



System Expansion Monthly Status Report

Reporting Period: October 2025



A four-car light rail vehicle (LRV) crosses the I-90 floating bridge during live wire testing on October 8, 2025.

Notable updates since last month's report

Schedule:

- **ELE:** Current opening forecast is May 2026. The first powered test train operated across the floating bridge this period.
- **FWLE:** Project opening date is December 6, 2025. The team completed all safety certification submittals required to enable the pre-revenue operations phase of training, validation testing, and simulated service.

Safety: There was one (1) OSHA recordable injury resulting in lost time reported during October 2025.

Active procurements:

- **Operations and Maintenance Facilities (OMF):** Progressive Design-Build.
- **Multiple Award Task Order Contract (MATOC):** Project Management/Construction Management.
- **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 BT105 Renton Transit Center, 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

Link light rail

Future service:

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

Current service:

- Lynnwood–Angle Lake
- Downtown Redmond–South Bellevue
- Tacoma Dome–St Joseph

Sounder trains

Future service:

- S Line** DuPont–Seattle

Current service:

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

Stride bus rapid transit

Future service:

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

ST Express buses

Current service:

— Current routes

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

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



For more details, including information about project schedules, go to:
soundtransit.org/system



Project descriptions

Link light rail program

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

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

Downtown Redmond Link Extension: Opened in May 2025, this project extended the 2 Line from Redmond Technology Station 3.4 miles 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 by 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 Angle Lake Station in the City of SeaTac to 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/148th stations.

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

Series 3 LRV Fleet Expansion: The project includes the design, manufacturing, inspection, testing, and delivery of approximately 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 the 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 right-of-way, construction, construction services, and third-party activities. 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 September 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 here: <https://www.soundtransit.org/get-to-know-us/documents-reports/system-expansion-monthly-status-report>.

II. Program overview

A. Accomplishments and innovations

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

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

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: As part of the programmatic workplan opportunities, off-site construction, fabrication, and assembly cost-saving opportunities are being identified, assessed, and implemented on the West Seattle Link Extension project through several methodologies, concentrating on savings derived from the use of precast segmental box sections as building blocks for construction of the cable-stay bridge and aerial guideway spans.

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.

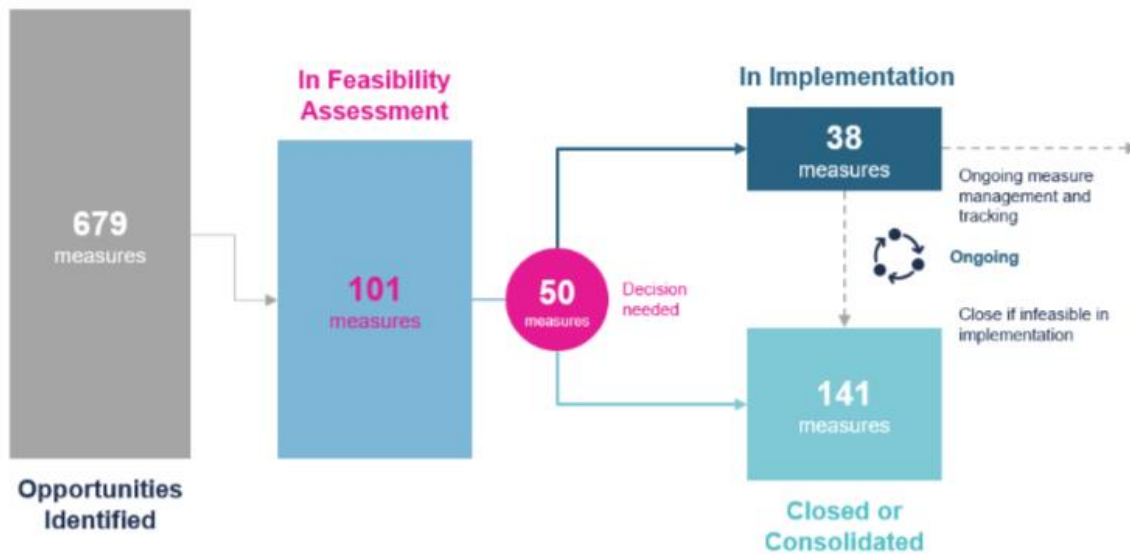


Figure 1: Project-level and Programmatic opportunities continue to progress through feasibility assessment into implementation or are closed if deemed infeasible. The number of opportunities has grown with the addition of opportunities from service delivery, state of good repair, and the infill stations project.

- **Project Management Information System (PMIS) – Process and Tools:** Project Managers continue using PMIS to record monthly status updates. Both internal and external reports draw from these updates to reduce duplicative data entry and improve consistency across communications. 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 helping users continue to engage with the system through access support, data quality management, and training.



The PMIS team is on track to roll out project management functionality for System Expansion in alignment with the need to support upcoming ST3 project delivery. Using the System Expansion functionality as a template, the PMIS team will later deploy project management functionality for Service Delivery projects. The team has also made progress on integration and data migration planning to prepare for the next round of configuration.

The PMIS team is continuing to work with 20 process-specific teams focused on improving transparency, consistency, and effectiveness across core business processes. The broader effort to re-engineer more than 60 processes is progressing toward the next major deployment in Q1 2026.

- **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 solicitation window has now closed, with 37 Statement of Qualifications (SOQs) submitted, and procurement is in the final stages.

- Interim and long-term technology solutions are in development to support the MATOC task order process, real-time metric-driven dashboards, and reporting.
- **Construction Manual Update — Process:** The project 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 October, the Phase 2 PCPPs, a total of 14 documents were reviewed and updated; workflows were created. Peer review through Bluebeam session started in late October 2025. The update is scheduled to be completed by mid-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:
 - On October 8, Deputy CEO Terri Mestas gave a presentation and spoke on a panel at the Transportation Showcase at the AGC (Association of General Contractors) of CA CONSTRUCT Conference.
 - On October 17, Deputy CEO Terri Mestas attended the Northwest Mountain Minority Supplier Development Council Leadership and Advocacy Awards as a guest of the Puget Sound Business Journal.
 - Sound Transit was honored to co-host the first-ever ENR (Engineering News-Record) Seattle Infrastructure Forum on October 20, bringing together leading voices in regional transit. The event featured insightful discussions with transit leaders including Dow Constantine, Julie Meredith, and Claudia Balducci, among many others, highlighting the transformative work underway in the Pacific Northwest. Sound Transit DCEO Terri Mestas moderated the opening session with Board Members Balducci and Meredith and Executive Directors Manan Garg, Michael Morgan, Brad Owen, and Bernadette McDermott participated as panelists, with CEO Dow Constantine delivering the keynote address.



- Also on October 20, CEO Dow Constantine and Deputy CEO Terri Mestas participated in a discussion about the Enterprise Initiative at City Hall hosted by Transportation Choices Coalition.
- On October 23, Sound Transit hosted a Division 01 Summit in partnership with AGC (Association of General Contractors of Washington). Capital Delivery Directors Indra Banerjee and John Baker, alongside Executive Directors Brad Owen and Manan Garg, shared changes to the Division 01 Specifications and sought feedback from industry. The event was attended by 49 industry representatives.
- The N150 Roosevelt Station Finishes Contract was recognized as the Runner-Up in the Infrastructure – Transportation category at the 2025 Excellence in Concrete Construction Awards, presented by the Washington Aggregates & Concrete Association. The award was accepted by Rick Capka, with additional recognition given to project partners Hoffman Construction, Hewitt Architects, and KPFF Consulting Engineers.
- On October 28, Sound Transit conducted its second Annual Cost Estimating Summit, building upon the work done last year in bringing together cost estimating professionals from around the area (and country), providing updates on the huge portfolio of projects and working together to increase the accuracy, consistency, and efficiency of capital cost estimates. In addition, the summit provided a valuable networking opportunity between consultants, ST staff, and leadership and a means of continuing to promote Sound Transit as the owner of choice. ST DCEO Terri Mestas, Executive Directors Brad Owen, Michael Morgan, and Katie Drake, Director Adam Strutynski, and Program Manager Phil Larson facilitated and led the discussions throughout the half-day workshop.




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 31 days this month. As a result of exceeding the 30-day target, the KPI has been shifted to meeting target with unfavorable trend.

 Payments on System Expansion Contracts <i>KPI associated with the average days paid *</i>	
Total invoices paid ^{1, 2}	56
Total value paid	\$54.2M
Average days from invoice date to paid date ³	31 (100%)
Number of invoices approved within 30 days	44 (79%)
Number of invoices approved over 30 days	12 (21%)
Total invoice value approved within 30 days	\$48.2M (89%)
Total invoice value approved over 30 days	\$6.0M (11%)

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 was one (1) OSHA recordable injury resulting in lost time reported during October 2025 for the Kent Garage Project.

While operating a forklift to stack gate column forms, an employee was in the process of placing one column form onto 2x6 dunnage on top of another column form. During this process, the employee exited the forklift to manually reposition the dunnage for better alignment. As the employee adjusted the dunnage, the column form being placed shifted unexpectedly. This resulted in the column form falling and landing on the employee's right finger, causing significant trauma to the finger. The prime contractor held an immediate Safety Standdown with all employees on site.

It is important to note that, year-to-date (2025), Sound Transit has experienced six (6) OSHA recordable incidents over 1,115,108 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 (2.40) is 108.71% above the Program Goal and 4.36% above the National Average, as shown in Figure 6.
- LTIR (2.40) is 380.04% above the Program Goal and 140.02% above the National Average, as shown in Figure 7.

Construction Safety					
Program Monthly KPI ^{1*}		Program Monthly ¹	Program Average ²	Program Goal ³	National Average ⁴
	RIR	2.40	1.06 ⁵	1.15	2.30
	LTIR	2.40	0.40 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 1.06) is 7.87% below the Program Goal and is 53.93% below the National Average, as shown in Figure 6.

6. The Program Average Lost-Time Injury Rate (LTIR 0.40) is 20.53% below the Program Goal and 60.27% below the National Average, as shown in Figure 7.

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.

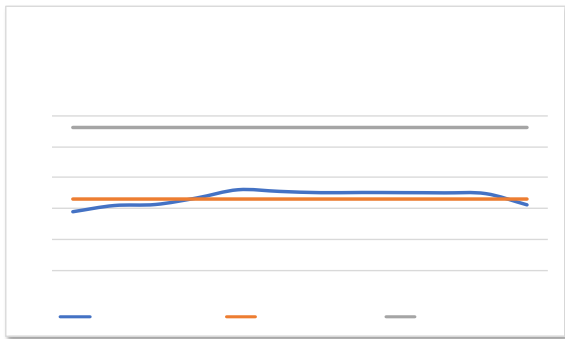


Figure 6: Recordable Injury Rate

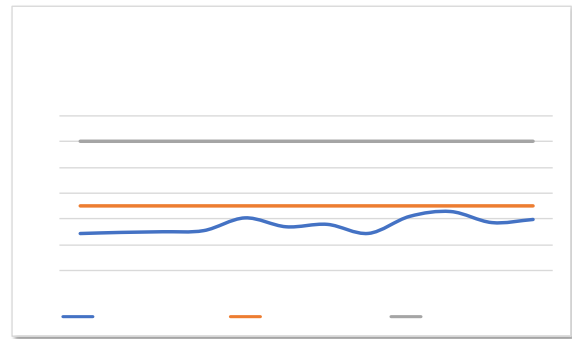


Figure 7: Lost-Time Injury Rate

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.
- At **Federal Way Downtown Station**, a request for proposals for TOD sites 1 and 2 has closed and proposal evaluations are underway. Engaging the City of Federal Way on their interest in potentially developing TOD sites 3 or 4.
- 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.
- Finalized negotiations for the **Midtown Station** term sheet with King County which identifies design parameters for inclusion in preliminary engineering, including overbuilding the station. Term sheet routed for legal review and briefings with executives.
- Studying design options for the headhouse at **Denny Station** that provide flexibility for the future overbuild while balancing the structural complexity of an integrated development. 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:

- Supported the Urban Land Institute's release of the **Ballard** Technical Assistance Panel report on joint development.

D. Environmental affairs and sustainability

Current conditions and opportunities:

- The **BLE** draft Environmental Impact Study (EIS) publication is approximately 8 months behind schedule, pending resolution and approval to publish from the Federal Transit Administration (FTA). The current permitting dashboard milestone is targeted for February 2026.

Notable activities:

- Compliance staff held an Environmental Compliance Summit (ECS) bringing together Sound Transit and Consultant Management representatives from our construction projects to share project status updates, best practices, emerging challenges, successes, and lessons learned. The

ECS provided the opportunity to foster collaboration, drive innovation in compliance processes, and align environmental goals across our capital projects.

- FTA initiated Section 106 consultation with the Tribal Governments and the State for EVLE/OMF North on October 1. FTA also published project information on the Federal Permitting Dashboard.
- FTA approved the Categorical Exclusion on October 2 for the DSTT Access Road, ensuring this work can be completed before the Crosslake Connection opens for revenue service.
- FTA provided preliminary determination of NEPA Class of Action for the Boeing Access Road Infill Station as a Categorical Exclusion with documentation on October 8, providing clarity on next steps for environmental review.
- Submitted TDLE draft Biological Assessment report BA to FTA for review.
- Met with representatives from the Puyallup Tribe of Indians to discuss ecosystem mitigation opportunities for TDLE.
- McKinstry completed a Refrigerant Audit across all ST assets and delivered a comprehensive Inventory List and a draft Analysis of Refrigerant and Fuel Emission.
- Sustainability team determined that ST would pursue version 4.1 for Union Station's LEED O+M Certification — target is Gold.
- Sustainability led two more Envision meetings to collect documentation and develop the WSLE Scorecard.

