System Expansion Monthly Status Report

Reporting period: September 2026



Pinehurst Station officially opened on September 30!

Notable updates since last month's report

Schedule:

- **Pinehurst Station opened for passenger service on Sept. 30**. Sound Transit hosted a community celebration at the new station on opening day. Sound Transit's newest Seattle station will connect communities near NE 130th Street to high-capacity rail rapid transit service, with 1 and 2 Line trains arriving every 4–5 minutes. Originally projected to open in 2031, the Sound Transit Board advanced Pinehurst Station into final design in February 2020 and approved accelerated delivery in 2022.

- **The Everett Link Extension** project released its Draft Environmental Impact Statement (DEIS) on Sept. 18, 2026. The public review and comment phase encompasses a 45-day period during which stakeholders may submit their feedback and observations regarding the DEIS.

- **Adaptive Management Plan (AMP):** In accordance with Resolution R2026-11, Sound Transit continues to advance development of the AMP. Several major workstreams are currently underway. Current work is focused on the following, but not limited to, project delivery lifecycle graphic development, internal governance structure review and refinement, enterprise and project risk management, and quarterly reporting plan development. Following agency leadership review and Board pre-briefings this fall, a draft AMP is scheduled for Board presentation in November, with a final plan anticipated in December.

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

Active procurements:

- **Stride Lake Forest Park** (Road/Station Improvements): Notice of Award (NOA) expected to be issued in November 2026.

- **W100 SODO Station**: GCCM Statement of Qualifications (SOQ) was received on Sept. 21, 2026.

- **W200 Duwamish River Crossing & Aerial Guideway**: Heavy Civil GC/CM NOA expected to be issued October 2026.

- **WSLE Instrumentation & Monitoring**: NOA expected to be issued November 2026.

Summary of recent project-related Board actions:

- **Renton Transit Center Garage** (R2026-20): Amended the Adopted 2026 Budget to create the Renton Transit Center Garage Project by (a) establishing an Authorized Project Allocation through the completion of the Conceptual Engineering/Design Validation Phase in the amount of $10M and (b) establishing a 2026 Annual Project Budget of $1.4M.

- **ST Express South Bus Base Expansion** (R2026-21): Amended the Adopted 2026 Budget to advance the ST Express South Bus Base Expansion project through the completion of the Preliminary Engineering/ Design Validation phase by increasing the Authorized Project Allocation by $10M from $5.8M to $15.8M.

Link to System Expansion map on soundtransit.org

Sound Transit future service



Table of contents

Monthly executive summary **2**

System expansion map **3**

Project descriptions **5**

I. Report purpose summary **8**

II. Program overview **8**

A. Accomplishments and innovations 8

B. Program performance 11

C. Community development 12

D. Environmental and land use 12

E. Sustainability 13

III. Projects in planning and design **13**

A. Executive overview 14

B. Risks, concerns, and opportunities 14

C. Monthly performance tracker for projects in planning and design 15

C1. Link extension project detail in planning and design 18

D. Monthly performance tracker for other support projects in planning and design 20

E. Projects in planning and design schedule 21

IV. Projects in construction **22**

A. Executive overview 22

B. Risks, concerns, and opportunities 22

C. Monthly performance tracker for projects in construction 22

D. Monthly performance tracker for Stride projects in construction 23

E. Monthly performance tracker for other support projects in construction 25

F. Projects in construction schedule 26

V. TIFIA detailed project reports **27**

A. Pinehurst Station 28

B. Sounder South Station Parking and Access Improvements 37

KPI Legend **55**

Acronyms **56**

On May 28, 2026, the ST Board approved the updated system plan through Resolution R2026-11, and project descriptions have been updated as a result. As staff implement Resolution R2026-11, further updates to the project definitions may take place in the future as the Adaptive Management Plan (AMP) develops and receives endorsement from the ST Board.

Project descriptions

Link light rail program

Ballard Link Extension: This project includes 7.7 miles of light rail from downtown Seattle to Ballard's Market Street area, adding up to nine new stations. The route will include a new downtown Seattle rail-only tunnel, a mix of elevated and tunnel guideway, and a new crossing across Salmon Bay. Under Resolution R2026-11, the initial segment from Chinatown-International District to the Seattle Center Station is affordable within existing resources through construction. The segment from Seattle Center to Market Street is funded through final design.

Boeing Access Road Infill Station: This project would add a new light rail infill station in Tukwila on the west side of East Marginal Way S, north of S 112th Street. Under Resolution R2026-11, the project is funded through final design.

East Link Extension: This project introduced light rail to East King County, beginning with the initial 2 Line opening in April 2024, comprising eight stations between Redmond Technology Center and South Bellevue. The remaining segment of the project, the Crosslake Connection, opened on March 28, 2026. It added two more stations at Judkins Park and Mercer Island and connected Eastside communities and downtown Seattle across the I-90 floating bridge.

Everett Link Extension: This project adds six stations plus one provisional station (SR 99/Airport) in Snohomish County, extending Link service 16 miles north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/Evergreen Way, and downtown Everett.

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

Operations and Maintenance Facility North: OMF North will support overall system operation and have the capacity to receive, store, and service a larger train fleet to support Link extensions. OMF North will be phased as required to support system operations and maintenance.

Operations and Maintenance Facility South: Located in the City of Federal Way, this project will include a 100,000-square-foot facility to maintain, store, and deploy an expanded light rail fleet of 144 vehicles. Additionally, the facility will receive, test, and commission new LRVs for the entire Link light rail system.

Pinehurst Infill Station: On September 30, this project opened an elevated 1 and 2 Line infill station at NE 130th Street and 5th Ave NE in North Seattle, between the existing Northgate and Shoreline South/148th stations.

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

Series 3 LRV Fleet Expansion: The project includes the design, manufacturing, inspection, testing, and delivery of approximately 70 LRVs (190 ft long) as base order, with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Bellevue/Redmond and Federal Way, and extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah.

South Kirkland–Issaquah Link: This project as currently identified would provide a light rail connection from Issaquah to South Kirkland via downtown Bellevue, with a primarily at-grade alignment, four new stations, and service through three existing 2 Line stations. The project is included in the affordable ST3 capital program with 2050 as the current anticipated delivery year. Funding is based on the 2024 long-range financial plan cost projection, adjusted for the updated delivery date; future planning will confirm whether scope refinements or additional funding will be required to deliver the full investment.

Tacoma Community College T Line: The voter-approved T Line will extend from the Hilltop neighborhood to add six new stations along South 19th Street, including Tacoma Community College, though exact locations may change through appropriate Environmental Review. The project is included in the affordable ST3 capital program with a current anticipated delivery year of 2043. Funding is based on the 2024 long-range financial plan cost projection, adjusted for the updated delivery date; future planning will confirm whether scope refinements or additional funding will be required to deliver the full investment.

Tacoma Dome Link Extension: This project will extend light rail 8.5 miles from Federal Way Downtown Station to Tacoma, with four elevated stations at South Federal Way, Fife, Portland Ave, and Tacoma Dome.

Tacoma Dome Station Parking and Access Improvement: This project provides capital investments to improve access to the Tacoma Dome Station for parking, and/or walking, biking, rolling, and busing.

West Seattle Link Extension: This project includes 3.9 miles of light rail from SODO to West Seattle's Alaska Junction neighborhood. It includes three stations and will run on elevated and tunnel guideway with a new rail-only bridge over the Duwamish River.

Sounder commuter rail program

DuPont Sounder Extension: This project would extend S Line service from Lakewood to DuPont, including stations at Tillicum and DuPont, second-mainline track and signal improvements, layover track improvements, and related ancillary improvements. Under Resolution R2026-11, the project is funded for the planning phase only.

Lakewood Station Access Improvements: This project is in the final design phase. It will improve S Line station access for bicyclists, pedestrians, bus riders, and drivers. Improvements include investments in safer walking, rolling, and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting; weather shelters; and more.

Sounder Maintenance Base: Board Resolution R2021-05 deferred the delivery of this ST2 project approximately nine years to 2034. Project activities will resume in 2027 to deliver the facility in 2034. The project provides a new heavy rail maintenance facility and fleet storage yard at the Sound Transit Century Yard site in Lakewood. The drive-through facility and yard will store and maintain the current and potentially expanded ST3 Sounder fleet of up to 109 vehicles, including locomotives. The project includes a new Maintenance of Way (MOW) facility. Amtrak currently provides equipment maintenance services at their Holgate Yard.

Sounder South Capacity Expansion: This program includes investments intended to improve S Line capacity, service, and access, including track and signal improvements, additional trips, platform extensions, and station access improvements. Under Resolution R2026-11, Sounder South additional trips are partially funded, while the remaining additional trips are not currently affordable within existing resources. Sounder South platform extensions and access improvements are deferred until resources are identified. Program elements in active planning include the Sounder Rail Track and Signal Improvements project and the King Street Station Platform Area Improvements project, which are both advancing through environmental analysis and preliminary engineering with future work deferred.

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

Sumner, Kent, Auburn Station Parking and Access Improvements: These projects include bicycle and pedestrian access, lighting, and parking improvements at three S Line stations. In January 2023, the Sound Transit Board authorized Resolution No. R2023-02, which combined the three project budgets into one project baseline budget with shared contingencies. The combined project budget provides agency administration, design, acquisition of rights-of-way, construction, construction services, and third-party work. This project is in construction.

Stride Bus Rapid Transit (BRT) program

BRT Bus Operations & Maintenance Facility (Bus Base North): The project establishes the operations and maintenance facility necessary to support BRT operations. The bus base will accommodate up to 120 buses, serving I-405 and SR 522/145th BRT ST Express routes.

