



System Expansion *Monthly Status Report*

Reporting Period: September 2025



Sounder celebrated 25 years of service on September 18, 2025.

Notable updates since last month's report

Schedule:

- **ELE:** Current forecast is May 2026 for the first powered test train operated across the floating bridge.
- **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 reported in September 2025 on the Bus Base North Project.

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.
- **JOC:** Job order contracts for small project construction services.
- **Real Property:** Real estate appraisal bench.

Summary of recent project-related Board actions:

- **Stride BRT:** Construction award to Atkinson approved; Budget amendment approved.
- **EVLE:** Program Phase 2 award approved; Budget amendment approved.
- **OMF-S:** Program Phase 2 award approved; Budget amendment approved.
- **Design MATOC:** Contracts awarded to 19 firms approved.

Sound Transit future service



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

soundtransit.org/system



Project descriptions

Link light rail program

Ballard Link Extension: The project includes 7.7 miles of light rail from downtown Seattle to Ballard's Market Street area, adding nine light rail stations. The route will run through 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: The project builds a new light rail from Redmond Technology Station to Downtown Redmond. Light rail will travel along SR 520 with two new stations in southeast Redmond, at Marymoor Park and Downtown Redmond. This extension opened for service on May 10, 2025.

East Link Extension: The project expands light rail to East King County via I-90 from downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, downtown Bellevue, Overlake Hospital, the BelRed corridor, Overlake Village, and Redmond Technology Center. Revenue Service commenced on April 27, 2024, between Redmond Technology Center and South Bellevue Station. The final phase opening will link South Bellevue to downtown Seattle.

Everett Link Extension: The project adds six Snohomish County stations plus one provisional station (SR 99/Airport) to the growing light rail network. The 16-mile project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/Evergreen Way, and downtown Everett.

Federal Way Link Extension: The design-build project extends approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center. The extension parallels SR 99 and I-5 with stations at Kent Des Moines near Highline College, Star Lake, and Federal Way.

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

Pinehurst Station: This project will construct foundation and substructure elements for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

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: The project, located in the City of Federal Way, includes a 100,000-square-foot operations and maintenance facility that will 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: The project will extend light rail 8.5 miles from South Federal Way to the Tacoma Dome area in the City of 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 will plan, design, and construct up to 300 stalls of surface parking and/or bicycle, pedestrian (non-motorized), and transit improvement projects.

West Seattle Link Extension: The project includes 4.1 miles of light rail from SODO to West Seattle's Alaska Junction neighborhood. It includes four light rail stations. The route will run on elevated and tunnel guideway with a new rail-only bridge over the Duwamish River.

Sounder commuter rail program

DuPont Extension: The project will plan, design, and construct a Sounder service extension from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track and signal improvements, layover track improvements, and ancillary improvements.

Lakewood Station Access Improvements: The project is in the final design phase. This effort will improve access to the existing station 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 Sounder South's 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.

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

Sounder South Sumner Kent Auburn Station Parking Access Improvements: The Sumner, Kent, and Auburn Stations Parking and Access Improvements projects include bicycle, pedestrian, lighting, and parking access improvements at three Sounder South Stations. In January 2023, the Sound Transit Board authorized [Resolution No. R2023-02](#), which combined the project budgets for the Sumner, Kent, and Auburn Stations Parking and Access Improvement Projects 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: The project establishes BRT from the Lynnwood Transit Center to Bellevue Transit Center (S1 Line) and Burien Transit Center via I-405 and SR 518 (S2 Line). The project relies on the I-405 express toll lane system where available, Business Access Transit (BAT) lanes, and bus-only lanes. Project elements include parking, station access improvements, and 11 pairs of stations, including a new transit center in Renton. Stride is partnering with WSDOT to integrate BRT project elements with the I-405 Master Plan at several key locations: NE 44th Street in Renton, NE 85th Street with connections to downtown Kirkland, and the Brickyard-to-Canyon Park segment, including the new Bothell-Woodinville Transit Center. WSDOT is also delivering Stride's new Tukwila International Boulevard Station, which will directly connect to the Tukwila light rail station.

SR 522 Bus Rapid Transit: The project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522, most of the corridor through Lake Forest Park, Kenmore, and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations, with additional parking at Lake Forest Park, Kenmore, and Bothell. Stride is partnering with the City of Bothell to construct a BAT lane within city limits and is contributing funding to the City of Shoreline for the roundabouts project at the NE 145th Street and I-5 Interchange.

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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 at <https://www.soundtransit.org/get-to-know-us/documents-reports/system-expansion-monthly-status-report>.

II. Program overview

A. Accomplishments and innovations

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

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.

- Example: The WSLE design team (EDS) is validating the cost-savings measures that had already been developed and identifying and estimating new ones, including optimizing SODO Station's foundations, layout, and temporary configuration during construction to minimize disruptions to passengers, vehicle traffic, and 1 Line service. To meet the WSLE affordability gap, the EDS will continue to refine cost-savings opportunities and estimates as they move into the next phase of work.

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

More than 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.

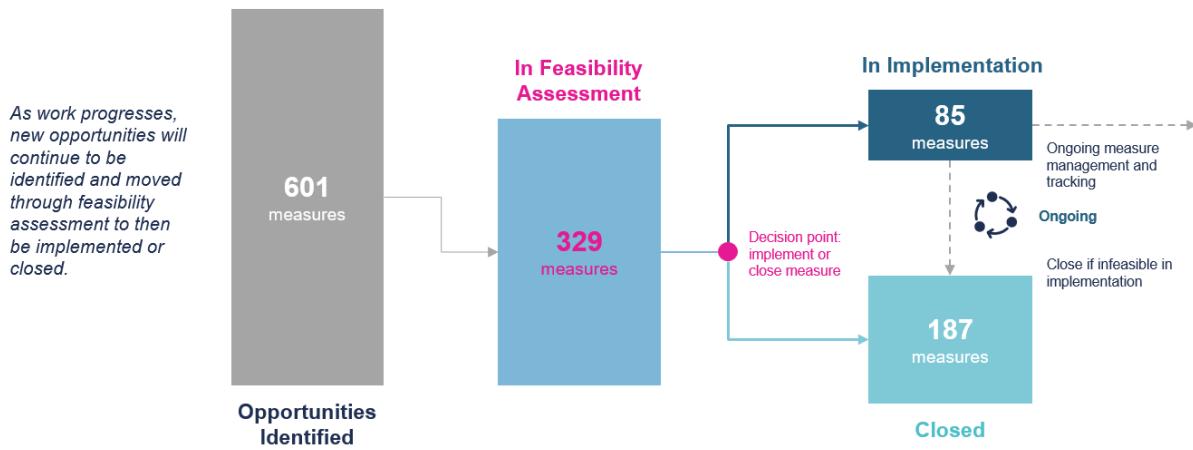


Figure 1: Project-level and Programmatic opportunities continue to progress through feasibility assessment into implementation or are closed if deemed infeasible.

- **Project Management Information System (PMIS) – Process and Tools:** With the support of Sound Transit's PMIS team, project managers began using PMIS to record monthly status updates. Both internal and external reports draw from these status updates to reduce duplicative data entry and improve consistency across communications. The modules of PMIS supporting the status updates have moved from the hyper-care phase of deployment to product management, ensuring long-term maintenance and functionality of the product.



The PMIS team is on schedule for the next deployment, which will include project management functionality to support System Expansion work, prioritizing the delivery of ST3 projects. Using the System Expansion functionality as a template, the PMIS team will later deploy project management functionality to support Service Delivery and IT projects.

The PMIS team is wrapping up initial work on 11 process-specific teams focused on improving transparency, consistency, and effectiveness across core business processes. The broader effort to re-engineer over 60 processes has started and is progressing towards 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 is now in the evaluation phase.
 - 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 85% complete. The draft is finished and currently under review. The next steps involve incorporating comments and finalizing the appendices. The project is on track for completion by the end of October (Q4 2025).

- **Project Controls Policies & Procedures (PCPPs) Update — Process:** In September, as part of Phase 2 update, 11 PCPPs were reviewed and some of them were separated, creating a total of 14 documents. The update is scheduled to be completed by mid-December 2025 with peer review and comment resolution starting in late October 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 September 5, Deputy CEO Terri Mestas gave an update on TDLE (Tacoma Dome Link Extension) and an overall ST agency update to the Economic Development Board of the Pierce County Board of Directors.
 - On September 9, Deputy CEO Terri Mestas and Capital Delivery Executive Directors Manan Garg, Brad Owen, and John Martin gave an update on ST's Capital Program and shared information on upcoming contracting opportunities to the membership of AGC (Association of General Contractors) of Washington.



Pictured above: Deputy CEO Terri Mestas addresses AGC's Membership

- On September 16, Deputy CEO Terri Mestas spoke on a panel titled “Building Big: Extended Conversation” at the APTA (American Public Transportation Association) TRANSForm Conference in Boston.
- On September 16, ST was awarded the APTA 2025 Innovation Award for the I-90 segment of the East Link Extension. CEO Dow Constantine, Deputy CEO Terri Mestas, and others from ST were in attendance.

- On September 17, CEO Dow Constantine, Deputy CEO Terri Mestas, and others from ST attended at Leadership Meet & Greet with HNTB and a Tour of MTA's Operations Control Center in New York, NY.
- On September 18, Dan Turner, Manager, High Capacity Transit Development - WSLE & BLE gave an update to the membership of CMAA (Construction Management Association of America) Pacific Northwest at their chapter meeting.
- Sound Transit's Joseph Gildner (Executive Project Director) and Anthony Pooley (Principal Construction Manager) participated in a peer review of Valley Transportation Authority's (VTA) BART Silicon Valley Phase II Execution. The report was finalized in September 2025 and will be presented to VTA's Board Oversight Committee in October 2025. The review assessed the project's feasibility, constructability, and delivery approaches to support project's alignment with cost and schedule.

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:** This month, CDD successfully met the 29-day average payment and continues to retain the green KPI status, as shown in the table.

Payments on System Expansion Contracts	
KPI associated with the average days paid *	
Total invoices paid ^{1,2}	81
Total value paid	\$70.7M
Average days from invoice date to paid date ³	28 (100%)
Number of invoices approved within 30 days	64 (79%)
Number of invoices approved over 30 days	17 (21%)
Total invoice value approved within 30 days	\$62.0M (88%)
Total invoice value approved over 30 days	\$8.7M (12%)

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 reported in September.

A worker was using a hedge trimmer to clear brush in preparation for the installation of a temporary perimeter fence. While cutting back the overgrowth, the hedge trimmer became stuck. The laborer used their hand to push the brush away from the blade but accidentally engaged the trimmer, resulting in a laceration to their middle fingertip.

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.

Construction Safety					
Program Monthly KPI ^{1*}	Program Monthly ¹	Program Average ²	Program Goal ³	National Average ⁴	
	RIR	2.02	1.37 ⁵	1.15	2.30
	LTIR	0.00	0.37 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 1.37) is 19.02% above the Program Goal and is 40.49% below the National Average, as shown in Figure 6.

6. The Program Average Lost-Time Injury Rate (LTIR 0.37) is 25.34% below the Program Goal and 62.67% 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.

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

- RIR (1.37) is 19.02% above the Program Goal and 40.49% below the National Average, as shown in Figure 6.
- LTIR (0.37) is 25.34% below the Program Goal and 62.67% below the National Average, as shown in Figure 7.

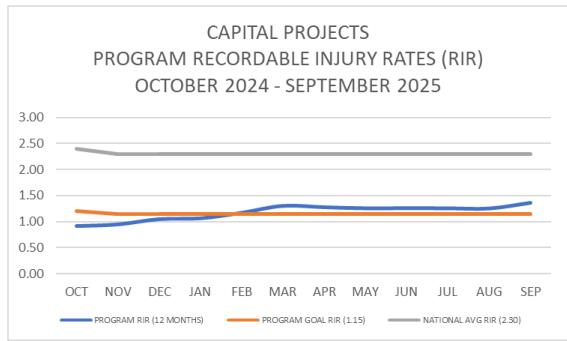


Figure 6: Recordable Injury Rate

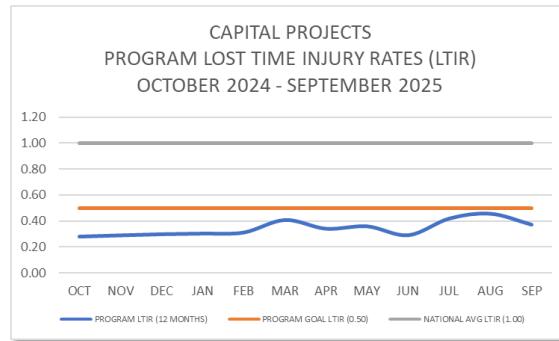


Figure 7: Lost-Time Injury Rate

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 late 2025/early 2026.
- At **Federal Way Downtown Station**, a request for proposals for TOD sites 1 and 2 will close in Q4 2025. 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.
- Drafting a Memorandum of Understanding with the City of Seattle regarding goals, roles, and responsibilities for joint development opportunities at **BLE** and **WSLE**.
- Meeting with King County staff to finalize a site concept plan for **Midtown Station** and participating in drafting a nonbinding term sheet around the plan.
- Exploring potential refinements to the headhouse location at **Denny Station** that may facilitate better joint development outcomes while still meeting passenger and agency needs.
- Continuing to review Urban Land Institute (ULI) Technical Assistance Panel reports on joint development before publication.
- 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:

- Celebrated the grand opening of Connection Angle Lake, an affordable housing TOD project built on land adjacent to the Angle Lake garage transferred by Sound Transit to the development team at a discount.

- Celebrated the selection of development teams for two affordable home ownership TOD sites in the Rainier Valley on land transferred by Sound Transit at a discount.
- Celebrated the selection of a development team that will create TOD and parking adjacent to BelRed Station on land transferred by Sound Transit to the City of Bellevue.

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). FTA changed the permitting dashboard milestone date from 9/19/25 to 1/30/26.

Notable activities:

- ST received a Site Closure Determination from Tacoma-Pierce County Health Department on Sound Transit's property at 2523 Pacific Avenue, Tacoma confirming that the site has been cleaned up and no further remedial action will be required by the Health Department.
- Through successful regulatory interaction under ST's Environmental Remediation Program, we received a No Further Action opinion letter from the Pollution Liability Insurance Agency (PLIA) for the Puyallup Station East (Sound Transit Neeley and Vancouver Door Properties) Site.
- FTA approved a protective property acquisition request for BLE on September 2.
- Obtained two key environmental permits (Section 401 Water Quality Certification and Coastal Zone Management Consistency Decision) from Ecology for the OMF South project.
- Cascadia Consulting has completed the Sustainability Management Plan First Draft deliverable.
- In September, Cascadia Consulting held three meetings to develop the Envision 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 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 Sound Transit held an official 60-day extended comment period that ended on February 10, 2025. The Comment Summary report was completed in April 2025, and the project team briefed the System Expansion Committee and Board in May on the DEIS comments. The Board confirmed the Preferred Alternative on June 26, 2025.
- **EVLE** continues to progress towards target Draft EIS publication in January 2026. Ongoing elected official briefings and third-party coordination meeting with AHJs, WSDOT, WDFW, Utilities, and FTA.
- The **EVLE** project is seeking input from the public to help identify which projects could expand or enhance the pedestrian and bicycle network near stations. Sound Transit hosted an in-person public meeting on June 5 at Cascade High School in Everett and a virtual public meeting on June 17 on Zoom.
- **OMF South** released the Request for Qualification (RFQ) and Request for Proposal (RFP) in April. CDD is treating the group of maintenance facilities as a portfolio to leverage efficiencies and optimize performance across the system.
- **Sounder South Capacity Expansion Project (SSCE).** The **King Street Station Platform Area Improvement** Phase 3 Preliminary Engineering is planned to commence in fall 2025 after the System Expansion Committee approved a contract amendment in June to enter the next phase of work. The consultant change order was executed in August.
- **SSCE and Sounder DuPont Extension.** The **SRTSI** project completed conceptual engineering designs and submitted to external stakeholders for review and comment. The project team continues to coordinate with the Federal Railroad Administration on next steps for environmental review, including the approach for completing Section 106.