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 the 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 early 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. This is targeted to go to the board in March of 2026. CDD is treating the group of maintenance facilities as a portfolio to leverage efficiencies and optimize performance across the system.
- **Souder 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 Souder DuPont Extension.** The **SRTSI** project completed conceptual engineering designs and submitted it 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			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 the Cost Opportunity Workplan actions to this project and has begun to identify efficiencies and cost savings. A Board update is planned in Q1 2026. 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.
Boeing Access Road Infill Station	2%	Env Review / CE			Cost: Alternatives Analysis level cost estimate (Oct 2024) exceeds financial plan estimate. 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

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
					be complete around the end of 2026.
Everett Link	15%	DEIS / PE			<p>Cost: Latest cost data exceeds the Finance Plan budget for this project. Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan/Register is underway reporting back to the Board quarterly. The next update is anticipated in late 2025.</p> <p>Schedule: FTA completed first review of the DEIS, and formal legal review is anticipated in January. The publication target date is scheduled for late Q1 2026. Design continues on Phase 2 of the Advanced Conceptual Engineering, with a Board action to confirm/modify Preferred Alternatives in Q3 2026.</p>
Graham Street Infill Station	10%	Env Review / CE			<p>Cost: Draft Conceptual Engineering-level cost estimate (Oct 2025) is consistent with Alternatives Analysis level cost estimate (Oct 2024) and exceeds financial plan estimate. Final Conceptual engineering-level cost estimate is expected in November 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 in Q3 2026.</p>
O&M Facility South	30%	Design and Construction Procurement			<p>Cost: The project is trending to be within the financial plan budget. Work on cost-saving opportunities continue.</p> <p>Schedule: The project is in the procurement phase for getting a progressive design-builder onboard in Q2 2026.</p>
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	30%	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.
Sounder South Capacity Expansion Program	1%	Planning / Design			King Street Station Platform Area Improvement Project and Sounder Rail Track & Signal Project are funded by this program. The KSS Project Team held a preliminary engineering kick-off meeting with the design consultant. SRTSI conceptual engineering designs are completed.

³ Project Baselined.

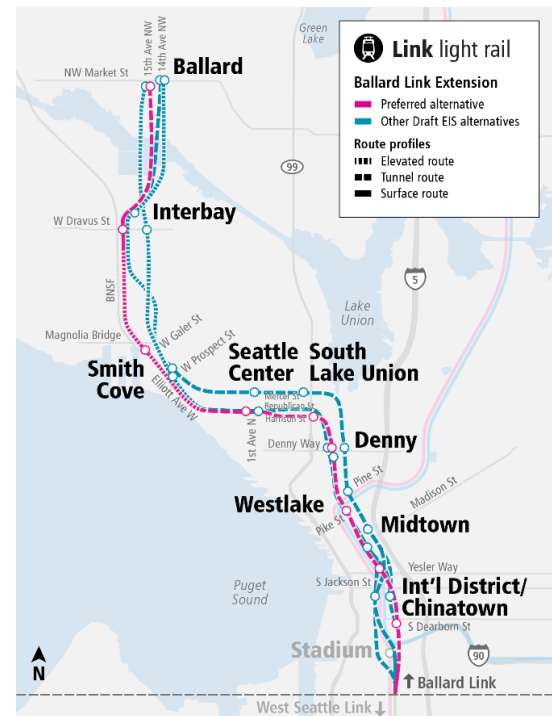
Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Sounder South Tacoma Station Access Improvements ³	30%	Design			A Task Order was set up with WSP to review the 30% design. The initial meeting with WSP will be held 11/24/2025. Comments are expected by the second week of January 2026.
Tacoma Dome Link Extension	10%	FEIS / PE			<p>Cost: Based on cost trends, current cost estimates exceed the Financial Plan Value. Project team is applying the Cost Opportunity Workplan actions and has begun to identify efficiencies and cost savings.</p> <p>Schedule: The team is preparing the Final EIS, which is anticipated to be published in Q1 2027. The Draft EIS was published Dec 2024. The Board confirmed, modified, and/or identified the Preferred Alternative June 26, 2025.</p>
Tacoma Dome Access Improvement	6%	Conceptual Design/SEPA review			Tacoma Dome Access Improvements (TDAI) is completing conceptual design and SEPA. The 2-week public comment period will begin on January 14, 2026, and we expect to go to the ST Board to choose TDAI projects in late Q1 or early Q2 2026.
West Seattle Link Extension	30%	FEIS / PE			<p>Cost: Latest cost data exceeds the Finance Plan budget for this project. Evaluation of potential cost reduction and financing opportunities through Cost Opportunity workplan/Register is underway, reporting back to the Board quarterly. The next update is anticipated in late 2025.</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 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 City of Seattle, King County, WSDOT, and Port of Seattle.
- Site investigation
 - Conducting geotechnical investigation along the project corridor.
- Contracting
 - No current procurements.



Everett Link Extension

- Project development
 - Draft EIS to be published early 2026.
 - Final EIS and ROD anticipated late 2027.
- Advanced engineering
 - Preparing Advanced Conceptual Engineering.
 - Evaluating cost-savings and schedule optimization opportunities.
 - Continuing design coordination with third parties, including Cities of Everett, Lynnwood, Snohomish County, and WSDOT.
- Site investigation
 - Conducting geotechnical investigations along the project corridor.
- Contracting
 - No current procurements. Phase 3 budget amendment Q2 2026.

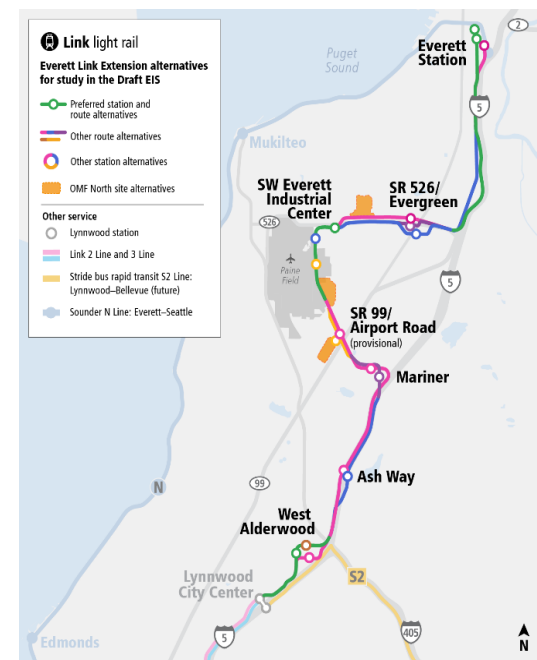


Figure 9: Map of EVLE Project Alignment

Tacoma Dome Link Extension

- Project development
 - Draft EIS published December 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 to up to 30% on the Preferred Alternative.
 - Continuing design coordination with third parties, including Cities of Federal Way, Milton, Fife, Tacoma, and WSDOT.
- Site investigation
 - Preparing for geotechnical and archaeological site investigations.
- Contracting
 - Board-approved budget amendment for Phase 3: Prepare Final EIS & PE in June 2025.

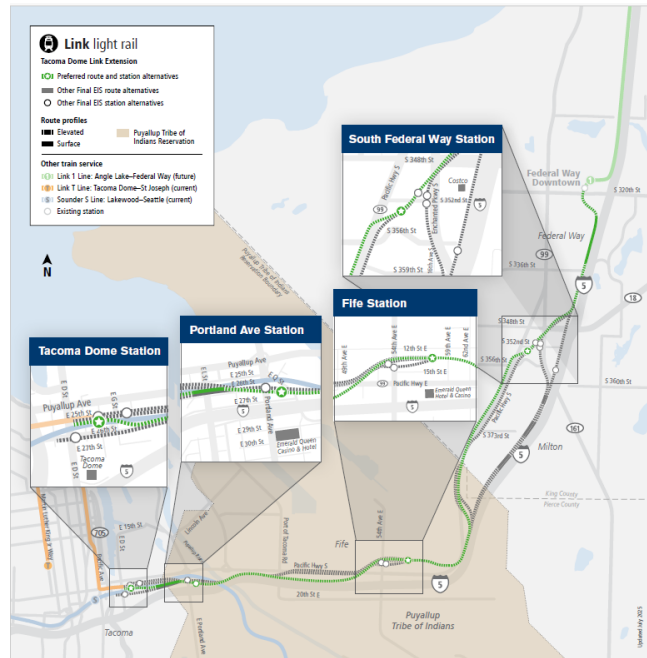


Figure 10: Map of TDLE Project Alignment

West Seattle Link Extension

- Project development
 - Final EIS Published September 2024.
 - ROD received April 29.
 - 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.
- Contracting: Procurement Start Dates
 - W205 Bi-Directional Load test Q4 2025.
 - Rail Systems Engineering Design Services Q4 2025.
 - Instrumentation and Monitoring Services Q4 2025.

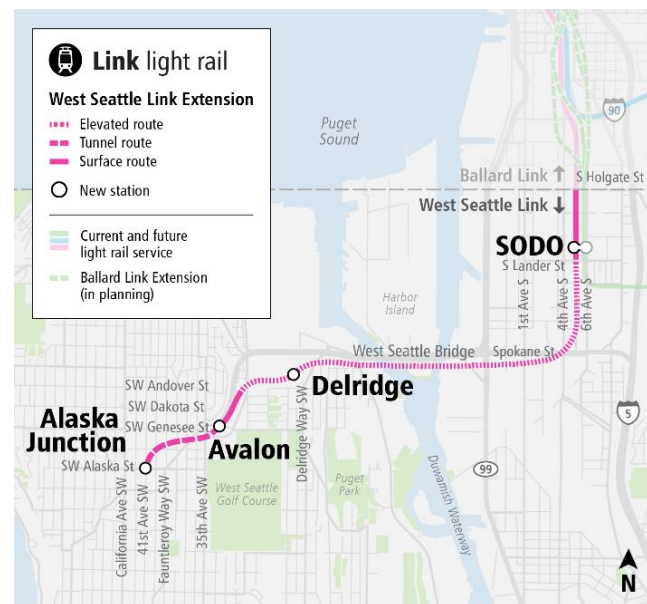


Figure 11: Map of WSLE Project Alignment

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

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











Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Stride I-405 ST-managed projects (S1 and S2) ³	98%	Design			BT102 Burien Transit Center IFB design is substantially complete with small design elements being coordinated with the AHJs.
	78%	Design			Final Design for BT212 Lynnwood 196th/Poplar Way is in progress. Schedule KPI reflects extended design duration due to stormwater redesign resulting from recent geotechnical finding. 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	98%	Design			The Inline Tukwila International Boulevard Station (TIBS) preliminary design is substantially complete for Design-Build contract procurement. The Board approved the funding agreement with WSDOT. Finalizing agreement with legal for execution.

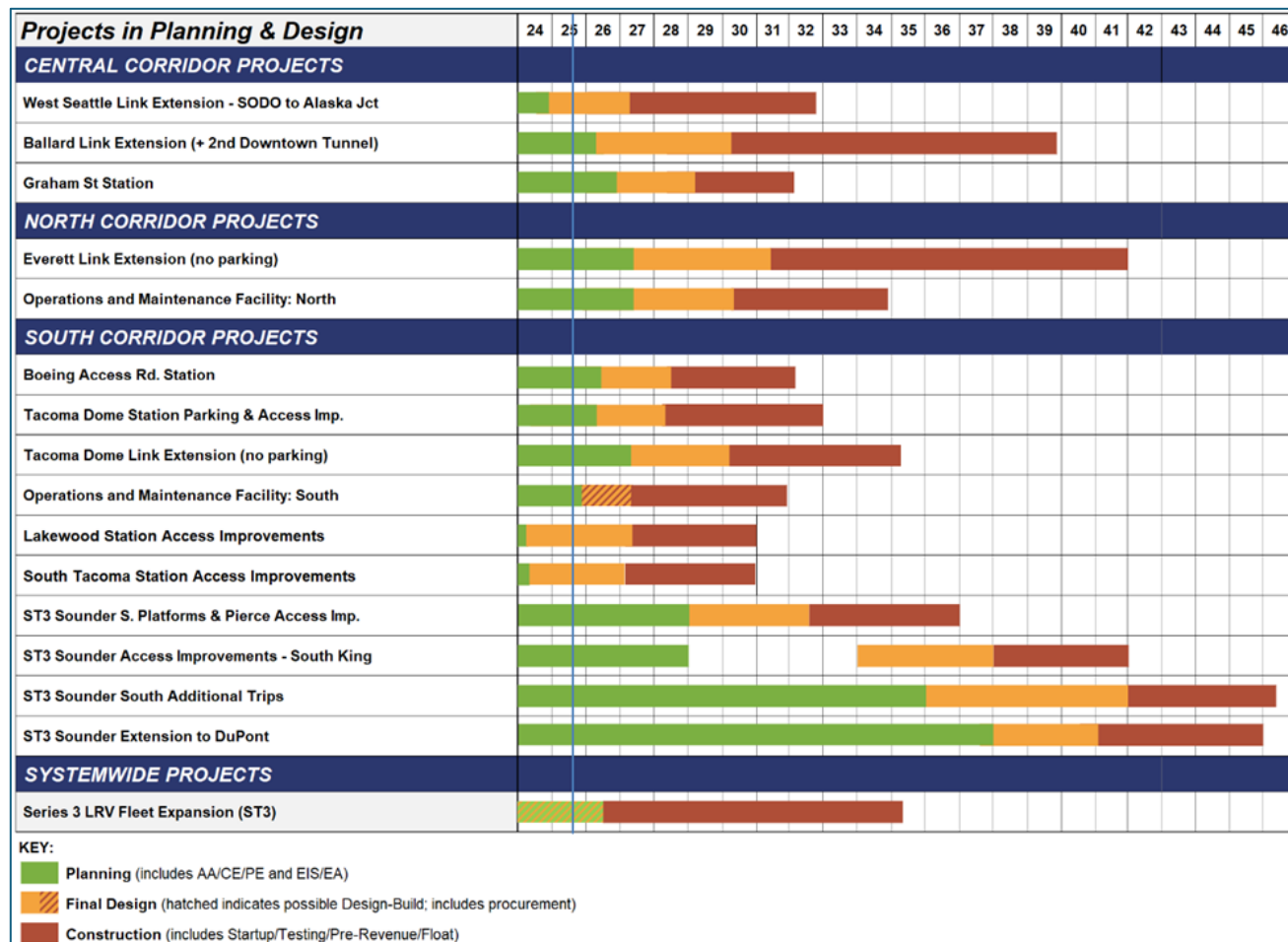
E. Monthly performance tracker for other support projects in planning and design

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			Cost: Based on cost estimates from 2024, vehicle costs are expected to exceed financial plan. Also, more vehicles (compared to what is in the financial plan) are anticipated to meet ST3 service needs. Schedule: Draft RFP 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.