I-405 Bus Rapid Transit: This project establishes the Stride S1 Line from Burien Transit Center to Bellevue Downtown Station (at Bellevue Transit Center) via I-405 and SR 518; and the S2 Line along I-405, between Lynnwood City Center Station (at Lynnwood Transit Center) and Bellevue Downtown Station. It comprises 11 stations, including a new transit center in Renton on the S1 Line. The S2 Line will connect with the S3 Line at the new Bothell-Woodinville Transit Center near University of Washington Bothell. The project is delivered in seven construction packages. Three are managed by ST: Burien Transit Center (BT102), Renton Transit Center (BT105), and NE 196th St./Poplar Way (BT212). Four are delivered by WSDOT as part of the I-405 Master Plan: In-line Tukwila Int'l Blvd Station, NE 44th Station, NE 85th Station, and Brickyard to SR 527, which includes Brickyard Station, Bothell-Woodinville Transit Center, and Canyon Park Station.

SR 522 Bus Rapid Transit: The project establishes the 14-station Stride S3 Line from the Shoreline South/148th Link station at I-5 and to the future Bothell/Woodinville Transit Center at the I-405 and SR 522 interchange, where it will connect with the S2 Line. The project is delivered in three ST-managed station and roadway improvement projects: Seattle/Shoreline (BT305), Lake Forest Park (BT306), and Kenmore/Bothell (BT307). In addition, the Stride program has a construction contract to outfit all I-405, and SR 522 Stride BRT platforms.

Renton Transit Center Parking Garage: The project will plan, design, and construct a parking garage at the Renton Transit Center. Elements of the project will be refined during future phases of project development and are subject to change.

I. Report purpose summary

This report provides an overview of progress and performance for September 2026 for Projects in Planning/Design and Projects in Construction and detailed reports for all Transportation Infrastructure Finance and Innovation Act (TIFIA) funded projects. The report is published monthly, based on data from the previous month. This report is available here: https://www.soundtransit.org/get-to-know-us/documents-reports/system-expansion-monthly-status-report.

II. Program overview

A. Accomplishments and innovations

Sound Transit continued to push 2025 initiatives forward in the categories of People, Process, and Tools. Below is a partial list of program-level activities and accomplishments for September 2026.

- **Cost-Savings Workplan — Process and Tools:** The Cost-Savings Workplan will continue to serve as CDD's primary mechanism for identifying, evaluating, and implementing cost-saving opportunities throughout the project lifecycle. Opportunity Registers will remain in use across major capital portfolios to document, track, and prioritize potential savings, with opportunities evaluated through established governance processes before implementation. This work will continue to be integrated with Sound Transit's existing Value Engineering (VE) program and the requirements of OP-30 (FTA's oversight procedures for VE and constructability review), ensuring that formal VE studies, project-led innovations, and programmatic initiatives are captured through a consistent process that supports informed decision making while maintaining project scope, safety, quality, and performance.

  Consistent with Resolution R2026-11, staff will report to the Board on cost-savings activities. Reporting will leverage Opportunity Registers and integrated program-level dashboards to provide transparent visibility into the status of savings initiatives across the capital program, support active financial management, and enable continued monitoring of opportunities that improve affordability while advancing delivery of the ST3 program.

- **Project Management Information System (PMIS) — Process and Tools**: The team has been focused on providing post go-live elevated support to the **BRT** and **Operations & Maintenance Facility South** (**OMF South**) project teams as they roll out Kahua, while simultaneously enhancing platform capabilities. Additional ST3 project teams are scheduled to commence, beginning with **WSLE** in mid-October and carrying into Q1 2027. Deployment readiness activities are underway and will be coordinated with respective project timelines. Project managers continue to use PMIS for documenting monthly status reports, with concurrent product management and enablement efforts focused toward standardizing processes and expanding system utilization. Service Delivery implantation kicks off in mid-October and will carry into Q2 2027.



- **Multiple Award Task Order Contract (MATOC) — Process and Tools:** Task order flow is now underway. To date, a total of 20 Task Orders have been awarded, with 10 currently in Stage A (Request for Task Order Proposal [RFTOP] short-form to respond to interest and qualifications),

and 9 in Stage B (Full RFTOP to be provided by selected recipients). Long-term technology solutions continue to progress to support the MATOC task order process, real-time metric-driven dashboards, and reporting.

- **Project Controls Policies & Procedures (PCPPs) Update — Process:** In September, Sound Transit met with the FTA and PMOC to resolve comments and discuss next steps for PCPP submittals. The agency resolved comments on five PCPPs and submitted three new PCPPs to the FTA/PMOC for review. A total of 12 PCPPs are currently in review with the FTA/PMOC.

- **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:

  InnoTrans 2026: Sound Transit's executive leadership team; Shankar Rajaram (Executive Director of Infrastructure & Asset Management), Manal Bishr (Deputy Chief Engineer of Systems Engineering), Brooke Belman (Agency Deputy CEO), Manan Garg (Executive Director-Capital Program Delivery Team 3), and Michael Morgan (Executive Director-Capital Program Delivery Team 1), *photo on the left*; participated in the InnoTrans 2026, held Sept. 22–25 in Berlin, Germany, to engage with international transit professionals, assess innovative technologies, examine delivery methodologies, and establish partnerships with prominent industry stakeholders. The delegation sought to acquire actionable insights, forge executive relationships, and develop implementation frameworks. These frameworks were designed to mitigate program risk, enhance operational reliability over time, and advance Sound Transit's Total Cost of Ownership goals, thereby providing enhanced value to the region and its passengers.

  The event's Public Transport division displayed 414 exhibitors, with 62% representing international organizations outside Germany, presenting innovations spanning digital ticketing systems, intelligent traffic control, autonomous bus and rail vehicles, and accessibility-oriented navigation platforms, *sample photos below.* Artificial intelligence, automation, robotics, and digital mobility solutions emerged as central themes, reflecting their transformative influence on the transportation industry. The expanded AI Mobility Lab displayed 47 exhibitors demonstrating developments in artificial intelligence, cybersecurity, automation, and robotic systems, while the Mobility+ program displayed innovative models including autonomous and demand-responsive transit services alongside improved accessibility features.





2026 Forth Roadmap Conference: Sound Transit's Sustainability leadership team participated in the 2026 Forth Roadmap Conference, held Sept. 13–15 at the Seattle Convention Center.



The Forth Roadmap 2026 Conference is the nation's premier gathering focused on electric transportation and mobility innovation. The conference brought together hundreds of policymakers, utilities, automakers, charging providers, community leaders, and industry innovators to share knowledge, explore new technologies, and build strategies for advancing clean transportation solutions. The conference kicked off its annual meeting with the tour of local EV innovators. The event featured King County Metro's Bus Depot and Charging Facility, the PACCAR Zero-Emission Truck Show and Tell, Electric Era's EVSE Manufacturing Site, and Sound Transit's Link light rail with an overview of the upcoming Battery-Electric Bus Rapid Transit project – North America's first battery-electric double-decker BRT fleet. During the conference, Sound Transit Sustainability Deputy Director Jamie Brinkley moderated a panel session addressing "Transit Resilience: Advancing Zero-Emissions Bus Solutions." Also, Jamie and BRT Executive Project Director Lucien Bruno hosted a session of the "Ride the ZEVergreen Current" tour at Sound Transit's Union Station, *photo on the right,* which explored Washington State's leadership in transportation electrification.



Sustainability Timber Tour: On Sept. 17, the Sustainability team participated in a tour arranged by LMN Architects for agency staff and contractors to observe local instances of mass timber utilized in projects at the Microsoft campus*, photo bottom-left*, and at the Mukilteo Ferry Terminal, *photo bottom-right*; these materials have the potential to be salvaged and repurposed for construction products in Sound Transit projects.





B. Program performance

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

Payment on System Expansion contracts: CDD's average invoice payment time was 23 days this month, exceeding the target goal.

Construction safety: There were zero OSHA recordable injuries reported in September.

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

- The Program Average RIR (2.60) is above the Program Goal and the National Average.
- The Program Average LTIR (0.70) is above the Program Goal, but below the National Average.

Year-to-date (from October 2025 to September 2026), Sound Transit has experienced 11 OSHA recordable incidents over 857,000 labor hours — a relatively low incident rate that reflects ongoing safety efforts.

* Link to KPI Legend

Payments on System Expansion Contracts *KPI associated with the average days paid **	
Total invoices paid [1, 2]	49
Total value paid	$52M
Average days from invoice date to paid date [3]	23 days
Number of invoices approved within 30 days	38
Number of invoices approved over 30 days	11
Total invoice value approved within 30 days	$38.8M
Total invoice value approved over 30 days	$13.2M

1. *A/E/Construction contracts for CDD - System Expansion projects only; does not include Government agreements.*
2. *Payment based on Accounts Payable Management Guidelines.*
3. *Target is 100% payment within 30 days of invoice date.*

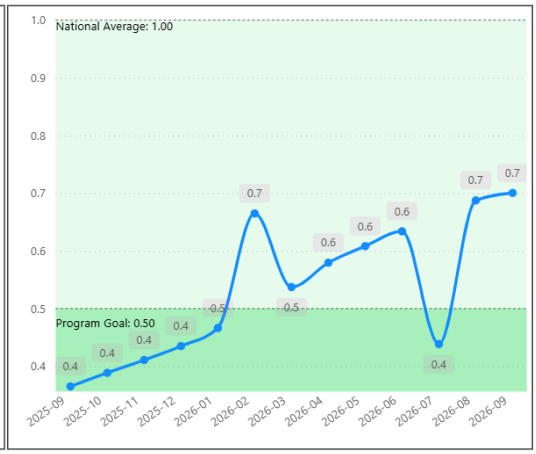
Construction Safety					
Program Monthly KPI [1] *		Program Monthly [1]	Program Average [2]	Program Goal [3]	National Average [4]
⇧	RIR	0.00	2.60 [5]	1.15	2.30
⇧	LTIR	0.00	0.70 [6]	0.50	1.00

1. *Program Monthly rates based on monthly safety data.*
2. *Program 12-month RIR/LTIR rolling average rates.*
3. *Program Goal <50% of the National average of RIR/LTIR.*
4. *National Average based on annual Bureau of Labor Statistics data for Construction.*

Program 12-month RIR average rates



Program 12-month LTIR average rates



C. Community development

Current conditions and opportunities:

- Coordinating construction for **OMF East** transit-oriented development (TOD) phase I project at **Spring District Station**, the Prisma TOD project at **Overlake Village Station**, and the **Kent** Multicultural Village TOD project at **Kent Des Moines Station**.
- Continuing negotiations on TOD projects at **Lynnwood City Center**, **OMF East**, **U District 45th & Roosevelt**, and **Federal Way Downtown**.
- Continuing to explore joint development opportunities at six **BLE/WSLE** stations; coordinating station design and overbuild with the transit project teams during station preliminary engineering.
- Continuing to develop a TOD/Community Development Strategic Plan to undertake a portfolio-wide offering strategy analysis and further develop a set of recommendations to address barriers.

