150	26-Jul-2024 A	18-Dec-2025	◆							
East Link - Pre-Revenue Service Forecast - START		13-Jan-2026	◆							
East Link - Pre-Revenue Service - Forecast - END		31-May-2026	◆							
Unassigned - LRV Summary (Car #151 - #152) 2 - Cars	19-Dec-2025	15-Jan-2026	◆							
LRV Conditional Acceptance - Extra - Summary - Car #151 - #152	19-Dec-2025	15-Jan-2026	◆							
Unassigned - Car#153 - #162 (10 - Cars)	12-Apr-2024 A	31-Mar-2028	◆							
10 Additional Cars Manuafacturing 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.

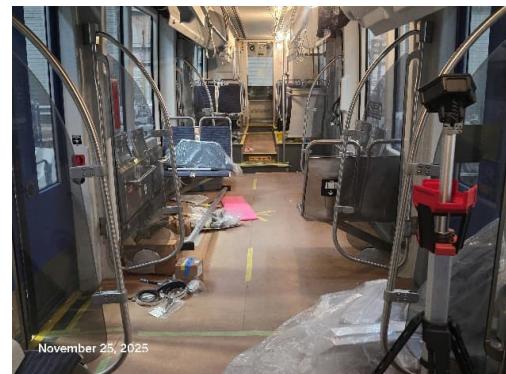


Link light rail

Series 2 LRV Fleet Expansion



Car 359-A car frame integration in Sacramento, CA



Car 202 interior in Sacramento, CA

LRV Delivery and Testing Progress as of November 30, 2025			
LRV status	Received / Delivered	Testing In Progress	Conditionally Accepted & Entered Revenue Service
*Planned	152	0	152
Actual (Seattle)	133	1	132
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 November 2025. 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. However, May is also the month that the Agency embarked on a financial realignment to align staff functionality and project cost. This realignment has yield a lower than planned hours tracked. The project continues to monitor these effort moving forth.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.1	1.1	5.0
Consultants	7.3	5.5	1.8
TOTAL	13.4	6.5	6.8

* 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
	No actions this period.	

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

November 2025

**For the
FEDERAL WAY LINK EXTENSION PROJECT
(TIFIA-2021-1013A, Issued Date: 09/10/2021)**

Link light rail

Federal Way Link Extension

TIFIA Project Cost Summary by SCC

(As of 11/30/2025; figures in million dollars)

SCC Element	Revised TIFIA Application Budget	Authorized Project Allocation	Commitment to Date	Incurred This Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs EFC Budget	TIFIA vs EFC Budget
10 Guideway & Track	\$523.0	\$532.5	\$516.5	\$1.3	\$512.5	\$526.0	\$6.5	(\$3.0)
20 Stations	\$318.9	\$319.1	\$322.9	(\$1.3)	\$318.5	\$322.9	(\$3.9)	(\$4.1)
30 Support Facilities	\$5.3	\$11.3	\$12.1	\$0.1	\$12.0	\$12.1	(\$0.8)	(\$6.8)
40 Sitework & Special Conditions	\$542.5	\$570.2	\$513.2	\$7.9	\$502.9	\$579.0	(\$8.8)	(\$36.5)
50 Systems	\$153.8	\$136.0	\$134.0	\$0.4	\$133.6	\$135.2	\$0.8	\$18.6
Construction Subtotal (10 - 50)	\$1,543	\$1,569	\$1,499	\$8	\$1,480	\$1,575	(\$6)	(\$32)
60 Row, Land	\$341.6	\$287.7	\$246.9	\$0.2	\$245.9	\$257.5	\$30.3	\$84.1
70 Vehicles	\$99.2	\$102.5	\$97.3	\$0.4	\$91.1	\$102.5	(\$0.0)	(\$3.3)
80 Professional Services	\$386.6	\$527.3	\$457.3	\$4.2	\$448.0	\$509.7	\$17.6	(\$123.1)
90 Unallocated Contingency	\$637.4	\$521.8	\$0.0	\$0.0	\$0.0	\$62.5	\$459.3	\$575.0
Total (10 - 90)	\$3,008	\$3,008	\$2,300	\$13	\$2,265	\$2,507	\$501	\$501

TIFIA reporting nuances:

- 1) Excludes Finance Charges
- 2) Includes all project actuals (including Project Development actuals); and LRV Series 2.

Link light rail

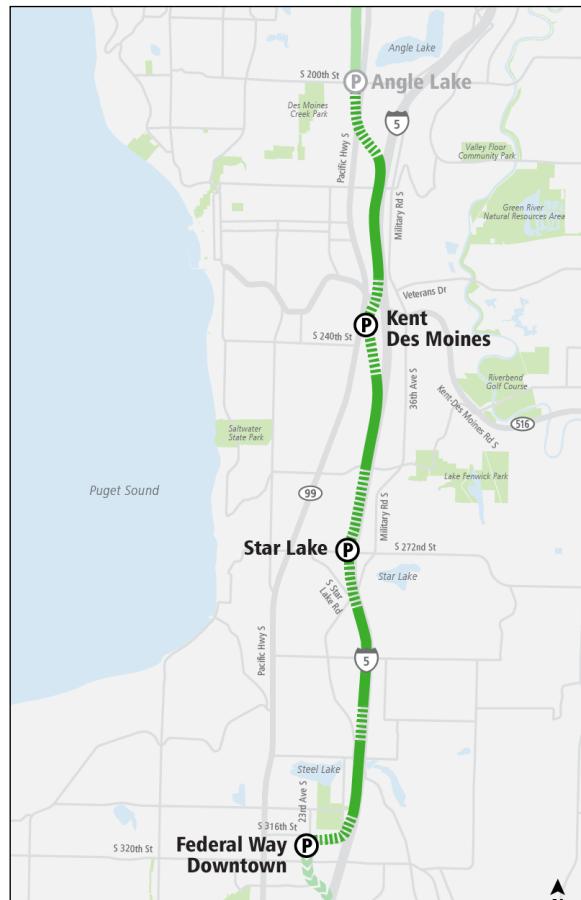
Federal Way Link Extension

Project Summary

Scope

Limits	The Federal Way Link Extension (FWLE) adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.
Alignment	The extension generally parallels SR 99 and I-5 freeway.
Stations	Station and garages at Kent Des Moines (KDM), Star Lake (SL), and Federal Way Downtown (FWD)
Systems	Signals, traction power, and communications (SCADA)
Phase	Final Design/Construction
Budget	\$2.45 Billion (Baseline Sept 2018)
Schedule	Baseline Revenue Service Date: Dec 2024 FTA Recovery Plan Service Date: Dec 2026 * Revenue Service Date: Dec 6, 2025

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



Map of Federal Way Link Extension

Key Project Activities

- Team ready for RSD December 6.
- Transferred care and custody of all FWLE facilities to ST Operations.
- Finishing up minor utility relocations on F210 project and focusing on punch list items, invoicing and task order close out.
- Draft O&M Agreement is expected to begin review and comment in January 2026. O&M exhibits are being finalized with WSDOT by the end of 2025.
- TCAL amendment 8 signed by WSDOT on December 3, 2025. Land Exchange Agreement Amendment 3 was signed on December 1, 2025.
- Residential Sound Insulation Program (RSIP) ongoing.
- (F210) Ongoing submittal coordination with the City of Federal Way and Kent, and WSDOT as project nears completion of all required paving and striping. Resolving concerns with the Cities along Sites 4 and Site 5.
- Closely monitoring Security & Theft mitigations to curb recent trends.

Link light rail

Federal Way Link Extension

Project Cost Summary

The project cost is summarized below in two cost categories; first cost table in accordance with Sound Transit's budget Work Breakdown Structure (WBS) and second cost table in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. The tables below represent the Board-authorized FWLE project budget. Vehicles, P65 contingency, and finance charges included in the FTA FFGA budget of \$3.1B are not shown.

This period approximately \$12.7M was incurred, bringing the total expenditure to date at \$2,176M.

This period the project continues to forecast an Estimated Final Cost of \$2,410M with a budget underrun of \$41.6M.

*NOTE: Incurred this Month does not include LRV cost.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month*	Incurred to Date*	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$96.5	\$111.5	\$77.0	\$0.8	\$76.4	\$107.3	\$4.2
Preliminary Engineering	\$46.5	\$46.1	\$45.4	\$0.0	\$45.4	\$45.4	\$0.7
Final Design	\$3.1	\$7.2	\$5.2	\$0.0	\$5.1	\$7.2	\$0.0
Construction Services	\$107.0	\$164.2	\$156.3	\$2.3	\$153.0	\$164.2	\$0.0
3rd Party Agreements	\$27.7	\$44.0	\$34.2	\$0.7	\$32.0	\$43.7	\$0.3
Construction	\$1,831.9	\$1,790.7	\$1,641.7	\$8.8	\$1,618.2	\$1,784.5	\$6.2
ROW	\$338.8	\$287.7	\$246.9	\$0.2	\$245.9	\$257.5	\$30.3
Total	\$2,451.5	\$2,451.5	\$2,206.6	\$12.7	\$2,175.9	\$2,409.9	\$41.6

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month*	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$523.0	\$532.5	\$516.5	\$1.3	\$512.5	\$526.0	\$6.5
20 Stations	\$318.9	\$319.1	\$322.9	-\$1.3	\$318.5	\$322.9	-\$3.9
30 Support Facilities	\$5.3	\$11.3	\$12.1	\$0.1	\$12.0	\$12.1	-\$0.8
40 Sitework/Special Condition	\$558.4	\$565.0	\$513.2	\$7.9	\$502.9	\$579.0	-\$14.0
50 Systems	\$153.8	\$136.0	\$134.0	\$0.4	\$133.6	\$135.2	\$0.8
Construction Subtotal(10-50)	\$1,559.4	\$1,563.9	\$1,498.8	\$8.4	\$1,479.6	\$1,575.3	(\$11.4)
60 ROW, Land	\$341.6	\$287.7	\$246.9	\$0.2	\$245.9	\$257.5	\$30.3
70 Vehicles	\$1.8	\$5.0	\$3.6	\$0.0	\$2.4	\$5.0	\$0.0
80 Professional Services	\$370.7	\$513.5	\$457.3	\$4.2	\$448.0	\$509.7	\$3.7
90 Unallocated Contingency	\$178.1	\$81.5	\$0.0	\$0.0	\$0.0	\$62.5	\$19.0
Total (10 - 90)	\$2,451.5	\$2,451.5	\$2,206.6	\$12.7	\$2,175.9	\$2,409.9	\$41.6

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

Link light rail

Federal Way Link Extension

Contingency Management

The FWLE project budget was baselined in September 2018 with a total contingency of \$549.9M. The current contingency balance is \$194.3M. Additional contingency of \$459.3M (FTA P65 requirement in FFGA) is not reflected in the below contingency status but resides in ST Financial Plan.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period the AC balance increased by \$6M mostly due to additions of contract contingency capacity for F200 and DBPM. The AC contingency balance is \$131.9M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC decreased by \$6M to fund F200 and DBPM contract contingency capacity. The UAC balance is \$62.5M.