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, early testing, and commissioning are underway across Link projects, including **ELE**, **FWLE**, and **Pinehurst Station**. All projects are undertaking final construction concurrently with integration testing.
- Cathodic protection system commissioning advanced to the point of enabling the first powered test train across the floating bridge. System integration testing started across the remaining **ELE** segments on September 15, 2025.
- Systems Integrated Testing (SIT) on all segments of **FWLE** progressed to the point of enabling confirmation of Pre-Revenue Operations on August 27, 2025. The team completed all safety certification submittals required to enable the pre-revenue operations phase of training, validation testing, and simulated service.
- Sounder South Sumner, Kent, and Auburn Stations Parking and Access Improvement Projects** continue construction at all three locations. **Sumner** has continued placing first-level elevated deck. **Kent** started placing slab on grade while **Auburn** started erecting formwork for its

first elevated deck. 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:** A cold-joint in the second, level 2 elevated deck resulted from the interruption of concrete supply during placement. The design-builder's EOR is evaluating and may require partial removal and replacement. Schedule may be further affected. Ongoing NCR and design coordination resolution have affected project schedule. The current projected Substantial Completion is trending to July 2026, resulting in an in-service date during Q3 2026, versus the original Q1 2026.

C. Monthly performance tracker for projects in construction

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
East Link Extension ^{3, 4}	99 %				<p>Cost: Cost KPI continues to be driven by E130 claims resolution; a formal claim for plinth reconstruction has now been submitted, which if settled will require additional budget. Additional budget request expected in January Board cycle for additional resilience and project closeout.</p> <p>Schedule: Schedule is now driven by System Integration Testing, with commissioning of the cathodic protection system near critical; schedule KPI is measured against target date of Q1 2026. Project is currently in system integration testing phase. Forecasted opening is May 2026. Once in pre-revenue operations, more information will be available on the projected revenue service date.</p> <p>Safety: No recordable incidents this period, no change in KPIs.</p>
Federal Way Link Extension ²	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	74%				Project continues to advance work on ancillary building and underground utility installation, mechanical, electrical, and plumbing along with platform glazing, metal panel installation, and under-guideway conduit. Schedule issues related to site constraints and infill station limitations. Safety (RIR): no recordable incident in October, but 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.

⁴ Projects that require detailed reports to meet A reporting requirements

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
Sounder South Station Parking and Access Improvements					
Auburn ^{3, 4}	46%				Cost: At completion remains positive.
Kent ³					Schedule: Auburn and Kent are advancing per schedule. Sumner schedule is being affected by construction NCR resolutions with in-service date now projected in Q3 2026. All three contracts remain within the Q2 2027 baseline.
Sumner ^{3,4}					Safety: A lost-time incident in Kent has affected this quarter's KPIs.

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	6%				Site clearing. Setting up dewatering and water treatment system. Excavation of unsuitable materials. Pivetta will continue Phase 2 peat pit excavation, loadout, backfill, and Compaction and will begin excavation, haul-out, backfill, and compaction of the Phase 3 peat pit.
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 NTP expected in December.
Stride SR 522, NE 145 th ST-managed project (S3 Line)	Pending Contract Award / NTP			N/A	BT305 Seattle/Shoreline construction contract expected to receive Board approval for execution in November. BT307 Bothell/Kenmore construction contract awarded and expected to achieve Limited NTP in November. BT306 Lake Forest Park GCCM construction contract procurement is expected to begin in December.



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	90%			N/A	NE 44th Inline Station is in construction as part of the WSDOT I-405 Express Toll Bellevue-Renton. 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.
	49%			N/A	Both NE 85th and Brickyard-Canyon Park Design-Build contracts are ongoing. Construction is progressing well for both projects and trending

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
					ahead of schedule. Very little contingency has been used, resulting in underspending on the budget.
Stride SR 522, NE 145 th third-party-managed project (S3 Line) ³	94%				<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>

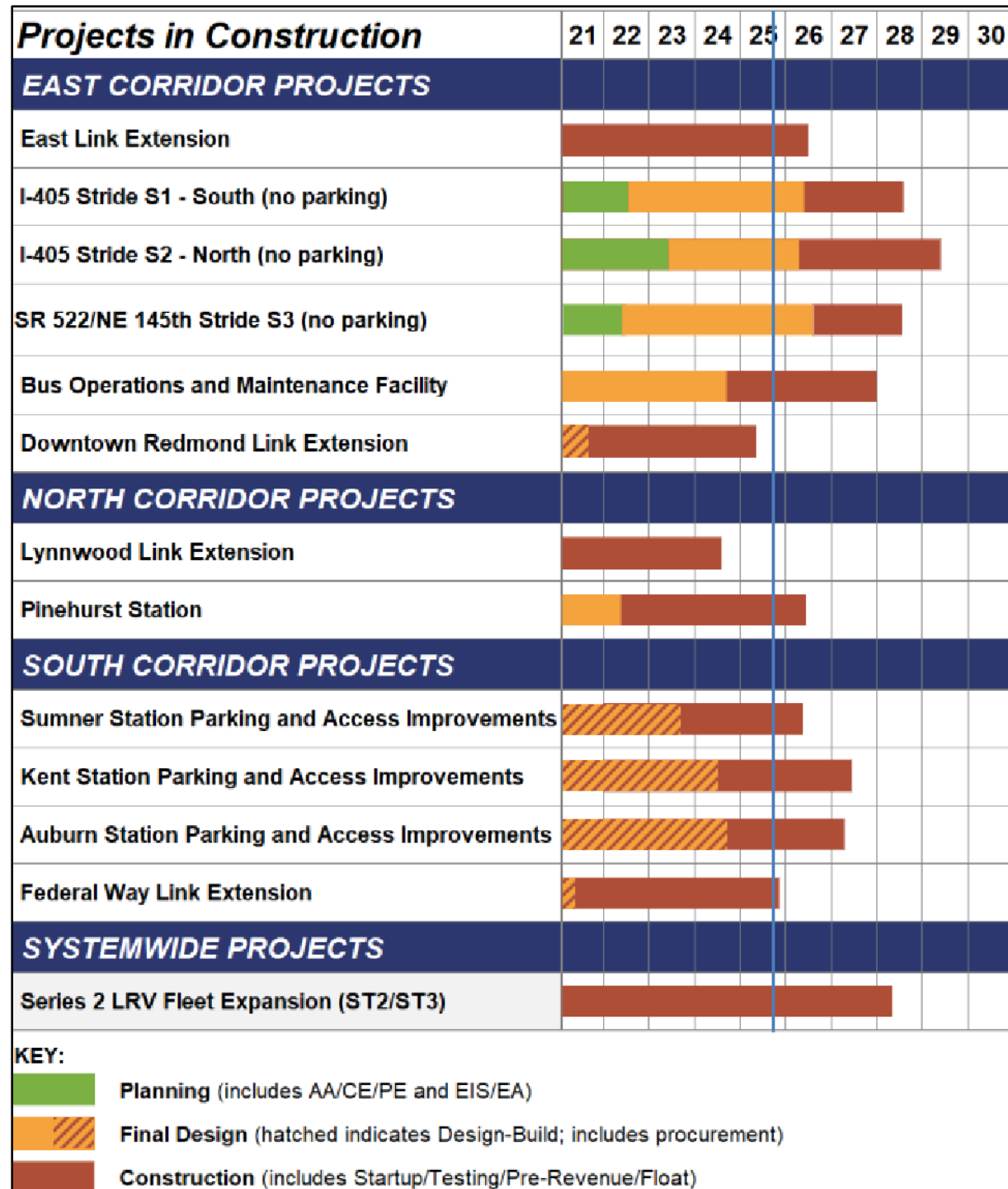
E. Monthly performance tracker for other support projects in construction

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

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
Series 2 LRV Fleet Expansion ³	81%			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. Pinehurst Station
- C. Sounder South Station Parking and Access Improvements

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

October 2025

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

TIFIA Project Cost Summary by SCC

(as of 10/31/2025; 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	\$971.8	\$970.5	\$981.1	\$16.8
20 Stations	\$397.7	\$480.9	\$487.2	\$486.4	\$487.2	(\$6.3)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$989.1	\$759.5	\$745.1	\$740.3	\$761.4	(\$1.8)
50 Systems	\$353.8	\$460.5	\$447.2	\$441.5	\$485.9	(\$25.4)
Construction Subtotal (10 - 50)	\$2,485.2	\$2,698.9	\$2,651.3	\$2,638.6	\$2,715.6	(\$16.8)
60 Row, Land	\$288.5	\$281.5	\$281.3	\$280.9	\$281.5	\$0.0
70 Vehicles	\$218.9	\$215.7	\$207.4	\$195.2	\$215.7	(\$0.1)
80 Professional Services	\$932.2	\$979.0	\$944.4	\$931.5	\$985.4	(\$6.4)
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	\$4,084.4	\$4,046.1	\$4,199.2	(\$7.9)

* Amount was estimated

East Link - Cost Summary by SCC as of October 31, 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	\$971.8	\$970.5	\$981.1	\$16.8
20 Stations	\$397.7	\$480.9	\$487.2	\$486.4	\$487.2	(\$6.3)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$572.6	\$558.1	\$553.3	\$574.4	(\$1.8)
50 Systems	\$353.8	\$460.5	\$447.2	\$441.5	\$485.9	(\$25.4)
East Link Construction Subtotal	\$2,304.6	\$2,511.9	\$2,464.3	\$2,451.6	\$2,528.7	(\$16.8)
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	\$913.9	\$901.1	\$954.9	(\$6.5)
90 Unallocated Contingency	\$182.9	\$15.3	\$0.0	\$0.0	\$0.0	\$15.3
Total East Link	\$3,677.2	\$3,757.2	\$3,659.6	\$3,633.6	\$3,765.06	(\$7.9)

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	\$195.2	\$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	\$203.0	\$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:

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



Map of East Link Extension Alignment

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)

Key Project Activities

- **Seattle to South Bellevue:** System-wide punch list, including landscaping, station roof repairs, paint touch up, and bird control; preliminary walk through at Mercer Island Station with the City for certificate of occupancy review; ongoing cathodic protection monitoring on the floating bridge, completion of pontoon ballasting activities
- **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 \$11.9M, bringing the total expenditure to date to \$3.63B. Project commitments are now at about \$3.66B with all major construction contracts in place or near completion. The Estimated Final Cost (EFC) increased from last period's amount to \$3.765B, and is now projected to be over the Authorized Project Budget Allocation.

Cost Summary by Phase as of October 31, 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	\$170.7	\$170.5	\$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	\$263.5	\$268.1	\$2.0
Construction Services	\$257.5	\$314.1	\$309.2	\$305.9	\$320.5	(\$6.4)
3rd Party Agreements	\$52.2	\$44.2	\$39.9	\$36.6	\$37.9	\$6.3
Construction	\$2,544.3	\$2,607.9	\$2,537.3	\$2,521.4	\$2,616.1	(\$8.2)
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	\$3,659.6	\$3,633.6	\$3,765.1	(\$7.9)

Cost Summary by SCC as of October 31, 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	\$971.7	\$970.5	\$981.1	\$16.8
20 Stations	\$397.7	\$480.9	\$487.2	\$486.4	\$487.2	(\$6.3)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework/Special Conditions	\$808.5	\$572.6	\$558.1	\$553.3	\$574.4	(\$1.8)
50 Systems	\$353.8	\$460.5	\$447.2	\$441.5	\$485.9	(\$25.4)
Construction Subtotal	\$2,304.6	\$2,511.9	\$2,464.3	\$2,451.6	\$2,528.7	(\$16.8)
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	\$947.3	\$913.9	\$901.1	\$954.9	(\$6.5)
90 Unallocated Contingency	\$182.9	\$16.4	\$0.0	\$0.0	\$0.0	\$15.3
Total	\$3,677.2	\$3,757.2	\$3,659.6	\$3,633.6	\$3,765.06	(\$7.9)

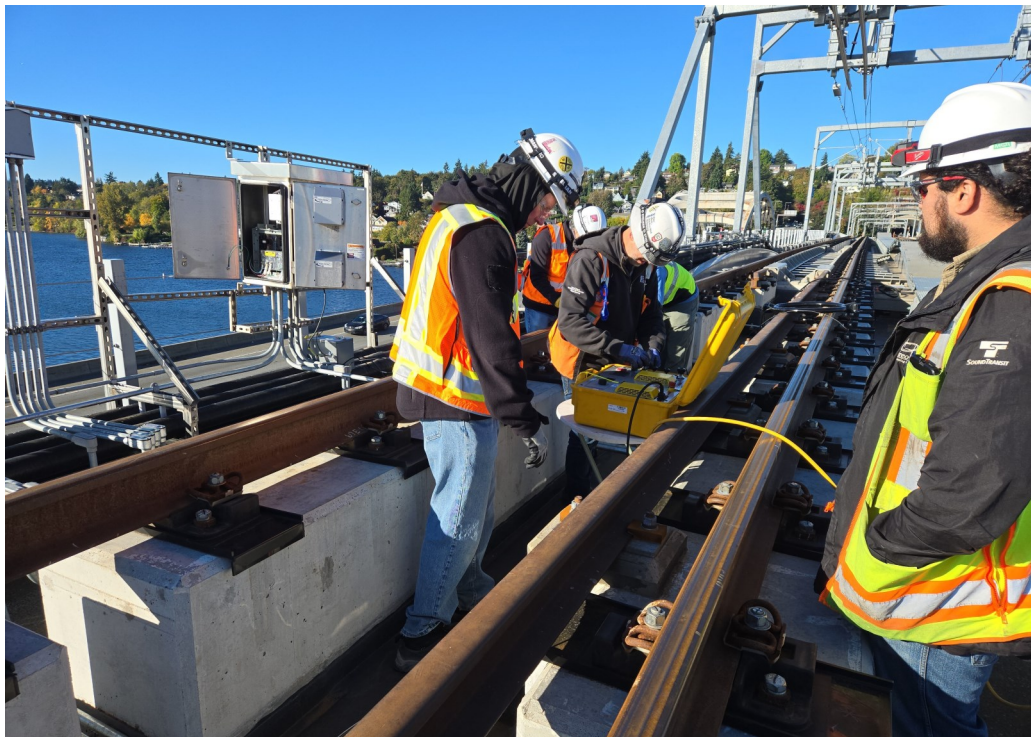
Tables across this report may have totals that do not equal line item sums due to decimal rounding.