B. Risks, concerns, and opportunities

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

C. Monthly performance tracker for projects in planning and design

Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Ballard Link	10%	DEIS / PE			<p>Project Cost: The Draft EIS, expected to be published in late 2025, 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 late 2025.</p> <p>Environmental Phase Schedule: Project is advancing preliminary engineering and preparing to publish a Draft EIS in late 2025 pending final FTA guidance regarding</p>

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

Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
					executive orders. Board action to confirm/modify Preferred Alternative would follow in early 2026.
Boeing Access Road Infill Station	2%	Env Review / CE			Project Cost: The Alternatives Analysis-level cost estimate (Oct 2024) exceeds the financial plan estimate. A conceptual engineering-level cost estimate is expected in December 2025. Environmental Phase Schedule: There is a delay associated with design option refinement and additional analysis. The project is advancing environmental review and conceptual engineering, and these are expected to be complete around the end of 2026.
Everett Link	15%	DEIS / PE			Project 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. Project Schedule: The DEIS is currently with the FTA for their review, followed by the formal legal review. With a publication target date scheduled for late Q1 2026. Design continues on Phase 2 of the Advanced Conceptual Engineering, with a Board action to confirm/modify Preferred Alternative in Q3 2026.
Graham Street Infill Station	2%	Env Review / CE			Project Cost: Alternatives Analysis-level cost estimate (Oct 2024) exceeds financial plan estimate. Conceptual engineering-level cost estimate is expected in October 2025. Environmental Phase 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 mid-2026.
O&M Facility South	30%	Design and Construction Procurement			Project Cost: The project is trending to be within the financial plan budget. Work on cost-saving opportunities continues. Design Schedule: The project is in the procurement phase for getting a progressive design builder onboard in Q1 2026.
Sounder DuPont Extension	1%	CE / NEPA DCE			Sounder Rail Track & Signal Project is also funded by this project budget.

Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Sounder Lakewood Station Access Improvements ³	15%	Design			ST delivered 30% designs received and under review. The city is proceeding on schedule with their designs, first project to go to advertisement in Nov 2025.
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.
Sounder South Tacoma Station Access Improvements ³	15%	Design			ST delivered designs at 30% and under review. The city is progressing their final designs.
Tacoma Dome Link Extension	10%	FEIS / PE			<p>Project 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>Environmental Phase 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	10%	Conceptual Design/SEPA review			ST is preparing conceptual designs and environmental analysis of potential access projects for Board consideration and approval.
West Seattle Link Extension	30%	FEIS / PE			<p>Project 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>Design Schedule: 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>

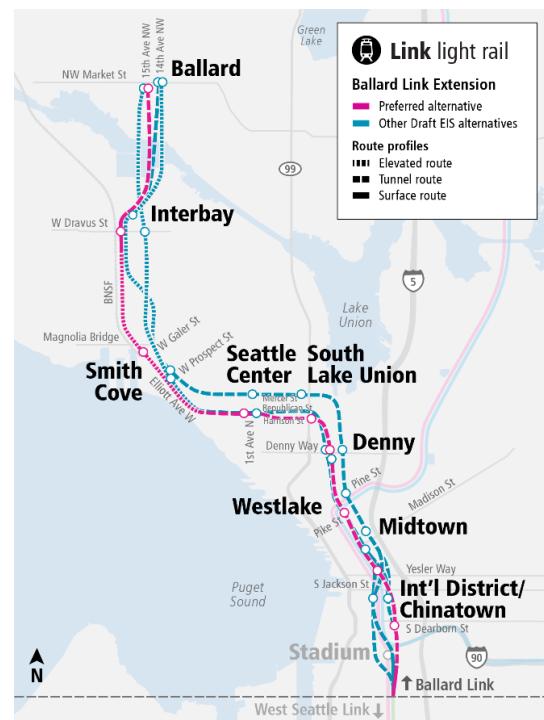
³ Project Baseline.

C1. Link extension project detail in planning and design

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

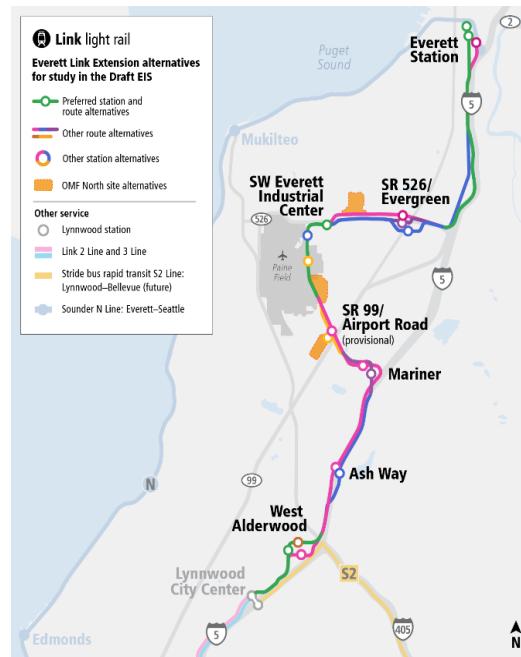
Ballard Link Extension

- Project development
 - Draft EIS in review with FTA; publication date to be confirmed.
 - 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 project corridor.
- Contracting
 - No current procurements.



Everett Link Extension

- Project development
 - Draft EIS to be published Q1 2026.
 - Final EIS and ROD anticipated Q3 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 project corridor.
- Contracting
 - No current procurements. Phase 3 budget amendment Q2 2026.



Tacoma Dome Link Extension

- Project development
 - Draft EIS published Dec. 2024.
 - Final EIS and ROD anticipated in 2027.
 - Planning to submit for Entry into Engineering after completion of ROD.
- Advanced engineering
 - Evaluating cost-savings opportunities.
 - Advancing design 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.

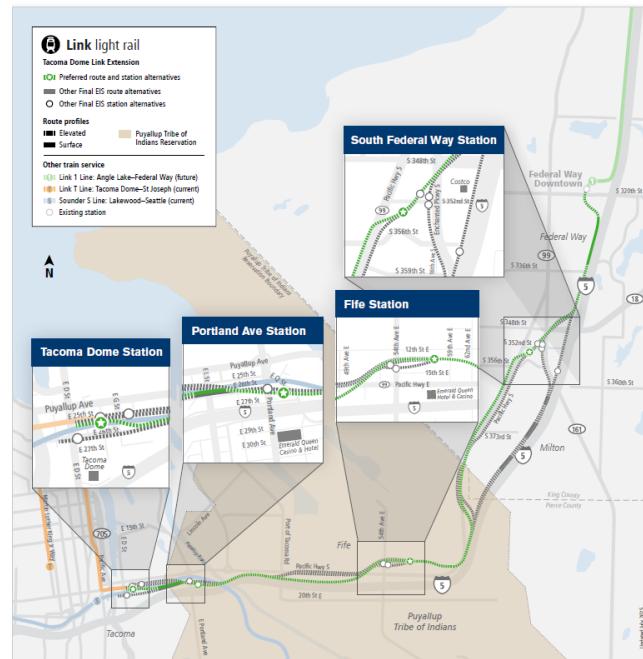


Figure 10: Map of TDLE Project Alignment

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.
 - W200 Pre-Construction Services Q4 2025/Q1 2026.
 - Engineering Design Services Phase 2 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 I405 ST-managed projects (S1 and S2) ³	95%	Design			BT102 Burien Transit Center IFB design is substantially complete with some design elements being coordinated with the AHJs.
	77%	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	97%	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. BT305 NE 145th construction contract is in procurement, bid opening is scheduled for early October.

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	95%	Design			The Inline Tukwila International Boulevard Station (TIBS) preliminary design is substantially complete for Design-Build contract procurement. Staff is working with WSDOT to finalize the project funding agreement and to seek Board approval in October 2025. In 2024, Inline TIBS was put on hold due to WSDOT culvert/fish-passage issues. ST mitigated the schedule delays by planning to open S1 with Interim Stride platform at the Light Rail TIBS.

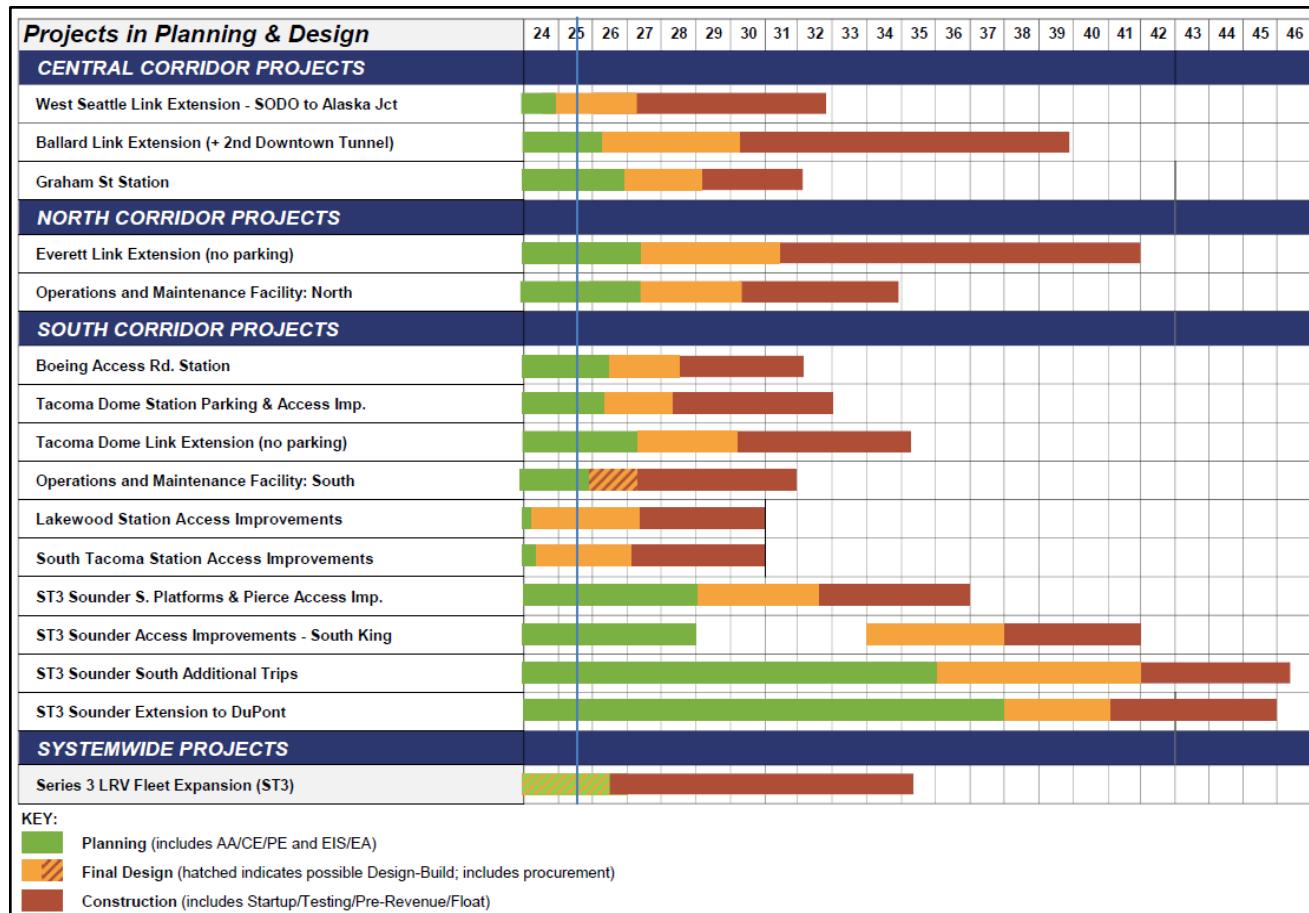
E. Monthly performance tracker for other support projects in planning and design

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

Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Series 3 LRV Fleet Expansion	5%	Planning			<p>Project Cost: Based on cost estimates from 2024, vehicle costs are expected to exceed financial plan. Also, more vehicles (compared to what is in the financial plan) are anticipated to meet ST3 service needs.</p> <p>Procurement Schedule: Draft RFP is being prepared for 2nd round of industry review. Delays to RFP publication due to additional analysis on ST3 project needs anticipated. Project overview and draft schedule was presented to the Board in September 2025. RFP publication is anticipated in March 2026.</p>

F. Projects in planning and design schedule

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



IV. Projects in construction

A. Executive overview

- Advanced construction, 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%				Project Cost: Cost KPI continues to be driven by E130 claims resolution and project delay. Project Schedule: Schedule KPI is measured against target date of Q1 2026. Project is currently in system integration testing phase. The forecast opening is May 2026. Once in pre-revenue operations, more information will be available on the projected revenue service date. Project Safety: No recordable incidents this period, no change in KPIs.
Federal Way Link Extension ^{3, 4}	99%				Pre-Revenue Operations in progress. Operator qualifications complete and validation in

⁴ Projects that require detailed reports to meet TIFA reporting requirements

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
					progress. There were no recordable or loss time incidents reported. RSD of 12/6/25 announced.
Pinehurst ^{3,4}	73%				Installing elevator columns and structural steel Plaza: installing under guideway conduits, ancillary rooms mechanical, electrical and plumbing, and CMU walls for elevator mechanical rooms Platform: Installing metal ceiling panels, lighting conduit, and escalator steel. Roadway: Continued roadway improvements at NE 130th and 5th Ave intersection.
Sounder South Station Parking and Access Improvements					
Auburn ^{3,4}	42%				AUBURN SPAI: Design Package 3 - Building, Issued For Construction (IFC) was issued. Slab-on-grade zones 1 and 2 were placed and Zone 3 prepared for early October placement. Elevator pit was placed. Design Package 4 – off-site improvements awaits City Permits to advance to IFC.
Kent ^{3,4}	35%				KENT SPAI: Sub-grade and utilities complete. Placed first slab-on-grade in Zone 1. Installed oil water separator connection in James Street. Completed level 1 columns and grade beams in Zone 2.
Sumner ^{3,4}	56%				SUMNER SPAI: Placed Level 2, Zone 2 elevated deck and began forming Zone 3 spanning Narrows Street. Contractor challenges preventing and resolving construction NCRs and design coordination issues continue affecting the project schedule. Slab cold-joint impacts being assessed. Projected In-Service date is now during Q3 2026 instead of Q1 2026 milestone. The program completion remains within the Q2 2027 baseline.