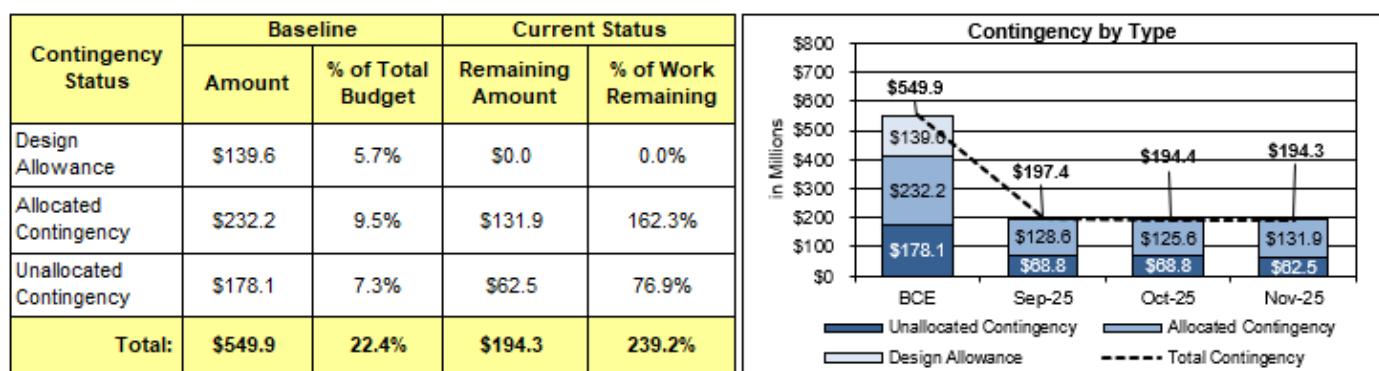
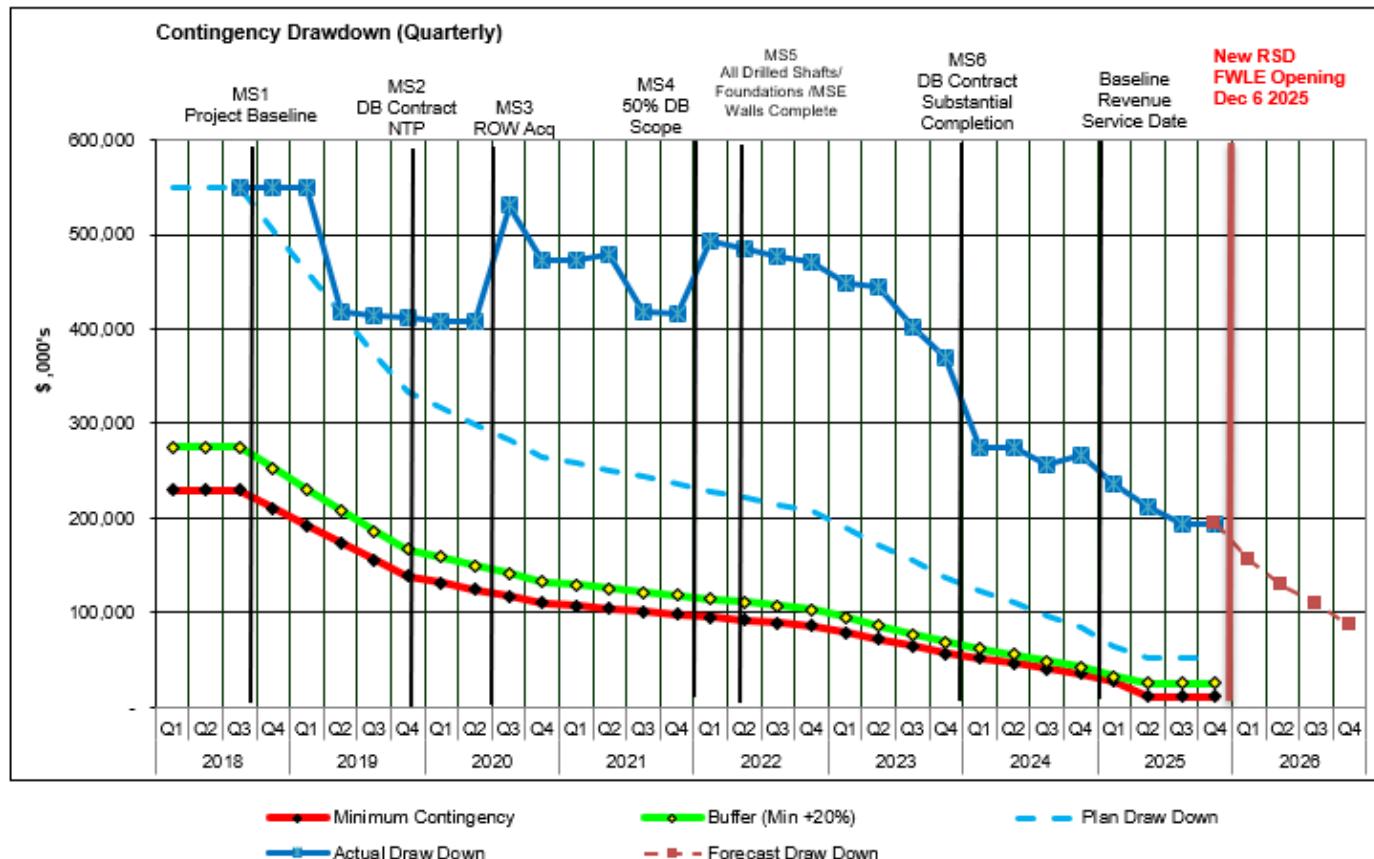


Table figures are shown in millions.



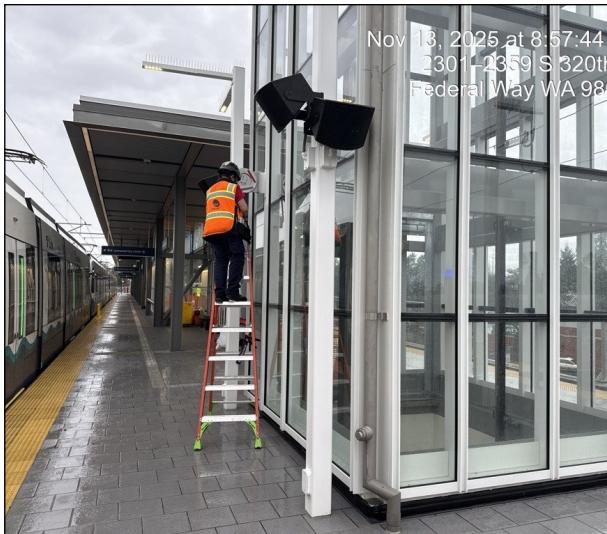
Link light rail

Federal Way Link Extension

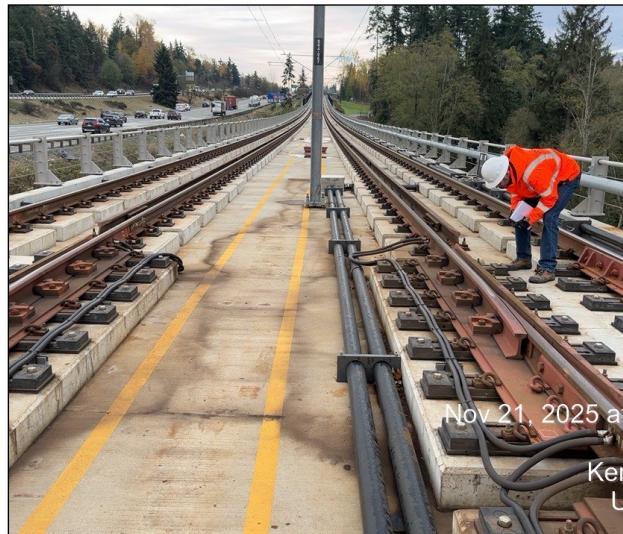
Risk Management

Changes to the projects top risks are reflected below:

- **Theft:** Theft of exposed cables or damage to long lead items along the alignment could result in schedule delays.
- **AHJ's Requirement:** Additional Certificate of occupancy by AHJs may delay closeout of project.
- **Late Changes:** The integration of additional requirements for facilities and/or systems could result in increased costs, as well as schedule impacts to construction completion.
- **Permit Requirements :** Delays to permits/stop work/granting TCO/CO by City of Federal Way for code discrepancies and development agreement interpretation may require change orders to resolve, adding cost.
- **Simulated Service:** Fault discovered during simulated services would result in a pause of simulated service.
- **Safety:** A major safety incident occurs on the project, resulting in a major work stoppage on critical and near-critical activities, which then results in delays to Final Acceptance.
- **Documentation:** Delay in receiving safety critical documentation may delay project in service date.



Signage Install a FWDS facing NE.



Track Inspection at Structure C

Link light rail

Federal Way Link Extension

Project Schedule

The weighted percent complete of major construction contracts this month is 99.3% (last month was 99.2%).

The snapshot below shows the project schedule through November. The contractor has achieved Substantial Completion of all work required to begin pre-revenue operations.

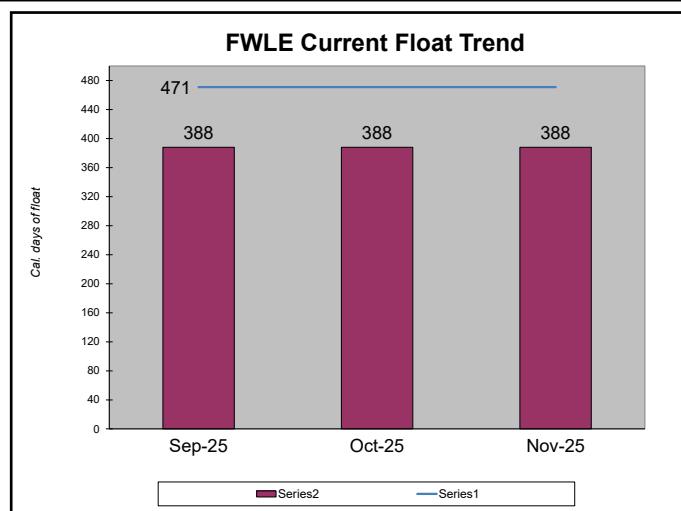
FFGA Milestone #3 is trending Q3 2026 due to delays in F200 ROW acquisitions, which does not impact the critical path. Notice to Proceed was issued in January 2025 for the F210 traffic mitigation project, with an anticipated Acceptance date one year later in January 2026. Due to a delay in the issuance of Street Use Permits from the City of Federal Way, the contractor missed this year's paving window and so will not be able to complete work by January. This will not impact the ability to open for revenue service.

Activity Name	Start	Finish	2026			
			Q4	Q1	Q2	Q3
Federal Way Link Extension Integrated Schedule	01-Jul-2016 A	28-May-2027				
Project Management & Milestones	01-Jul-2016 A	28-Aug-2026				
Federal Way Link Extension - FFGA and Planning	01-Jul-2016 A	28-Aug-2026				
Baseline/FFGA Milestones	27-Sep-2018 A	28-Aug-2026				
MS 01 - Baseline Project (Q3 2018)		27-Sep-2018 A				
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-2019 A				
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		05-Jan-2022 A				
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		12-Sep-2023 A				
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		20-Aug-2025 A				
MS 07 - Revenue Service w/Float (Q4 2026)		06-Dec-2025	◆			
MS 03 - ROW Acquisitions Complete (Q1 2020)		28-Aug-2026				◆
Preliminary Engineering	01-Jul-2016 A	22-Jan-2020 A				
Third Party Agreements and Permitting	01-Jul-2016 A	21-Sep-2020 A				
Federal Way Link - Design-Build Construction Management Consultant - Contract	14-Nov-2016 A	02-Apr-2026				
Federal Way Design/Build Contract Procurement	11-Mar-2017 A	07-Jun-2019 A				
Right of Way	10-May-2017 A	28-May-2027				
Construction	01-Jun-2019 A	12-Jul-2026				
F200 Federal Way Link Extension - Design-Build	01-Jun-2019 A	04-Mar-2026				
F210 - Traffic Mitigation - Construction	25-Jul-2024 A	12-Jul-2026				
Rail Activation & Startup	01-Apr-2022 A	06-Dec-2025	▼			
Federal Way Link Extension - RACT and Pre-Revenue Service	01-Apr-2022 A	06-Dec-2025	▼			
Federal Way Link Extension - Rail Activation	01-Apr-2022 A	03-Dec-2025	▼			
Federal Way Link Extension - Pre-Revenue Service	22-Aug-2025 A	06-Dec-2025	▼			
Milestones	27-Aug-2025 A	27-Aug-2025 A				
Operator Familiarization	22-Aug-2025 A	17-Sep-2025 A				
Validation Period	27-Sep-2025 A	15-Oct-2025 A				
Simulated Service	22-Oct-2025 A	05-Dec-2025	▼			
Revenue Service	05-Dec-2025	06-Dec-2025	▼			
FWLE Ready for Revenue Service		05-Dec-2025	◆			
FWLE Revenue Service (6-Dec-2025)	06-Dec-2025	06-Dec-2025	!			