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 \$71.9M (previously \$73.7M). 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 \$56.6M, a net decrease of about \$700K, due contingency construction change orders.

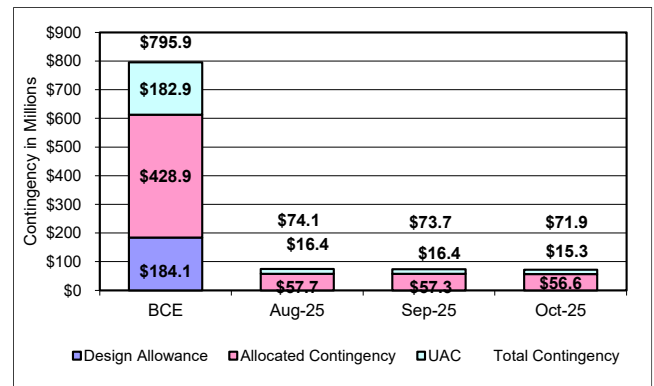
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC balance is \$15.3M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$184.1	4.9%	\$0.0	0.0%
Allocated Contingency	\$428.9	11.4%	\$56.6	109.4%
Unallocated Contingency	\$182.9	4.9%	\$15.3	29.6%
Total	\$795.9	21.2%	\$71.9	139%

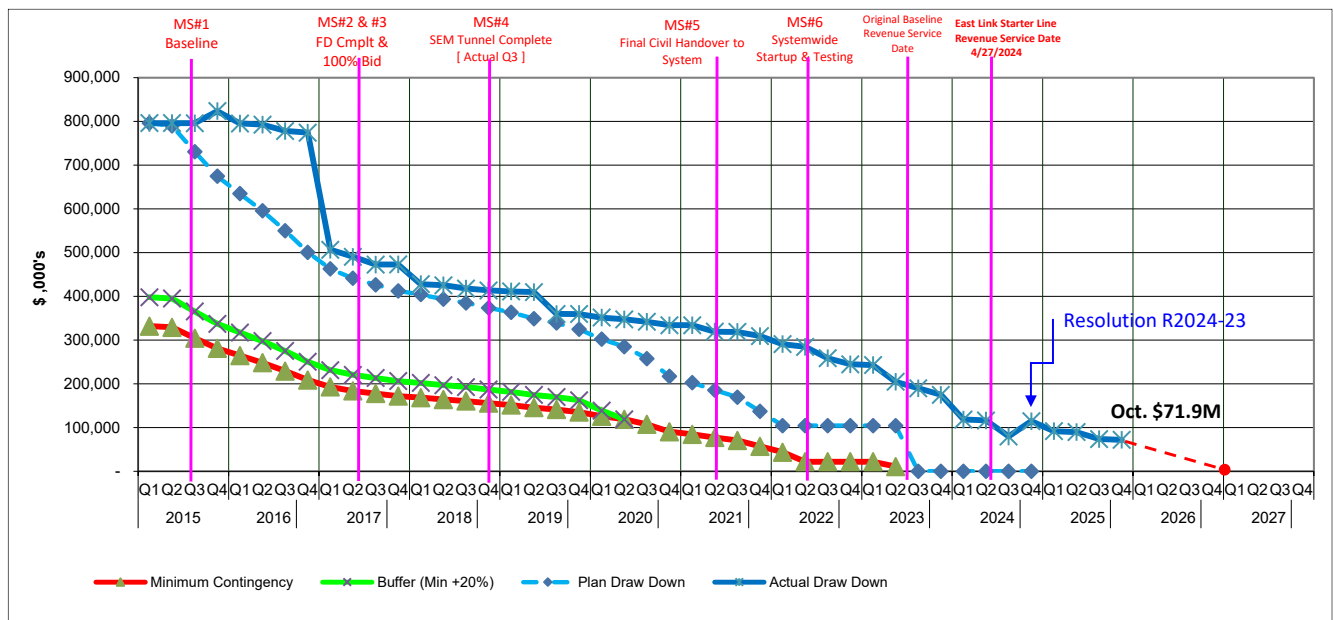
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

The East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance of approximately \$71.9M (previously \$73.7M). With all major construction contracts procured, it remains above the baseline drawdown projection and above both the minimum contingency and the buffered (minimum plus 20%) contingency levels.



Contingency Drawdown as of October 31st, 2025

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 October.

- **E130** continued cathodic protection troubleshooting, completed the final ballasting, and performed 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 .

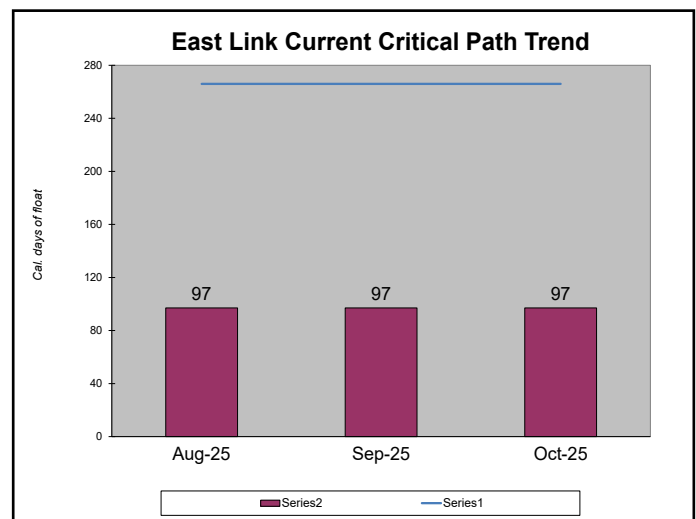
Note: The 2-Line *(between South Bellevue and Downtown Redmond Stations) opened for service on April 27, 2024.

Activity Name	Start	Finish	2026						
			Nov	Dec	Jan	Feb	Mar	Apr	May
East Link Integrated Schedule	10-Mar-2017 A	19-Jul-2026							
East Link Construction	10-Mar-2017 A	19-Jul-2026							
E130 Construction	10-Mar-2017 A	19-Jul-2026							
E750 Construction	11-Jul-2017 A	23-Jan-2026							
ELRACT - East Link 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	01-Dec-2025							
Pre-Revenue Service	14-Nov-2025	30-May-2026							
Milestones	13-Jan-2026	13-Jan-2026							
Operator Familiarization	12-Jan-2026	20-Feb-2026							
Validation Period	20-Feb-2026	01-Mar-2026							
Simulated Service	14-Nov-2025	22-Apr-2026							
Link Extension Opening Preparation	18-Mar-2026	30-May-2026							
Project Float Contingency	23-Apr-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 October update runs through Systems Integration Testing (SIT) and then into pre-revenue operations.

Activity Name	Start	Finish	Q4	Q1	Q2
East Link Integrated Schedule	01-Sep-2025 A	31-May-2026			
E750 Construction	01-Sep-2025 A	10-Jan-2026			
E750 Project	01-Sep-2025 A	10-Jan-2026			
E750 Engineering	01-Sep-2025 A	02-Dec-2025			
E750 Construction	01-Sep-2025 A	10-Jan-2026			
E750 Testing and Commissioning	01-Sep-2025 A	10-Jan-2026			
East Link Rail Activation	11-Jan-2026	31-May-2026			
SSCRS - Safety and Security Certification Committee	11-Jan-2026	13-Jan-2026			
Safety Certifications - By Project	11-Jan-2026	13-Jan-2026			
Pre-Revenue Service	12-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	27.6	13.0
Consultants	93.1	102.3	(9.2)
TOTAL	133.7	129.9	3.8
<i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i>			

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Community Engagement



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

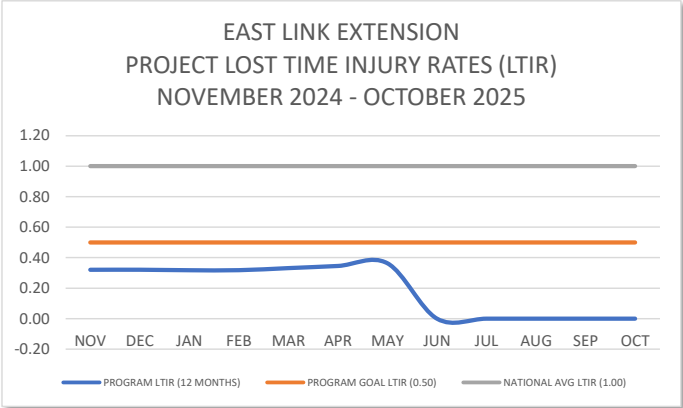
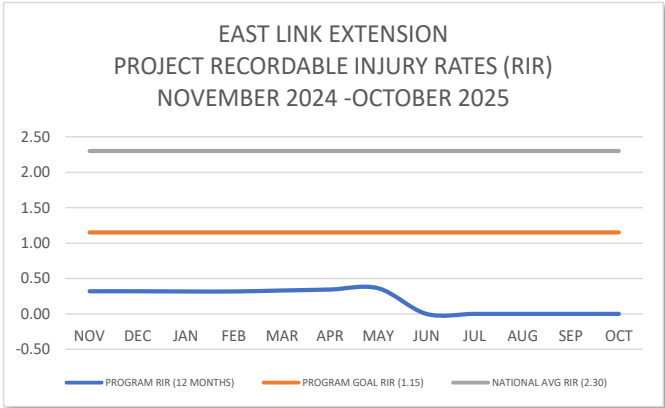
- Responded to inquiries over e-mail and at community events regarding the Cross Lake opening date as well as operational questions.
- Met with City of Mercer Island staff to clarify Crosslake communications protocol and prepare for opening day communications and events.

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 September.
	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 10/31/2025

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 (TVM/Wayside Readers)	INIT	\$ 2,981,549	\$ (988,744)	\$ 1,992,805	\$ 1,992,805	\$ -	~ 2021	timed for RSD
Follow On Package 2	Combined Construction Inc.	\$ 1,761,420	\$ 264,213	\$ 2,025,633	\$ 1,883,734	\$ 141,899	8/7/2023	3/31/2024
E135 Civil - Mercer Island Transit Integration	Johansen Construction CO.	\$ 5,922,391	\$ 496,658	\$ 6,419,049	\$ 6,419,049	\$ -	2/7/2022	12/31/2024
E335 Civil - Bellevue	Stacy and Witbeck/Atkinson JV	\$ 228,398,210	\$ 219,857,032	\$ 448,255,242	\$ 448,255,242	\$ -	4/24/2017	8/23/2023
E340 Civil Bell-Red	Max J. Kuney Co.	\$ 93,170,012	\$ 19,833,241	\$ 113,003,253	\$ 113,003,253	\$ -	2/24/2017	9/30/2022 *1
152nd/24th Improvement	City of Redmond	\$ 1,338,822	\$ -	\$ 1,338,822	\$ 1,338,822	\$ -	4/1/2018	12/31/2024
Total Completed Contracts				\$ 794,703,831	\$ 794,561,932	\$ 141,899		
In-Progress Contracts								
Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Contract Value	Incurred Amount	Amount Remaining	Start Date (NTP)	Forecast Substantial Completion Date
FD/DSDC - Seattle-Bellevue	Parsons-Brinckerhoff/WSP, USA	\$ 27,885,000	\$ 46,305,768	\$ 74,190,768	\$ 72,742,944	\$ 1,447,824	11/5/2012	6/30/2026
FD/DSDC - Bellevue	HJH	\$ 4,800,000	\$ 138,673,772	\$ 143,473,772	\$ 143,306,259	\$ 167,513	3/8/2012	6/30/2026
FD/DSDC - System	Hatch	\$ 17,707,707	\$ 10,630,554	\$ 28,338,261	\$ 27,831,879	\$ 506,382	8/1/2012	12/31/2026
FD/DSDC - MI Transit Integration	David Evans Associates	\$ 709,239	\$ 460,697	\$ 1,169,936	\$ 1,138,493	\$ 31,443	10/25/2019	11/30/2025
CMC - Seattle - Bellevue	Jacobs PM Co.	\$ 4,721,795	\$ 103,697,555	\$ 108,419,350	\$ 105,934,169	\$ 2,485,181	12/21/2015	6/30/2026
CMC - Bellevue	HDR Engineering Inc.	\$ 3,445,455	\$ 122,744,697	\$ 126,190,152	\$ 125,362,636	\$ 827,516	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	12/31/2025
CMC - Systems	Northwest Transit System Partners - NWTSP	\$ 25,455,931	\$ 16,254,230	\$ 41,710,161	\$ 41,163,241	\$ 546,920	8/15/2016	6/30/2026
E130 Civil / Seattle - Bellevue	Kiewit-Hoffman, East Link Constructors	\$ 665,000,000	\$ 97,727,462	\$ 762,727,462	\$ 760,592,132	\$ 2,135,330	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	\$ 89,362,970	\$ 345,131,097	\$ 333,833,348	\$ 11,297,749	6/12/2017	5/31/2025
Follow On Package 1	Howard S. Wright	\$ 2,617,791	\$ 10,984,648	\$ 13,602,439	\$ 13,527,998	\$ 74,441	3/13/2023	12/31/2025
Customer/ Passenger Signage	Tube Art	\$ 4,174,894	\$ 31,265	\$ 4,519,372	\$ 3,198,080	\$ 1,321,292	~ 2022	5/31/2027
Misc. Start-Up & Station Maintenance	CBRE	\$ 2,404,602	\$ 3,136,356	\$ 5,540,958	\$ 3,789,867	\$ 1,751,091	~ 2022	12/31/2025
ELE Mitigation Project - 76th Ave SE & 80th Ave SE	TITAN Earthworks	\$ 3,070,644	\$ 359,692	\$ 3,430,336	\$ 3,202,259	\$ 228,077	5/31/2024	12/31/2025
Total In-Progress Contracts				\$ 2,277,451,598	\$ 2,254,200,027	\$ 23,251,571		

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

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

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 – Two LRVs were CA this month. Total LRV CA and entered revenue service is at 147.
- Continued delivery of Series 2 LRVs to ST's OMF East – One LRV was delivered this month. Total LRV received is at 150.
- Continued final assembly of Series 2 LRVs in Siemens' Sacramento facilities. 5 of the 10 additional Series 2 LRVs' car shells assembly 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 \$19.7M was incurred, bringing the total expenditure to date at \$703.6M. The majority of the cost attributed to the vehicles phase at approximately \$673.5M (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	\$19.2	\$31.7	\$0.0
Vehicles	\$787.2	\$787.2	\$754.8	\$673.5	\$787.2	\$0.0
Total	\$836.9	\$836.9	\$790.9	\$703.6	\$836.9	\$0.0

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment \$0.0 to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land, Existing Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
70 Vehicles	\$783.3	\$791.2	\$761.6	\$673.5	\$791.3	(\$0.2)
80 Professional Services	\$47.2	\$40.0	\$29.4	\$25.8	\$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	\$699.3	\$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 43.5% of remaining work budgeted in the project.