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	4%				Site clearing. Setting up dewatering and water treatment system. Excavation of unsuitable materials.
Stride I-405 ST-managed projects (S1 Line)	Pending Contract Award / NTP			-	BT105 Renton Transit Center received Board approval to execute construction contract in October. Award and NTP are forthcoming.

Stride SR 522, NE 145 th ST-managed project (S3 Line)	Pending Contract Award / NTP			-	BT307 Bothell/Kenmore contract received Board approval for execution in September. Award and NTP are forthcoming.
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Table below shows portion of the **Stride** projects managed by WSDOT or a third party.

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride I-405 WSDOT-managed projects (S1 and S2 Lines) ³	82%			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.
	46%			N/A	Both NE 85th and Brickyard-Canyon Park Design-Build contracts are ongoing. Construction is progressing well for both projects and trending 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	93%				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. City of Shoreline is constructing the NE 145th / I-5 ramps roundabout funded by Stride. Safety for third-party-delivered projects is handled by the third-party overseeing construction contract.

E. Monthly performance tracker for other support projects in construction

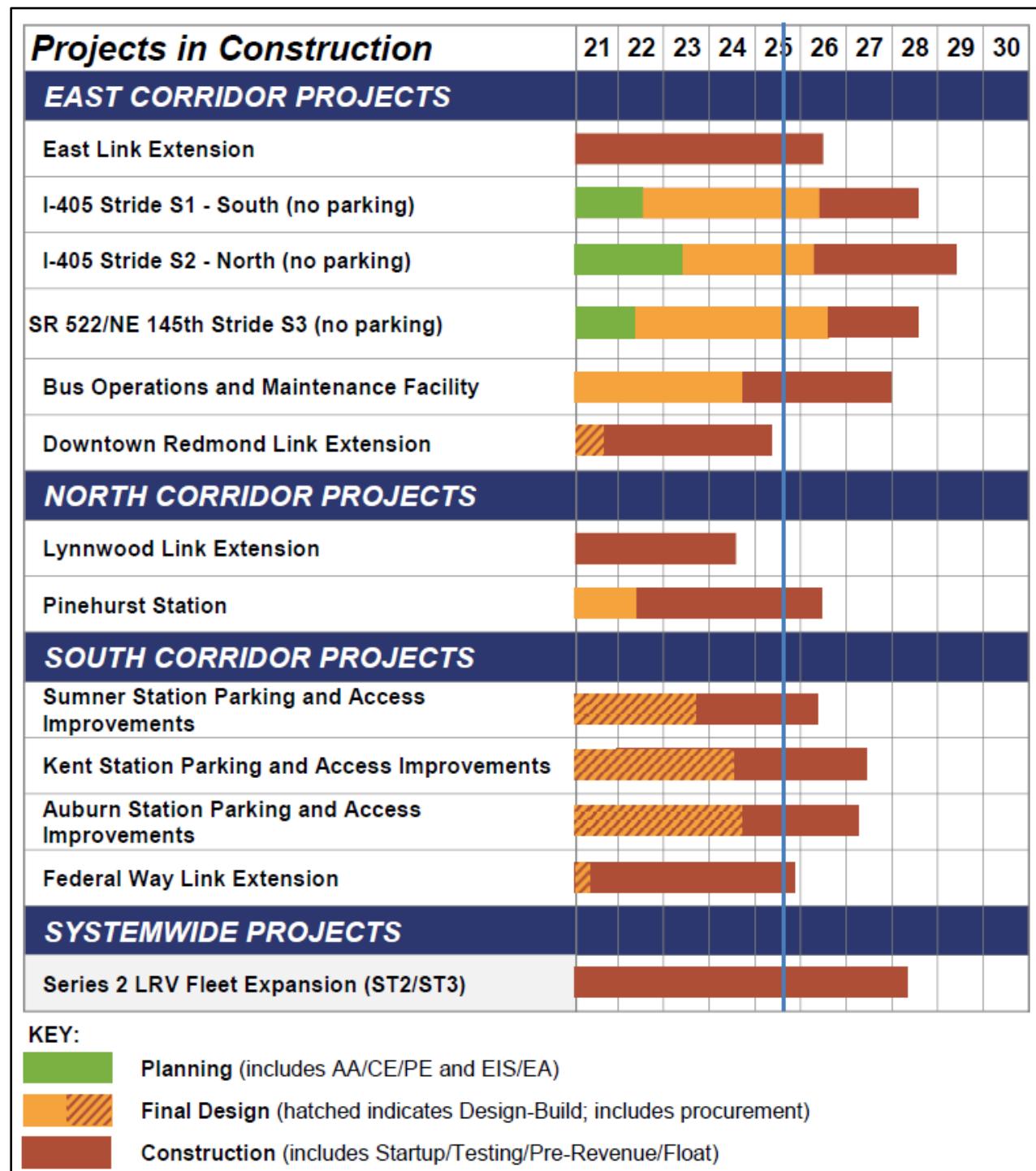
The Service Delivery Department is managing the Series 2 LRV Fleet Expansion project with support from the Capital Delivery department staff.

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
Series 2 LRV Fleet Expansion ^{3,4}	88%			N/A	The Service Delivery Department is managing the series 2 LRV Fleet Expansion project with support from the Capital Delivery department staff Project Cost: Project budget is within the planned range. % complete is based on full project to revenue service date, not on development phase Project Schedule: Delivery of the remainder of the original LRV order will be completed Q1 2026 and is not on critical path for any project delivery schedule.

* [Link to KPI Legend](#)

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

The September TIFIA report is delayed. The monthly reporting cadence for Pinehurst will resume in October's System Expansion Monthly Status Report.

C. Sounder South Station Parking and Access Improvements

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

TIFIA LOAN AGREEMENT

MONTHLY REPORT

August 2025

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

TIFIA Project Cost Summary by SCC

(as of 9/30/2025; figures in million dollars)

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

SCC Element	Baseline Budget ¹	Current Budget ⁵	Commitment to Date	Incurred to Date*	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
10 Guideway & Track	\$744.6	\$998.0	\$971.7	\$970.0	\$981.7	\$16.3
20 Stations	\$397.7	\$480.9	\$487.2	\$486.3	\$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	\$744.8	\$739.8	\$761.4	(\$1.9)
50 Systems	\$353.8	\$460.5	\$447.0	\$435.8	\$472.7	(\$12.2)
Construction Subtotal (10 - 50)	\$2,485.2	\$2,698.9	\$2,650.8	\$2,631.8	\$2,703.0	(\$4.2)
60 Row, Land	\$288.5	\$281.5	\$281.3	\$280.9	\$281.5	\$0.0
70 Vehicles	\$218.9	\$215.7	\$207.5	\$194.7	\$215.7	(\$0.1)
80 Professional Services	\$932.2	\$977.9	\$941.7	\$926.4	\$977.9	\$0.0
90 Unallocated Contingency	\$202.1	\$17.3	\$0.0	\$0.0	\$0.9	\$16.4
Total TIFIA Project (10 - 90)	\$4,126.9	\$4,191.3	\$4,081.2	\$4,033.8	\$4,179.1	\$12.2

* Amount was estimated

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

SCC Element	Baseline Budget ²	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
10 Guideway & Track	\$744.6	\$998.0	\$971.7	\$970.0	\$981.7	\$16.3
20 Stations	\$397.7	\$480.9	\$487.2	\$486.3	\$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	\$557.8	\$552.8	\$574.5	(\$1.9)
50 Systems	\$353.8	\$460.5	\$447.0	\$435.8	\$472.7	(\$12.2)
East Link Construction Subtotal	\$2,304.6	\$2,511.9	\$2,463.8	\$2,444.8	\$2,516.1	(\$4.2)
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	\$911.8	\$896.0	\$947.4	(\$0.0)
90 Unallocated Contingency	\$182.9	\$16.4	\$0.0	\$0.0	\$0.0	\$16.4
Total East Link	\$3,677.2	\$3,757.2	\$3,656.9	\$3,621.7	\$3,745.0	\$12.2

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	\$207.5	\$194.7	\$215.7	(\$0.1)
80 Professional Services	\$7.4	\$7.5	\$7.3	\$7.8	\$7.5	\$0.1
90 Unallocated Contingency	\$0.5	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
Total East Link LRV's	\$224.1	\$224.1	\$214.7	\$202.5	\$224.1	\$0.0

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

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

Notes:

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

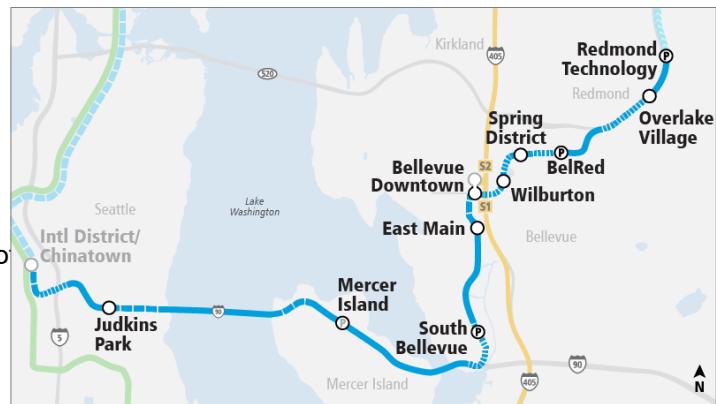
Link light rail East Link Extension

Project Summary

Scope

Limits	Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.
Alignment	East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond.
Stations	Judkins Park (JPS), Mercer Island (MIS), South Bellevue (SBS), East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).
Systems	Signals, traction electrification, and communications systems.
Phase	Construction (South Bellevue to Seattle) Revenue Service (RTS to SBS)
Budget	\$3.7 Billion (Baseline April 2015, revised October 2024)
Schedule	Baseline Revenue Service Date: June 2023 Forecast Revenue Service Date: May 2026 FTA Recovery Plan Service Date: Sept. 2026

East Link Starter Line (ELSL) Revenue Service Date: RTS to South Bellevue April 27, 2024 (actual)



Map of East Link Extension Alignment

Key Project Activities

- Seattle to South Bellevue:** System-wide punch list, including landscaping, station lighting control, roofing repairs, and cleanup; floating bridge ballasting and ongoing cathodic protection monitoring.
- 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):** The remaining end-to-end portion of the contract as related to the whole of the E130 area continues, including systems Integration on the I-90 alignment and upcoming Segment 3 live wire testing. Interface coordination between the E750 and E130 Contractors continues; continued reviews on punch list activities needed for project closeout.
- 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

- Open items: E130 is finalizing work on the cathodic protection system. E750 contractor is testing across all segments.
- 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 \$3.9M, bringing the total expenditure to date to \$3.62B. 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 \$3.745B, but still within the Authorized Project Budget Allocation.

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

Cost Summary by Phase as of August 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	\$170.1	\$169.5	\$182.4	\$2.1
Preliminary Engineering	\$55.9	\$54.8	\$54.8	\$54.8	\$54.8	\$0.0
Final Design	\$283.0	\$270.1	\$265.5	\$263.0	\$267.6	\$2.5
Construction Services	\$257.5	\$314.1	\$309.3	\$304.7	\$317.3	(\$3.1)
3rd Party Agreements	\$52.2	\$44.2	\$39.9	\$36.4	\$37.9	\$6.3
Construction	\$2,544.3	\$2,607.9	\$2,536	\$2,512.4	\$2,603.5	\$4.4
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$281.5	\$281.3	\$280.9	\$281.5	\$0.0
Total	\$3,677.2	\$3,757.2	\$3,656.9	\$3,621.7	\$3,745.0	\$12.2

Cost Summary by SCC as of August 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	\$970.0	\$981.7	\$16.3
20 Stations	\$397.7	\$480.9	\$487.2	\$486.3	\$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	\$557.8	\$552.8	\$574.5	(\$1.9)
50 Systems	\$353.8	\$460.5	\$447.0	\$435.8	\$472.7	(\$12.2)
Construction Subtotal	\$2,304.6	\$2,511.9	\$2,463.3	\$2,440.8	\$2,516.1	(\$4.2)
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	\$911.8	\$896.0	\$947.4	\$0.0
90 Unallocated Contingency	\$182.9	\$16.4	\$0.0	\$0.0	\$0.0	\$16.4
Total	\$3,677.2	\$3,757.2	\$3,656.9	\$3,621.7	\$3,745.0	\$12.2

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:

- EIC Availability (E750.040)
- 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)
- Theft of equipment or materials (stored and/or installed) leads to schedule delays if replacements are not available. (E750.105)



First Ever Unpowered Light Rail Vehicle Crossing a Floating 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 \$73.7M (previously \$74.1M). 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 decrease to \$57.3M, a net decrease of about \$400K, due contingency construction change orders.

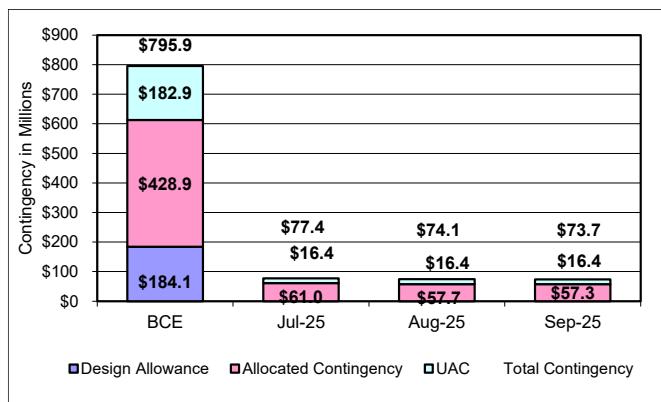
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC balance remains at \$16.4M.

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%	\$57.3	92.8%
Unallocated Contingency	\$182.9	4.9%	\$16.4	26.5%
Total	\$795.9	21.2%	\$73.7	119.3%

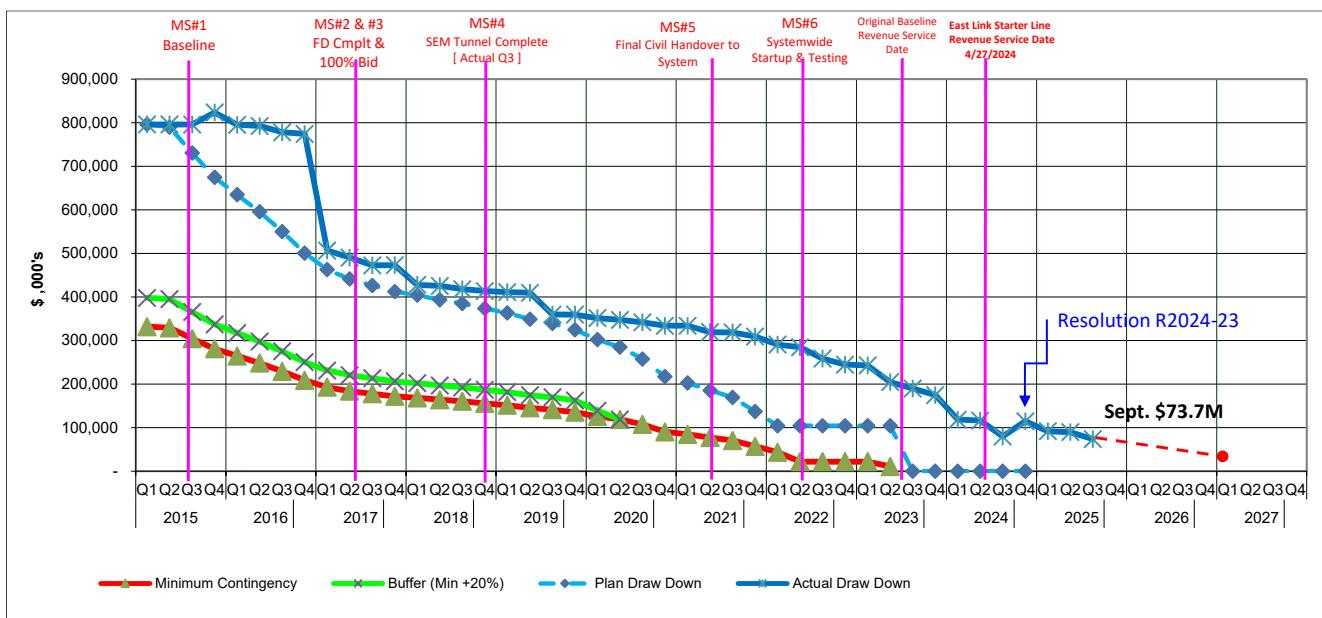
Table figures are shown in millions.