Project Float

The project's Recovery Plan includes 471 days of project float for a Revenue Service Date of December 31, 2026.

Currently, the project is forecast to enter revenue service by December 06, 2025, with 388 days of float remaining.



Link light rail

Federal Way Link Extension

Critical Path Analysis

The RSD has been set for December 06, 2025. No critical work remains.

Link light rail

Federal Way Link Extension

Major Contract Status

Contract Number	Contract Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
Completed Contracts									
RTA/SW 0121-18	FWLE- Advance Demo Contract	A&D Quality Constr. Company	\$ 128,750	\$ 8,918	\$ 137,668	\$ 137,668	Jan-19	Jul-19	Done
RTA/AE 0044-12	Federal Way Transit Extension Architectural and Engineering Services	HDR Engineering, Inc	\$ 3,200,421	\$ 45,933,768	\$ 49,134,189	\$ 48,960,681	Jun-12	Dec-24	Done
In-Progress Contracts									
RTA/AE 0021-21	Traffic Mitigation Final Design & DSDC	David Evans & Associates	\$ 1,179,063	\$ 1,812,555	\$ 2,991,618	\$ 2,885,328	Nov-21	Mar-26	Open
RTA/AE 0008-17	DesignBuild Project Management Services for Federal Way Link Extension Phase 1 and 2A, 2B	South County Transit Partners (SCTP)	\$ 4,604,473	\$ 151,475,669	\$ 156,080,142	\$ 152,816,259	Mar-18	Jun-26	Open
RTA/CN 0009-17	F200 Angle Lake to FWTC Design-Build	Kiewit Infrastructure West Co	\$ 1,285,200,000	\$ 344,637,636	\$ 1,566,547,053	\$ 1,556,664,107	Jun-19	Jan-26	Open
RTA/RP 0186-19	Capital Signage	Tube Art Displays	\$ 2,504,937	\$ 280,841	\$ 2,785,778	\$ 797,917	May-20	Dec-25	Open
	Cumulative Utility Relocation	Multiple Parties			\$ 20,893,886	\$ 16,392,862	varies	varies	Open
multiple PO's	PSE Fiber	PSE	\$ 727,381		\$ 727,381	\$ 727,381	varies	varies	Open
RTA/CN 0015-24	F210 Traffic Mitigation Improvement Construction	Stacy & Witbeck	\$ 11,648,140	\$ 200,000	\$ 11,848,140	\$ 9,793,466	Jan-25	Jan-26	Open
Planned Contracts									
				Contract Totals	\$ 1,810,280,806	\$ 1,788,310,620			

Link light rail

Federal Way Link Extension

Right-of-Way

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

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

Federal Way Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
272	371	457	445	445	443

**All numbers are cumulative totals, except where noted. Total number may differ from other reports due to timing of report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners.

Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of FWLE 18 parcels added for traffic mitigation and 5 parcel added to board approved April 1, 2022.

Community Engagement

- FWLE Engagement team presented a project update for a environmental class at Highline College.
- FWLE hosted a drop-in session at Highline College Dorms.
- Continued Temporary Construction closeout/activation coordination with property owners.



FWLE Community Engagement Team at Highline College

Link light rail

Federal Way Link Extension

Staffing Summary

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

Overall the project FTE is trending under the staffing plan for this period. DBPM utilization is dependent on the efforts to manage remaining construction activities. This period the monthly average is trending over the plan and is likely to decline as the project approaches RSD.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	44.3	26.1	18.2
Consultants	71.2	72.8	-1.6
TOTAL	115.5	98.9	16.6

** 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
NA	No action this period.	

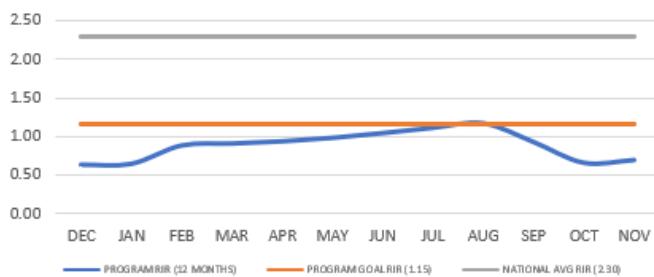
Link light rail

Federal Way Link Extension

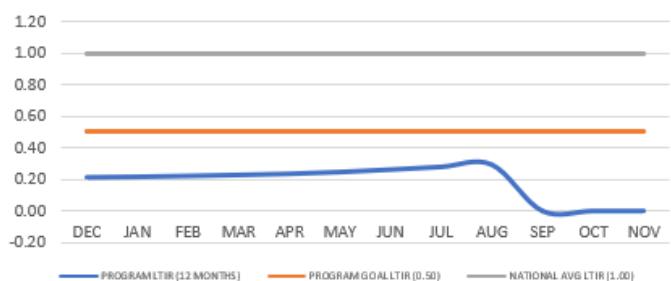
Construction Safety

Monthly KPI	Construction Safety	Project Monthly ¹	Project Average ²	Program Goal ³	National Average ⁴	Notes
	Recordable Injury Rate (RIR)	0	0.70 ⁵	1.15	2.30	
	Lost-Time Injury Rate (LTIR)	0	0 ⁶	0.50	1.00	<ul style="list-style-type: none"> There were no recordable or lost time incidents reported in October.

FEDERAL WAY LINK EXTENSION
PROJECT RECORDABLE INJURY RATES (RIR)
DECEMBER 2024 - NOVEMBER 2025



FEDERAL WAY LINK EXTENSION
PROJECT LOST TIME INJURY RATES (LTIR)
DECEMBER 2024 - NOVEMBER 2025



Notes:

- 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.
- Project Average rates based on 12-month rolling average.
- Program Goal is <50% of the National average of RIR/LTIR.
- National Average RIR/LTIR is based on the annual Bureau of Labor Statistics data for Construction.
- For reference the **Project Average RIR (0.70)** is 39.25% below the Program Goal and 69.62% below the National Average.
- For reference the **Project Average LTIR (0)** is 100% below the Program Goal and 100% below National Average.

Link light rail

Federal Way Link Extension

F200 Design Build Contract

Current Progress

Status at the close of November 2025, the baseline schedule confirmed completion: Contract total = 99.3% (last month was 99.2%); see Project Schedule section for reason. Significant construction progress occurred on all segments in relation to the Guideway (track construction, systems, superstructure, substructure and commissioning). Testing and Commissioning has been completed for pre-revenue operational testing of the guideway leading up to service. Commissioning testing progressed for KDM Station and Garage, Star Lake Station and Garage, FWD Garage and Station, and EOL (End of Line Facility).

Construction:

- Star Lake Station (100% complete): Testing & Commissioning.
- FWD Garage modification (98.0% complete): Testing & Commissioning.



F210– Site 5 Compaction Test at 272nd ST Paving



Stripping at S 317th Roundabout Facing NE

Link light rail

Federal Way Link Extension

Schedule Summary

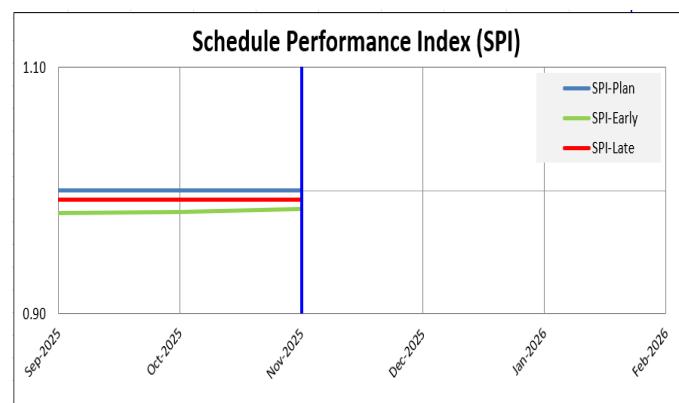
The schedule below represents the November 2025 CPM update. The weighted percent complete of major construction contracts is at 99.3% (last month was 99.2%). The Design-Builder has completed all physical work, commissioning, and System Integration Testing required to transition to pre-revenue operations. Some civil restoration and landscaping continues, as well as punch list and contract closeout items. The contractor has requested Substantial Completion for the contract; ST is currently evaluating.

Activity Name	Start	Finish	2025	2026
			Q1	
Federal Way Link Extension Integrated Schedule	01-Jun-2019A	04-Mar-2026		
Construction	01-Jun-2019A	04-Mar-2026		
F200 Federal Way Link Extension - Design-Build	01-Jun-2019A	04-Mar-2026		
Contract Milestones	07-Jun-2019A	04-Mar-2026		
Limited Notice to Proceed	07-Jun-2019A			
Notice to Proceed	04-May-2020A			
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-2020A			
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L2260+00) (VA-2) (01-Mar-22)		01-Mar-2022A		
MS 2 - Civil Work in WSDOT ROW From Start of FWLE to S 208th Street (VA-1) (07-Nov-22)		04-Nov-2022A		
MS 4a - Work in WSDOT ROW from Angle Lake Station to S 259th Place (VA-3) (01-Nov-23)		31-Oct-2023A		
MS 3 - LRV Early Storage (2000 feet of Track) (01-Jan-24)		22-Dec-2023A		
MS 4b 2 - Work in WSDOT ROW from S 259th Place to S 272nd Street (C05 South, East Side of Guideway) (VA-3) (01-Nov-24)		31-Oct-2024A		
MS 5a - Substantial Completion Work North of Structure C (01-Jan-25)		31-Dec-2024A		
MS 5b - Substantial Completion Work South of Structure C (29-Mar-25) (Un-Actualized Under Protest)		10-Apr-2025A		
MS 4b 1 - Work in WSDOT ROW from S 259th Place to S 272nd Street (Pond E Area to North of C05) (VA-3) (31-May-25)		23-May-2025A		
MS 5c - Substantial Completion of All Work (except MS 5x Scope) (20-Aug-25)		20-Aug-2025A		
MS 4b 3 - Work in WSDOT ROW from S 259th Place to S 272nd Street (C05 South, West Side of G)		20-Aug-2025A		
MS 5d - Acceptance of All Work (except MS 5x Scope) (20-Oct-25)		20-Oct-2025A		
MS 5x - Substantial Completion of All Remaining Work (20-Oct-25)		20-Oct-2025A		
Substantial Completion Inspection and Punchlist Milestone 5a	07-Jun-2019A	04-Mar-2026		
Substantial Completion Inspection and Punchlist Milestone 5b	25-Jul-2024A	01-Dec-2025		
Substantial Completion Inspection and Punchlist Milestone 5c	17-Mar-2025A	15-Aug-2025A		
Substantial Completion Inspection and Punchlist Milestone 5x	29-Sep-2025A	04-Jan-2026		
Design	07-Jun-2019A	08-Apr-2025A		
Construction	01-Jun-2019A	04-Mar-2026		
General	01-Jun-2019A	04-Mar-2026		
CW	23-Aug-2025A	05-Dec-2025		
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-2019A	02-Mar-2026		
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-2019A	01-Dec-2025		
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-2019A	04-Mar-2026		
Commissioning	10-May-2021A	14-Jan-2026		

Schedule Performance Index

The Early SPI is 0.98 and Late SPI is 0.99. Current report calculated based on the November 2025 EV report.

The Early SPI at this stage is close to plan. Pre-revenue Operations is completed and Validation period ongoing.