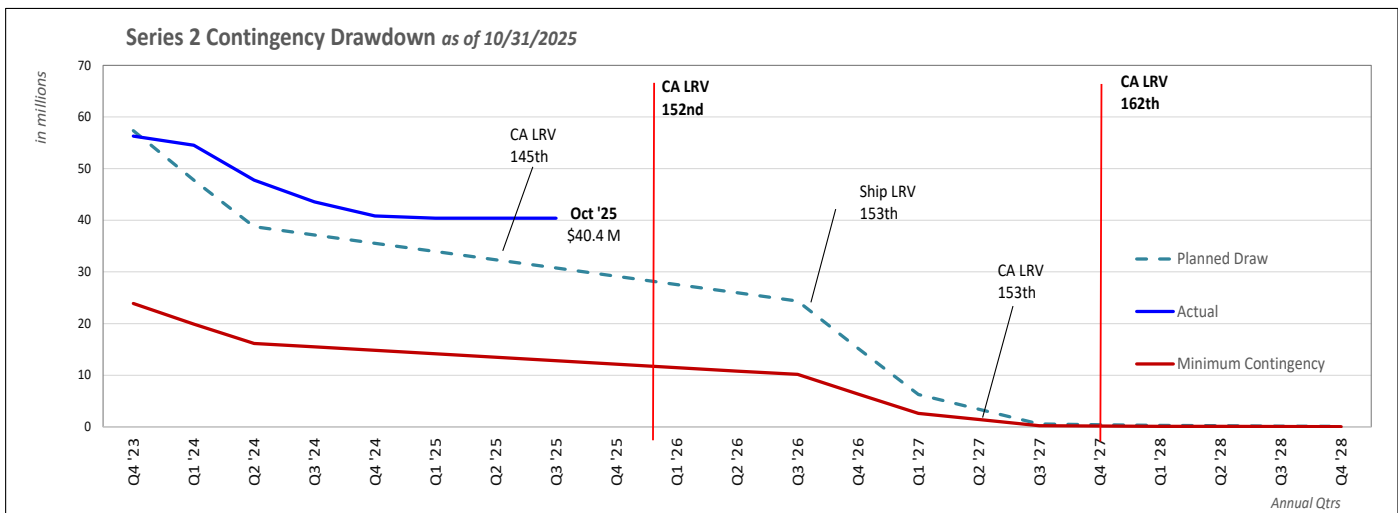
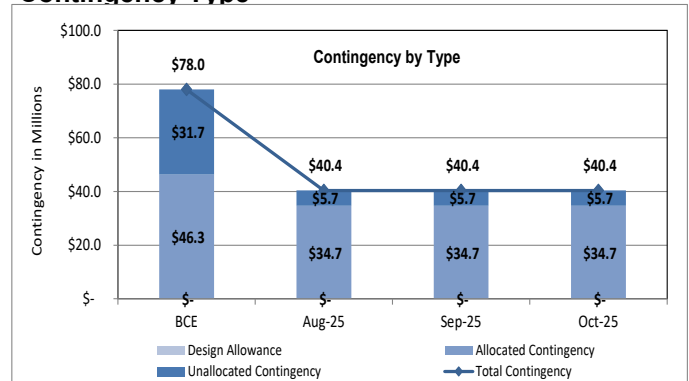
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. This period the allocated contingency balance remained unchanged at approximately \$34.7M.

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	37.4%
Unallocated Contingency	\$31.7	4.3%	\$ 5.7	6.9%
Total	\$78.0	10.7%	\$ 40.4	43.5%

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 89.0% (last period was 88.4%).

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

CA of 145 LRVs has been completed to support revenue service.

Two (2) CA were completed in September and three (3) 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.

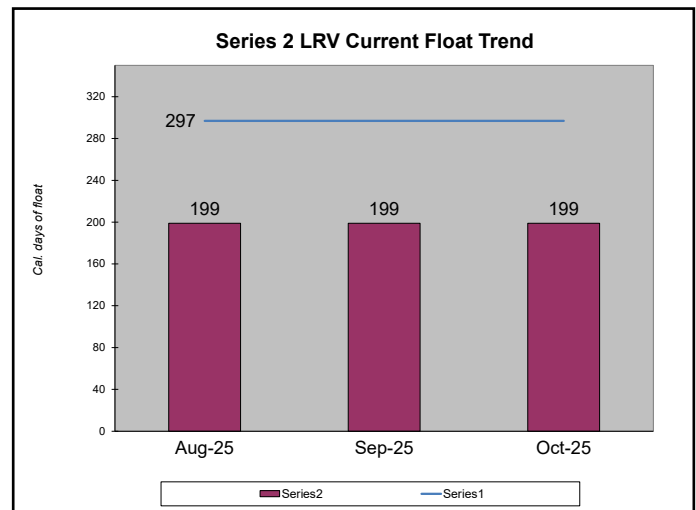
Activity Name	Start	Finish	2026					2027						
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1		
ST LRV Fleet Expansion - Programmatic Schedule	12-Jul-2021 A	31-Mar-2028												
Revised Project Delivery Sequence - (based on R2023-06)	07-Mar-2022 A	31-Mar-2028												
East Link - Starter Line - LRV Summary (Car #041- #063) 23 - Cars	07-Mar-2022 A	23-Apr-2024 A												
Lynnwood Link - LRV Summary (Car #064 - #097) 34 - Cars	18-Jul-2023 A	21-Aug-2024 A												
Downtown Redmond Link (Car #098 - Car #107) 10 - Cars	28-Dec-2023 A	10-May-2025 A												
Federal Way Link - LRV Summary (Car#108 - #127) 20 - Cars	13-Oct-2023 A	05-Dec-2025												
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	29-Mar-2024 A	31-May-2026												
LRV Conditional Acceptance - East Link - Summary - Car #128- #150	29-Mar-2024 A	13-Nov-2024 A												
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 Manufacturing and Delivery	12-Apr-2024 A	10-Jul-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

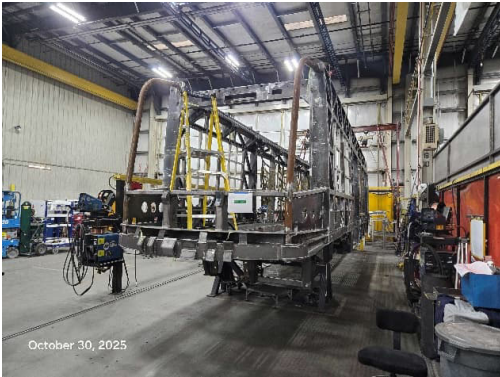
The Series 2 LRV Fleet Expansion project was re-baselined with 297 days of program float in December 2023.

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

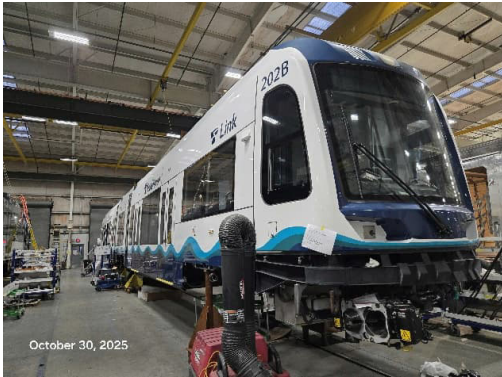
This month there are 199 days of float remaining, which reflects the availability of components during the final assembly of these LRVs.



Link light rail **Series 2 LRV Fleet Expansion**



Car 357 B-car shell inspection in Sacramento, CA



Car 202 on ECO Update in Sacramento, CA

LRV Delivery and Testing Progress as of October 31, 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	2	15

** 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 October 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	1.2	4.8
Consultants	7.3	5.4	1.9
TOTAL	13.4	6.7	6.7

** 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
October 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 10/31/2025; 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	\$126.8	\$1.5	\$103.3	\$8.0	\$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	\$1.9	\$0.9	\$6.6	\$0.8	(\$0.0)
50-Systems	\$16.2	\$16.2	\$15.4	\$0.8	\$9.1	\$0.8	\$16.2	\$0.0	\$0.0
Construction Subtotal	\$172.7	\$168.5	\$147.9	\$2.3	\$114.4	\$9.8	\$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	\$47.4	\$1.0	\$40.6	\$9.2	\$56.6	(\$6.9)	(\$3.4)
90-Unallocated Contingency	\$17.7	\$18.4	\$0.0	\$0.0	\$0.0	\$7.3	\$7.3	\$10.3	\$11.0
Total TIFIA Project	\$240.2	\$240.2	\$195.4	\$3.3	\$155.0	\$26.4	\$221.8	\$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* <i>*If there are changes it will be reflected in future reports.</i>



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 rough-ins.

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).

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 \$1.0M was incurred, bringing the total expenditure to date at \$151.7M.
This period the project forecasts an Estimated Final Cost of \$219.3M with a budget underrun of \$20.8M.

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	\$6.8	\$0.1	\$6.7	\$11.4	(\$2.7)
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$0.0	\$2.7	\$2.7	\$0.0
Final Design	\$17.6	\$21.0	\$18.9	\$0.3	\$18.1	\$22.7	(\$1.6)
Construction Services	\$17.3	\$17.2	\$15.0	\$0.6	\$11.8	\$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	\$151.0	\$2.3	\$114.9	\$166.4	\$22.7
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	\$195.4	\$3.3	\$155.0	\$221.8	\$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	\$126.8	\$1.5	\$103.3	\$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	\$1.9	\$6.6	(\$0.0)
50 Systems	\$16.2	\$16.2	\$15.4	\$0.8	\$9.1	\$16.2	\$0.0
Construction Subtotal(10 - 50)	\$172.8	\$168.5	\$147.9	\$2.3	\$114.4	\$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	\$47.4	\$1.0	\$40.6	\$56.6	(\$3.4)
90 Unallocated Contingency	\$17.6	\$18.4	\$0.0	\$0.0	\$0.0	\$7.3	\$11.0
Total (10 - 90)	\$240.2	\$240.2	\$195.4	\$3.3	\$155.0	\$221.8	\$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 \$41.1M.

Allocated Contingency (AC): Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period allocated contingency reduced by \$421k due to construction change orders.

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

Contingency Status

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Allocated Contingency	\$30.9	12.9%	\$22.7	49.0%
Unallocated Contingency	\$17.7	7.4%	\$18.4	39.5%
Total:	\$48.6	20.2%	\$41.1	88.5%

Contingency by Type

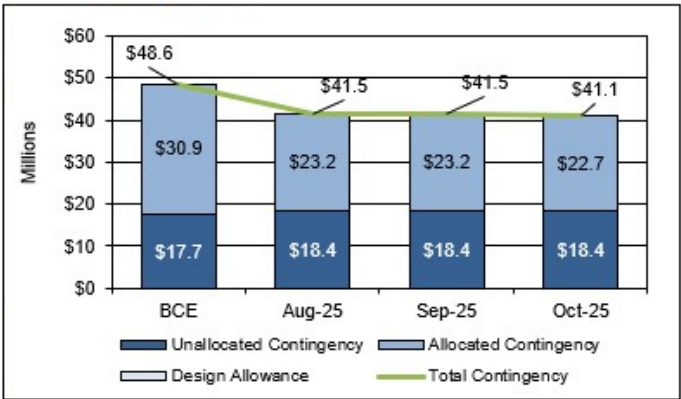
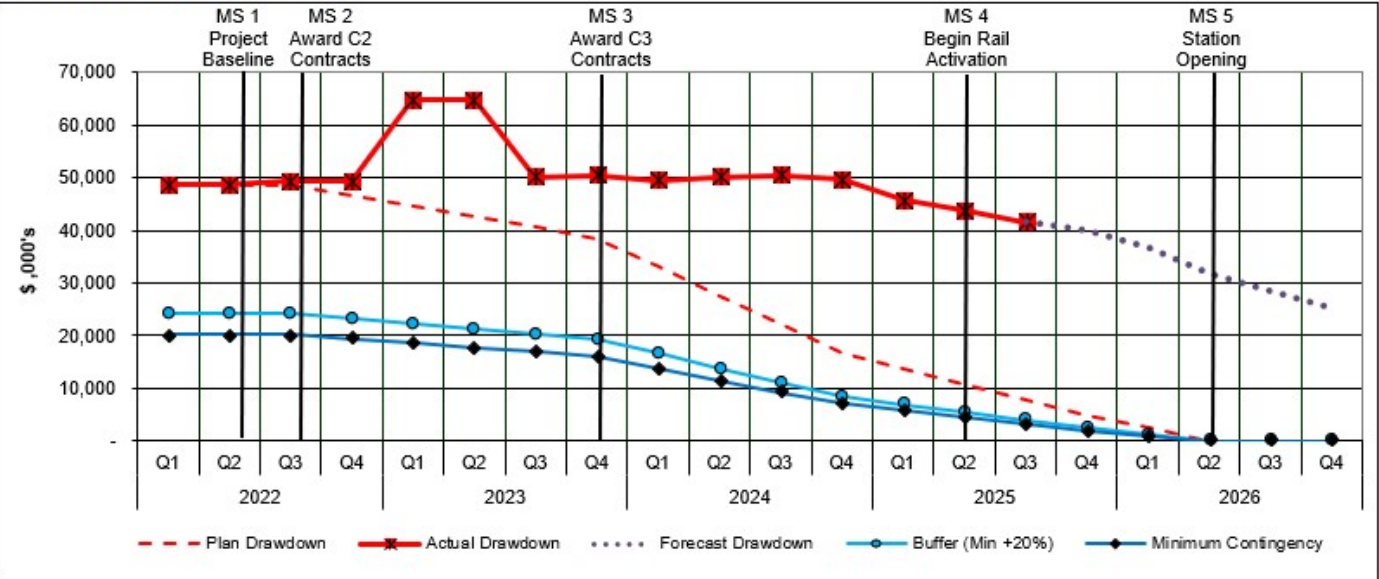


Table figures are shown in millions.