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 \$73.7M (previously \$74.1M). 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 September 30th, 2025

Link light rail

East Link Extension

Project Schedule

The weighted percent complete for the remaining major construction contracts is estimated at 99.7% (last month was 99.6%). The graphic below shows the integrated project schedule through September.

- **E130** continued floating bridge trackwork and cathodic protection, as well as commissioning and punch list work for stations and guideway.
- **E320 and E360** have achieved substantial completion and are working toward Acceptance.
- **E330, E335, and E340** have achieved Acceptance or Final Acceptance.
- **E750** continued with Systems Integration Testing (SIT) and tie-in work at International District / Chinatown Station .

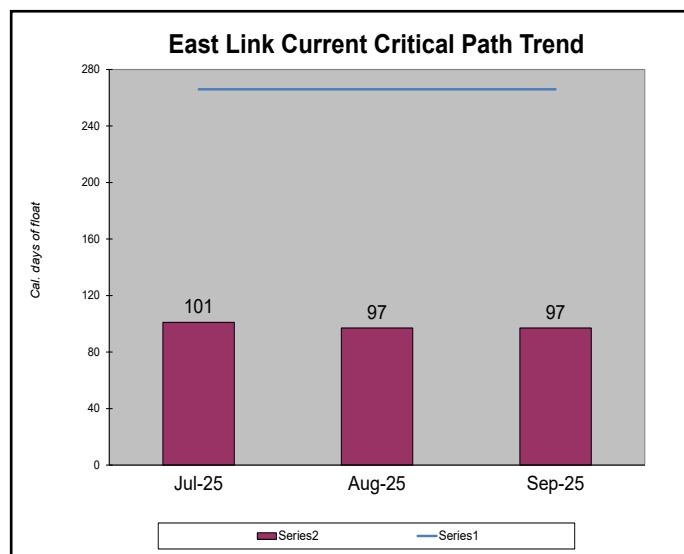
Note: The 2-Line *between South Bellevue and Downtown Redmond Stations) opened for service on April 27, 2024.

Activity Name	Start	Finish	2026		
			Q4	Q1	Q2
East Link Integrated Schedule					
East Link Construction	10-Mar-2017 A	31-May-2026			
E130 Construction	10-Mar-2017 A	26-May-2026			
E750 Construction	10-Mar-2017 A	26-May-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	14-Nov-2025			
Pre-Revenue Service	29-Dec-2025	30-May-2026			
Milestones	30-Dec-2025	30-Dec-2025			
Operator Familiarization	29-Dec-2025	06-Feb-2026			
Validation Period	06-Feb-2026	15-Feb-2026			
Simulated Service	16-Feb-2026	27-Mar-2026			
Link Extension Opening Preparation	05-Mar-2026	30-May-2026			
Project Float Contingency	28-Mar-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.

Completion of trackwork on the floating bridge remains the driving factor in the E130 contract, and subsequent handover of the track to the E750 systems contractor. 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 September update runs through Systems Integration Testing (SIT) and then into pre-revenue operations.

Activity Name	Start	Finish			
			Q4	Q1	Q2
East Link Construction	19-May-2025 A	27-Dec-2025			
E750 Construction	19-May-2025 A	27-Dec-2025			
E750 Project	19-May-2025 A	27-Dec-2025			
ST LED SIT Tests (607, 504b)	04-Nov-2025	17-Nov-2025		■	
E750 Construction	19-May-2025 A	27-Dec-2025			
E750 OCS	20-May-2025 A	01-Oct-2025	■		
E750 Testing and Commissioning	19-May-2025 A	27-Dec-2025	■■■	■■■	
ELRACT - East Link Rail Activation & Startup	29-Dec-2025	31-May-2026			
East Link Rail Activation	29-Dec-2025	31-May-2026			
Pre-Revenue Service	29-Dec-2025	30-May-2026		■■■■■	■■■■■
Revenue Service	31-May-2026	31-May-2026			
ELE - Revenue Service (Baseline June 30, 2023)	31-May-2026	31-May-2026			◆



Aerial View of Unpowered LRV across I-90

Link light rail

East Link Extension

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	40.6	26.1	14.5
Consultants	93.1	101.2	(8.1)
TOTAL	133.7	127.3	6.4

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

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Community Engagement

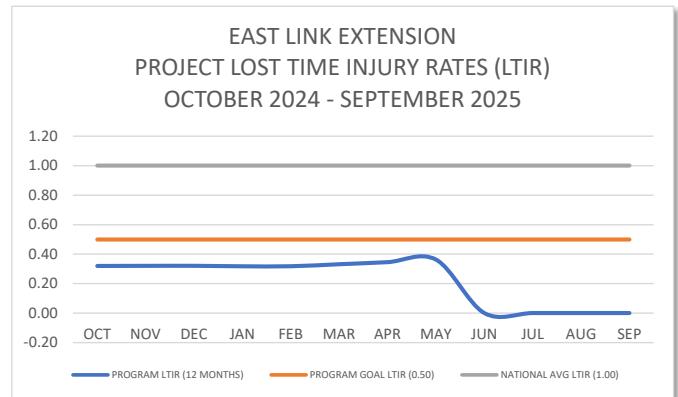
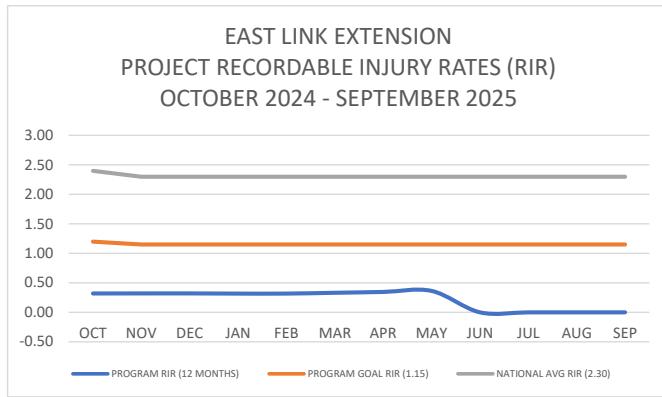
September's focus included, but was not limited to:

- Responded to inquiries over email and at community events regarding the Cross Lake Connection opening date.
- Responded to property owners regarding landscaping plans and property lines in the Bel Red area.

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]

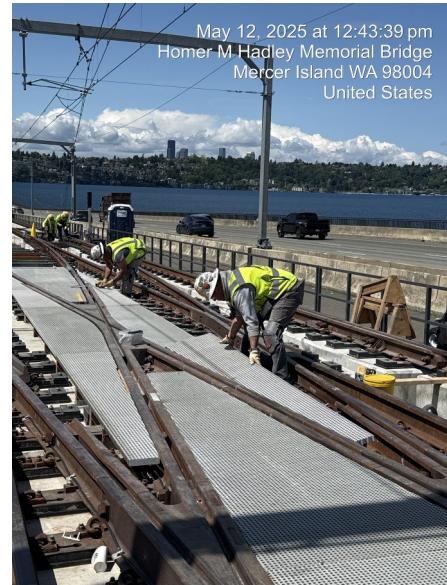
Status: Acceptance issued on March 9, 2023.

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 9/30/2025

Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Contract Value	Incurred Amount incl. Accruals	Amount Remaining	Start Date (NTP)	Completion Date
Completed Contracts								
Civil CE ELE LR&Systems	CH2MHill	\$ 3,960,521	\$ 11,584,326	\$ 15,544,847	\$ 15,544,847	\$ -	2/20/2006	5/28/2009
Civil PE ELE LR&Systems	CH2MHill	\$ 28,257,220	\$ 5,414,315	\$ 33,671,535	\$ 33,671,535	\$ -	5/28/2009	3/25/2019
TrackBridge System Phase 1 & Phase 2	Parson Brinckerhoff	\$ 4,376,072	\$ 10,917,351	\$ 15,293,423	\$ 15,293,423	\$ -	2/28/2011	3/5/2021
R8A-3A I-90 East/North Ramp	Washington Dept. Transportation	\$ 12,200,000	\$ (2,533,067)	\$ 9,666,933	\$ 9,666,933	\$ -	4/23/2013	11/14/2017
120th Roadway Improvement	City of Bellevue	\$ 9,350,728	\$ (1,305,274)	\$ 8,045,454	\$ 8,045,454	\$ -	8/22/2016	5/2/2018
124th Roadway Improvement	City of Bellevue	\$ 10,954,948	\$ (978,396)	\$ 9,976,552	\$ 9,976,552	\$ -	8/12/2019	7/28/2021
E330 - Civil Downtown Bellevue Tunnel	Atkinson	\$ 121,446,551	\$ (1,109,097)	\$ 120,337,454.21	\$ 120,337,454.21	\$ -	2/8/2016	7/13/2020
E130 GC/CM Pre-Construction	Kiewit-Hoffman, A Joint Venture	\$ 4,792,156	\$ 20,306	\$ 4,812,461.6	\$ 4,812,462	\$ -	12/1/2015	9/9/2019
E335 GC/CM Pre-Construction	Stacy and Witbeck / Atkinson JV	\$ 2,510,215	\$ 421,301	\$ 2,931,516	\$ 2,931,516	\$ -	1/5/2015	4/30/2017
E750 GC/CM Pre-Construction	Mass Electric Construction	\$ 1,496,769	\$ (107,918)	\$ 1,388,851	\$ 1,388,851	\$ -	1/19/2016	12/31/2018
Fare Collection (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
Total Completed Contracts				\$ 225,687,465	\$ 225,545,566	\$ 141,899		
In-Progress Contracts								
Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Contract Value	Incurred Amount	Amount Remaining	Start Date (NTP)	Forecast Substantial Completion Date
FD/DSDC - Seattle-Bellevue	Parsons-Brinckerhoff/WSP, USA	\$ 27,885,000	\$ 46,305,767	\$ 74,190,767	\$ 72,202,944	\$ 1,987,823	11/5/2012	6/30/2026
FD/DSDC - Bellevue	HJH	\$ 4,800,000	\$ 138,673,772	\$ 143,473,772	\$ 143,240,123	\$ 233,649	3/8/2012	12/31/2025
FD/DSDC - System	Hatch	\$ 17,707,707	\$ 9,871,856	\$ 27,579,563	\$ 27,414,667	\$ 164,896	8/1/2012	6/30/2026
FD/DSDC - MI Transit Integration	David Evans Associates	\$ 709,239	\$ 460,697	\$ 1,169,936	\$ 1,132,579	\$ 37,357	10/25/2019	11/30/2025
CMC - Seattle - Bellevue	Jacobs PM Co.	\$ 4,721,795	\$ 103,697,555	\$ 108,419,350	\$ 105,482,211	\$ 2,937,139	12/21/2015	6/30/2026
CMC - Bellevue	HDR Engineering Inc.	\$ 3,445,455	\$ 122,744,697	\$ 126,190,152	\$ 125,133,969	\$ 1,056,183	9/12/2014	12/31/2026
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	\$ 40,739,098	\$ 971,063	8/15/2016	6/30/2026
E130 Civil / Seattle - Bellevue	Kiewit-Hoffman, East Link Constructors	\$ 665,000,000	\$ 97,712,634	\$ 762,712,634	\$ 759,982,376	\$ 2,730,258	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
E335 Civil - Bellvue	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
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	\$ 85,410,279	\$ 341,178,407	\$ 327,929,218	\$ 13,249,189	6/12/2017	5/31/2025
152nd/24th Improvement	City of Redmond	\$ 1,338,822	\$ -	\$ 1,338,822	\$ 1,338,822	\$ -	4/1/2018	12/31/2024
Follow On Package 1	Howard S. Wright	\$ 2,617,791	\$ 10,984,648	\$ 13,602,439	\$ 13,475,998	\$ 126,441	3/13/2023	10/31/2025
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	\$ 3,622,708	\$ 1,918,250	~ 2022	9/30/2026
ELE Mitigation Project - 76th Ave SE & 80th Ave SE	TITAN Earthworks	\$ 3,070,644	\$ 359,692	\$ 3,430,336	\$ 3,151,614	\$ 278,722	5/31/2024	10/31/2025
Total In-Progress Contracts				\$ 2,835,322,698	\$ 2,807,879,623	\$ 27,443,075		

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

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

Link light rail

East Link Extension

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

Current Progress

- West Segment:** Punchlist at Judkins Park Station and vicinity, including: landscaping; lighting control system programming; ongoing evaluation of jet fan testing; station platform cleanup
- Center Segment:** Cathodic protection monitoring and corrective action efforts; completion of signage installation; ongoing SIT support; pontoon ballasting activities
- East Segment:** Punchlist at Mercer Island Station and vicinity, including: landscaping; lighting control system programming; station roofing repairs; identification of station keys to commence turnover of station; reprogramming MIT fire alarm

Schedule Summary

The contractor's September schedule update forecasts a May 11, 2026, Substantial Completion, 329 calendar days later than the contractual milestone date of June 15, 2025. The critical path runs through the construction and delivery of replacement dual block plinths to serve as spares. All work critical to the handover to the E750 systems contract has been completed; some minor plinth repair work will follow the completion of SIT later this fall.