Notable activities:

- The Integrated Joint Development program was awarded a Build America Bureau Regional Infrastructure Accelerator grant to support planning for integrated joint development on **BLE/WSLE**.

D. Environmental and land use

Current conditions and opportunities:

- The Environmental and Land Use team is facilitating the development of a preliminary legislative proposal intended to streamline and expedite the permitting review process.
- The **BLE Draft EIS** continues to undergo review and revision through collaborative efforts with the FTA, with anticipated schedule delays extending to late Q4 2026.

Notable activities:

- The team successfully conducted a concise hearing regarding the City of Renton Noise Variance to support the **STRIDE Renton Transit Center.**
- The team participated in the first stakeholder meeting for the Lower Puyallup River Floodplain Mapping project, which includes areas affected by the **TDLE** project.
- The City of Shoreline approved the as-built reports for the **LLE** critical area corridor restoration. This will allow a five-year vegetation monitoring period to begin next summer.
- The **SRTSI** project obtained a letter of concurrence from the U.S. Fish and Wildlife Service and a biological opinion from the National Marine Fisheries Service, thereby completing the Section 7 consultation process for the project.
- The team partnered with State of Good Repair team to confirm Puget Sound Clean Air Agency (PSCAA) compliance requirements, avoiding delays to the emergency backup generator commissioning at **OMF Central**.

- Construction activities covered under the Construction Stormwater General Permits (CSWGP) remain in compliance with no significant environmental incidents reported.
- No major environmental compliance issues were identified across operational facilities.
- Draft Corrective Action Plans were completed in response to the International Organization of Standardization (ISO) 14001 audit findings for Sound Transit's Environmental and Sustainability Management System.
- The **OMF South's** CSWGP has been separated to support Bonneville Power Administration, avoiding additional permit delays.

E. Sustainability

Current conditions and opportunities:

- Sustainability and Transformation leadership initiated a process to resolve cost estimation questions for the proposed sustainability updates to the agency's design requirements manual.

Notable activities:

- The team provided the first draft of the **EVLE** LEEDv5 Report and Scorecard for all stations to demonstrate how they could meet the newest green building standards. Consultants also issued **EVLE's** Climate Change Vulnerability Assessment (CCVA) Technical Memo which discussed approaches for ameliorating projected climate impacts to planned project assets.
- **OMF South** held its first Sustainability Charrette to set general sustainability goals and set the LEED approach for certification with the PDB team.
- The **Infill Project's** kick-off presentations were delivered to all teams, providing an overview of green building and sustainable infrastructure activities throughout a project's life cycle.
- The team delivered the **TDLE** Final CCVA report for Phase 3 to determine how climate impacts will affect agency assets or operations in the near future.
- Consultant provided the **BLE** Draft Flood Analysis Report that examined the impact of extreme precipitation and sea level rise on the tunnel portals. Staff and consultants conducted workshops with Safety and Security on the Envision rating system.

III. Projects in planning and design

In May 2025, Sound Transit launched the Enterprise Initiative to maximize delivery of ST3 within available financial resources and respond to changing regional and financial conditions.

On May 28, 2026, the ST Board approved an updated system plan through Resolution R2026-11. The resolution prioritizes projects ready for construction while continuing to advance projects in planning and direct development of an **Adaptive Management Plan (AMP)**. These efforts are intended to support long-term affordability, strengthen transparency and oversight, establish a consistent approach to project advancement and delivery, and improve the agency's ability to manage costs, schedules, risks, and available financial resources.

Sound Transit continues to advance development of its **AMP**. Several major workstreams are currently underway. Current work is focused on the following but not limited to: project delivery lifecycle graphic development, the long-range financial plan inclusive of financial governance, internal governance structure review and refinement, enterprise and project risk management, State of Good Repair (SOGR), and quarterly reporting plan development. CDD is engaged in leading and/or supporting all workstreams within the agency as a part of this cross-departmental leadership effort.

Following agency leadership review and Board pre-briefings this fall, a draft **AMP** is scheduled for Board presentation in November, with a final plan anticipated in December.

The SEMSR will continue to provide monthly project performance reporting and will be updated as needed to reflect Board direction and resulting program changes.

A. Executive overview

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

There are projects that have been approved by voters that are currently in the pre-planning phase. Examples of these projects include the South Kirkland–Issaquah Link Extension, Tacoma Community College Extension, Edmonds & Mukilteo Station Parking Access Improvements, ST Express Reliability Investments (which encompass bus on shoulder, North Sammamish P&R, and ST Express Bus Base), as well as systemwide initiatives such as High-Capacity Transit (HCT) Environmental Studies, HCT Planning Studies, and Investments on SR 162. As these projects progress to the planning stage, they will be documented in more detail in the relevant section.

- The majority of ST3 projects are currently in the planning phase, with many projects at around 30% or less than 10% of their design development or concept drawings completed.
- Project teams are gathering cost data across their projects to include current and historical cost data, market conditions, and programmatic and project-level cost-saving opportunities.
- Initiated weekly priorities for FTA staff to manage project schedule considering FTA staff capacity constraints.
- **BLE, EVLE, WSLE, OMF North, OMF South, TDLE,** and **Sounder** project teams are using the Cost-Savings Workplan tool or Opportunity Register to capture cost-saving measures, perform feasibility studies on validated measures, and track benefits monitoring for those measures approved for implementation.

B. Risks, concerns, and opportunities

- Sound Transit anticipates a significant volume of project actions requiring FTA review and oversight throughout the ST3 program. FTA involvement extends beyond environmental review and Entry into Engineering; it also involves continuous reviews and oversight of project scope, cost, schedule, risk, real estate, project management, and other project delivery requirements. If the volume of required reviews exceeds available FTA review capacity, it may lead to scheduling pressures and constrain the agency's ability to advance projects and key activities, such as early property acquisitions, as planned.

C. Monthly performance tracker for projects in planning and design

Projects	% Complete[1]	Development Phase	Cost KPI	Schedule KPI	Comments
Ballard Link Extension	10%	DEIS / PE			Cost: Based on cost trends, comparative cost estimates for the full project are expected to exceed the financial plan value. The project team has applied cost savings opportunities identified through the Cost Opportunity Workplan and is continuing to identify additional opportunities. Current estimates are reflected in the Enterprise Initiative scenarios that the Board considered in May 2026. Under Resolution R2026-11, the initial segment from Chinatown-International District to Seattle Center is affordable within existing resources through construction. The segment from Seattle Center to Market Street is funded through final design. Schedule: The project is conducting advanced preliminary engineering (PE) and further cost savings review. The revised target date for the Draft EIS is Q4 2026 (previously Q2 2026). The Draft EIS publication is contingent upon receiving final guidance from the FTA concerning executive orders and legal assessments. Following publication, the Board will take action to confirm/modify the Preferred Alternative. In July 2026, a new target revenue service date of 2042 was publicly announced, accounting for delays incurred during the project development phase and best available information from the draft project schedule and current level of project design. The draft schedule is being further developed based on latest PE and construction planning. An update for the Board is planned to take place following publication of the Draft EIS.
Boeing Access Road Infill Station	10%	Env Review / PE			Cost: The PE–level cost estimate is anticipated for Q2 2027. The project team continues to identify and evaluate potential cost-saving opportunities. Schedule: PE is underway. Project is advancing environmental review, and it is expected to be complete in Q2/Q3 2027. The project team will develop a preliminary construction schedule during the PE phase by the end of 2026. ST anticipates more schedule clarity following that process.

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

Projects	% Complete[1]	Development Phase	Cost KPI	Schedule KPI	Comments
Everett Link Extension	22%	DEIS / PE			Cost: Latest cost data exceeds the Finance Plan for this project. Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan is underway. The project is moving forward on the current schedule based on the Board direction from the Enterprise Initiative resolution in May. Schedule: FTA and Sound Transit published the Draft EIS on Sept. 18, 2026. Public meetings will take place in October and the public comment period will end on Nov. 2. Staff have begun working on the PE 30% design plan. The Board action to confirm/modify a Preferred Alternative is scheduled for Q1 2027.
Graham Street Infill Station	10%	Env Review / PE			Cost: The PE-level cost estimate is anticipated for Q2 2027. The project team continues to identify and evaluate potential cost-saving opportunities. Schedule: PE and environmental review are underway. Environmental is expected to be completed in Q1 2027 and PE in Q2 2027. The project team will develop a preliminary construction schedule during the PE phase.
Link O&M Facility South	30%	Final Design and Construction			Cost: The project is progressing within the financial plan budget. Efforts to identify cost-saving opportunities continue. Schedule: Final design phase is currently in progress with Project Definition Report anticipated in Nov. 2026.
Sounder DuPont Extension	1%	Env Review/PE			Sounder Rail Track & Signal Improvement project continues work with Federal Railroad Administration (FRA) on PE and NEPA environmental review.
Sounder South Capacity Expansion Program	1%	Planning / Design			King Street Station Platform Area Improvement Project and continues work with FTA on PE and NEPA environmental review.
Sounder Lakewood Station Access Improvement (ST2 Project) [2]	15%	Design			ST Station Area Improvements 60% design was transmitted for staff review. City of Lakewood continues to work on final design for the ST funded non-motorized access improvements.
Sounder South Tacoma Station Access Improv. (ST2 Project) [2]	15%	Design			ST Station Area Improvements 60% design was transmitted for staff review. City of Tacoma continues to work on final design for the ST funded non-motorized access improvements.