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.

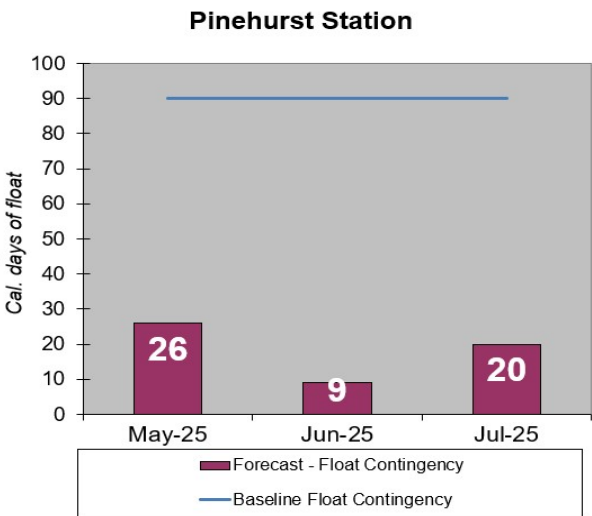
Project Schedule

The weighted percent complete for the major construction contracts this month is estimated at 82.1% (last month was 79.6%).

The schedule snapshot below represents progress through July. The subsequent 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.

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. Currently, the project remains on schedule for June 2026 opening.



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	\$15.4	\$19.7	\$19.3	Feb 2019	Mar 2026
Systems FD, Systems DSDC	LTK Engineering	\$0.3	\$0.8	\$1.1	\$1.1	Jun 2020	Mar 2026
Systems FD, Systems DSDC	Hatch Assoc	\$0.0	\$0.5	\$0.5	\$0.1	Jun 2020	Mar 2026
Civil CMC	PGH Wong	\$0.4	\$11.5	\$11.9	\$10.5	Jul 2020	May 2026
Systems CMC	NWTSP	\$0.2	\$2.3	\$2.5	\$0.7	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	\$6.7	\$105.0	\$81.5	Aug 2023	May 2026
L810 Systems Construction	Mass Electric	\$14.3	\$0.5	\$14.8	\$8.7	Feb 2022	May 2026
				\$177.7	\$144.1		

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 tree removals.

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	7.3	9.0
Consultants	13.1	25.7	(12.6)
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.			

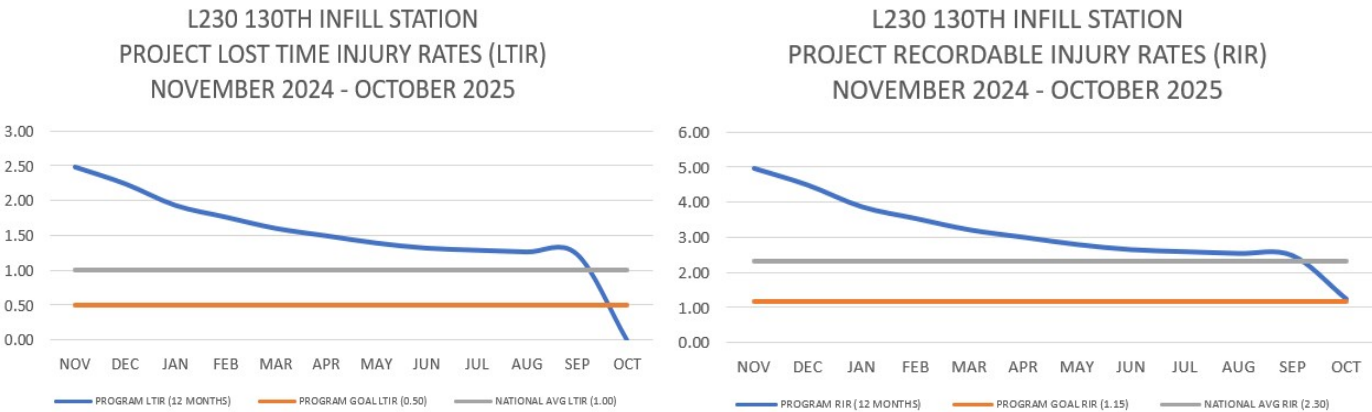
Sound Transit Board Actions

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	1.23 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	



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 (1.23)** is –6.66% below the Program Goal and 46.67% below the National Average. The previous and current RIR incidents are temporarily higher than benchmark average.
- 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

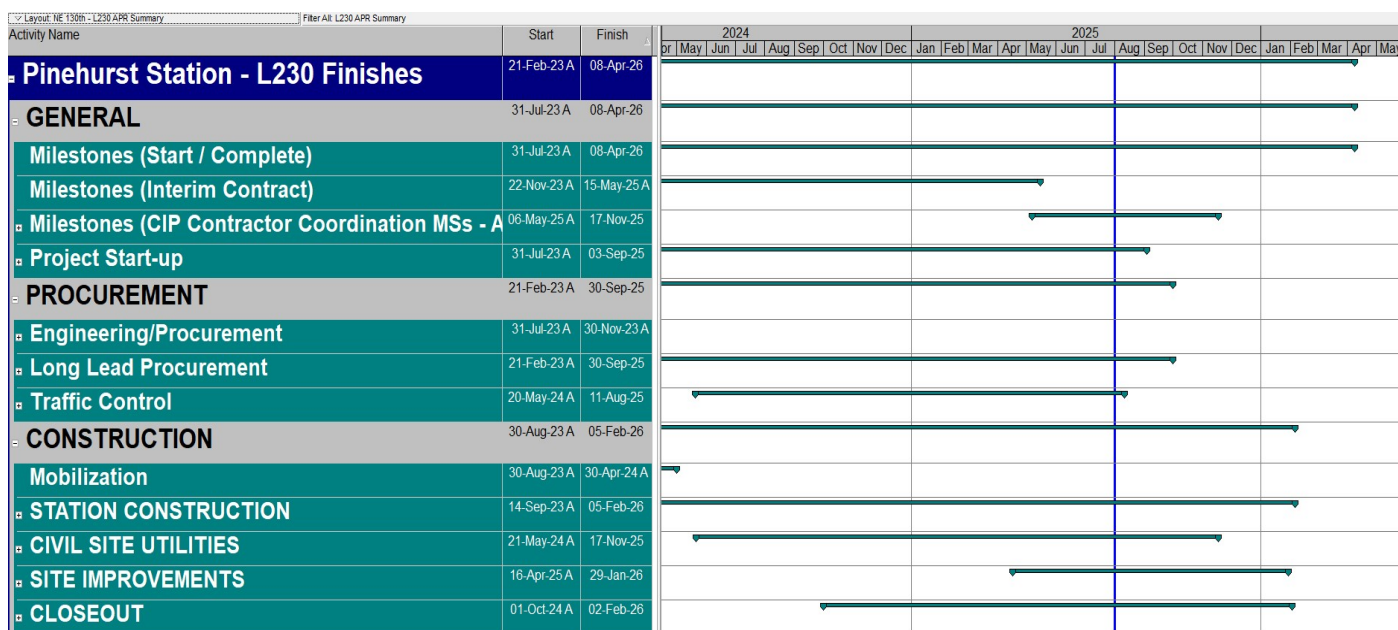
Contract L230 Station Finishes

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, in an effort to mitigate the impact of the stair tower fabrication. 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	\$6,472,230
Current Contract Value	\$104,742,230
Total Actual Cost (Incurred to Date)	\$81,227,265
Percent Complete	80.4%
Authorized Contingency	\$14,740,500
Contingency Drawdown	\$6,472,230
Contingency Index	1.8



North Stairs

Link light rail Pinehurst Station

Contract L810 Station Systems

Current Progress

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

Schedule Summary

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

Activity Name	Start	Finish		
			Q1	Q2
Pinehurst Station - L810 Systems Installation	10-Apr-2023 A	08-May-2026		
L810 Milestones	10-Apr-2023 A	08-May-2026		
Contract Milestones	10-Apr-2023 A	08-May-2026		
Interim Milestones	20-Jul-2024 A	01-Nov-2025		
L810 Engineering	10-Apr-2023 A	08-May-2026		
L810 Submittals	10-Apr-2023 A	08-May-2026		
L810 Construction	20-May-2024 A	08-Apr-2026		
L810 Signals	31-Jan-2025 A	04-Nov-2025		
L810 Communications	20-May-2024 A	02-Feb-2026		
L810 SCADA	03-Nov-2025	17-Mar-2026		
L810 Testing and Commissioning	05-Jan-2026	08-Apr-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)	\$8,719,459
Percent Complete	67.6%
Authorized Contingency	\$1,283,135
Contingency Drawdown	\$519,337
Contingency Index	1.7



Electrical room

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT
October 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 10/31/2025; 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	\$123.7	\$71.6	\$3.1	\$74.7	\$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	\$24.9	\$15.1	\$0.6	\$15.7	\$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	\$154.9	\$93.0	\$3.7	\$96.6	\$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	\$79.9	\$72.1	\$1.0	\$73.1	\$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	\$262.7	\$192.8	\$4.7	\$197.5	\$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

Sumner Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$20.9	\$21.0	\$54.9	\$42.8	\$22.2	\$0.6	\$22.7	\$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	\$3.3	\$0.3	\$3.6	\$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	\$25.5	\$0.8	\$26.3	\$55.2	\$10.4
60 Row, Land	\$4.6	\$4.6	\$4.4	\$4.4	\$4.2	\$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	\$30.0	\$27.1	\$0.5	\$27.5	\$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	\$84.6	\$57.1	\$1.3	\$58.4	\$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	\$49.8	\$18.5	\$2.5	\$21.0	\$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	\$8.4	\$2.4	\$0.3	\$2.7	\$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	\$58.2	\$20.8	\$2.8	\$23.7	\$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	\$22.8	\$18.1	\$0.5	\$18.6	\$26.3	\$0.7
90 Unallocated Contingency	\$6.1	\$6.1	\$5.5	\$0.0	\$0.0	\$0.0	\$0.0	\$3.5	\$2.0
Total Auburn Project	\$123.2	\$123.3	\$128.8	\$97.7	\$55.5	\$3.3	\$58.8	\$116.8	\$12.0

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 Baselined Revenue Service Dates / Projected Substantial Completion Dates*

Sumner: March 2026 / February 2026

Auburn: March 2027 / January 2027

Kent: June 2027 / November 2026

**If there are changes it will be reflected in*



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements



Auburn Station Parking & Access Improvements

Key Project Activities

Sumner:

- Construction percent complete 45%.
- Placed level 2, Zone 3 elevated PT deck sections, over Narrow Street.
- Started forming elevated PT deck level 3 Zone 3.
- Completed elevated PT deck level 3 Zone 4, ready for concrete placement early November.
- Preparing level 2, Zone 2 and 5, for partial removal and replacement due to cold joint issue.

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Key Project Activities (continued)

Kent:

- Design Package Status:
 - DB-03 Garage: RFC issued.
 - DP-04 KCM Layover Yard: Under review by City of Kent for permit approval.
 - DP-05 Offsite Work: Under review by City of Kent for permit approval.
- Construction Activities:
 - Completion of MEP rough-in and rebar installation for slab on grade (SOG) pour 2 in Zone 2.
 - Installation of level 2 deck falsework/formwork in the south half of Zone 2.
 - MEP rough-in and embeds installation on the level 2 deck in the south half of Zone 2.
 - Civil utilities installation at south end of site near plaza.

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-03 Building Package: IFC released for construction.
 - DP-04 Off-Site Work Package: 100% design comments resolved and expecting IFC in Q4 2025.
- Construction Activities:
 - Placement of all slab on grade activities complete.
 - Placed elevated deck level 2 in Zone 1
 - Forming, embeds, and in-slab utilities for Level 2 Zone 2 ongoing, ready for concrete in November.

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 \$7.3M was incurred, bringing the total expenditure to date at \$164.5M.

This period the project continues to forecast an Estimated Final Cost of \$322.2M with a budget underrun of \$37.5M

*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	\$16.3	\$0.2	\$16.2	\$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	\$1.2	\$17.1	\$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	\$183.9	\$5.9	\$89.7	\$219.2	\$33.5
ROW	\$31.2	\$31.2	\$26.7	\$0.1	\$26.5	\$31.2	\$0.0
Total	\$359.7	\$359.7	\$271.0	\$7.3	\$164.5	\$322.2	\$37.5

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	\$140.8	\$5.1	\$62.6	\$162.7	\$21.8
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	\$26.0	\$0.7	\$10.3	\$30.6	\$7.1
50 Systems	\$5.1	\$0.0	\$0.2	\$0.0	\$0.2	\$0.2	(\$0.2)
Construction Subtotal (10 - 50)	\$225.5	\$222.3	\$167.0	\$5.9	\$73.1	\$193.6	\$28.7
60 ROW, Land	\$24.5	\$30.5	\$26.7	\$0.1	\$26.5	\$30.5	\$0.0
70 Vehicles	\$0.0	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3	\$0.0
80 Professional Services	\$92.5	\$90.5	\$77.2	\$1.4	\$64.9	\$86.8	\$3.7
90 Unallocated Contingency	\$17.2	\$16.2	\$0.0	\$0.0	\$0.0	\$11.0	\$5.2
Total (10 - 90)	\$359.7	\$359.7	\$271.0	\$7.3	\$164.5	\$322.2	\$37.5

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

Souder 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 \$75.8M, with a decrease of \$1.7M compared to the previous month.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period \$1.2M of AC was used for executed change orders for the Auburn design-build contract, \$347.9K of AC was used for executed change order for Kent design-build contract and \$118.3K of AC was used for executed change order for Sumner design-build contract.