Activity Name	Start	Finish	2025		
			Q4	Q1	Q2
E130 Construction	10-Mar-2017 A	11-May-2026			
Milestones	10-Mar-2017 A	11-May-2026			
Access Milestones	10-Mar-2017 A	11-May-2026			
Area Complete Milestones	11-Mar-2020 A	05-Feb-2026			
Major Project Complete Milestones	21-Aug-2019 A	11-May-2026			
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-2020 A			
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-2020 A			
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (16-Apr-25)		16-Apr-2025 A			
16. MS#01 - Acceptance		30-Oct-2025			
16. MS#04 - Substantial Completion All Work (16-Jun-25)		11-May-2026*			
Milestone 1 Interim Dates	21-Aug-2019 A	16-Apr-2025 A			
Coordinated Installation Program	08-Feb-2020 A	23-May-2025 A			
Procurement	10-Mar-2017 A	11-May-2026			
Permitting	12-May-2017 A	01-Apr-2023 A			
Construction	20-Mar-2017 A	25-Nov-2025			
Preliminary Activities	03-Apr-2017 A	08-Feb-2021 A			
Sitework	23-Aug-2017 A	13-Jul-2020 A			
Demolition	20-Jul-2017 A	27-Nov-2024 A			
Tunnel Modifications	18-Sep-2017 A	02-Oct-2025			
Stations	31-May-2017 A	13-Oct-2025			
OCS Bases/Frames	02-Apr-2018 A	03-Feb-2025 A			
Civil/Utilities	05-Jul-2017 A	27-Oct-2025			
Electrical	20-Mar-2017 A	30-May-2023 A			
Structures Retrofit	20-Mar-2017 A	19-Nov-2025			
Trackwork	02-Jan-2018 A	25-Nov-2025			
Systems	26-Jun-2017 A	16-Jun-2023 A			
IDS Modification	16-Jan-2019 A	27-Jun-2025 A			
Pioneer Square Station Platform Removal	03-Apr-2021 A	25-Apr-2021 A			
Testing and Commissioning	01-May-2018 A	07-Nov-2025			

Link light rail East Link Extension

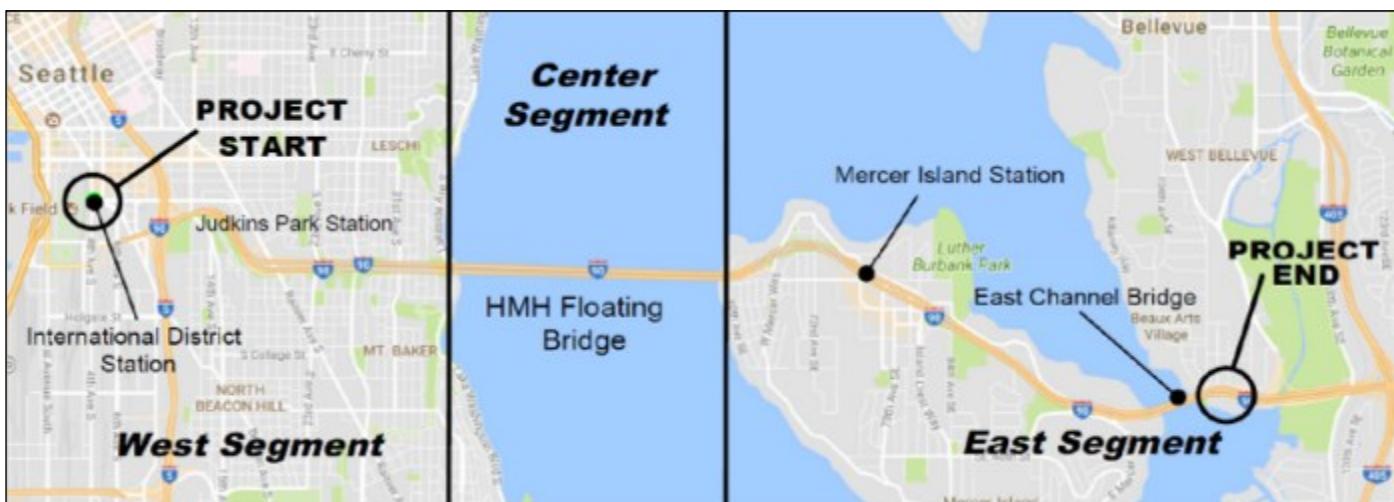
Next Period's Activities

- West Segment:** Punchlist activities, including landscaping; station roof repairs; ongoing Orca card reader cable management
- Center Segment:** Cathodic protection monitoring, alarm troubleshooting; scheduling SIT Segment 3 daytime testing; continue pre-cast dual block production and mockups
- East Segment:** Punchlist, including landscaping and brush clearing; walkthrough with City of MI for station Certificate of Occupancy

Closely Monitored Issues

- Integrated E130/E750 Schedule
- Segment 3 Certificate of Conformance
- Integrated E130/E750/SIT Readiness schedule
- HMH cathodic protection
- Spare Dual Block/Nylon Insert replacement
- HMH final ballasting plan
- Final Jet fan test results

E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000
Change Order Value	\$97,712,627
Current Contract Value*	\$761,734,465
Total Actual Cost (Incurred to Date)	\$759,982,376
Percent Complete	99.8%
Authorized Contingency	\$102,660,541
Contingency Drawdown	\$97,712,627
Contingency Index	1.05



* Contract Value excludes Betterments

Crews progressing ballasting activities in floating bridge pontoon

Link light rail

East Link Extension

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

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

Schedule Summary

The contractor's May schedule forecasts an Dec 25, 2025 Substantial Completion date; 246 calendar days later than the contractual milestone date of April 23, 2025. The July schedule update is still in. The critical path for this contract is SIT testing, SIT testing is now the critical path for contract conformance, and handover to Sound Transit for Pre-Revenue Service. The E130 and E750 contractors are continuing to maintain a coordinated work plan to achieve schedule savings.

Activity Name	Start	Finish	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
E750 Construction	12-Jun-17 A	11-Jun-25 A																			
General																					
Key Dates																					
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A	12-Jun-17 A																			
E750 Project	11-Jul-17 A	11-Jul-25 A																			
E750 Engineering	11-Jul-17 A	01-Aug-18 A																			
E750 Construction	12-Sep-18 A	11-Mar-19 A																			
E750 Construction (General)	15-Mar-19 A	19-Apr-19 A																			
E750 Milestones	12-Mar-19 A	11-Jun-25 A																			
E750 Project Milestones	30-Apr-21 A	13-Jul-21 A																			
E750 Access Dates	12-Mar-19 A	15-Dec-20 A																			
E750 Contract Milestones	09-Feb-20 A	11-Jun-25 A																			
MGR05a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-20 A																			
MGR06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)		22-Mar-20 A																			
MGR07 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Telephone) (08/02/21)		20-Apr-20 A																			
MGR08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tee) (09/30/21)		22-Apr-20 A																			
MGR09c East Link: TES Construction and Testing Readiness to Proceed with DTTT Closure Tie-in Weekends (11/08/2024)		31-Oct-20 A																			
MGR09c.1 East Link: SIT Final Tie-in Weekend 1 Complete - Cutover NB/SB Signals System (11/10/2024)		10-Nov-20 A																			
MGR09c.2 East Link: SIT Final Tie-in Weekend 2 Complete - OCS Cutover (01/12/2025)		12-Jan-21 A																			
MGR09c.3 East Link: SIT Final Tie-in Weekend 3 Complete - C11 Transfer Trip (01/19/2025)		19-Jan-21 A																			
MGR09c.4 East Link: SIT Final Tie-in Weekend 4 Complete - Cutover EB/WB Signals System (02/16/2025)		16-Feb-21 A																			
SIT Final Tie-in Weekend - Contingency (02/21/2025-02/23/2025)	01-Jul-25 A	02-Jul-25 A																			
MGR09e East Link: Segment 1 Completion (11/18/2024)		01-Dec-20 A																			
MGR09c.5 East Link: SIT Final Tie-in Weekend 5 Complete - Contingency (02/23/2025)		02-Dec-20 A																			
MGR09a East Link: Install & Test completion of East Link Systems (03/23/2025)		12-Dec-20 A																			
MGR09B East Link: Substantial completion of East Link Systems (04/23/2025)		12-Dec-20 A																			
Final Punchlist Closeout for MGR09d	12-Dec-25 A	11-Jan-26 A																			
MGR09d East Link: Completion of Final Punchlist (04/23/2025)		11-Jan-26 A																			
E750 SCCRM	25-Jan-19 A	29-Jan-19 A																			
E750 OCS	14-Feb-19 A	19-Feb-19 A																			
E750 Traction Power / Substations	01-Oct-18 A	11-Feb-19 A																			
E750 Signals	12-Sep-18 A	05-Dec-18 A																			
E750 Communications	13-Nov-18 A	01-Dec-18 A																			
E750 Radio	28-Jan-19 A	10-Dec-19 A																			
E750 SCADA	12-Jul-22 A	20-Aug-22 A																			
E750 Trunk Fiber	19-Dec-18 A	30-Mar-19 A																			
E750 Testing and Commissioning	27-May-20 A	24-Dec-20 A																			

Link light rail

East Link Extension

Next Period's Activities.

- Reinstalling systems work removed on I-90 work for the replacement of the direct fixation track.
- Commencing System Integration Testing on the floating bridge portion of the I-90 segment.

Closely Monitored Issues

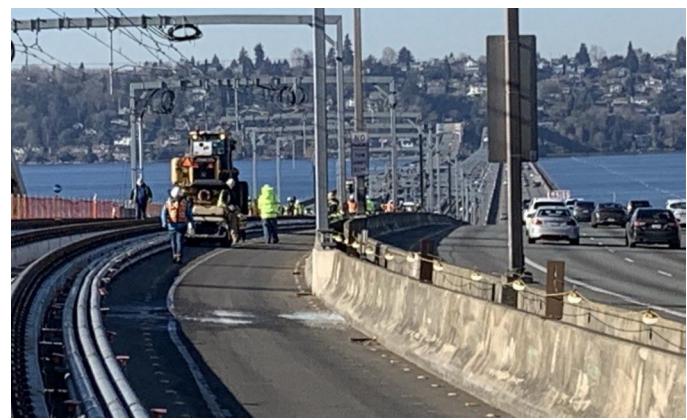
- Timing for completion of system integration testing.
- Completion of the stray current monitoring system for the floating bridge.
- Timing of test documentation submission
- Safety and security certification status



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$85,410,279
Current Contract Value	\$341,178,407
Total Actual Cost (Incurred to Date)	\$327,929,218
Percent Complete	95.1%
Authorized Contingency	\$100,788,406
Contingency Drawdown	\$85,410,279
Contingency Index	1.3

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



I-90 Signals Installations

Link light rail

Series 2 LRV Fleet Expansion

Project Summary

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



Conditionally Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued delivery of Series 2 LRVs to ST's OMF East – One LRV was delivered this month.
- Continued final assembly of Series 2 LRVs in Siemens' Sacramento facilities. 4 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 \$699.3M. The majority of the cost attributed to the vehicles phase at approximately \$669.3M (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	\$10.9	\$10.9	\$18.0	\$0.0
Construction Services	\$31.7	\$31.7	\$25.2	\$19.0	\$31.7	\$0.0
Vehicles	\$787.2	\$787.2	\$754.8	\$669.3	\$787.2	\$0.0
Total	\$836.9	\$836.9	\$790.9	\$699.3	\$836.9	\$0.0

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment 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 unchanged for a total of \$40.4M, an amount that approximates 34.5% of remaining work budgeted in the project.

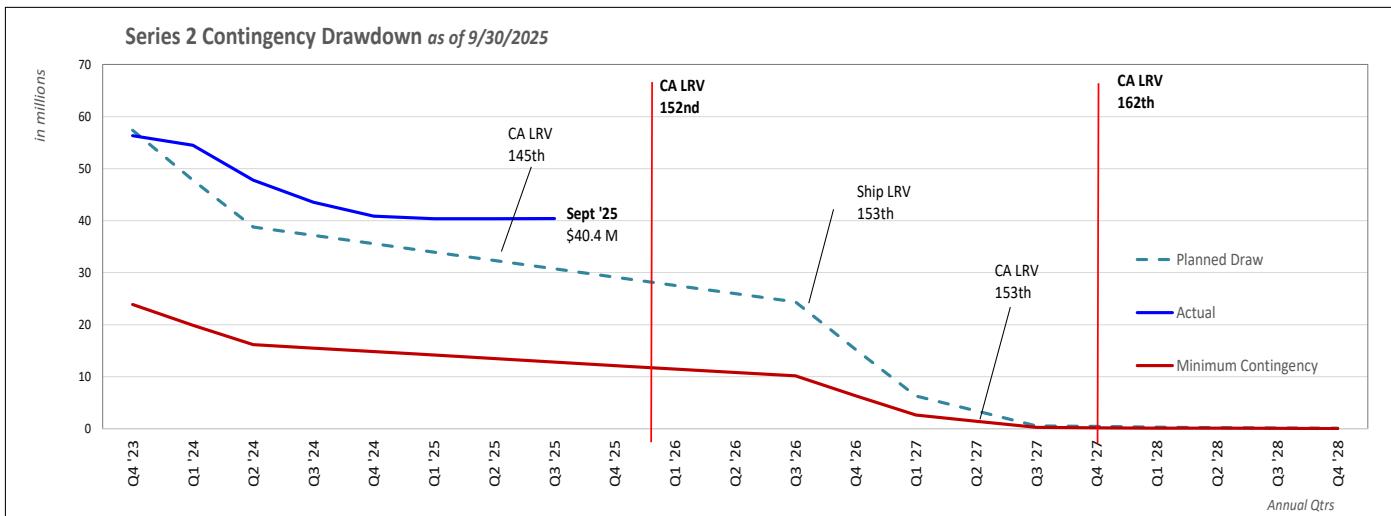
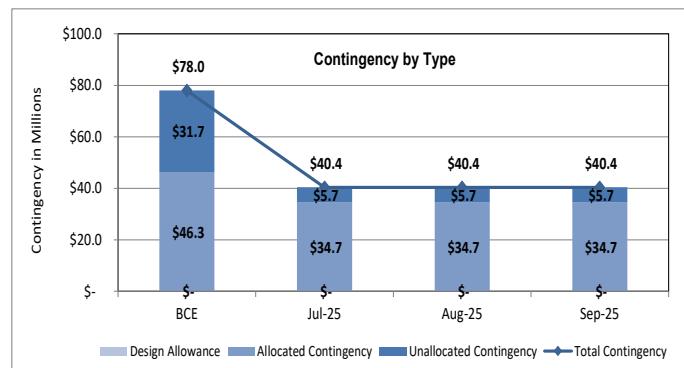
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. This period the allocated contingency balance remained unchanged at approximately \$34.7M.

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	29.7%
Unallocated Contingency	\$31.7	4.3%	\$ 5.7	4.9%
Total	\$78.0	10.7%	\$ 40.4	34.5%

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 88.4% (last period was 85.8%).

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.

No (0) 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.