Link light rail

Federal Way Link Extension

Next Period's Activities

Construction:

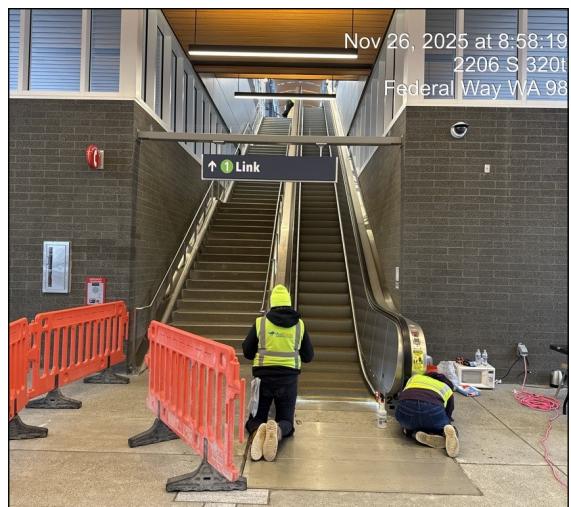
- Star Lake Station: Testing and Commissioning Completed.
- FWD Garage modification: Testing and Commissioning efforts.

Closely Monitored Issues (F200)

- Environmental compliance.
- Non-Conformance Report progress.
- Testing and Commissioning Progress.
- Security & Theft mitigations to curb recent trends

Cost Summary

Present Financial Status	Amount
F200 Contractor– Kiewit Infrastructure West Co	
Original Contract Value	\$1,285,200,000
Change Order Value (excludes betterments)	\$347,037,636
Current Contract Value	\$1,566,565,468
Total Actual Cost (Incurred to Date)	\$1,556,664,107
Percent Complete	99.3%
Authorized Contingency + Add'l Ctg	\$398,568,854
Contingency Drawdown (excludes betterments)	\$347,037,636
Contingency Index *	1.14
*Excludes ATC/NTD, betterments	



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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

November 2025

**For the
PINEHURST STATION PROJECT
(formerly named NE 130th Street Infill Station)
(TIFIA-2023-1007A, Issued Date: 05/02/2023)**

**Link light rail
Pinehurst Station**

TIFIA Project Cost Summary by SCC

(As of 11/30/2025; 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	\$126.9	\$0.9	\$104.3	\$7.9	\$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 I Special Conditions	\$7.4	\$6.6	\$5.7	\$0.0	\$2.0	\$0.9	\$6.6	\$0.8	(\$0.0)
50-Systems	\$16.2	\$16.2	\$15.4	\$0.2	\$9.3	\$0.8	\$16.2	\$0.0	\$0.0
Construction Subtotal	\$172.7	\$168.5	\$148.0	\$1.1	\$115.5	\$9.7	\$157.7	\$15.0	\$10.7
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	\$49.3	\$0.7	\$41.4	\$6.7	\$56.0	(\$6.3)	(\$2.8)
90-Unallocated Contingency	\$17.7	\$18.4	\$0.0	\$0.0	\$0.0	\$7.9	\$7.9	\$9.7	\$10.5
Total TIFIA Project	\$240.2	\$240.2	\$197.4	\$1.9	\$156.9	\$24.3	\$221.7	\$18.4	\$18.4

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, structural steel installation.
- Continued roadway improvements.
- Continued platform canopy metal panel and lighting installation.
- Continued speakers, cabling, conduit and communications equipment installation.
- Continued stairway roofing and lighting.

Closely Monitored Issues

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

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 \$1.9M was incurred, bringing the total expenditure to date at \$156.9M.

This period the project forecasts an Estimated Final Cost of \$221.8M with a budget underrun of \$18.4M.

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	\$6.9	\$0.1	\$6.9	\$10.8	(\$2.1)
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$0.0	\$2.7	\$2.7	\$0.0
Final Design	\$17.6	\$21.0	\$20.7	\$0.0	\$18.1	\$21.7	(\$0.6)
Construction Services	\$17.3	\$17.2	\$15.0	\$0.6	\$12.4	\$17.2	\$0.0
3rd Party Agreements	\$1.7	\$1.3	\$0.9	\$0.0	\$0.8	\$1.3	\$0.0
Construction	\$192.6	\$189.1	\$151.1	\$1.1	\$116.0	\$167.9	\$21.2
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	\$197.4	\$1.9	\$156.9	\$221.7	\$18.4

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	\$126.9	\$0.9	\$104.3	\$134.8	\$10.4
30 Support Facilities	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.1	\$0.3
40 Sitework & Special	\$7.4	\$6.6	\$5.7	\$0.0	\$2.0	\$6.6	(\$0.0)
50 Systems	\$16.2	\$16.2	\$15.4	\$0.2	\$9.3	\$16.2	\$0.0
Construction Subtotal(10 - 50)	\$172.8	\$168.5	\$148.0	\$1.1	\$115.5	\$157.7	\$10.7
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	\$49.3	\$0.7	\$41.4	\$56.0	(\$2.8)
90 Unallocated Contingency	\$17.6	\$18.4	\$0.0	\$0.0	\$0.0	\$7.9	\$10.5
Total (10 - 90)	\$240.2	\$240.2	\$197.4	\$1.9	\$156.9	\$221.7	\$18.4

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 \$39.1M.

Allocated Contingency (AC): Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period allocated contingency reduced by \$1.9M due to construction change orders and civil DSDC change order.

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

Contingency Status

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Allocated Contingency	\$30.9	12.9%	\$20.8	44.8%
Unallocated Contingency	\$17.7	7.4%	\$18.4	39.5%
Total:	\$48.6	20.2%	\$39.2	84.4%

Contingency by Type

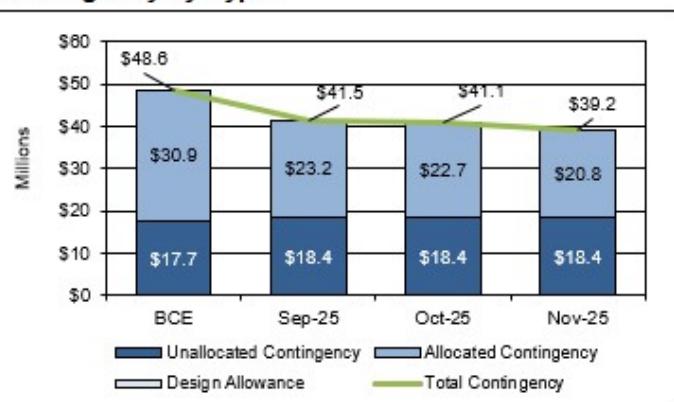
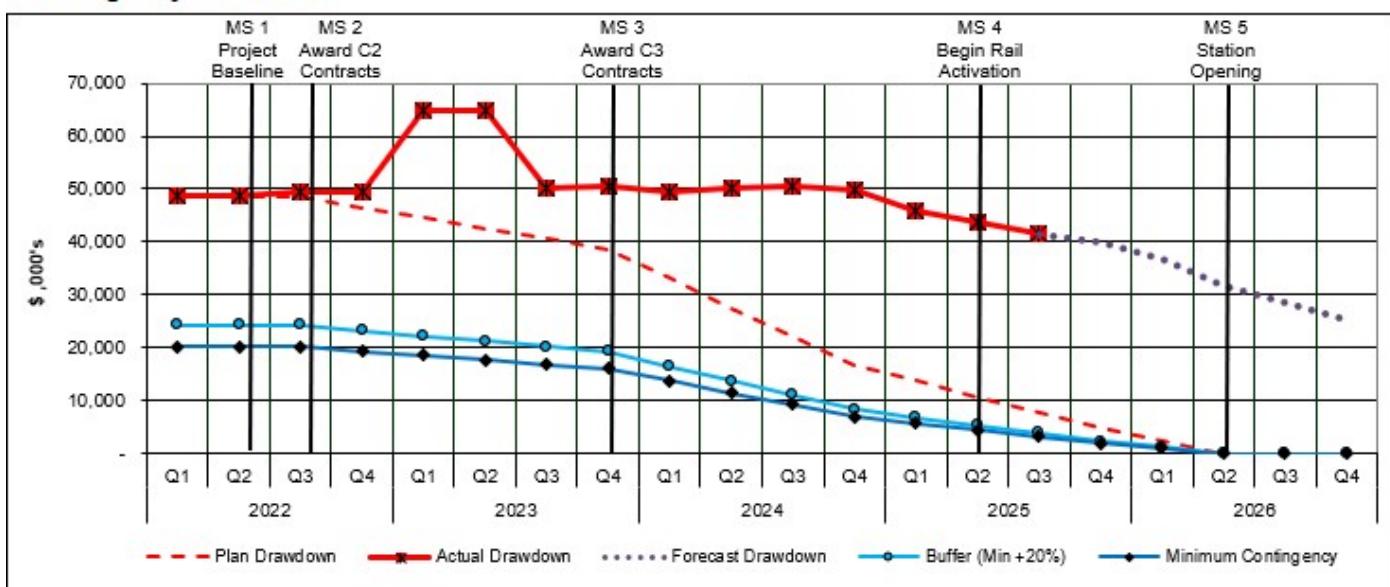


Table figures are shown in millions.

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

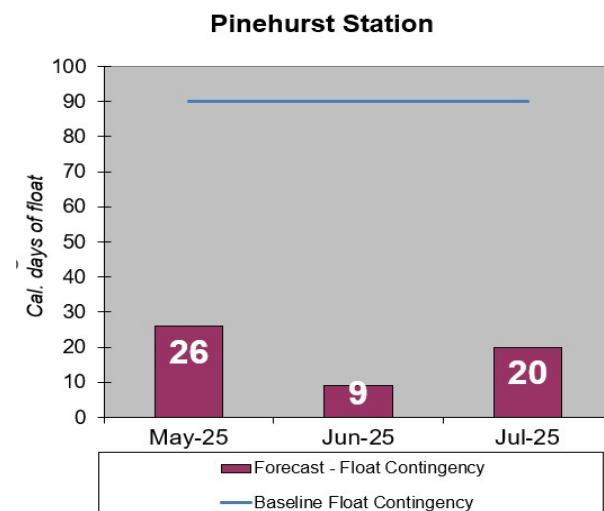
The weighted percent complete for the major construction contracts this month is estimated at 81.2%.

The schedule snapshot below represents progress through July. The schedule submittal by the L230 contractor was rejected due to non-compliance with contractual 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 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	\$19.3	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	\$11.5	\$11.9	\$11.0	Jul 2020	May 2026
Systems CMC	NWTSP	\$0.2	\$2.3	\$2.5	\$0.8	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	\$6.8	\$105.1	\$82.4	Aug 2023	Apr 2026
L810 Systems Construction	Mass Electric	\$14.3	\$0.5	\$14.8	\$8.9	Feb 2022	May 2026
				\$179.6	\$145.8		

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.
- Distributed alerts informing of any I-5 closures and street improvement work.

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	16.3	7.2	9.1
Consultants	13.1	25.8	(12.7)
TOTAL	29.4	33.0	(3.6)

* 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	1.20 ⁵	1.15	2.30	There was no recordable incident or lost time incidents reported this period. However, the project's 12-month average RIR rate is still above the Program Goal but below the National Average, see note below.
	Lost-Time Injury Rate (LTIR)	0.00	0.00 ⁶	0.50	1.00	

L230 130TH INFILL STATION
PROJECT LOST TIME INJURY RATES (LTIR)
DECEMBER 2024 - NOVEMBER 2025



L230 130TH INFILL STATION
PROJECT RECORDABLE INJURY RATES (RIR)
DECEMBER 2024 - NOVEMBER 2025



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 (1.20) is -4.3% below the Program Goal and 52% below the National Average. The previous and current RIR incidents are temporarily higher than benchmark average.
6. For reference the Project Average LTIR (0.00) is 100% below the Program Goal and 100% below the National Average. The project experienced one (1) OSHA recordable injuries in the last 12-months with zero (0) lost time injuries.