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

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$22.1	6.1%	\$1.1	0.92%
Allocated Contingency	\$37.7	10.5%	\$58.5	49.00%
Unallocated Contingency	\$17.2	4.8%	\$16.2	13.58%
Total:	\$77.0	21.4%	\$75.8	63.50%

Contingency by Type

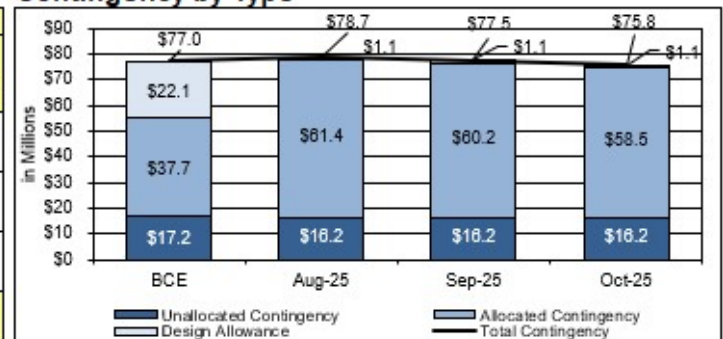
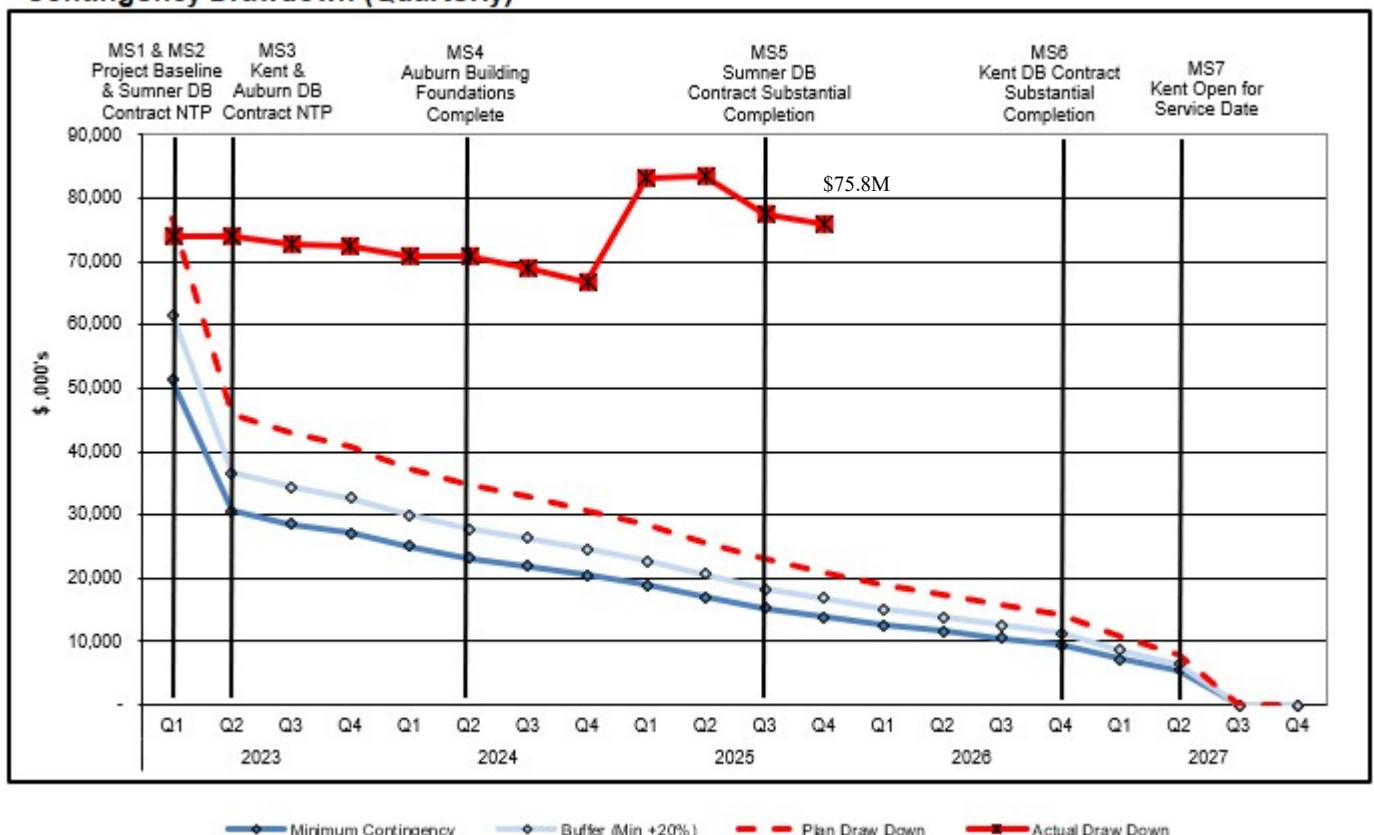


Table figures are shown in millions.

Contingency Drawdown (Quarterly)



Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Project Schedule

The combined Performance Percent complete for the three design-build contracts for this update is 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.

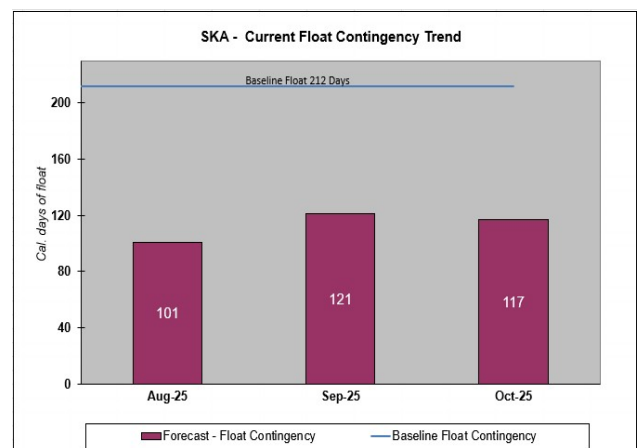
Auburn: NTP was issued in January 2024. Design Builder has completed work identified in DP-02 Site and Foundations and has begun Elevated Deck work from DP-03. Design development continues with the Building IFC complete with focus on NDC's and Offsite Work. October work was mainly related to preparing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

Layout: APR Layout for KSA Projects		Filter All: KSA Milestones													
Activity Name		Start	Finish	25	2026				2027						
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
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												
MSO3 CS Issues DB NTP - Sumner		Feb-27-23 A	Feb-27-23 A												
NTP - Start Construction - Early Civil Work - Demo, Util Relocates		Oct-23-23 A													
MSO3B All Issue For Construction (IFC) Design Packages Complete			Feb-19-25 A												
MSO1 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												
MSO3 CS Issues DB LNTP - Auburn		Jan-16-24 A	Jan-16-24 A												
NTP Start Construction - Early Civil Work - Demo, Util Relocates		Oct-21-24 A													
MSO3B All Issue For Construction (IFC) Design Packages Complete			Dec-31-25												
MSO1 - 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												
MSO3 CS Issues DB NTP - Kent		Dec-21-23 A	Dec-21-23 A												
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent		Aug-05-24 A													
MSO3B 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 (W/O)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.



Souder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Major Contract Status

Contract Number	Contract Name	Contractor/ Consultant	Base Contract Value	Value of Changes/ Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
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					136,587,186	70,898,338			
RTA/AE 0613-18	DBPM/ Auburn	HNTB Corporation	1,800,002	7,631,918	9,431,920	5,271,719	7/1/2019	12/31/2027	Open
RTA/DB 0050-22	ASAI Contractor DB	Absher Construction Co	60,000,000	3,070,791	63,070,791	27,708,683	1/16/2024	12/31/2026	Open
RTA/AE 0613-18	DBPM/ Sumner	HNTB Corporation	6,100,115	2,325,125	8,425,240	6,176,256	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	31,741,679	2/27/2023	11/30/2025	Open
Planned Contracts									
None									
Total Contracts					141,478,794	75,789,946			

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 permit approval.
- Reviewing project staffing 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. Construction alert sent for night work surrounding the project site.

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	11.6	6.7
Consultants	20.0	19.5	0.5
TOTAL	38.3	31.1	7.2
<i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i>			

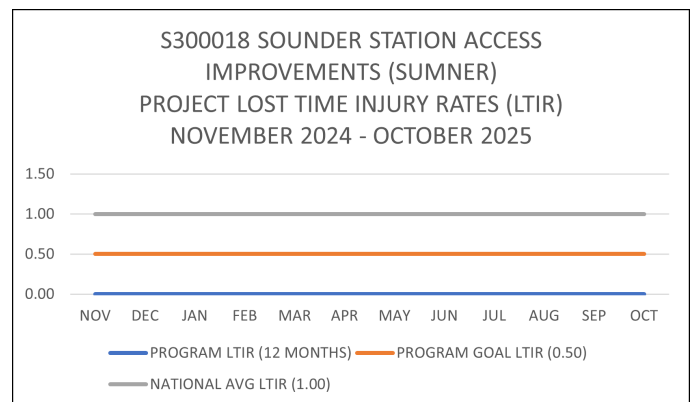
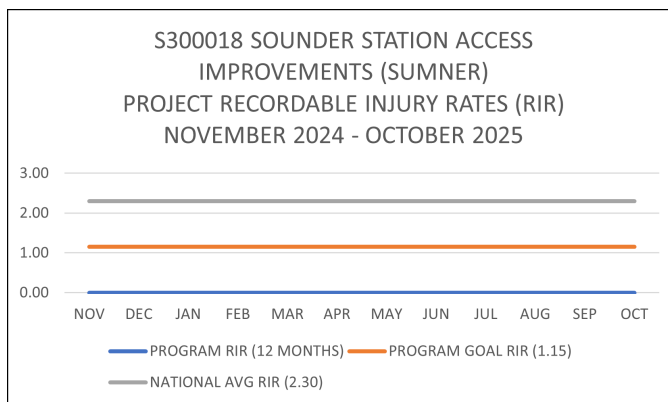
Souder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements



Construction Safety

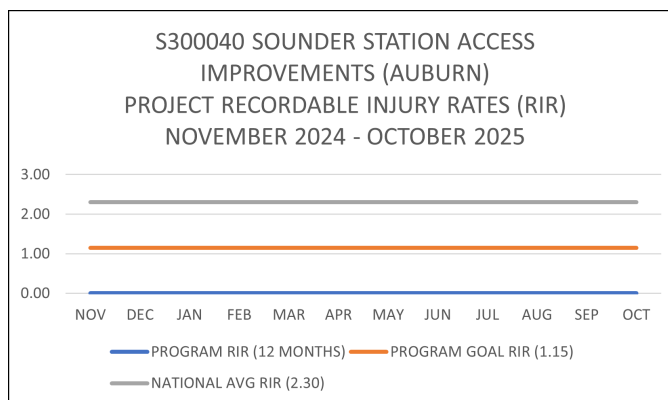
Sumner Station Parking & Access Improvements

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





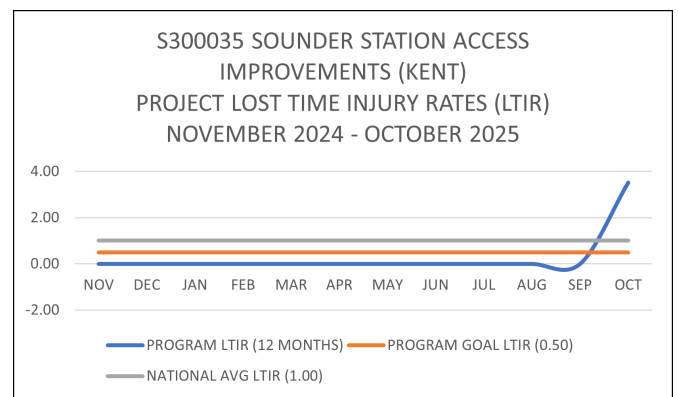
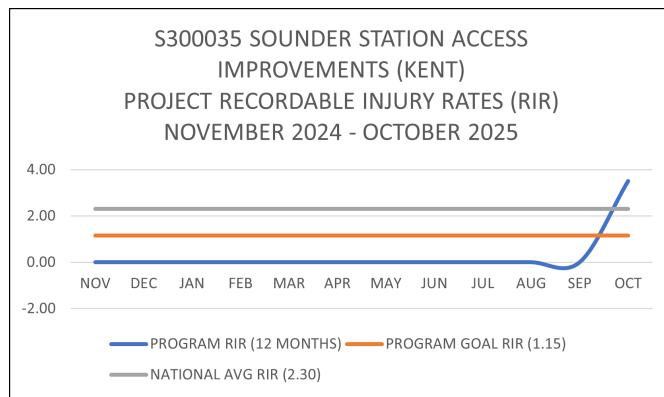
Sounder commuter rail

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)	3.51	0.00 ⁵	1.15	2.30	There was one (1) OSHA recordable injury resulting in lost time reported during October 2025 for the Kent Garage Project.
	Lost-Time Injury Rate (LTIR)	3.51	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 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 - Under Review)

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 (Currently Under Review). Logic continue to be revised to better reflect the mitigation plan. Two Time Extensions of 59 and 79 days have been reflected in Baseline Substantial completion Date of 2/17/2026. Work to improve float will continue. Contractor working on 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.