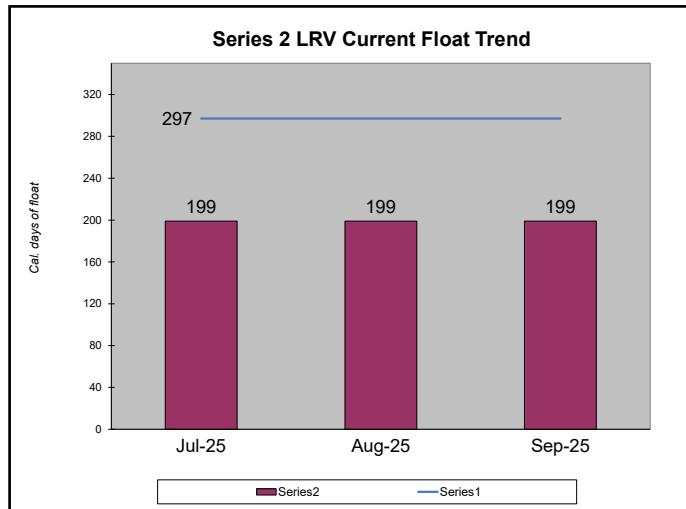
Activity Name	Start	Finish	2026				2027				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
ST LRV Fleet Expansion - Programmatic Schedule	12-Jul-2021 A	31-Mar-2028									
Revised Project Delivery Sequence - (based on R2023-06)	07-Mar-2022 A	31-Mar-2028									
East Link - Starter Line - LRV Summary (Car #041- #063) 23 - Cars	07-Mar-2022 A	23-Apr-2024 A									
Lynnwood Link - LRV Summary (Car #064 - #097) 34 - Cars	18-Jul-2023 A	21-Aug-2024 A									
Downtown Redmond Link (Car #098 - Car #107) 10 - Cars	28-Dec-2023 A	10-May-2025 A									
Federal Way Link - LRV Summary (Car#108 - #127) 20 - Cars	13-Oct-2023 A	05-Dec-2025									
LRV Conditional Acceptance - Car #108 - #127	13-Oct-2023 A	31-May-2024 A									
Federal Way Link - Pre-Revenue Service Forecast - START	28-Aug-2025 A										
Federal Way Link - Pre-Revenue Service Forecast - END		05-Dec-2025									
East Link - LRV Summary (Cars # 128 - Car # 150) 23 -Cars	26-Jul-2024 A	31-May-2026									
LRV Conditional Acceptance - East Link - Summary - Car #128-#150	26-Jul-2024 A	04-Dec-2025									
East Link - Pre-Revenue Service Forecast - START		13-Jan-2026									
East Link - Pre-Revenue Service - Forecast - END		31-May-2026									
Unassigned - LRV Summary (Car #151 - #152) 2 - Cars	19-Dec-2025	15-Jan-2026									
LRV Conditional Acceptance - Extra - Summary - Car #151 - #152	19-Dec-2025	15-Jan-2026									
Unassigned - Car#153- #162 (10 - Cars)	12-Apr-2024 A	31-Mar-2028									
10 Additional Cars 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 352 on test track in Sacramento, CA



Car 356 C-car shell inspection in Sacramento, CA

LRV Delivery and Testing Progress as of September 30, 2025			
LRV status	Received / Delivered	Testing In Progress	Conditionally Accepted &
*Planned	152	0	152
Actual (Seattle)	134	2	132
Actual (Bellevue)	15	2	13

* 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 September 2025. The variance are minor and likely attributed to ST staff cross charge. The aggregation of administrative time offs among ST staff and consultants should average out. However, May is also the month that the Agency embarked on a financial realignment to align staff functionality and project cost. This realignment has yield a lower than planned hours tracked. The project continues to monitor these effort moving forth.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.1	1.1	5.0
Consultants	7.3	5.5	1.8
TOTAL	13.4	6.6	6.8

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

Sound Transit Board Actions

Board Action	Description	Date
	No actions this period.	

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

September 2025

The September TIFIA report is delayed. The monthly reporting cadence for Pinehurst will resume in October's System Expansion Monthly Status Report.

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

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

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

September 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 9/30/2025; figures in million dollars)

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

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$94.3	\$127.8	\$151.8	\$122.5	\$71.4	\$0.3	\$71.6	\$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	\$24.7	\$15.0	\$0.1	\$15.1	\$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	\$153.5	\$92.6	\$0.4	\$93.0	\$167.9	\$21.5
60 Row, Land	\$22.1	\$20.8	\$31.4	\$27.7	\$27.4	\$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	\$79.7	\$71.8	\$0.3	\$72.1	\$85.8	\$1.8
90 Unallocated Contingency	\$11.3	\$14.5	\$10.3	\$0.2	\$0.1	\$0.1	\$0.2	\$6.3	\$4.0
Total RRIF Project (10 - 90)	\$314.4	\$311.3	\$318.8	\$261.2	\$192.0	\$0.8	\$192.8	\$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	\$42.7	\$21.5	\$0.6	\$22.2	\$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	\$7.1	\$3.3	\$0.0	\$3.3	\$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	\$49.9	\$24.9	\$0.7	\$25.5	\$55.2	\$10.4
60 Row, Land	\$4.6	\$4.6	\$4.4	\$4.4	\$4.2	\$0.0	\$4.2	\$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	\$29.9	\$26.8	\$0.2	\$27.1	\$32.5	\$0.7
90 Unallocated Contingency	\$4.8	\$4.8	\$4.8	\$0.2	\$0.1	\$0.1	\$0.2	\$2.8	\$1.9
Total Sumner Project	\$108.9	\$109.0	\$108.0	\$84.4	\$56.1	\$1.0	\$57.1	\$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	\$48.8	\$18.8	(\$0.4)	\$18.5	\$57.2	\$7.8
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$35.8	\$15.6	\$11.1	\$8.2	\$2.3	\$0.1	\$2.4	\$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	\$57.0	\$21.1	(\$0.3)	\$20.8	\$66.0	\$10.0
60 Row, Land	\$10.8	\$10.8	\$20.1	\$16.6	\$16.5	\$0.0	\$16.5	\$20.9	(\$0.6)
70 Vehicles (non-revenue)	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0
80 Professional Services	\$29.6	\$29.6	\$27.0	\$22.8	\$18.1	\$0.1	\$18.1	\$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	\$96.4	\$55.7	(\$0.2)	\$55.5	\$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.



Sumner Station Parking & Access Improvements

Phase Complete Environmental / Enter Design & Construction

Budget \$359.7 Million

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



Kent Station Parking & Access Improvements

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



Auburn Station Parking & Access Improvements

Key Project Activities

Sumner:

- Placed level 2, Zone 4 elevated PT deck sections.
- Started forming elevated PT deck section Zone 3 over Narrow Street.
- Stripped shear wall forms at North, Southwest and West locations.

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Key Project Activities (continued)

Kent:

- Design Package Status:
 - DB-03 Garage: IFC Rev 1 submitted to ST for review.
 - DP-04 KCM Layover Yard: Permit package with ST/KCM for over the shoulder review prior to submittal to City of Kent.
 - DP-05 Offsite Work: Absher updating design to address City of Kent permit package comments.
- Construction Activities:
 - Placed columns and shear walls in Zone2.
 - Placed grade beams and pile caps in Zone2.
 - Installed underground plumbing and conduit, vapor barrier, rebar, and formwork in preparation for slab on grade in Zones 1 and 2.
 - Placed slab on grade in Zone 1.
 - Installed oil-water separator for sewer connection on James St.

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:
 - Slab on grade Zone 1 and 2 poured and preparations for Zone 3 in progress, ready for concrete in October.
 - Elevator pit base, walls, and waterproofing completed.

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 \$1.8M was incurred, bringing the total expenditure to date at \$157.2M.

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	\$16.1	\$0.2	\$16.0	\$24.9	\$1.3
Preliminary Engineering	\$8.2	\$8.2	\$8.2	\$0.0	\$8.2	\$8.2	\$0.0
Final Design	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.0
Construction Services	\$33.1	\$33.1	\$27.8	\$0.0	\$15.9	\$30.5	\$2.6
3rd Party Agreements	\$8.1	\$8.1	\$8.0	\$0.2	\$6.8	\$8.1	\$0.0
Construction	\$252.7	\$252.7	\$182.2	\$1.4	\$83.8	\$219.2	\$33.6
ROW	\$31.2	\$31.2	\$26.7	\$0.0	\$26.4	\$31.2	\$0.0
Total	\$359.7	\$359.7	\$269.1	\$1.8	\$157.2	\$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	\$139.4	\$0.9	\$57.5	\$163.0	\$21.6
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	\$25.7	\$0.3	\$9.5	\$30.4	\$7.3
50 Systems	\$5.1	\$0.0	\$0.2	\$0.1	\$0.2	\$0.2	(\$0.2)
Construction Subtotal (10 - 50)	\$225.5	\$222.3	\$165.3	\$1.3	\$67.2	\$193.6	\$28.7
60 ROW, Land	\$24.5	\$30.5	\$26.7	\$0.0	\$26.4	\$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	\$77.0	\$0.4	\$63.5	\$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	\$269.1	\$1.8	\$157.2	\$322.2	\$37.5

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

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Contingency Management

The combined Sumner, Kent and Auburn project budget was baselined in January 2023 with a total contingency of \$77M. The current total project contingency balance is \$77.5M, with a decrease of \$1.2M 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 \$1.3M of AC was used for executed change orders for the Auburn design-build contract and \$72.8K of AC was used for executed change order for Sumner design-build contract. Overall, AC decreased by \$1.2M

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	0.88%
Allocated Contingency	\$37.7	10.5%	\$60.2	48.16%
Unallocated Contingency	\$17.2	4.8%	\$16.2	12.97%
Total:	\$77.0	21.4%	\$77.5	62.01%

Contingency by Type

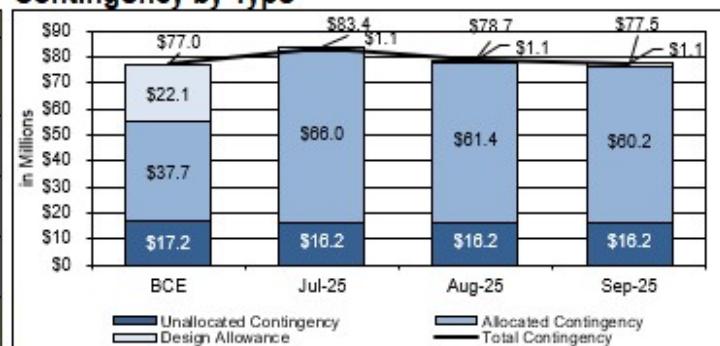
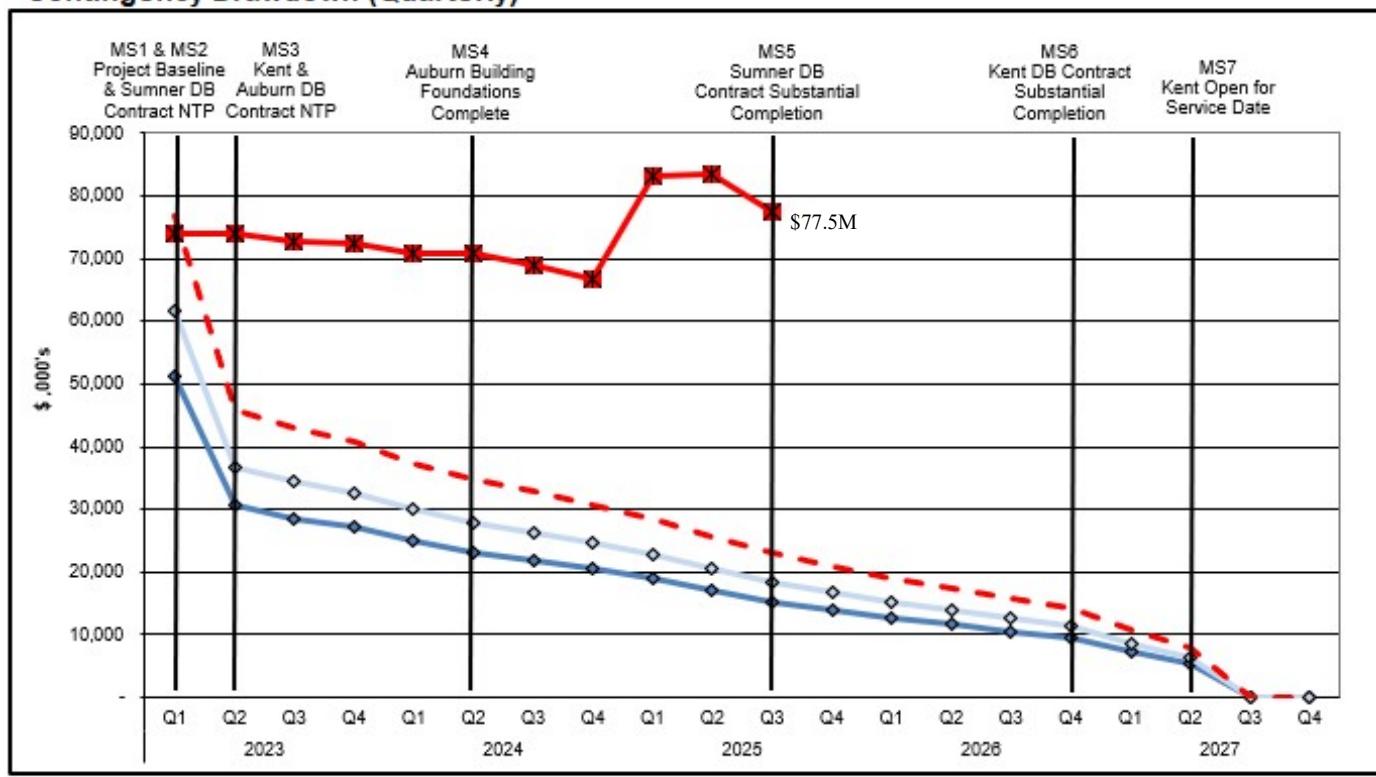


Table figures are shown in millions.

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 not available (last month was 41.17%).

The schedule below shows the schedule through September 1 for Kent and October 1 for Sumner and Auburn. The Sound Transit Board approved the baseline for the project in January 2023. The baseline Revenue Service Dates (RSDs) are: Sumner—Q1 2026 (This can 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 FRP Slab on Grade /Roadway of L1Z4 and concrete work for Level 2 Z1 thru Z5. Fabricate/ Deliver Fire Suppression Piping , Diesel Generator and Switchgear Structural Steel Embeds are In Progress. Mechanical and Electrical Rough In and Fire Suppression activities are In Progress as well..

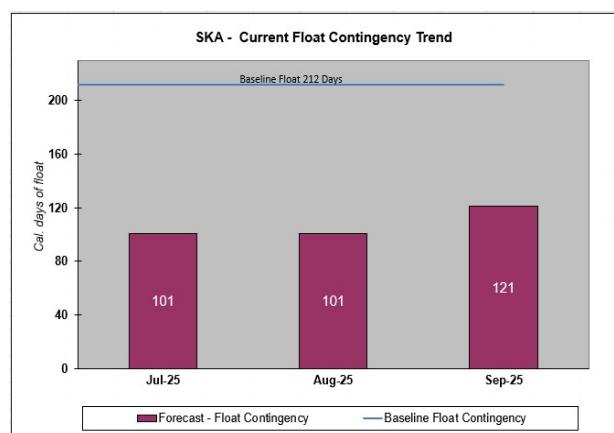
Auburn: NTP was issued in January 2024. IFC DP03 has been issued, and DP04 IFC Preparation is In Progress. Offsite Building resubmission and Fire Suppression Deferred Design Permit are still under City of Auburn Review. Zone 3 Underground Plumbing, Electrical and Fire Line are near completion. Many procurement shop drawings and Fabrication activities are In Progress.

Kent: NTP was issued in December 2023. IFC for DP03 is under Sound Transit Review. The Design Builder continues working on 100% DP05 Comment Resolution. Zone 1 Slab on Grade Rebar and Form in Progress along with Zone 2 concrete work for Pile Caps and Shear Walls.