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

Projects	% Complete[1]	Development Phase	Cost KPI	Schedule KPI	Comments
Sounder Maintenance Base (ST2 Project)	5%	Environmental update			Cost: The relocation of Tacoma Towing is anticipated to take place in late Q4 2026, with delays attributable to permitting delays. Ongoing efforts are being directed toward property certification for both temporary construction easements and permanent easements. Documentation pertaining to demolition activities is scheduled for preparation during early Q1 2027. Schedule: The project was deferred nine years by the 2021 realignment (R2021-05) and environmental review is set to restart in 2027, with an anticipated delivery date of 2034; staff is currently evaluating the 2034 schedule to ensure feasibility.
Tacoma Dome Access Improvement (ST2 Project)	12%	Alternatives Analysis			Cost: The prioritized list of projects for the Board's consideration is within the Financial Plan value. Schedule: SEPA checklist was published in January 2026. In April 2026, the Board selected the non-motorized and transit enhancements to be constructed to enhance access to the Tacoma Dome Station as the designated project for TDAI, thereby amending the ST2 Plan. ST will execute a funding agreement with the City of Tacoma to design and construct the multimodal improvements selected by the Board this winter. Staff is also preparing set baseline and present to the Board for approval in Q4 2026.
Tacoma Dome Link Extension	20%	FEIS / PE			Cost: Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan ongoing and continuing to identify additional opportunities. Current estimates are reflected in the Enterprise Initiative scenarios that the Board considered in May 2026. Schedule: The project published the Draft EIS in December 2024, and the Board confirmed/modified the Preferred Alternative in June 2025. PE activities, including development of the PE drawings, continue to advance. The project remains focused on the environmental review schedule; however, increased coordination and regulatory review efforts associated with Final EIS development, combined with delayed advancement of the draft 106 Programmatic Agreement (PA), are creating schedule pressure on key milestones. Publication of the Final EIS is currently anticipated in Q2 2027.
West Seattle Link Extension	30%	Post-ROD / Advancing to Final Design			Cost: Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan/Register is underway, including a VE Workshop. Current estimates are reflected in the Enterprise Initiative scenarios. Schedule: Design team continues to validate cost-saving measures, develop additional cost-saving opportunities, and seek concurrence on design changes.

C1. Link extension project detail in planning and design

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

Ballard Link Extension

- Project development
  - Draft EIS in review with FTA. Draft EIS publication is anticipated in late 2026. A Board update is planned following publication of the Draft EIS.
  - Final EIS anticipated Q4 2027 and ROD Q1 2028.
  - Planning to submit Entry into Project Development in 2027/2028.
  - Planning to submit for Entry into Engineering after completion of ROD.
- Advanced engineering
  - Continuing design coordination with third parties, including the City of Seattle, King County, WSDOT, and the Port of Seattle.
  - Preliminary engineering (PE) to be completed in Q2 2027.
  - Planning to bring on Engineering Design Services consultant in Q2 2027 to support design advancement and evaluation of further cost-savings opportunities (contracting information shown below).

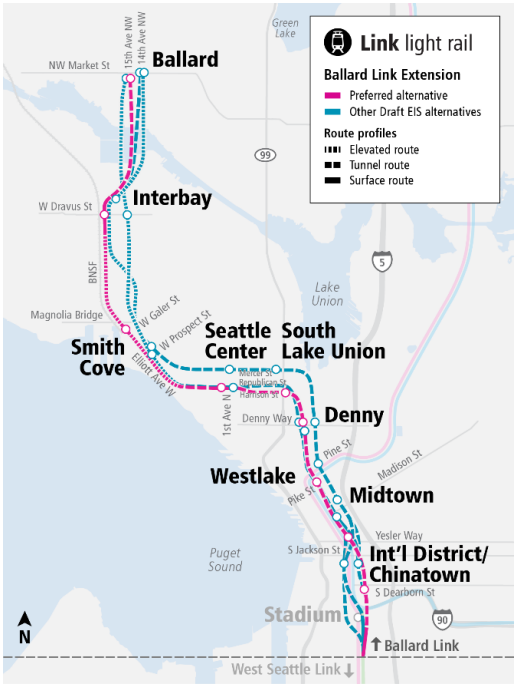


Figure 1: Map of BLE Project Alignment

- Site investigation
  - Conducting geotechnical investigation and subsurface utility engineering survey along project corridor.
  - Conducting Phase I and II Environmental Site Assessments for properties proposed for acquisition.
- Contracting
  - Developing Request for Qualifications (RFQ) for Engineering Design Services. Industry open house held in July 2026. RFQ to be issued in Q4 2026, with NTP planned for Q2 2027.

Everett Link Extension

- Project development
  - FTA and Sound Transit signed the Draft EIS on Aug. 18. Draft EIS was published on Sept. 18, 2026.
  - Final EIS is anticipated in Q4 2027 and ROD Q1 2028.
- Advanced engineering
  - Began PE 30% design plans with a Board action to confirm/modify Preferred Alternative in Q1 2027.
  - Evaluating cost-savings and schedule optimization opportunities.
  - Continuing design coordination with third parties, including the cities of Everett and Lynnwood, Snohomish County, and WSDOT.
- Site investigation
  - Conducting geotechnical investigations along project corridor.
  - Conducting Project Environmental Site Assessment for properties along the project corridor.
- Contracting: No current procurements. Phase 3 budget amendment in Q3 2026.

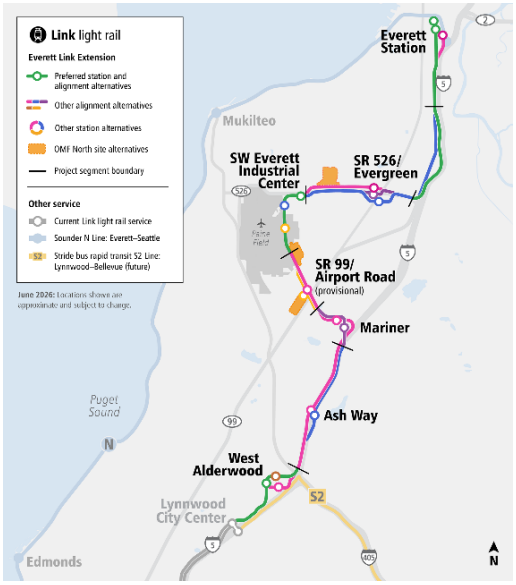


Figure 2: Map of EVLE Project Alignment

Tacoma Dome Link Extension

- Project development
  - Draft EIS published December 2024.
  - Final EIS anticipated Q2 2027 and ROD Q3 2027.
  - Planning to submit for FTA's Entry into Engineering after completion of ROD.
- Advanced engineering
  - Evaluating cost-savings opportunities.
  - Advancing design up to 30% on the Preferred Alternative.
  - Continuing design coordination with third parties, including WSDOT and the cities of Federal Way, Milton, Fife, and Tacoma.
- Site investigation
  - Preparing for geotechnical and archaeological site investigations.
  - Conducting Phase I Environmental Site Assessments for properties proposed for acquisition.
- Contracting
  - Board-approved budget amendment for Phase 3: Prepare Final EIS & PE in June 2025.
  - PMCM MATOC for procurement and commercial support to be advertised in mid-October 2026.
  - Design MATOC for engineering design services to be advertised in October 2026.

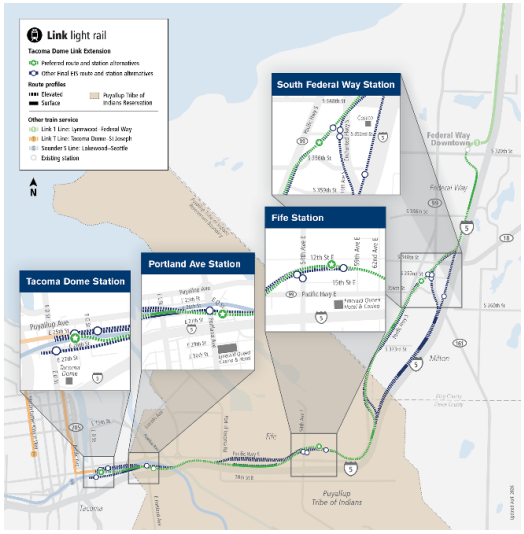


Figure 3: Map of TDLE Project Alignment

West Seattle Link Extension

- Project development
  - Final EIS published September 2024.
  - ROD received April 29, 2025.
  - Evaluating grant opportunities available for the project, including Expedited Project Delivery Pilot Program and FTA's Capital Investment Grants program.
- Advanced engineering
  - Engineering Design Services (EDS) completed 30% design in July 2026.
  - Phase 2 EDS contract approved by Board in June 2026; NTP issued Aug. 3, 2026.
  - Phase 1 Systems Engineering Design Services NTP issued Sept. 14, 2026.
  - Continuing design coordination with key external stakeholders.
  - Evaluating cost-savings opportunities.