Link light rail

Pinehurst Station

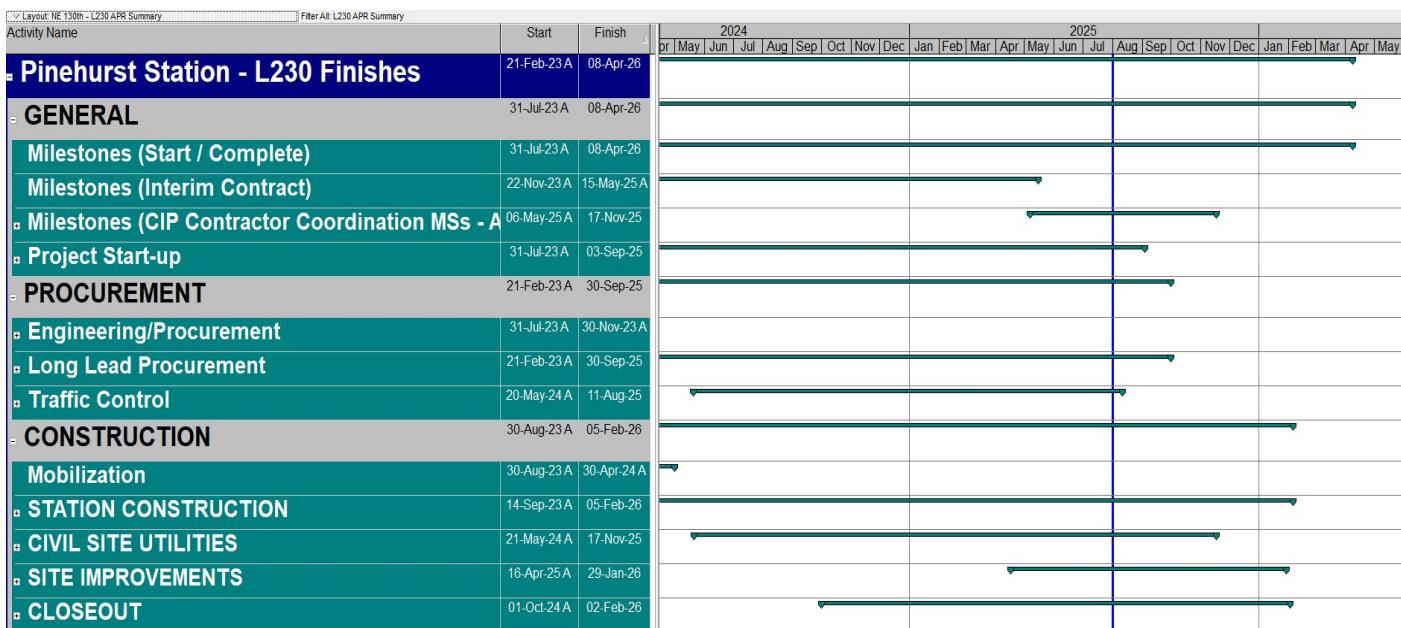
Contract L230 Station Finishes

Current Progress

- Continued platform canopy metal panel installation and egress stair roofing.
- Continued elevator steel framing and escalator curbs.
- Continued ancillary building CMU wall installation and electrical rough-ins.

Schedule Summary

The L230 contract schedule has been updated through July. The subsequent submittal was rejected due to non-compliance with contractual milestones, and was directed to develop a recovery plan. The critical path runs through the completion of the Communication rooms to hand over to the L810 systems contractor. This reflects changes made to the work plan in conjunction with the contractor. Near critical paths remain in the egress stairs, elevators, and escalators.



Cost Summary

Present Financial Status	Amount
L230 Absher – Civil Construction	
Original Contract Value	\$98,270,000
Change Order Value	\$6,565,526
Current Contract Value	\$104,835,526
Total Actual Cost (Incurred to Date)	\$82,148,493
Percent Complete	79.5%
Authorized Contingency	\$14,740,500
Contingency Drawdown	\$6,565,526
Contingency Index	1.8



Elevator framing

Link light rail Pinehurst Station

Contract L810 Station Systems

Current Progress

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

Schedule Summary

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

Activity ID	Activity Name	Start	Finish	Q1	Q2
	Pinehurst Station - L810 Systems Installation	10-Apr-2023 A	20-May-2026		
	L810 Milestones	10-Apr-2023 A	20-May-2026		
	Contract Milestones	10-Apr-2023 A	20-May-2026		
	Interim Milestones	20-Jul-2024 A	03-Jan-2026		
	L810 Engineering	10-Apr-2023 A	20-May-2026		
	L810 Submittals	10-Apr-2023 A	20-May-2026		
	L810 Construction	20-May-2024 A	06-May-2026		
	L810 Signals	31-Jan-2025 A	23-Jan-2026		
	L810 Communications	20-May-2024 A	20-Mar-2026		
	L810 SCADA	01-Dec-2025	14-Apr-2026		
	L810 Testing and Commissioning	01-Dec-2025	06-May-2026		

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)	\$8,919,459
Percent Complete	64.5%
Authorized Contingency	\$1,283,135
Contingency Drawdown	\$519,337
Contingency Index	1.6



Electrical room

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

November 2025

**SOUNDER SOUTH STATION PARKING AND ACCESS
IMPROVEMENTS PROJECT
(RRIF-2023-0048, Issued Date: 05/02/2023)
RRIF Project Cost Summary by SCC**

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

RRIF Project Cost Summary by SCC

(As of 11/30/2025; 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	\$151.8	\$127.0	\$74.7	\$5.3	\$80.0	\$134.7	\$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	\$31.2	\$25.5	\$15.7	\$0.7	\$16.3	\$26.9	\$4.3
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	\$189.3	\$158.7	\$96.6	\$6.0	\$102.7	\$167.9	\$21.5
60 Row, Land	\$22.1	\$20.8	\$31.4	\$27.7	\$27.5	\$0.0	\$27.5	\$32.1	(\$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	\$87.6	\$80.0	\$73.1	\$0.5	\$73.6	\$85.8	\$1.8
90 Unallocated Contingency	\$11.3	\$14.5	\$10.3	\$0.2	\$0.2	\$0.0	\$0.2	\$6.3	\$4.0
Total RRIF Project (10 - 90)	\$314.4	\$311.3	\$318.8	\$266.6	\$197.5	\$6.6	\$204.0	\$292.2	\$26.6

Puyallup Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC ¹
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$33.3	\$47.1	\$31.9	\$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

Summer 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	\$42.8	\$22.7	\$0.8	\$23.6	\$46.5	\$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	\$10.6	\$7.2	\$3.6	\$0.1	\$3.7	\$8.7	\$1.9
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	\$50.0	\$26.3	\$0.9	\$27.3	\$55.2	\$10.4
60 Row, Land	\$4.6	\$4.6	\$4.4	\$4.4	\$4.3	\$0.0	\$4.3	\$4.4	\$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	\$33.2	\$30.1	\$27.5	\$0.3	\$27.8	\$32.5	\$0.7
90 Unallocated Contingency	\$4.8	\$4.8	\$4.8	\$0.2	\$0.2	\$0.0	\$0.2	\$2.8	\$1.9
Total Sumner Project	\$108.9	\$109.0	\$108.0	\$84.7	\$58.4	\$1.2	\$59.6	\$95.1	\$13.0

Auburn Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$40.1	\$59.7	\$65.0	\$53.1	\$21.0	\$4.5	\$25.5	\$57.2	\$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	\$11.1	\$8.9	\$2.7	\$0.6	\$3.3	\$8.9	\$2.2
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	\$76.1	\$62.1	\$23.7	\$5.1	\$28.7	\$66.0	\$10.0
60 Row, Land	\$10.8	\$10.8	\$20.1	\$16.6	\$16.5	\$0.0	\$16.5	\$20.9	(\$0.8)
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	\$27.0	\$22.9	\$18.6	\$0.3	\$18.9	\$26.3	\$0.7
90 Unallocated Contingency	\$6.1	\$6.1	\$5.5	\$0.0	\$0.0	\$0.0	\$0.0	\$2.5	\$3.0
Total Auburn Project	\$123.2	\$123.3	\$128.8	\$101.5	\$58.8	\$5.3	\$64.1	\$115.8	\$13.0

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

Baseline 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*



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements



Auburn Station Parking & Access Improvements

Key Project Activities

Sumner:

- Construction percent complete 47%.
- Placed Level 3, Zone 3 elevated PT deck sections, over Narrow Street.
- Started forming elevated PT deck Level 4 Zone 4.
- Completed concrete placement for Level 3 Zone 4 Shear-walls and Vertical Columns.
- Preparing Level 2, Zone 2 and 5, for partial 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: Received City of Kent permit comments. Updating design and preparing for resubmission for permit approval.
 - DP-05 Offsite Work: Received City of Kent permit comments. Updating design and preparing for resubmission for permit approval.
- Construction Activities:
 - Completed SOG concrete placement.
 - Placed concrete for Level 2 deck in south half of Zone 2.
 - Falsework and decking installation for Level 2 deck in the north half of Zone 2.
 - Survey/layout for embedded items in north portion of Level 2 deck in Zone 2.

Auburn:

- Draft agreement with King County Metro for bus stop improvements, under review by Sound Transit. Anticipated completion in Q4 2025.
- Design Packages Status:
 - DP-04 Off-Site Work Package: 100% design comments resolved and expecting IFC in Q4 2025.
- Construction Activities:
 - Placement of all slabs on grade activities complete. Placed 25% of elevated decks on Level 2.
 - Forming, embeds, and in-slab utilities for Level 3 Zone 2 ongoing, ready for concrete starting in December.

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 \$8.7M was incurred, bringing the total expenditure to date at \$173.2M.

This period the project continues to forecast an Estimated Final Cost of \$321.2M with a budget underrun of \$38.5M

*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	\$16.5	\$0.2	\$16.4	\$24.9	\$1.3
Preliminary Engineering	\$8.2	\$8.2	\$8.2	\$0.0	\$8.2	\$8.2	\$0.0
Final Design	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.0
Construction Services	\$33.1	\$33.1	\$27.8	\$0.6	\$17.7	\$30.5	\$2.6
3rd Party Agreements	\$8.1	\$8.1	\$8.0	\$0.0	\$6.8	\$8.1	\$0.0
Construction	\$252.7	\$252.7	\$187.8	\$7.9	\$97.6	\$218.2	\$34.5
ROW	\$31.2	\$31.2	\$26.7	\$0.0	\$26.5	\$31.2	\$0.0
Total	\$359.7	\$359.7	\$275.1	\$8.7	\$173.2	\$321.2	\$38.5

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	\$184.5	\$144.2	\$7.2	\$69.8	\$162.2	\$22.4
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$85.1	\$37.7	\$26.5	\$0.7	\$10.9	\$31.2	\$6.5
50 Systems	\$5.1	\$0.0	\$0.2	\$0.0	\$0.2	\$0.2	(\$0.2)
Construction Subtotal (10 - 50)	\$225.5	\$222.3	\$171.0	\$7.9	\$81.0	\$193.6	\$28.7
60 ROW, Land	\$24.5	\$30.5	\$26.7	\$0.0	\$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	\$90.5	\$77.4	\$0.8	\$65.7	\$86.8	\$3.7
90 Unallocated Contingency	\$17.2	\$16.2	\$0.0	\$0.0	\$0.0	\$10.0	\$6.2
Total (10 - 90)	\$359.7	\$359.7	\$275.1	\$8.7	\$173.2	\$321.2	\$38.5

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 \$3.9M 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 \$3.8M of AC was used for executed change orders for the Auburn design-build contract, and \$136.7K of AC was used for executed change order for Kent design-build contract.