Activity Name	Start	Finish	2025	2026	2027
S300018 - Sumner Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-26	Q Q Q	Q Q Q	Q Q Q
ST Board Approves Project Baseline - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A			
MS03 CS Issues DB NTP - Sumner	Feb-27-23 A	Feb-27-23 A			
NTP - Start Construction - Early Civil Work - Demo, Util Relocates	Oct-23-23 A				
MS03B All Issue For Construction (IFC) Design Packages Complete		Feb-19-25 A			
MS01 Commissioning Complete - Substantially Complete (MS Review)		Feb-17-26*			
Operational Readiness Period	Feb-17-26	Mar-30-26			
Revenue Service Date - Baseline (Including Project Float) (MS Review)		Mar-31-26*			
S300040 - Auburn Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-27			
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A			
MS03 CS Issues DB LNTP - Auburn	Jan-16-24 A	Jan-16-24 A			
NTP Start Construction - Early Civil Work - Demo, Util Relocates	Oct-21-24 A				
MS03B All Issue For Construction (IFC) Design Packages Complete		Dec-02-25			
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review) - Per CL		Jan-21-27*			
Operational Readiness Period	Jan-21-27	Feb-28-27			
Revenue Service Date - Baseline		Mar-31-27*			
S300035 - Kent Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Jun-30-27			
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A			
MS03 CS Issues DB NTP - Kent	Dec-21-23 A	Dec-21-23 A			
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent	Aug-05-24 A				
MS03B All Issue For Construction (IFC) Design Packages Complete		Nov-05-25			
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review) CL 10/10/2022		Nov-26-26*			
Operational Readiness Period - Kent - Handing Over	Nov-27-26	Jan-25-27			
Revenue Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27			

Project Float

The Sumner, Kent, and Auburn Stations Parking and Access Improvements Project was baselined with 212 days of project float. 91 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 30 of Auburn Baseline Float days have been exhausted. There is a gain of 20 days of float due to the approval of Auburn-Change Orders 2 and 13. ST continues working with the design-build contractor to recover the Auburn and Sumner schedules.



Sounder commuter rail
Sumner Kent Auburn Stations Parking & Access Improvements

Major Contract Status

Contract Number	Contract Name	Contractor/Consultant	Base Contract Value	Value of Changes/Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
Completed Contracts					4,891,608	4,891,608			
	Prelim. Eng./Design Consultant	CDM Smith, Inc.	449,827	2,075,522	2,525,349	2,525,349	10/21/2016	7/31/2021	Done
	Prelim. Eng./Design Consultant	Parametrix, Inc.	402,341	1,963,919	2,366,259	2,366,259	5/15/2013	4/2/2021	Done
In-Progress Contracts					135,223,922	67,536,940			
RTA/AE 0613-18	DBPM/Auburn	HNTB Corporation	1,800,002	7,631,918	9,431,920	5,020,513	7/1/2019	12/31/2027	Open
RTA/DB 0050-22	ASAI Contractor DB	Absher Construction Co	60,000,000	1,825,790	61,825,790	25,660,659	1/16/2024	12/31/2026	Open
RTA/AE 0613-18	DBPM/Sumner	HNTB Corporation	6,100,115	2,325,125	8,425,240	5,958,957	7/1/2019	12/31/2027	Open
RTA/DB 0252-19	SSAI Contractor DB	Harbor Pacific Contractors, Inc.	49,000,000	6,540,971	55,540,971	30,896,812	2/27/2023	11/30/2025	Open
Planned Contracts									
None									
Total Contracts					140,115,531	72,428,549			

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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:** Completing DP-03 IFC package.
- **Kent:** Updating DP-05 permit package.
- 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.

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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	11.8	6.5
Consultants	20.0	19.2	0.8
TOTAL	38.3	31.0	7.3

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

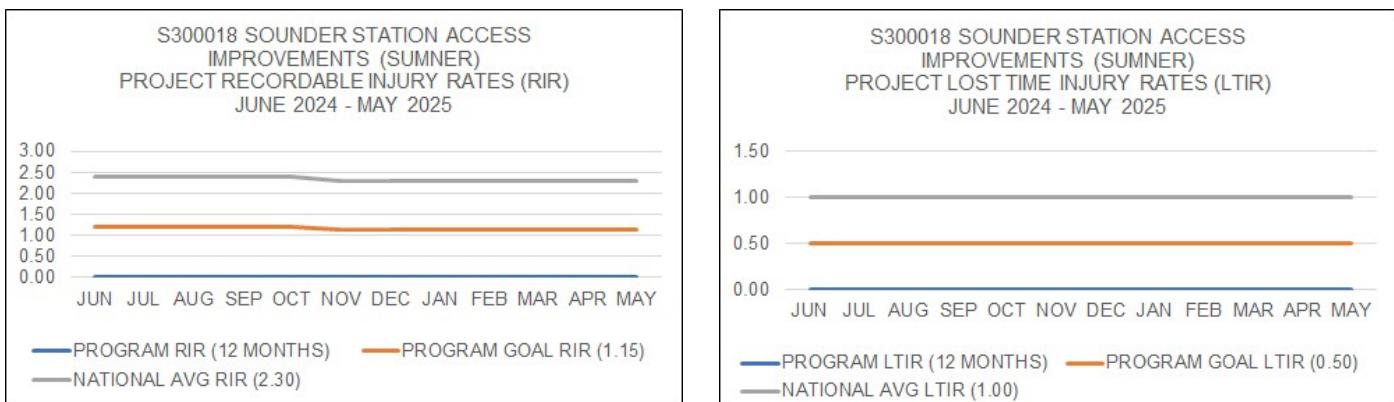
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Sumner Kent Auburn Stations Parking & Access Improvements

Construction Safety

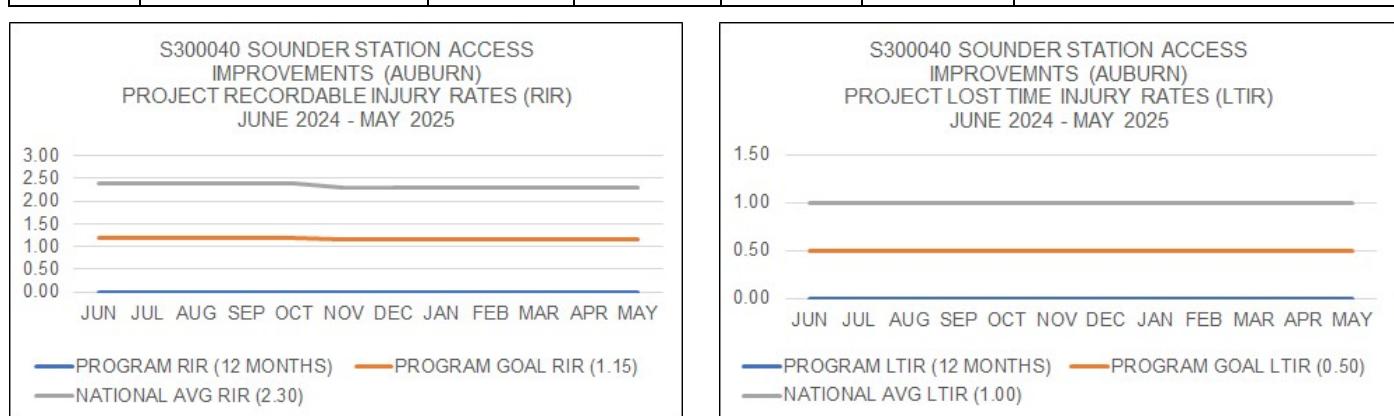
Sumner Station Parking & Access Improvements

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	
	Lost-Time Injury Rate (LTIR)	0.00	0.00 ⁶	0.50	1.00	There were no recordable or lost time incidents reported in May.



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	
	Lost-Time Injury Rate (LTIR)	0.00	0.00 ⁶	0.50	1.00	There were no recordable or lost time incidents reported in April.



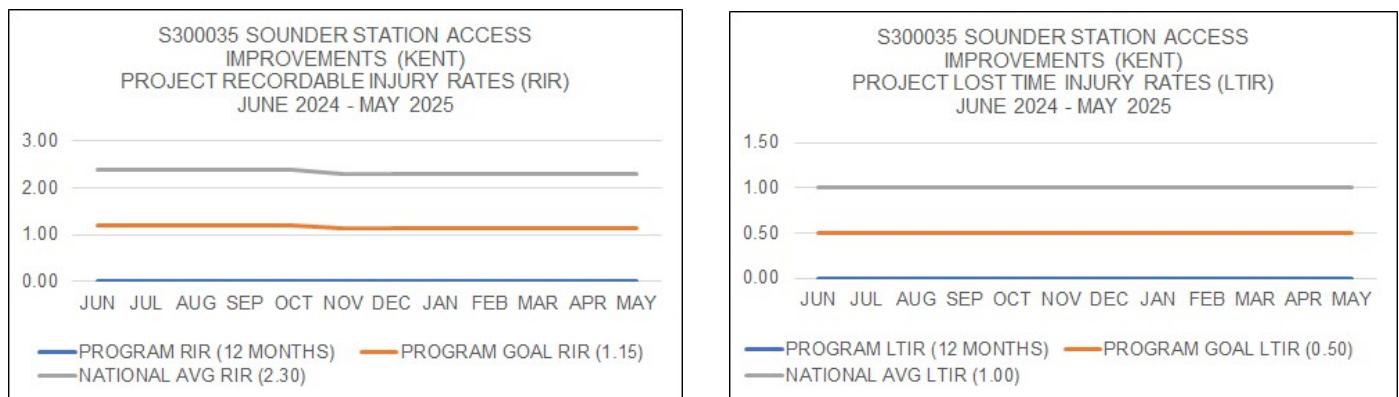
Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Construction Safety (continued)

Kent Station Parking & Access Improvements

Monthly KPI	Construction Safety	Project Monthly ¹	Project Average ²	Program Goal ³	National Average ⁴	Notes
➡	Recordable Injury Rate (RIR)	0.00	0.00 ⁵	1.15	2.30	There were no recordable or lost time incidents reported in April.
➡	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 for Sumner, Auburn, and Kent is zero.
6. For reference the Project Average LTIR for Sumner, Auburn, and Kent is zero.

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Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Sumner Station Parking & Access Improvements

Current Progress (Based on September Update - Under Review)

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

- Acquire Fire Permit - Near Completion
- Roadway Excavation—Phase 2— Near Completion
- Fabricate / deliver fire suppression piping, diesel generator, and Structural Steel embeds r are in progress.
- Form/rebar/pour Slab on Grad/ Roadway of L1, Z4 are in progress.
- Concrete Work for Level 2, Zon1 thru 5 - In Progress
- Mechanical and electrical rough-in and Fire Suppression activities - in progress.

Schedule Summary

The schedule below represents September Schedule (Currently Under Review). Logic continue to be revised to better reflect the mitigation plan. Change Order 11 of 79 Days granted extension has been approved and included in this update. Work to improve float will continue. Contractor working on finishing Concrete work for Level 1 and 2 at different zones along with structural submittals and other administrative work. Mechanical work on Level 2 has started as well.

Activity Name	Start	Finish	25		2026	
			Q3	Q4	Q1	Q2
Sumner Parking and Access Improvement - Update 27 - 9/30/2025 - Rev 0	Feb-27-23 A	Sep-06-26				
Administrative	Feb-27-23 A	Sep-06-26				
Contract Milestones	Jul-08-26	Sep-06-26				
MST 1 Substantial Completion (NTP + 948 + 59 CD + 79 CD = 2/17/2026)		Jul-08-26*			◆	
MST 2 Acceptance (NTP + 978 + 59 CD + 79 CD = 3/19/2026)		Aug-07-26*			◆	
MST 3 Final Acceptance (NTP + 1008 + 59 CD + 79 CD = 4/18/2026)		Sep-06-26*			◆	
Interface Milestones	May-09-24 A	Jun-11-26				
Contract Administration	Feb-27-23 A	Sep-06-26				
Design	Feb-27-23 A	Sep-06-26				
Design Team Administrative Submittals	Mar-04-26	Sep-06-26				
Permitting	Sep-13-24 A	Jul-08-26				
Third Party Coordination	Feb-27-23 A	Dec-03-25				
Construction	Sep-06-23 A	Sep-01-26				
Construction Administrative Submittals	Feb-25-26	Sep-01-26				
Procurement	Sep-06-23 A	Apr-02-26				
Maintenance of Traffic	Nov-26-25	Jun-11-26				
Sitework	Mar-27-26	Apr-02-26				
Utilities	Oct-01-25	Dec-29-25				
Earthwork	Jun-01-25 A	Mar-26-26				
Structure	Mar-18-25 A	Apr-29-26				
Mechanical	May-22-25 A	Apr-01-26				
Electrical	Mar-19-25 A	May-18-26				
Elevator	Feb-27-26	May-11-26				
Architectural Finishes	Dec-26-25	Jul-08-26				
Restoration	Sep-02-25 A	Jun-04-26				
Off Site Improvements (Thompson)	Dec-05-25	Jan-16-26				
Commissioning & Closeout	Apr-01-26	Aug-07-26				
Provisional Sums	Feb-27-23 A	Apr-17-26				
Change Orders	Nov-01-23 A	Jul-22-26				

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Sumner Kent Auburn Stations Parking & Access Improvements

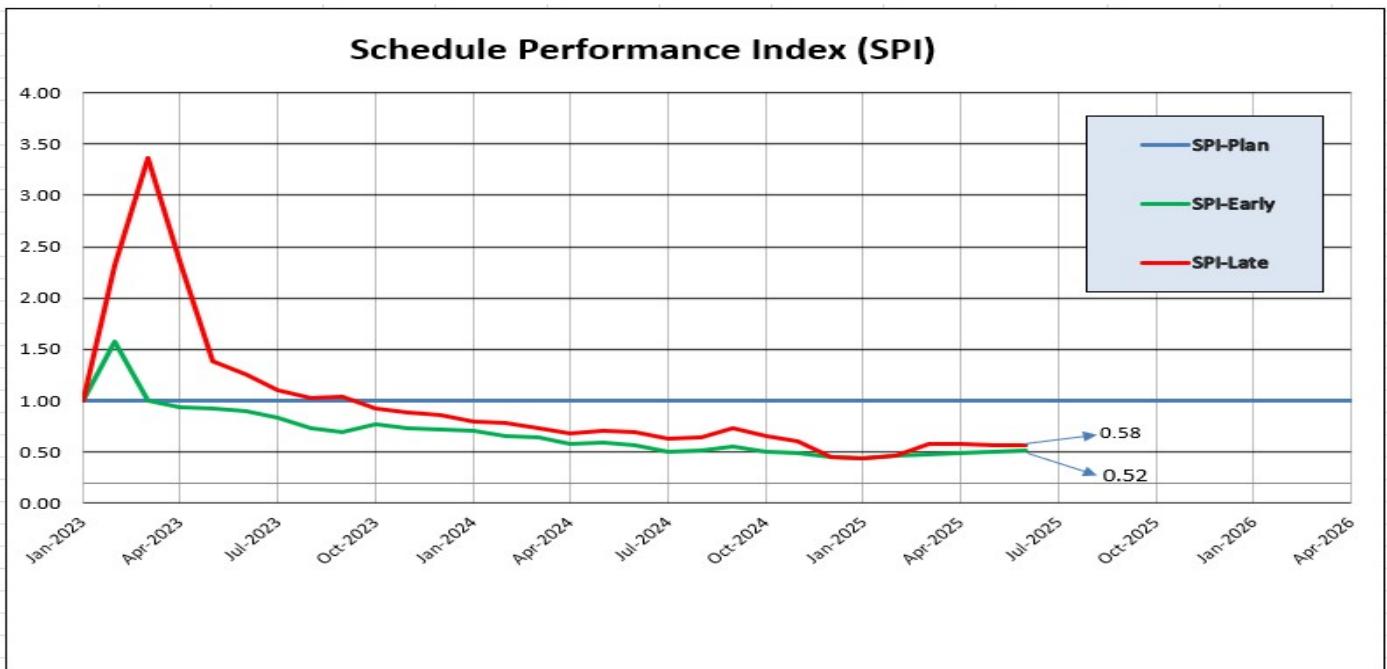
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis

The critical path is based on September Update (Currently Under Review) Sixty Six activities are on the longest path. The path in general passes thru Level 2,3 and 4 Concrete Work, Mechanical and Electrical Work, Installaton of Electrical /Communication and Security Systems, Startup/ Commissioning Building Systems and Punchlist and Final Documentation Submittals.