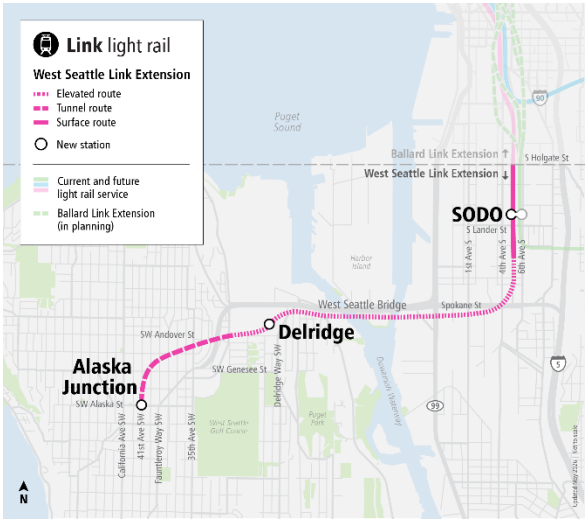


Figure 4: Map of WSLE Project Alignment

- Site investigation
  - Continuing geotechnical and archaeological investigation.
  - Preparing for bi-directional load tests for Duwamish bridge.
  - Conducting Phase I & II Environmental Site Assessments for proposed property acquisition.
- Contracting:
  - W205 Bi-Directional Load test NTP will be issued on Nov. 1, 2026.
  - Instrumentation and Monitoring Services pending Board approval in November 2026.
  - Systems Design Task Order (Phase 2) pending Board approval November 2026.
  - W200 Pre-Construction Services pending Board approval in December 2026.
  - CMC Task Order for Stations, Tunnels and Alignment-wide support pending Board approval in November/December 2026.
  - CMC for Duwamish River Crossing Services pending Board approval in December 2026.

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

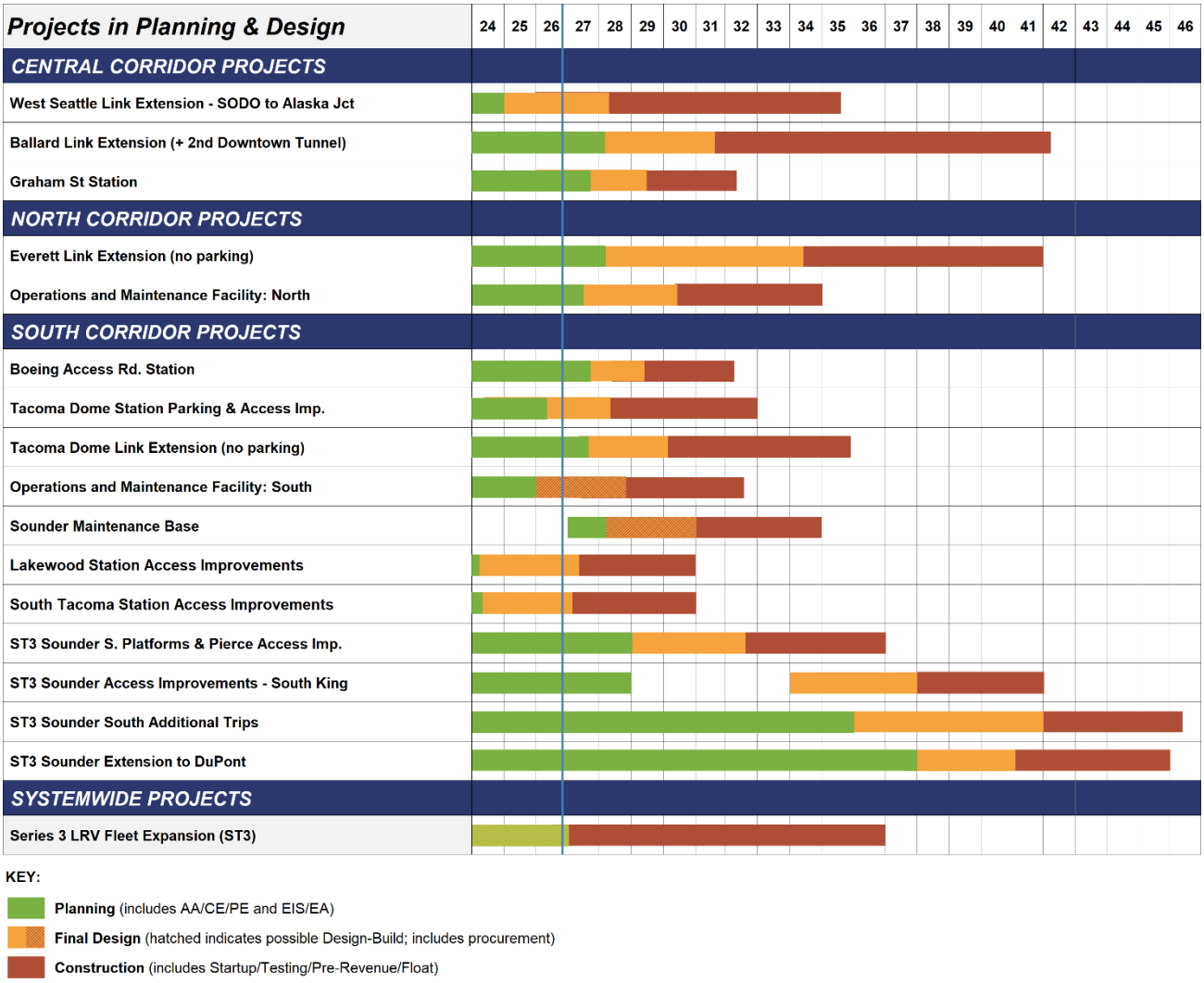
The Operations Department is managing the Series 3 LRV Fleet Expansion project with support from the Capital Delivery Department staff.

Projects	% Complete[1]	Development Phase	Cost KPI	Schedule KPI	Comments
Series 3 LRV Fleet Expansion	5%	Planning			Cost: Based on cost estimates from 2024; vehicle costs are expected to exceed Financial Plan. Also, the agency is anticipated to need more vehicles (compared to what is in the Financial Plan) to meet ST3 service needs. The Enterprise Initiative identified up to 125 longer LRVs for ST3 and the financial plan was revised accordingly. Schedule: RFP was issued on June 26, 2026; submittals are due Q2 2027.

E. Projects in planning and design schedule

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

An independent third party is conducting a comprehensive schedule evaluation for the **WSLE** and **BLE** projects.



IV. Projects in construction

A. Executive overview

- As specified in Resolution R2026-11, all projects that were previously baselined will maintain their progress in alignment with the budget and schedules that have already been established.
- **Pinehurst Station opened for passenger service on September 30**.



Sound Transit hosted a community celebration at the new station on opening day. The previous day, elected officials and community partners cut the ceremonial ribbon on our first infill station.

Originally projected to open in 2031, the Sound Transit Board advanced Pinehurst Station into final design in February 2020 and approved additional budget and contract changes for the accelerated delivery in 2022.

Sound Transit's newest Seattle station will connect communities near NE 130th Street to high-capacity rail rapid transit service, with 1 and 2 Line trains arriving every 4–5 minutes.

B. Risks, concerns, and opportunities

- **Sumner Station Parking and Access Improvements:** The current projected Substantial Completion for **Sumner** is trending toward February 2027, resulting in a schedule change to an in-service date of late Q1 2027, versus the original Q1 2026. The team continues to seek schedule mitigation options where viable. Note that all the garage projects (3 garages) remain within the Q2 2027 baseline target.

C. Monthly performance tracker for projects in construction

Projects	% Complete[1]	Cost KPI	Schedule KPI	Safety KPI	Comments
Pinehurst [2,3]	99%	⇔	⇔	⇔	Cost: Project costs are trending within baseline budget. Schedule: Pinehurst opened for service on September 30. Work continues with some deferred finishes of signs, metal panels, doors, landscaping, and ROW improvements. Safety (RIR): No recordable injuries this month.
Sounder South Station Parking and Access Improvements (ST2 Project)					
Auburn [2, 3]	83%	⇔	⇔	⇑	Auburn SPAI: Work continues on mechanical, electrical, and plumbing installation for all levels. The PSE transformer has been installed and energized for the facility. Preparatory work started for the exterior art glass. Offsite utility work continues for sewer and water line connections, while stormwater systems have been installed and tested. Safety (RIR): No recordable injuries this month.

Projects	% Complete[1]	Cost KPI	Schedule KPI	Safety KPI	Comments
Kent [2]	82%				Kent SPAI: Work continues on the mechanical, electrical, and plumbing scopes for Levels 1-3 of the garage. External brick veneer installation continues on both the garage and the backup generator enclosure. At the KCM bus layover facility, the restroom is being enclosed with exterior weather barrier installation. Utility work on Pioneer St and Railroad Ave have also begun. Safety (RIR): No recordable injuries this month.
Sumner [2, 3]	78%				Sumner SPAI: Work continues on interior facility utility rooms as well as installation of mechanical, electrical, and plumbing systems. Structural steel for the north stair tower is mostly complete, allowing for elevator machine equipment installation. Offsite improvements for Thompson St are complete, and contractors finished paving Harrison Street with new sidewalks. The completion date for Sumner continues to trend toward late Q1 2027. Safety (RIR): No recordable injuries this month.

D. Monthly performance tracker for Stride projects in construction

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

Projects	% Complete[1]	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride BUS OMF (Bus Base North) [2] ST-managed projects (ST2 Project)	26%				There are schedule delays due to subsurface differing site conditions and permit acquisitions. Negotiation with the contractor is underway with expected settlement of cost and schedule in Q4 2026. Three stormwater detention vaults are substantially complete. Continued site utility work (water, electrical ductbank, and storm). Mobilized crane for steel erection at Maintenance Building. Continued footing and garage beam work at Parking and Services Building. Began footing and elevator pit excavation and installation at the Administration and Operations building. Safety (RIR): No recordable injuries this month.
Stride I-405 (S1 & S2 Line) [2] ST-managed projects	BT102 construction NTP in August 4% BT105 construction 30% complete BT014 construction 21% complete BT212 construction 0% complete *Overall, 23% complete*				Burien Transit Center (BT102) initiated key submittal reviews. Construction is underway. Renton Transit Center (BT105) continued utility, retaining wall and auger-cast pile work. Station platform (BT014) continued work at NE 44th Stations. Ongoing coordination with WSDOT on NE 85th and other platform handovers. Completed the first phase of station system and furnishing installations at Totem Lake Station. Commenced work at Bellevue Transit Center. Lynnwood 196th/Poplar Way (BT212) advances toward Issue-for-bid (IFB) with construction contract advertisement, expected by end of 2026. Safety (RIR): No recordable injuries this month.