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

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$22.1	6.1%	\$1.1	0.96%
Allocated Contingency	\$37.7	10.5%	\$54.5	47.59%
Unallocated Contingency	\$17.2	4.8%	\$16.2	14.14%
Total:	\$77.0	21.4%	\$71.8	62.69%

Contingency by Type

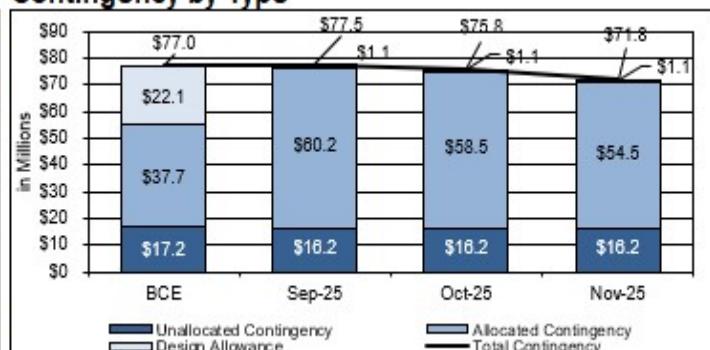
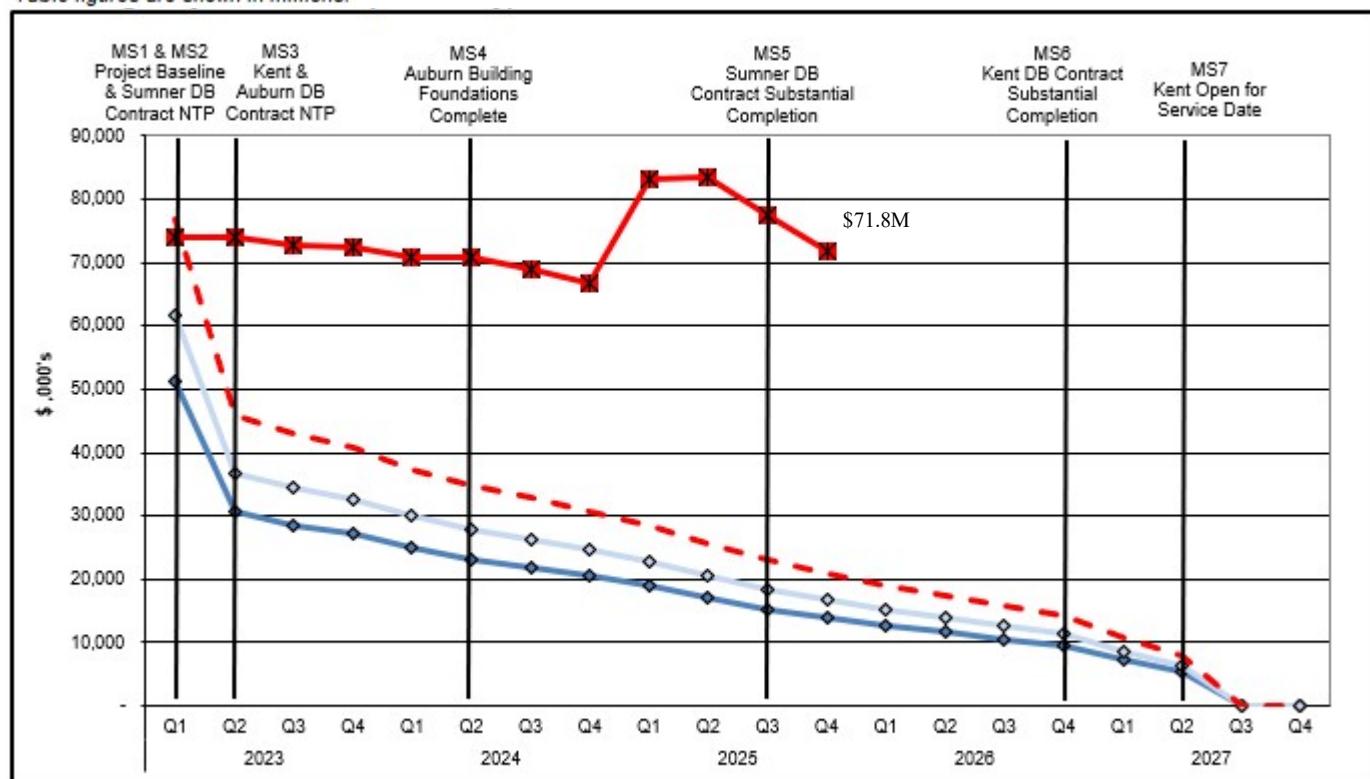


Table figures are shown in millions.



Legend: Minimum Contingency (Solid Blue Line with Diamond), Buffer (Min +20%) (Dashed Blue Line with Diamond), Plan Draw Down (Dashed Red Line with Diamond), Actual Draw Down (Solid Red Line with Square)

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 45.99 (last reported percentage was 41.17%). The schedule below shows the schedule through November 1 for Kent, 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 shows 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 is focusing on NDC and Offsite work in addition to 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 Zones 3 and Four are progressing in addition to working on several procurement plans, their approval and Fabrication.

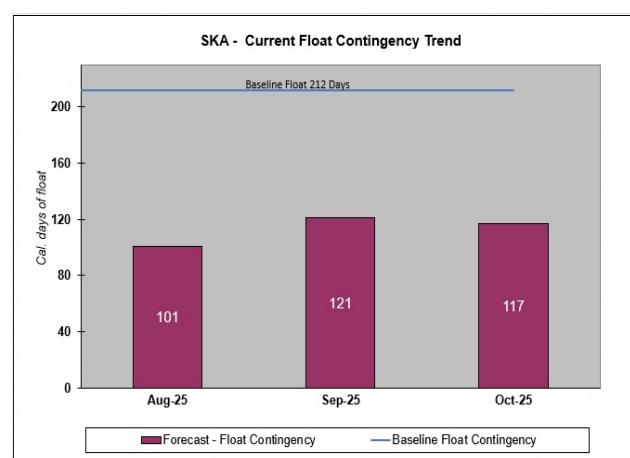
Auburn: NTP was issued in January 2024. Design Builder has completed work identified in DP-02 Site and Foundations and has begun Elevated Deck work from DP-03. Design development continues with the Building IFC complete with focus on NDC's and Offsite Work. October work was mainly related to preparing for elevated decks.

Kent: NTP was issued in December 2023. Foundation work is mostly completed with the last SOG scheduled to pour early November and first elevated deck pouring mid-November. DP-03 IFC rev. 1 design package has been released for construction. Both the DP-04 Bus Layover and DP-05 Offsite are still in permit phase and tracking IFC submittal towards month of November pending permit approvals.

Activity Name	Start	Finish	2025				2026				2027				
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
S300018 - Sumner Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-26													
ST Board Approves Project Baseline - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A													
MS03 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)		Feb-17-26*													
Operational Readiness Period - This may be extended	Feb-17-26	Mar-30-26													
Revenue Service Date - Baseline (Including Project Float) (MS Review) - Subject to extension		Mar-31-26*													
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													
MS03 CS Issues DB LNTP - Auburn	Jan-16-24 A	Jan-16-24 A													
NTP Start Construction - Early Civil Work - Demo, Util Relocates	Oct-21-24 A														
MS03B All Issue For Construction (IFC) Design Packages Complete		Dec-31-25													
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review)		Jan-21-27*													
Operational Readiness Period	Jan-21-27	Feb-28-27													
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													
MS03 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		Dec-04-25													
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review) CL 10/10/2026		Nov-01-26*													
Operational Readiness Period - Kent - Handing Over	Nov-01-26	Dec-31-26													
Open for Service Date - Current (WO)Float - Kent - Feb 01 26 Before Modification		Dec-31-26													
Revenue Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27													

Project Float

The Sumner, Kent, and Auburn Stations Parking and Access Improvements Project was baselined with 212 days of project float. 111 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 26 of Auburn Baseline Float days have been exhausted. Auburn lost Four days of float from last update cycle. 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					140,386,804	78,089,318			
RTA/AE 0613-18	DBPM/Auburn	HNTB Corporation	1,800,002	7,631,918	9,431,920	5,456,602	7/1/2019	12/31/2027	Open
RTA/DB 0050-22	ASAI Contractor DB	Absher Construction Co	60,000,000	6,870,409	66,870,409	33,535,569	1/16/2024	1/21/2027	Open
RTA/AE 0613-18	DBPM/Sumner	HNTB Corporation	6,100,115	2,325,125	8,425,240	6,395,468	7/1/2019	12/31/2027	Open
RTA/DB 0252-19	SSAI Contractor DB	Harbor Pacific Contractors, Inc.	49,000,000	6,659,234	55,659,234	32,701,679	2/27/2023	2/17/2026	Open
Planned Contracts									
None									
Total Contracts					145,278,412	82,980,927			

Sounder 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.
- **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	18.3	11.2	7.1
Consultants	20.0	19.6	0.4
TOTAL	38.3	30.8	7.5

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

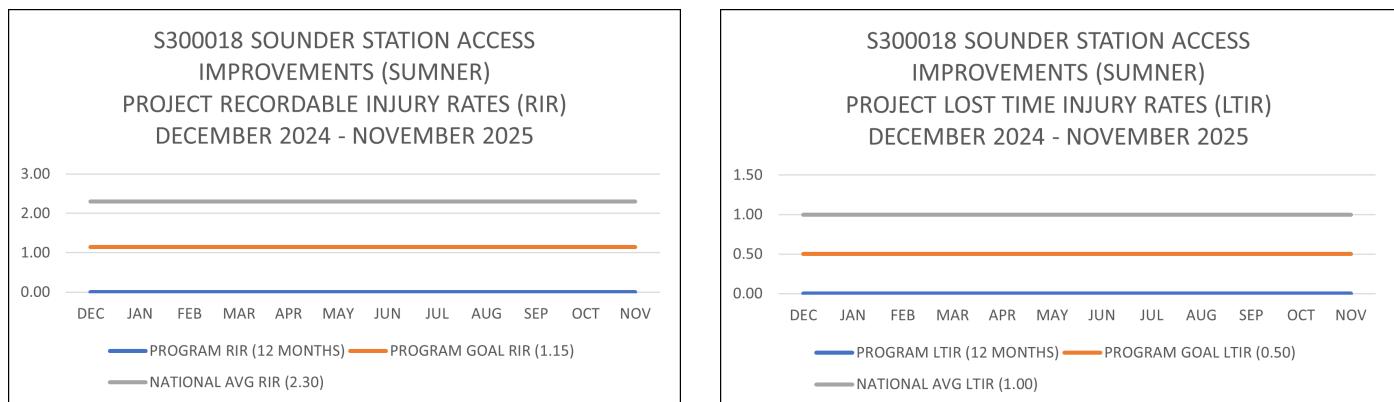
Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Construction Safety

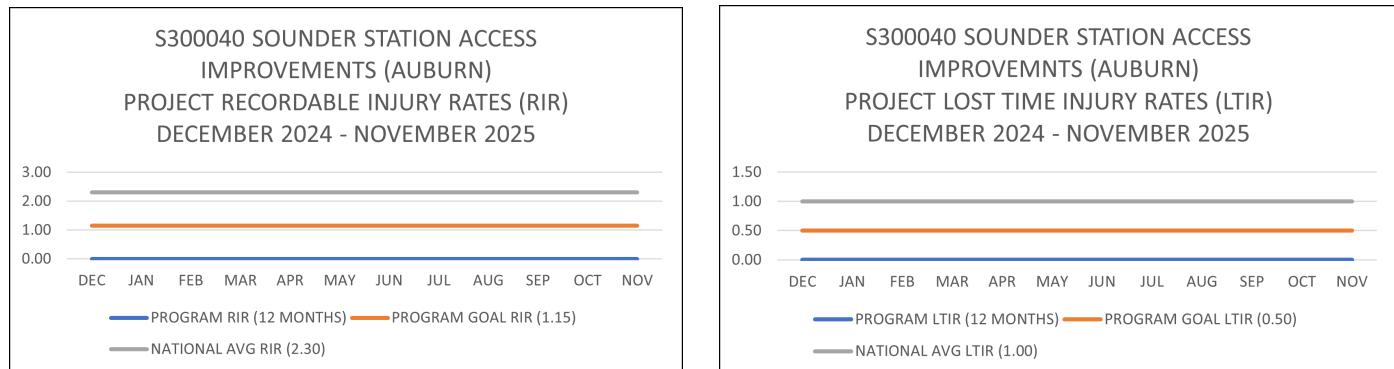
Sumner Station Parking & Access Improvements