Schedule Performance Index (No Update— Lack of Correct Documents in the Submittal).

Early SPI represents progress against an optimistic version of the contract baseline schedule. June period early SPI is 0.52 (increase from 0.50 reported last period). Late SPI for June Schedule is 0.58 (No data reported for Month of May). The main Critical activities that contributed to the Schedule Variance include Install Roofing for Vertical Installation, Fab/Deliver— VC Structural Steel and Rebar/PT—Deck and Beams for Zone 2 of L2 and L3.



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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.
- Utilities and earthwork—different phases.
- Continue development, submit, and review, approval and fabrication of material/equipment submittals.
- Mechanical and electrical rough-in for L2/3 and 4.

Closely Monitored Issues:

- Change orders related to extensive coordination with City of Sumner permitting process.
- 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.

Cost Summary

Present Financial Status	Amount
SCR670 DB Contractor—Harbor Pacific Contractors	
Original Contract Value	\$49,000,000
Change Order Value	\$6,540,971
Current Contract Value	\$55,540,971
Total Actual Cost (Incurred to Date)	\$30,896,812
Percent Complete	56%
Authorized Contingency	\$10,880,000
Contingency Drawdown	\$6,540,971
Contingency Index	0.9



Sumner: Northwest at the Level 2 Zone 4 elevated deck concrete pour.

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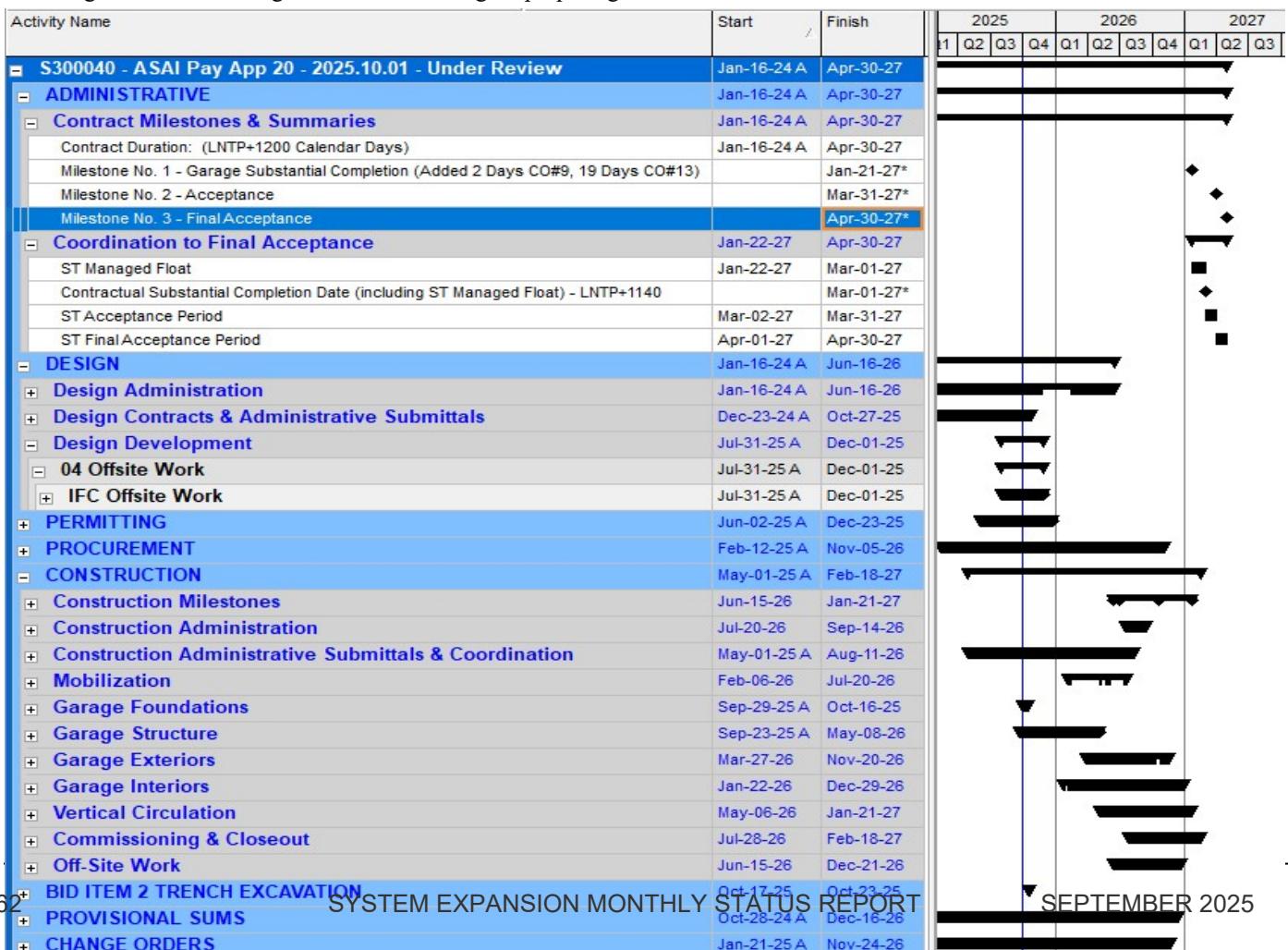
Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Auburn Station Parking & Access Improvements

- Current Progress (Based September Schedule - Under Review)**
- The Auburn SPAI Contractor, Absher, has accomplished the following:
- DP03 IFC Building - Issue IFC Set - Completed
- 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
- Mechanical Refrigerant Permit - Issued
- Many Shop Drawings and Fabrication for Procurement Items (Mechanical, Distribution Equipment, Concrete etc.) are In Progress
- Zone 3 Underground Plumbing, Electrical and Fire Line—Near Completion.
- Level 2 Pour 1—Near Completion

Schedule Summary:

Design Builder is working on preparing IFC DP-04. Contractor near completion of garage foundation and has placed SOG 1 and 2 during this month. Design Builder is working on preparing SOG for elevated decks.



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Sumner Kent Auburn Stations Parking & Access Improvements

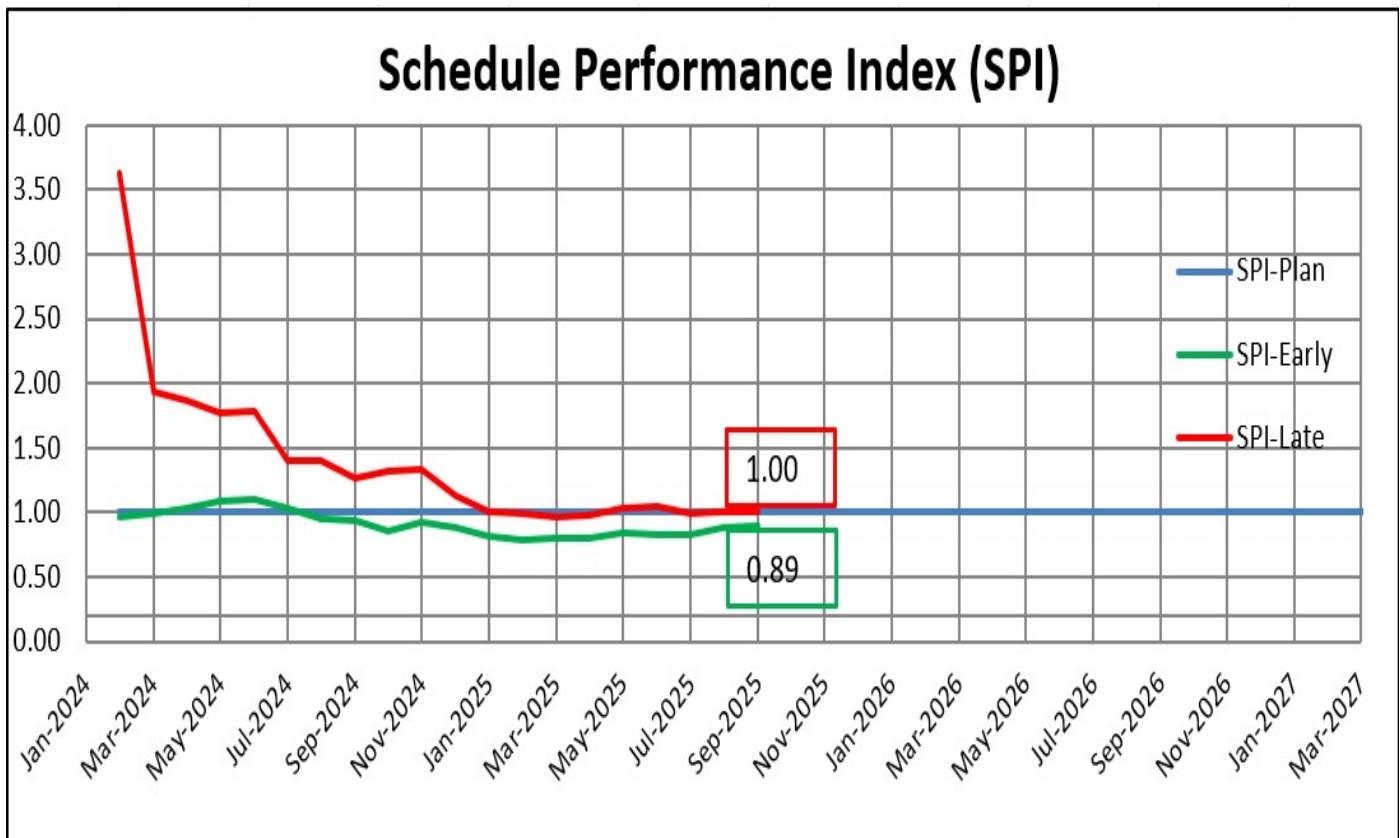
Design / Build Contract - Auburn Station Parking & Access Improvements

Critical Path Analysis- (September Schedule - Under Review)

The critical path is based on September schedule's longest path. 122 activities are on the longest path. It starts with site and foundation design and permitting, vaults, foundations garage structure, and elevator shaft construction. The path continues goes through elevator installations, Elevators testing, commissioning, substantial completion, and final acceptance. Those activities have Zoro days of float and where any delay in them will further push our project's completion date.

Schedule Performance Index (September Update - Under Review)

Early SPI represents progress against an optimistic version of the contract baseline schedule. September Update period early SPI is 0.89 (same reported for August Update). Late SPI represents progress against a more conservative schedule. Late SPI is 1.00 (1.02 reported in for August Update). Main Longest Path contributors of the Early SPI are activities of Level 2 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 Permit
- Finalizing DP04 Permit with the City
- Continue development/submittal of Precast and VC Structural Steel, CCTV Equipment and Access Control Equipment.
- Shallow underground Plumbing, Electrical and Fire Line and Level 2 Concrete activities
-

Closely Monitored Issues:

- Finalizing permits.
- Completing IFC Design Packages.
- Coordination with City of Auburn regarding ROW improvements and associated permits.

Cost Summary

Present Financial Status	Amount
SCR672 DB Contractor—Absher Construction Co	
Original Contract Value	\$60,000,000
Change Order Value	\$1,825,790
Current Contract Value	\$61,825,790
Total Actual Cost (Incurred to Date)	\$25,660,659
Percent Complete	42%
Authorized Contingency	\$11,000,000
Contingency Drawdown	\$1,825,790
Contingency Index	2.5



Auburn: Project overview - View looking west

KPI Legend

Status trend

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

KPI definitions

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

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

Acronyms

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

Acronym	Terminology
EMI	Electro Magnetic Interference
ESMS	Environmental and Sustainability Management System
EVLE	Everett Link Extension
FEIS	Final Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Employee
FWLE	Federal Way Link Extension
GC/CM	General Contractor/Construction Management
GEC	General Engineering Contract
HCT	High-Capacity Transit
HTLE	Hilltop Tacoma Link Extension
HVAC	Heating, Ventilation, and Air Conditioning
ICD	Integration Control Document
IFB	Issue / Invitation for Bid
IFC	Issue for Contract / Construction
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
KPI	Key Performance Indicators
LIHI	Low Income Housing Institute
Link lines	1 Line (Effective August 2024) refers to Link light rail between Lynnwood and Angle Lake 2 Line (Effective May 2025) refers to Link light rail operating between South Bellevue and Downtown Redmond 3 Line Future lines between Everett – West Seattle 4 Line Future lines between Issaquah – Kirkland T Line (Effective September 2023) operates between Tacoma Dome and St. Joseph Hospital on Hilltop
LISC	Local Initiatives Support Corporation
LLE	Lynnwood Link Extension
LNTP	Limited Notice to Proceed
LRFP	Long-range Financial Plan
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTIR	Lost-Time Injury Rate
MACC	Maximum Allowable Construction Cost
MATOC	Multiple Award Task Order Contract
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MUP	Master Use Permit
MVET	Motor Vehicle Excise Tax
NCR	Notification of Change Report
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System

Acronym	Terminology
NTP	Notice to Proceed
NWCCC	Northwest Construction Consumer Council
OCS	Overhead Catenary System
O&M	Operations and Maintenance
OMF	Operations and Maintenance Facility
OSHA	Occupational Safety and Health Administration
PA	Public Address System
PE	Preliminary Engineering
PDB	Progressive Design-Build
PMIS	Project Management Information System
PMOC	Project Management Oversight Consultant
PNW CMAA	Pacific Northwest Chapter of the Construction Management Association of America
PSCAA	Puget Sound Clean Air Agency
PSRC	Puget Sound Regional Council
Q	Quarter
QA	Quality Assurance
QC	Quality Control
QRA	Quantitative Risk Analysis
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFEI	Request for Expression of Interest
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates
RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right-of-way
ROWI	Right-of-way Index
RSD	Revenue Service Date
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIT	System Integrated Testing
SODO	South of Downtown
SOGR	State of Good Repair
Sounder lines	N Line – formerly Sounder North. Operates between Everett and Seattle S Line – formerly Sounder South. Operates between Lakewood and Seattle
SOW	Scope of Work
SPI	Schedule Performance Index
SRTSI	Sounder Rail Track & Signals Improvements Project
SSCE	Sounder South Capacity Expansion Project

Acronym	Terminology
ST	Sound Transit
TAG	Technical Advisory Group
TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
TCE	Temporary Construction Easement
TDLE	Tacoma Dome Link Extension
TE	Traction Electrification
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIP	Transit Improvement Plan
TJPA	Transbay Joint Powers Authority
TOD	Transit Oriented Development
TPSS	Traction Power Substation
TVM	Ticket Vending Machine
USFWS	U.S. Fish and Wildlife Service
VE	Value Engineering
VECP	Value Engineering Cost Proposal
VMS	Video Management Systems
WMATA	Washington Metropolitan Area Transit Authority
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation
WSLE	West Seattle Link Extension
WSTC	Washington State Transportation Commission
WTS	Women's Transportation Seminar
YOE	Year of Expenditure