1. % Complete based on full project to revenue service date, not based on development phase.
2. Project baselined.
3. Projects that require detailed reports to meet TIFIA reporting requirements.

Projects	% Complete[1]	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride SR 522 NE 145th (S3 Line) [2] ST-managed projects	BT305 construction 11% complete BT307 construction 17% complete BT306 GCCM procurement *Overall, 8% complete*				Seattle/Shoreline (BT305) Began utility relocation and demolition work and continued work on Division 1 submittals. Ongoing utilities and permits coordination with AHJs. Bothell/Kenmore (BT307) continued work at multiple stations, and roadway locations in Kenmore and Bothell. Lake Forest Park (BT306) GCCM delivery procurement is active; contract award anticipated November 2026. Construction on the S3 corridor is trending behind schedule due to late WSDOT project approvals, AHJ permitting, and restricted work hours. ST and contractors are working to mitigate the overall delay/recovery schedule. Safety (RIR): No recordable injuries this month.

Table below shows portion of the **Stride** projects *managed by WSDOT or a third party.*

Projects	% Complete[1]	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride I-405 (S1 & S2 lines) [2] WSDOT-managed projects	NE 44th construction 97% complete TIBS in D/B Procurement *S1 Line overall 38% complete*			N/A	NE 44th Inline Station, a part of the WSDOT I-405 Express Toll Bellevue-Renton, is in construction. BRT scope achieved physical completion. Began Air Space Lease negotiation. The Inline Tukwila International Boulevard Station (TIBS): WSDOT issued RFQ in September 2026 to begin the design/build procurement process.
	NE 85th construction 91% complete Brickyard construction 63% complete *S2 Line overall 69% complete*			N/A	NE 85th construction continues to make good progress and is trending within budget. Station platform turnover to Sound Transit for NE 85th projected for Q4 2026. Overall Brickyard to SR 527 project is trending slightly behind schedule but is well within the baselined RSD milestone for the S2 Line opening.
Stride SR 522, NE 145th (S3 Line) [2] third-party–managed projects	100%			N/A	All third-party–managed construction projects for the S3 Line have been completed in preparation for Stride, all within budget.

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

E. Monthly performance tracker for other support projects in construction

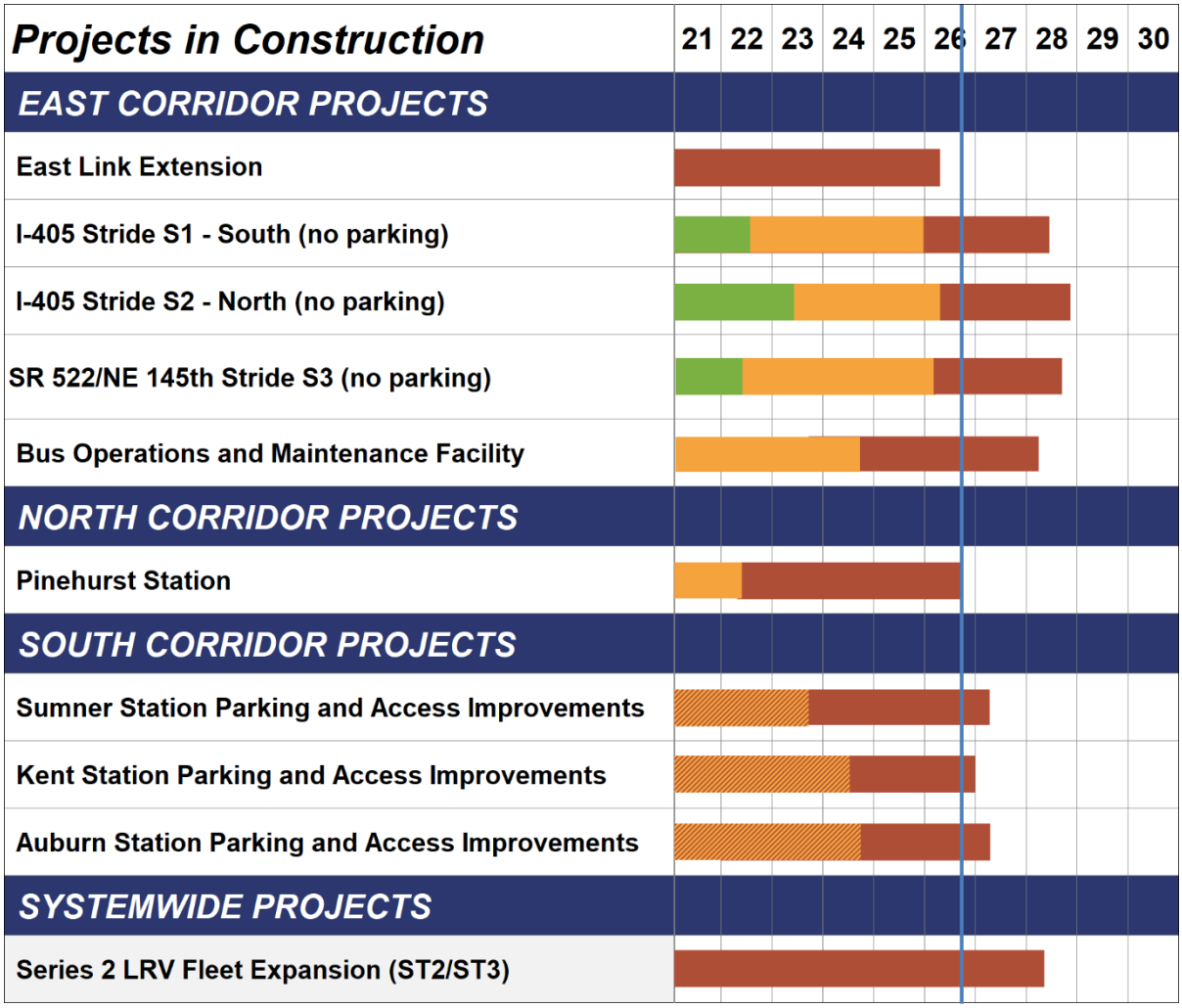
The Service Delivery Department is managing the Series 2 LRV Fleet Expansion project with support from the Capital Delivery Department.

Projects	% Complete[1]	Cost KPI	Schedule KPI	Safety KPI	Comments
Series 2 LRV Fleet Expansion (ST2 Project) [2]	93%			N/A	Cost: Project budget is within the planned range. Schedule: Project schedule is proceeding according to plan. All planned new ST2 vehicles for the expansion effort have been delivered and are in service. The 151st vehicle of the initial 152-car order achieved Conditional Acceptance (CA) in September 2026, with the final vehicle expected to achieve CA in October 2026. Continuous efforts remain underway to upgrade the final vehicle to the latest configuration and complete testing and commissioning. Three of the additional ten cars are now on property, with CA of the first vehicles from the additional order expected to begin in Q4 2026. Mitigation steps to improve reliability of the LRV brake system and communications system are underway.

[1] "% Complete" based on full project to revenue service date, not based on development phase.
[2] Project baselined.

F. Projects in construction schedule

The graphic shows the overall schedule for construction projects.



V. TIFIA detailed project reports

A. Pinehurst Station

B. Sounder South Station Parking and Access Improvements

TIFIA LOAN AGREEMENT MONTHLY REPORT

September 2026

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

TIFIA Project Cost Summary by SCC

(As of 09/30/2026; figures in million dollars)

SCC Element	TIFIA Application Budget	Current Budget	Commitment to Date	Incurred this Month	Incurred to Date	Estimate to Complete	Estimated Final Cost (EFC)	TIFIA Budget vs EFC	Current Budget vs. EFC
10-Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20-Stations	$148.7	$139.0	$131.1	$4.8	$129.0	$13.0	$144.1	$4.6	($5.1)
30-Support Facilities	$0.4	$0.1	$0.0	$0.0	$0.0	$0.1	$0.1	$0.3	$0.0
40-Sitework I Special Conditions	$7.4	$6.6	$5.7	$0.0	$2.0	$0.6	$6.3	$1.1	$0.3
50-Systems	$16.2	$16.3	$15.6	($0.3)	$14.5	$2.8	$18.4	($2.2)	($2.1)
Construction Subtotal	**$172.7**	**$162.0**	**$152.5**	**$4.5**	**$145.4**	**$16.4**	**$168.9**	**$3.8**	**($6.9)**
60-ROW	$0.1	$0.1	$0.1	$0.0	$0.1	$0.1	$0.1	($0.1)	($0.0)
70-Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
80-Professional Services	$49.7	$61.2	$57.2	$0.9	$51.6	$4.3	$61.5	($11.8)	($0.3)
90-Unallocated Contingency	$17.7	$16.8	$0.0	$0.0	$0.0	$2.0	$2.0	$15.7	$14.8
Total TIFIA Project	**$240.2**	**$240.2**	**$209.7**	**$5.4**	**$197.1**	**$22.8**	**$232.5**	**$7.6**	**$7.6**

Link light rail
Pinehurst Station

Project Summary

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

Phase Construction

Budget $240.2 Million

Schedule Baseline Revenue Service: Q2 2026
Revenue Service Date: 9/30/2026



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Punchlist activities and roadway improvements.
- The Pinehurst Station project commenced revenue service on September 30, 2026. Following its inauguration, the current month represents the final period for which TIFIA reporting will be required.