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 in November.
	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 in November.
	Lost-Time Injury Rate (LTIR)	0.00	0.00 ⁶	0.50	1.00	



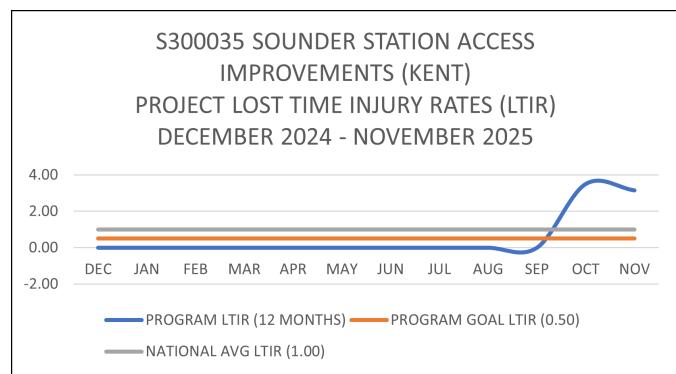
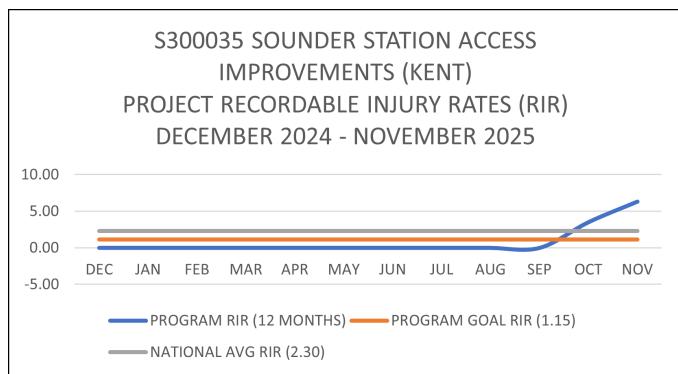
Sounder commuter rail

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)	26.81	6.31 ⁵	1.15	2.30	There was one (1) OSHA recordable incident reported in November 2025.
	Lost-Time Injury Rate (LTIR)	0.00	3.16 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, Auburn, and Kent is zero.
6. For reference the Project Average LTIR for Sumner, Auburn, and Kent is zero.

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Sumner Station Parking & Access Improvements

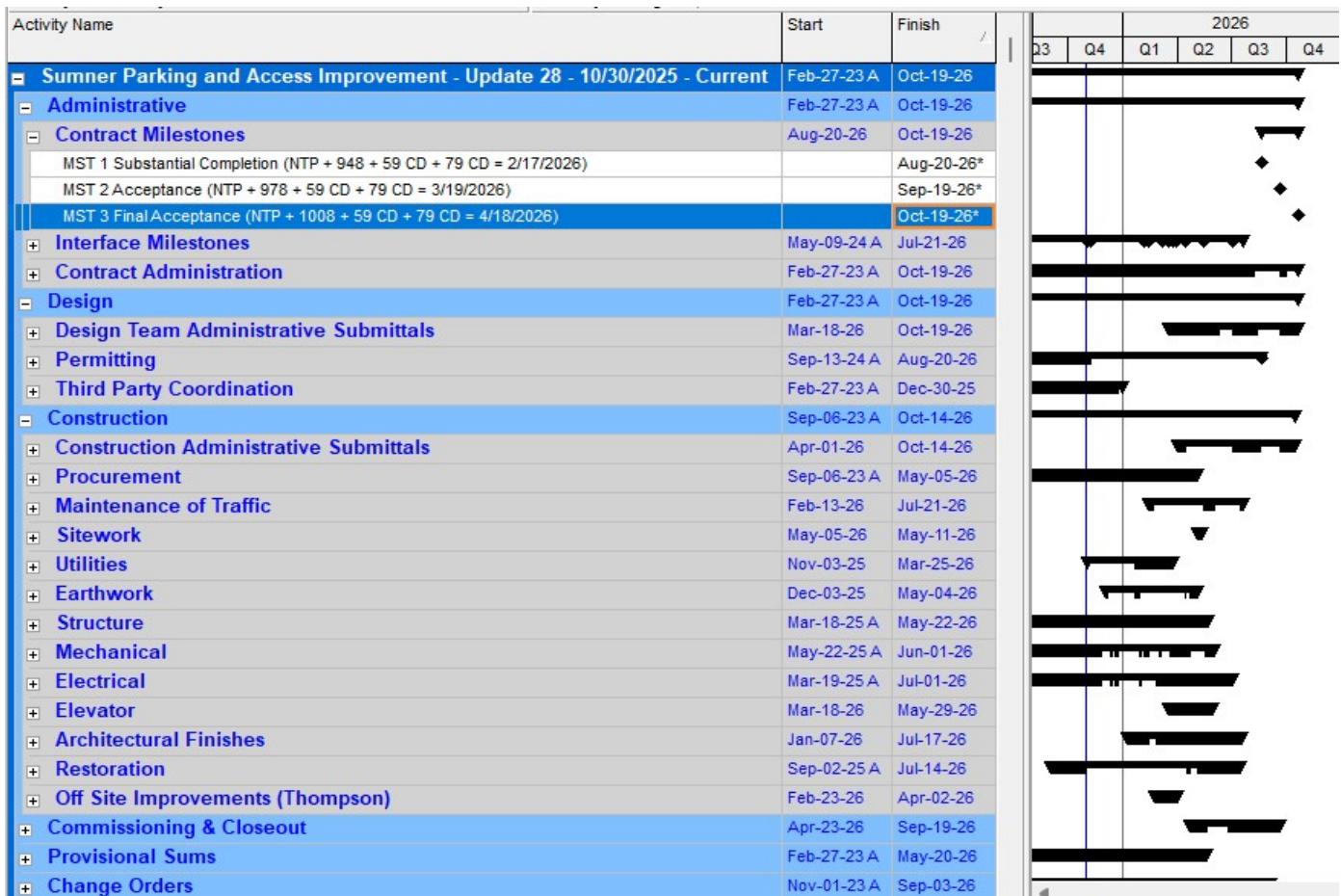
Current Progress (Based on October Update)

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

- Acquire Fire Permit - still Near Completion
- Fabricate / deliver fire suppression piping, diesel generator, and Structural Steel embeds are in progress.
- Form/rebar/pour Slab on Grad/ Roadway of L2Z1, Z2 and Z5 along with L3Z4 are in progress.
- Mechanical rough-in L2 and Fire Suppression L1 and electrical rough-in Z5 activities - In Progress.
- Landscape and Planting-- Phase 2—In Progress
-

Schedule Summary

The schedule below represents October Schedule. 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 finishing Concrete work for 2 at Zone 1,2 & 5 along with structural submittals and other administrative work. Plumbing Rough In work is In Progress along with electrical Rough-In work for Z5 and Restoration Phase 2. Security gates, Precast Stairs, Façade structural Steel, Diesel generator Fab/Deliver activities are In Progress as well.



Sounder commuter rail

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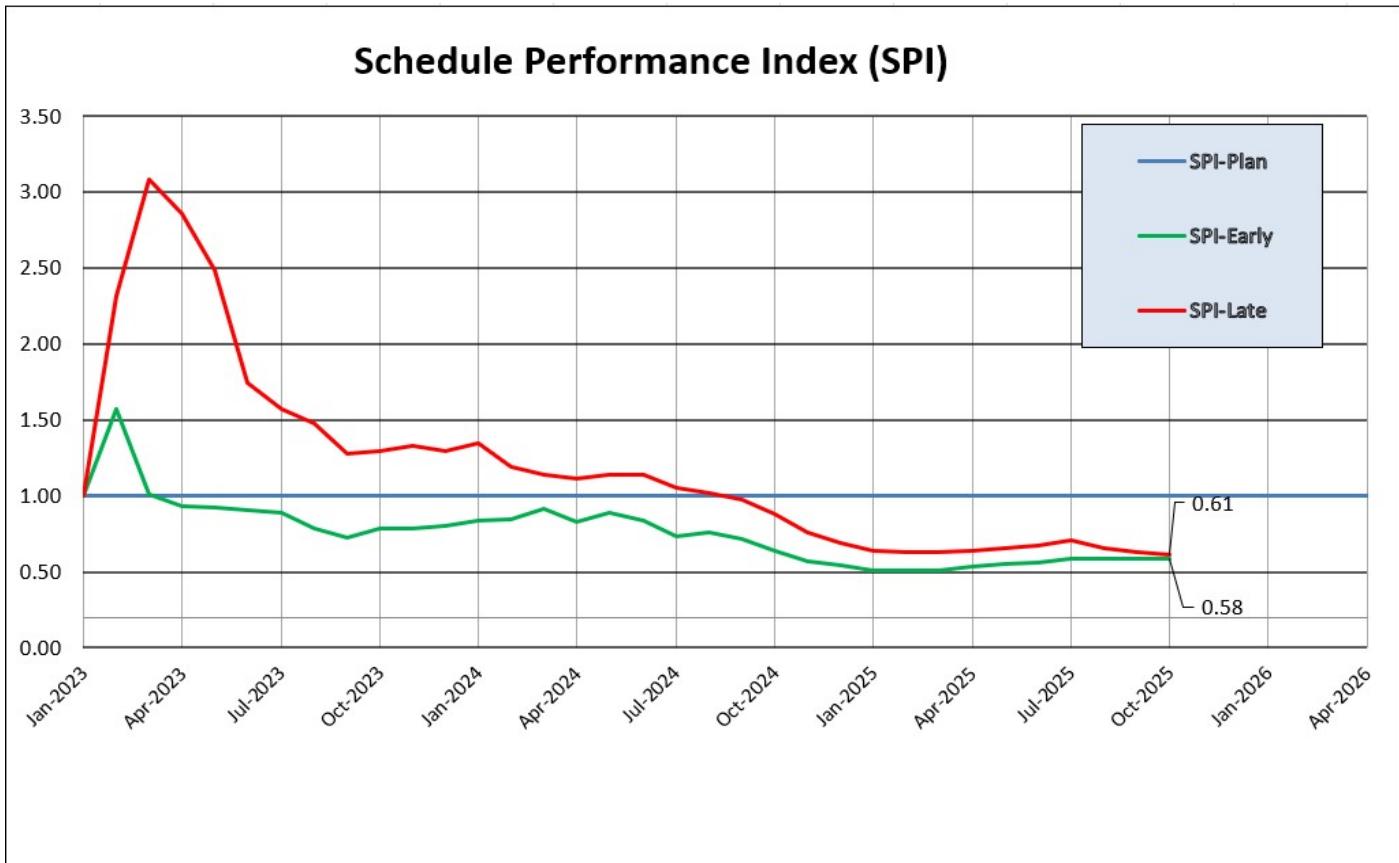
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Critical Path Analysis

The critical path is based on October Update (Currently Under Review). Thirty Eight activities are on the longest path. The path started with NCR 20 activities and passes thru concrete and electrical work on L2 and L3 (Z2 and Z5) , Installation of Security Systems and CCTV, Startup/ Commissioning Building Systems and Punchlist and Final Documentation Submittals.

Schedule Performance Index (Based on October Schedule).

Early SPI represents progress against an optimistic version of the contract baseline schedule. October period early SPI is 0.58 (increase from 0.52 reported last approved schedule of June 2025). Late SPI for October Schedule is 0.61 (increase from June's Late SPI of 0.58). The main Critical activities that contributed to the Schedule Variance includes Electrical embedded for L3Z2 and Z5, Concrete work for L3Z2 and Z5 and Install Security & CCTV System for L2,3 an d L4.