Activity Name	Start	Finish	2026					
			Q3	Q4	Q1	Q2	Q3	Q4
Sumner Parking and Access Improvement - Update 28 - 10/30/2025 - Current	Feb-27-23 A	Oct-19-26						
Administrative	Feb-27-23 A	Oct-19-26						
Contract Milestones	Aug-20-26	Oct-19-26						
MST 1 Substantial Completion (NTP + 948 + 59 CD + 79 CD = 2/17/2026)		Aug-20-26*						
MST 2 Acceptance (NTP + 978 + 59 CD + 79 CD = 3/19/2026)		Sep-19-26*						
MST 3 Final Acceptance (NTP + 1008 + 59 CD + 79 CD = 4/18/2026)		Oct-19-26*						
Interface Milestones	May-09-24 A	Jul-21-26						
Contract Administration	Feb-27-23 A	Oct-19-26						
Design	Feb-27-23 A	Oct-19-26						
Design Team Administrative Submittals	Mar-18-26	Oct-19-26						
Permitting	Sep-13-24 A	Aug-20-26						
Third Party Coordination	Feb-27-23 A	Dec-30-25						
Construction	Sep-06-23 A	Oct-14-26						
Construction Administrative Submittals	Apr-01-26	Oct-14-26						
Procurement	Sep-06-23 A	May-05-26						
Maintenance of Traffic	Feb-13-26	Jul-21-26						
Sitework	May-05-26	May-11-26						
Utilities	Nov-03-25	Mar-25-26						
Earthwork	Dec-03-25	May-04-26						
Structure	Mar-18-25 A	May-22-26						
Mechanical	May-22-25 A	Jun-01-26						
Electrical	Mar-19-25 A	Jul-01-26						
Elevator	Mar-18-26	May-29-26						
Architectural Finishes	Jan-07-26	Jul-17-26						
Restoration	Sep-02-25 A	Jul-14-26						
Off Site Improvements (Thompson)	Feb-23-26	Apr-02-26						
Commissioning & Closeout	Apr-23-26	Sep-19-26						
Provisional Sums	Feb-27-23 A	May-20-26						
Change Orders	Nov-01-23 A	Sep-03-26						

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

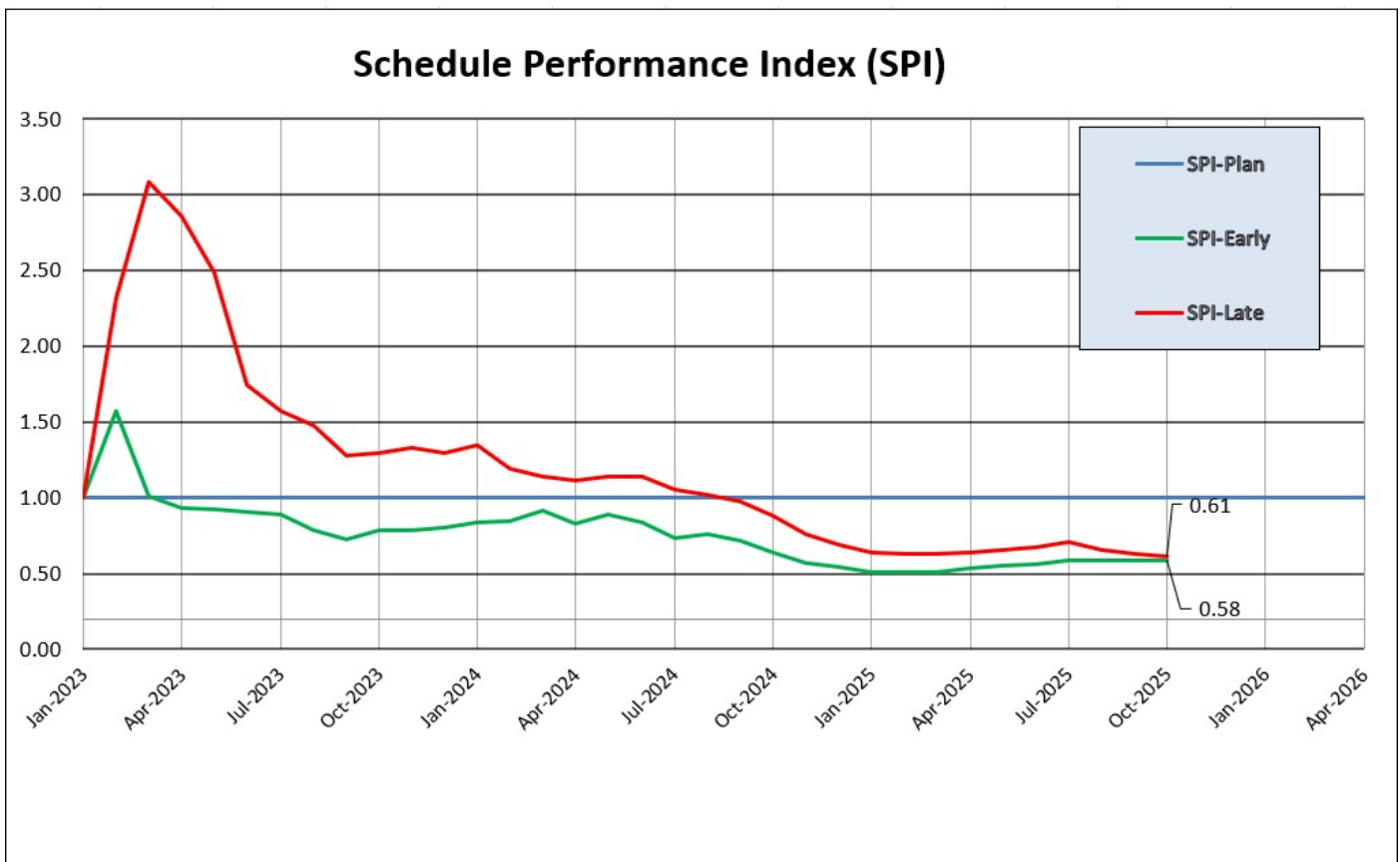
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis

The critical path is based on 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 - Under Review).

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 Ectrical embedded for L3Z2 and Z5, Concrete work for L3Z2 and Z5 and Install Security & CCTV System for L2,3 an d L4.



Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Sumner Station Parking & Access Improvements

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 as permanent construction commences, close out of the current NCRs.
- Delays in schedule due to design, and concrete pour issues all impacting the critical path and risk impacting the Open for Service date at the end of Q2 2026. The current projection for Open for Service is Q3 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)	\$31,741,679
Percent Complete	57%
Authorized Contingency	\$10,880,000
Contingency Drawdown	\$6,659,234
Contingency Index	0.9



Sumner: Second-floor in progress.

Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Auburn Station Parking & Access Improvements

• Current Progress (Based October Schedule - Under Review)

- 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.

Activity Name	Start	Finish	2026								20
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
S300040 - ASAI Pay App 21 - 2025.10.30 - Current	Jan-16-24 A	May-04-27									
ADMINISTRATIVE	Jan-16-24 A	May-04-27									
Contract Milestones & Summaries	Jan-16-24 A	May-04-27									
Contract Duration: (LNT+1200 Calendar Days)	Jan-16-24 A	May-04-27									
Milestone No. 1 - Garage Substantial Completion		Jan-25-27*									
Milestone No. 2 - Acceptance		Apr-04-27*									
Milestone No. 3 - Final Acceptance		May-04-27*									
Coordination to Final Acceptance	Jan-26-27	May-04-27									
DESIGN	Jan-16-24 A	Jun-23-26									
Design Administration	Jan-16-24 A	Jun-23-26									
Design Development	Jul-31-25 A	Dec-30-25									
04 Offsite Work	Jul-31-25 A	Dec-30-25									
IFC Offsite Work	Jul-31-25 A	Dec-30-25									
PERMITTING	Jun-02-25 A	Jan-02-26									
PROCUREMENT	Feb-12-25 A	Nov-12-26									
CONSTRUCTION	May-01-25 A	Feb-22-27									
Construction Milestones	Jun-17-26	Jan-25-27									
Construction Administration	Jul-22-26	Sep-16-26									
Construction Administrative Submittals & Coordination	May-01-25 A	Aug-13-26									
Mobilization	Feb-10-26	Jul-22-26									
Garage Structure	Oct-23-25 A	May-12-26									
Garage Exteriors	Mar-31-26	Nov-24-26									
Garage Interiors	Jan-27-26	Jan-11-27									
Vertical Circulation	May-08-26	Jan-25-27									
Commissioning & Closeout	Jul-30-26	Feb-22-27									
Off-Site Work	Jun-17-26	Dec-23-26									
BID ITEM 2 TRENCH EXCAVATION	Jun-19-26	Jun-25-26									
PROVISIONAL SUMS	Oct-28-24 A	Dec-16-26									
CHANGE ORDERS	Jan-21-25 A	Dec-01-26									

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

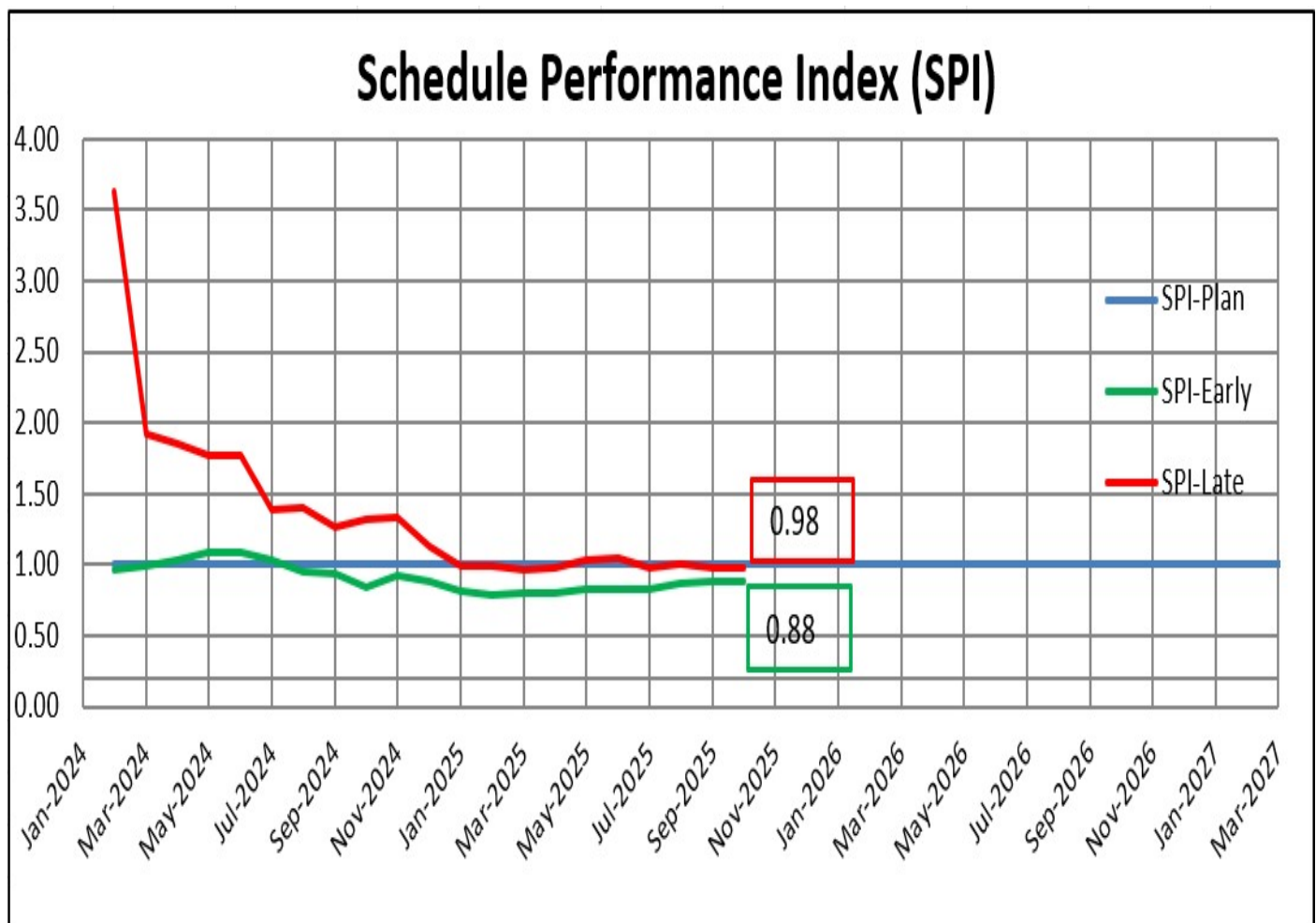
Design / Build Contract - Auburn Station Parking & Access Improvements

Critical Path Analysis- (September Schedule - Under Review)

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 - Under Review)

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.



Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Auburn Station Parking & Access Improvements

Next Period Activities (September Schedule—Under Review):

- 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:

- Coordination with City of Auburn regarding ROW improvements and associated permits.
- Completing IFC Design Package DP-04.

Cost Summary










Present Financial Status	Amount
SCR672 DB Contractor—Absher Construction Co	
Original Contract Value	\$60,000,000
Change Order Value	\$3,070,791
Current Contract Value	\$63,070,791
Total Actual Cost (Incurred to Date)	\$27,708,683
Percent Complete	44%
Authorized Contingency	\$11,000,000
Contingency Drawdown	\$3,070,791
Contingency Index	1.6






Auburn: Project overview - View looking west




KPI Legend




Status trend




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

KPI definitions

Cost	
	Current Estimate at Completion (EAC) is no more than 10% over the current published 2024 Financial Plan figure.
	Current EAC is between 10% to 15% over the current published 2024 Financial Plan figure.
	Current EAC is more than 20% over the 2024 Financial Plan figure.

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

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

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

Acronyms

Acronym	Terminology
AA	Alternatives 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	<p>1 Line (Effective August 2024) refers to Link light rail between Lynnwood and Angle Lake</p> <p>2 Line (Effective May 2025) refers to Link light rail operating between South Bellevue and Downtown Redmond</p> <p>3 Line Future lines between Everett – West Seattle</p> <p>4 Line Future lines between Issaquah – Kirkland</p> <p>T Line (Effective September 2023) operates between Tacoma Dome and St. Joseph Hospital on Hilltop</p>
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