Project Cost Summary

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

This period approximately $5.4M was incurred, bringing the total expenditure to date at $197.1M.
This period the project forecasts an Estimated Final Cost of $232.5M with a budget underrun of $7.6M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$8.1	$11.7	$9.0	$0.1	$8.7	$11.3	$0.4
Preliminary Engineering	$2.7	$2.7	$2.7	$0.0	$2.7	$2.7	$0.0
Final Design	$17.6	$23.5	$22.0	$0.1	$19.9	$22.9	$0.6
Construction Services	$17.3	$19.7	$19.1	$0.5	$18.0	$19.9	($0.2)
3rd Party Agreements	$1.7	$1.1	$1.0	$0.1	$0.9	$1.1	$0.0
Construction	$192.6	$181.2	$155.8	$4.6	$146.9	$174.3	$6.9
ROW	$0.1	$0.1	$0.1	$0.0	$0.1	$0.1	($0.0)
Project Contingency	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$240.2**	**$240.2**	**$209.7**	**$5.4**	**$197.1**	**$232.5**	**$7.6**

Cost Summary by SCC

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$148.7	$139.0	$131.1	$4.8	$129.0	$144.1	($5.1)
30 Support Facilities	$0.4	$0.1	$0.0	$0.0	$0.0	$0.1	$0.0
40 Sitework & Special	$7.4	$6.6	$5.7	$0.0	$2.0	$6.3	$0.3
50 Systems	$16.2	$16.3	$15.6	($0.3)	$14.5	$18.4	($2.1)
Construction Subtotal(10 - 50)	**$172.8**	**$162.0**	**$152.5**	**$4.5**	**$145.4**	**$168.9**	**($6.9)**
60 ROW, Land	$0.1	$0.1	$0.1	$0.0	$0.1	$0.1	($0.0)
70 Vehicles (Non-Revenue)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
80 Professional Services	$49.7	$61.2	$57.2	$0.9	$51.6	$61.5	($0.3)
90 Unallocated Contingency	$17.6	$16.8	$0.0	$0.0	$0.0	$2.0	$14.8
Total (10 - 90)	**$240.2**	**$240.2**	**$209.7**	**$5.4**	**$197.1**	**$232.5**	**$7.6**

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

Contingency Management

The project budget was baselined in 2022 with a total contingency of $48.6M. The current contingency balance is at $25.6M, which reflects a decrease of around $3.9M compared to the previous month.

Allocated Contingency (AC): Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period allocated contingency decreased by $3.9M due to construction and WSDOT change orders.

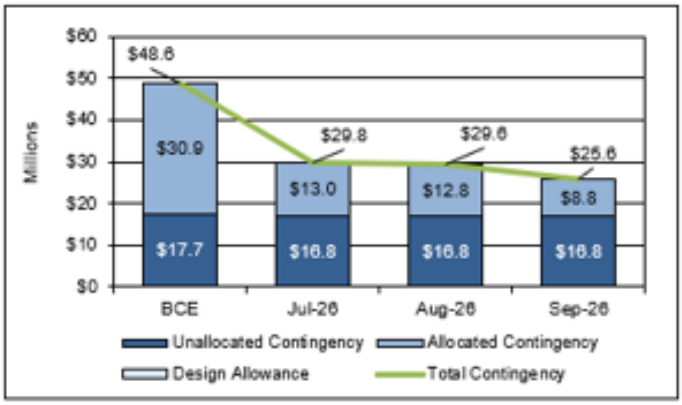
Unallocated Contingency (UAC): Used to address general project-wide cost risks and uncertainties. This period UAC did not change.

Contingency Status

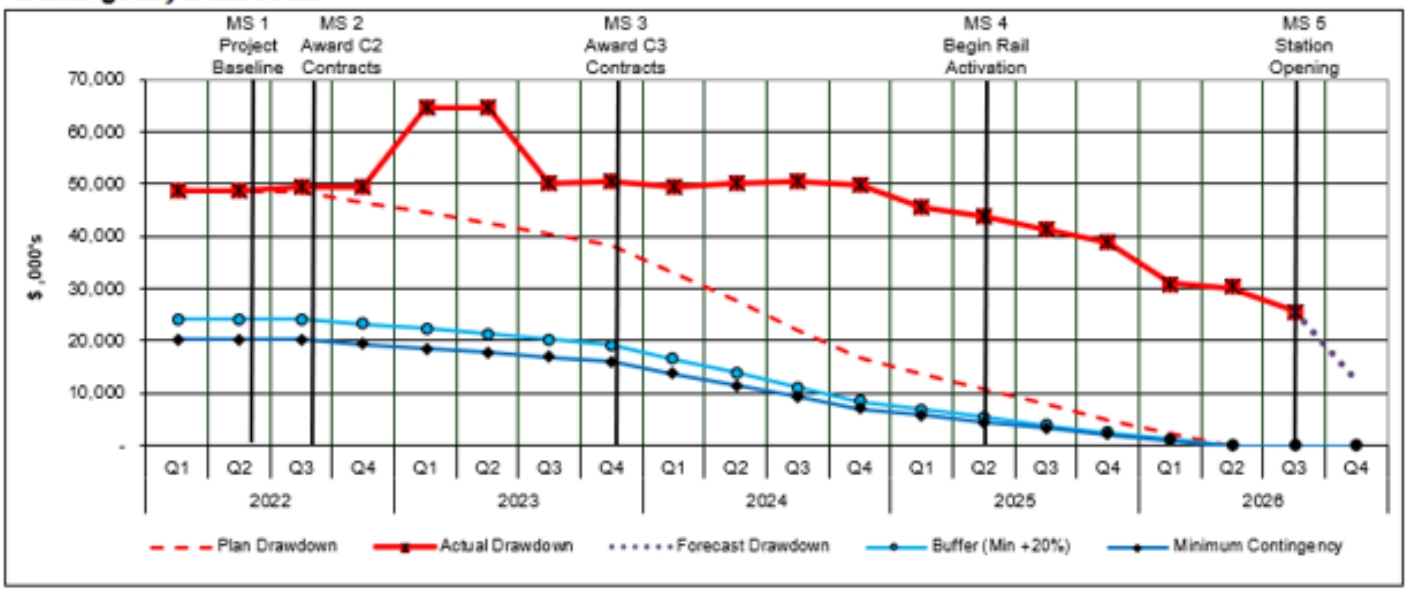
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$0.0	0.0%	$0.0	0.0%
Allocated Contingency	$30.9	12.9%	$8.8	42.3%
Unallocated Contingency	$17.7	7.4%	$16.8	80.4%
Total:	**$48.6**	**20.2%**	**$25.6**	**122.7%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Project Schedule

The weighted percent complete for the major construction contracts is estimated at 97.0% (last month was 95.2%).

The Pinehurst Station project commenced revenue service on September 30, 2026. Following its inauguration, the current month represents the final period for which TIFIA reporting will be required.

Final closeout work includes some deferred finishes of signs, metal panels, doors, landscaping, and ROW improvements.

Major Contract Status

Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date
Completed/In Progress Contracts							
PE, Civil FD, Civil DSDC	HNTB/Jacobs	$4.3	$18.5	$22.8	$21.1	Feb 2019	Oct 2026
Systems FD, Systems DSDC	LTK Engineering	$0.3	$0.8	$1.1	$1.1	Jun 2020	Oct 2026
Systems FD, Systems DSDC	Hatch Assoc	$0.0	$0.5	$0.5	$0.1	Jun 2020	Oct 2026
Civil CMC	PGH Wong	$0.4	$15.7	$16.1	$15.5	Jul 2020	Oct 2026
Systems CMC	NWTSP	$0.2	$2.3	$2.5	$2.0	Jul 2024	Oct 2026
L210 Civil Construction	SKH	$5.0	$17.1	$22.1	$22.1	Jul 2020	Aug 2024
L230 Civil Construction	Absher	$98.3	$11.0	$109.3	$107.1	Aug 2023	Oct 2026
L810 Systems Construction	Mass Electric	$14.3	$0.7	$15.0	$14.1	Feb 2022	Oct 2026
				$189.4	**$183.1**		

Community Engagement

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

- Staff assisted in the opening day event on September 30th.

Staffing Summary

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

The YTD Actual FTE monthly average through the end of the current period is slightly above the planned FTE monthly average due slightly higher ST staff.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.0	5.5	(1.5)
Consultants	24.0	23.9	(0.1)
TOTAL	28.0	29.4	(1.4)
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*			

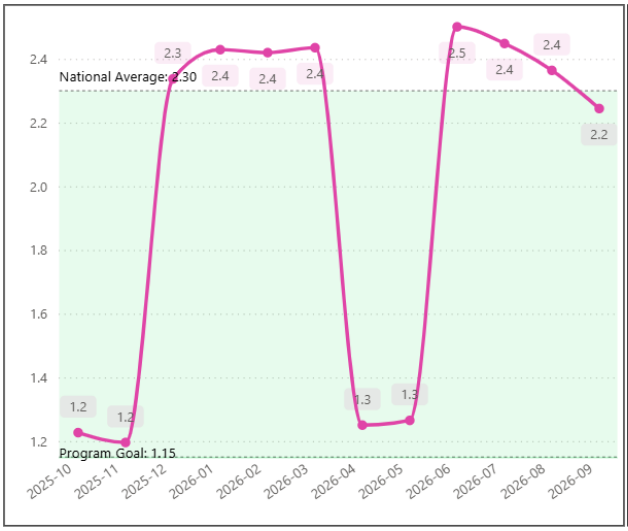
Sound Transit Board Actions

Board Action	Description	Date
	None this period	

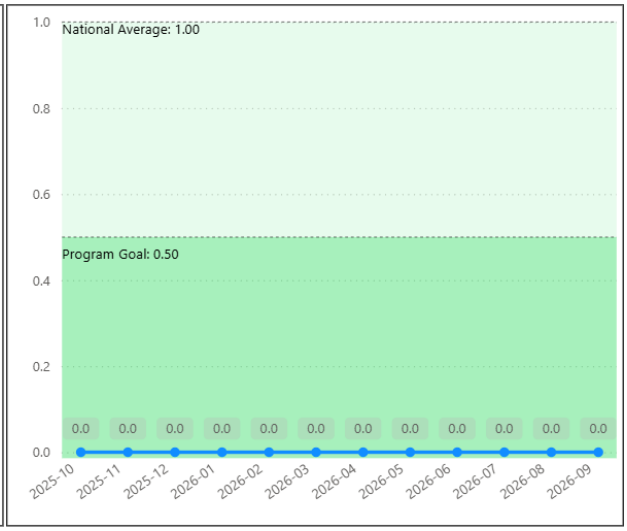
Construction Safety

Monthly KPI	Construction	Project	Project	Program	National	Notes
⇔	Recordable Injury Rate (RIR)	0.00	2.24 [5]	1.15	2.30	There were no recordable or lost time incidents reported this month.
⇔	Lost-Time Injury Rate (LTIR)	0.00	0.00 [6]	0.50	1.00	