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Next Period Activities:

- Concrete and NCR related work for L2Z1 thru L2Z5.
- Concrete work for vertical circulation at L1.
- Concrete activities for L3Z1, and Z3 and Z4
- Continue development, submit, and review, approval and fabrication of material/equipment submittals.
- Mechanical and electrical rough-in for L3Z1,3 and Z4.

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	\$6,659,234
Current Contract Value	\$55,659,234
Total Actual Cost (Incurred to Date)	\$32,701,679
Percent Complete	59%
Authorized Contingency	\$10,880,000
Contingency Drawdown	\$6,659,234
Contingency Index	1.0



Sumner: Looking west at Level 3 Zone 3 electrical conduit installation

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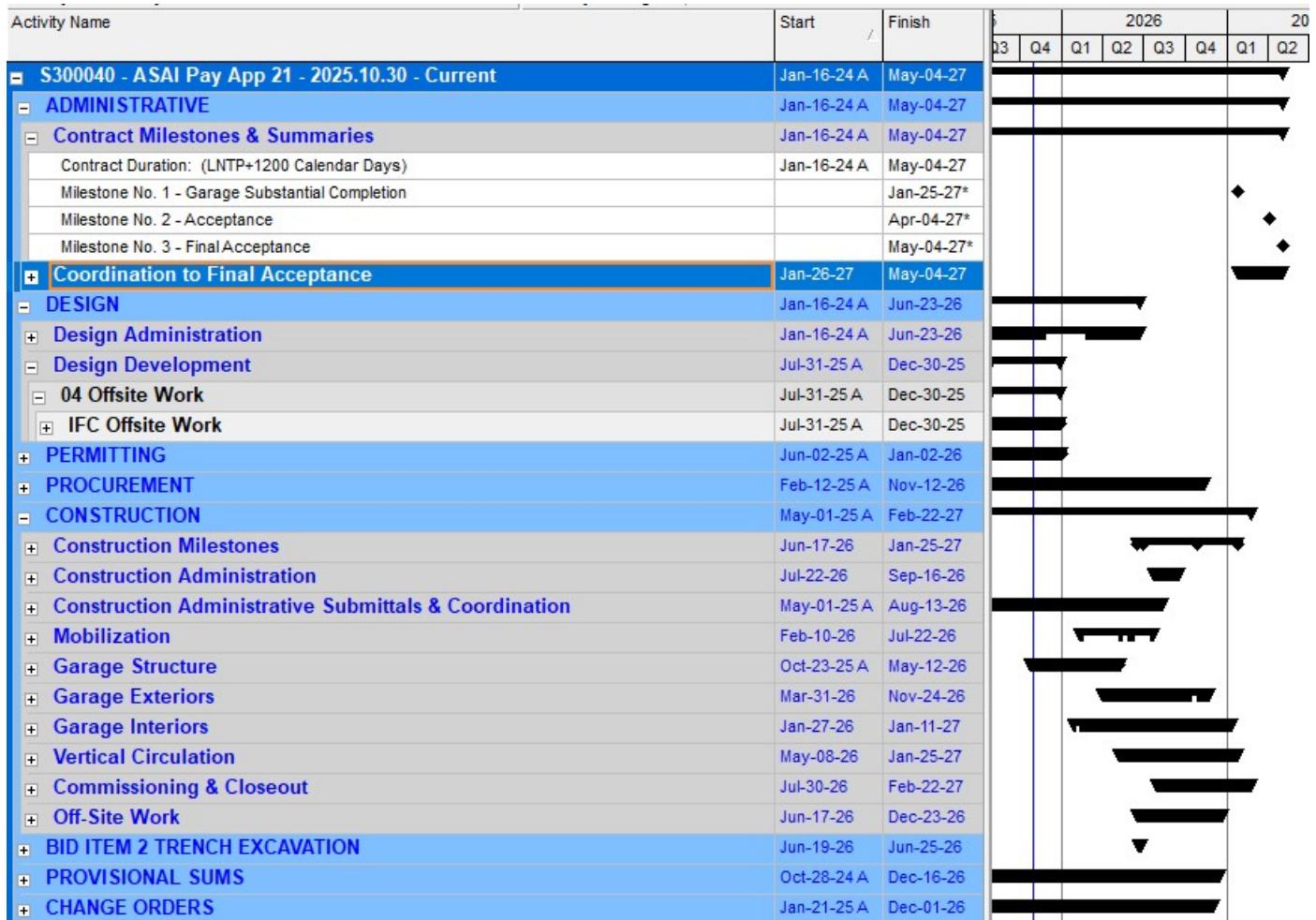
Design / Build Contract - Auburn Station Parking & Access Improvements

• Current Progress (Based October Schedule)

- The Auburn SPAI Contractor, Absher, has accomplished the following:
- DP04 IFC Offsite Work— Preparation - In Progress
- DP04 Offsite Work Permit - Multiple Resubmissions - City of Auburn Review - In Progress.
- Fire Suppression Deferred Design Permit— Under City of Auburn Review
- Many procurement items are in Fabrication and Delivery including Transformers, Panelboards, Switchboards, Plumbing and Fire Suppression.
- Zone 3 SOG foundation— Completed.
- Level 2 Pour 1 Vertical and L2 Pour2 Deck— In Progress

Schedule Summary:

Design Builder continues to work on preparing IFC DP-04. Contractor completed garage foundation and started with Structures Level 2 Pour 1, 2 and 3 along with their associated electrical and mechanical rough-in. SOG of Zone 3 has also been worked on during this month. Design Builder is also working on preparing for elevated decks.



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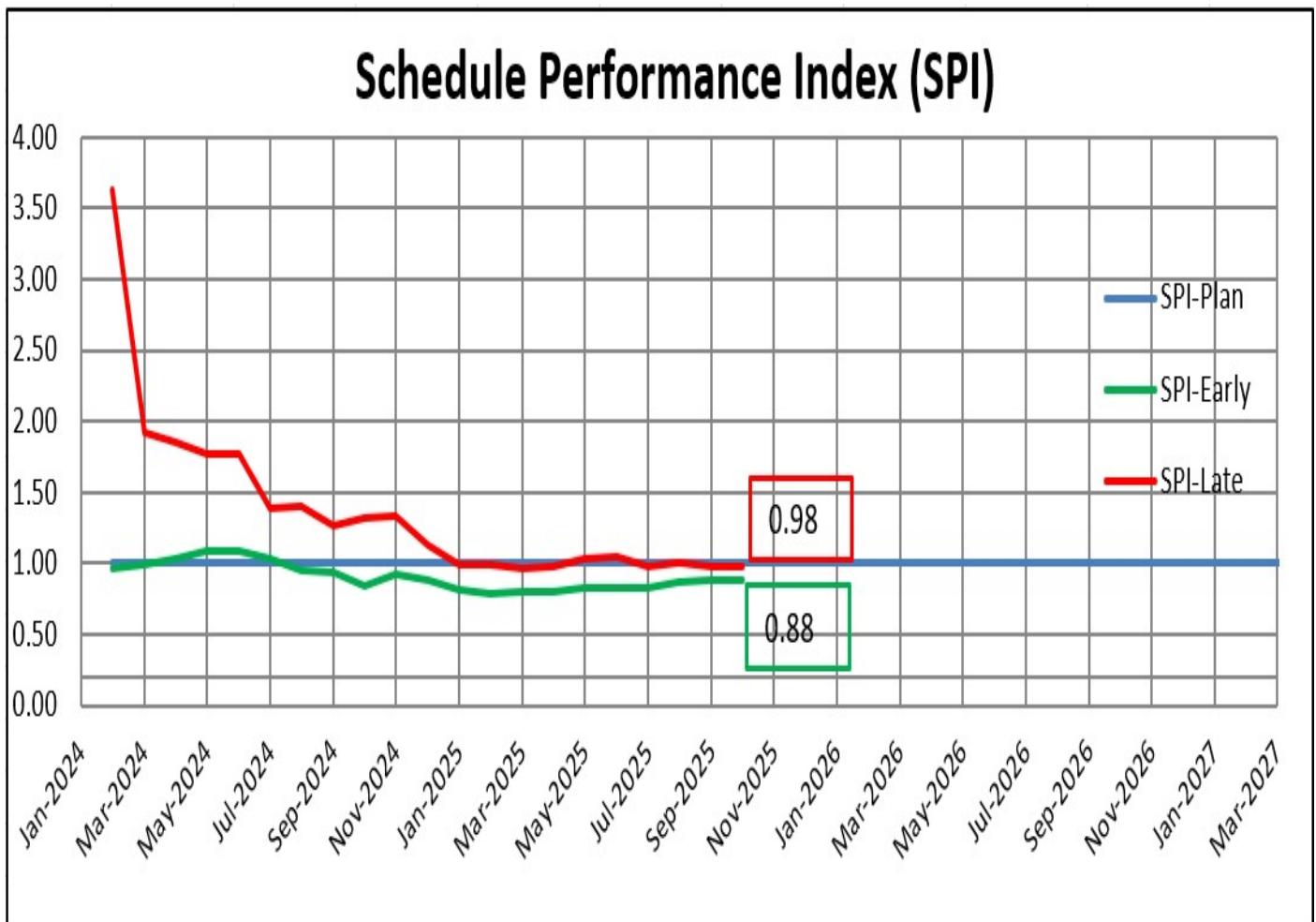
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Critical Path Analysis- (October Schedule)

The critical path is based on September schedule's longest path. 127 activities are on the longest path. It starts with Fabrication and Delivery of Plumbing Rough In materials, L2 Pour 1, 2 & 4 Concrete mechanical and electrical activities, Through the same for Level 2,3,4,5 and 6, Elevators installation, testing, commissioning, substantial completion, and final acceptance. Those activities have close to Zero days of float and where any delay in them will further push our project's completion date.

Schedule Performance Index (October Update)

Early SPI represents progress against an optimistic version of the contract baseline schedule. October Update period early SPI is 0.88 (decrease from last reported SPI of 0.89). Late SPI represents progress against a more conservative schedule. Late SPI is 0.98 (1.00 reported last update cycle). Main Longest Path contributors of the Early SPI are activities of Level 3 Pour 2—Rough In Electrical and Level 2 Pour 1,2 and 4 Form Deck and rebar activities.



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Next Period Activities (October):

- Acquire Fire and Offsite Permits
- Finalizing DP04 Permit with the City
- Continue development/submittal of Precast and VC Structural Steel, Aluminum Mullions, Elevators, CCTV Equipment and Access Control Equipment.
- Shallow underground Plumbing, Electrical and Fire Line and Level 2 Pour 1 and 2 Concrete activities

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	\$6,870,409
Current Contract Value	\$66,870,409
Total Actual Cost (Incurred to Date)	\$33,535,569
Percent Complete	50%
Authorized Contingency	\$11,000,000
Contingency Drawdown	\$6,870,409
Contingency Index	0.8



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		Schedule	
	Current Estimate at Completion (EAC) is no more than 10% over the current published 2024 Financial Plan figure.		Current schedule reflects no change in RSD.
	Current EAC is between 10% to 15% over the current published 2024 Financial Plan figure.		Current schedule reflects possible change to RSD.
	Current EAC is more than 20% over the 2024 Financial Plan figure.		Current schedule reflects change to RSD.

Payment on System Expansion Contracts		Construction safety	
	Total invoice payment within 30 days of receipt of invoice; achieved 95% and above.		Current recordable injury and lost-time incident rates are below 50% national averages.
	Total invoice payment within 30 days of receipt of invoice; achieved below 95%, but 80% and above.		Current recordable injury and lost-time incident rates are greater than 50% and less than 100% national averages.
	Total invoice payment within 30 days of receipt of invoice; achieved below 80%.		Current incident rates are higher than the national averages.

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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 August 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