Recordable Injury Rate (RIR)
October 2025—September 2026



Lost Time Injury Rate (LTIR)
October 2025—September 2026



Notes:

1. *Project Monthly rates based on monthly safety data. Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. The number from the previous month are reconciled and replaced with actuals the following month.*
2. *Project Average rates based on 12-month rolling average.*
3. *Program Goal is <50% of the National average of RIR/LTIR.*
4. *National Average RIR/LTIR is based on the annual Bureau of Labor Statistics data for Construction.*
5. *The Project Average RIR (2.24) is above the Program Goal and the National Average due to recordable incidents in Dec. 2025 and June 2026, shown in graphic above.*
6. *The Project Average LTIR (0.00) is below the Program Goal and the National Average, shown in graphic above.*

Contract L230 Station Finishes

Current Progress

- Continued plaza and platform levels punchlist and cleanup.
- Continued roadway improvements.

Cost Summary

Present Financial Status	Amount
L230 Absher – Civil Construction	
Original Contract Value	$98,270,000
Change Order Value	$10,722,119
Current Contract Value	$108,992,119
Total Actual Cost (Incurred to Date)	$106,869,733
Percent Complete	98.5%
Authorized Contingency	$14,740,500
Contingency Drawdown	$10,722,119
Contingency Index	1.4



September 30th Ribbon Cutting

Contract L810 Station Systems

Current Progress

- Continued plaza and platform levels punchlist and cleanup.

Cost Summary

Present Financial Status	Amount
L810 Mass Electric– Systems Construction	
Original Contract Value	$14,305,865
Change Order Value	$666,783
Current Contract Value	$14,972,648
Total Actual Cost (Incurred to Date)	$14,395,952
Percent Complete	96.4%
Authorized Contingency	$1,283,135
Contingency Drawdown	$666,783
Contingency Index	1.9



Electrical room

TIFIA LOAN AGREEMENT MONTHLY REPORT

September 2026

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

RRIF Project Cost Summary by SCC

RRIF Project Cost Summary by SCC

(As of 9/30/2026; figures in million dollars)

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

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$94.3	$127.8	$137.7	$129.0	$110.3	$1.7	$112.0	$131.5	$6.2
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$90.3	$60.3	$31.3	$25.9	$21.4	$0.8	$22.1	$29.6	$1.7
50 Systems	$6.9	$3.8	$6.3	$6.3	$6.3	$0.0	$6.3	$6.3	$0.0
Construction Subtotal (10 - 50)	**$191.5**	**$191.9**	**$175.2**	**$161.2**	**$137.9**	**$2.5**	**$140.4**	**$167.4**	**$7.8**
60 Row, Land	$22.1	$20.8	$31.0	$28.0	$27.9	($0.0)	$27.9	$30.7	$0.3
70 Vehicles	$0.0	$0.0	$0.2	$0.0	$0.0	$0.0	$0.0	$0.2	$0.0
80 Professional Services	$89.5	$84.1	$88.5	$83.4	$78.8	$0.5	$79.3	$86.2	$2.3
90 Unallocated Contingency	$11.3	$14.5	$10.8	$0.2	$0.2	$0.0	$0.2	$3.1	$7.6
Total RRIF Project (10 - 90)	**$314.4**	**$311.3**	**$305.7**	**$272.9**	**$244.9**	**$2.9**	**$247.9**	**$287.6**	**$18.1**

Puyallup Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC[1]
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$33.3	$47.1	$31.0	$31.0	$31.0	$0.0	$31.0	$31.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$10.7	$1.0	$9.4	$9.4	$9.4	$0.0	$9.4	$9.4	$0.0
50 Systems	$3.8	$0.0	$6.3	$6.3	$6.3	$0.0	$6.3	$6.3	$0.0
Puyallup Construction Subtotal	**$47.8**	**$48.0**	**$46.6**	**$46.6**	**$46.6**	**$0.0**	**$46.6**	**$46.6**	**$0.0**
60 Row, Land	$6.7	$5.4	$6.7	$6.7	$6.7	$0.0	$6.7	$6.7	($0.0)
70 Vehicles (non-revenue)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
80 Professional Services	$27.4	$22.0	$26.9	$27.0	$26.9	$0.0	$26.9	$26.9	$0.0
90 Unallocated Contingency	$0.4	$3.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total Puyallup Project	**$82.3**	**$79.1**	**$80.3**	**$80.4**	**$80.3**	**$0.0**	**$80.3**	**$80.3**	**$0.0**

Sumner Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Current Budget vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$20.9	$21.0	$44.9	$43.0	$33.3	$0.7	$34.0	$43.8	$1.1
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	$43.8	$43.8	$10.7	$7.2	$4.8	$0.4	$5.3	$10.6	$0.1
50 Systems	$2.3	$2.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Sumner Construction Subtotal	**$67.0**	**$67.1**	**$55.6**	**$50.2**	**$38.2**	**$1.1**	**$39.3**	**$54.4**	**$1.2**
60 Row, Land	$4.6	$4.6	$4.6	$4.5	$4.4	($0.0)	$4.4	$4.5	$0.0
70 Vehicles (non-revenue)	$0.0	$0.0	$0.1	$0.0	$0.0	$0.0	$0.0	$0.1	$0.0
80 Professional Services	$32.5	$32.5	$34.7	$33.5	$30.8	$0.3	$31.0	$35.3	($0.6)
90 Unallocated Contingency	$4.8	$4.8	$4.7	$0.2	$0.2	$0.0	$0.2	$1.2	$3.5
Total Sumner Project	**$108.9**	**$109.0**	**$99.6**	**$88.4**	**$73.6**	**$1.4**	**$74.9**	**$95.6**	**$4.0**

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	$61.8	$54.9	$45.9	$1.0	$47.0	$56.7	$5.1
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	$35.8	$15.6	$11.2	$9.4	$7.2	$0.3	$7.5	$9.7	$1.6
50 Systems	$0.8	$1.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Auburn Construction Subtotal	**$76.7**	**$76.8**	**$73.0**	**$64.3**	**$53.1**	**$1.4**	**$54.5**	**$66.3**	**$6.7**
60 Row, Land	$10.8	$10.8	$19.7	$16.8	$16.8	($0.0)	$16.8	$19.4	$0.3
70 Vehicles (non-revenue)	$0.0	$0.0	$0.1	$0.0	$0.0	$0.0	$0.0	$0.1	$0.0
80 Professional Services	$29.6	$29.6	$26.9	$23.0	$21.1	$0.2	$21.4	$24.0	$2.9
90 Unallocated Contingency	$6.1	$6.1	$6.1	$0.0	$0.0	$0.0	$0.0	$1.9	$4.2
Total Auburn Project	**$123.2**	**$123.3**	**$125.8**	**$104.1**	**$91.0**	**$1.6**	**$92.6**	**$111.7**	**$14.1**

Notes

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

Sounder commuter rail
Sumner Kent Auburn Stations Parking & Access Improvements

Project Summary

Scope

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



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements



Auburn Station Parking & Access Improvements

Phase

Complete Environmental / Enter Design & Construction

Budget

$359.7 Million

Schedule

Baselined Revenue Service Dates / Projected Substantial Completion Dates*

Sumner: March 2026 / Q1 2027

Auburn: March 2027 / Q1 2027

Kent: June 2027 / Q2 2027

*Changes will be reflected in future reports.**

Key Project Activities

Sumner:

- Continued to finish work on concrete surfaces.
- Continue all CMU, framing, insulation, and drywall in Levels 1and 2 in facility utility rooms.
- Continue with installation of electrical, plumbing, and mechanical in utility rooms and throughout all garage levels.
- Completed work on Thompson Street off-site improvements. Completed Paving and sidewalks on Harrison Street.
- Continued Structural Steel Zone 6, north stair tower. Started installing elevator machine equipment.
- Construction percent complete 78.14%.
- Completed 50% structural steel at Zone 6 by north stair tower.

Key Project Activities (continued)

Kent (Not part of TIFIA Loan):

Construction Status:

Garage Site:

- Mechanical, electrical, and plumbing (MEP) rough-in and trim at Levels 1, 2, and 3.
- Electrical, communications, and UPS room equipment installation on Level 1.
- Brick veneer on the south exterior wall and generator enclosure; CMU installation on west exterior wall.
- Communications room framing, wall rough-in, and insulation on Levels 2 and 3.
- Insulation, drywall, and paint at utility rooms on Level 1.
- Support steel installation for metal panel façade.
- Structural steel installation for glass canopy at Level 1.
- Level 2 ceiling and columns pigmented sealer.
- Mullion installation for curtain wall at stair 1 and elevators.
- Elevator machine room equipment installation.

KCM Site:

- Restroom interior framing and MEP rough-in.
- Restroom station exterior sheathing and weather barrier.

Right of Way (ROW):

- Waterline installation at Pioneer St. and Central Ave.
- Pioneer St. South side roadway paving.

Auburn:

Design Packages Status:

- All design packages Issued for Construction. The conformed set of IFC drawing was transmitted on August 11, 2026 (CRE-03076).

Construction Status:

- Installed PSE transformer and energized distribution equipment in Level 1 Electrical room and Level 3 Electrical / Communications rooms.
- Right-of-Way underground utility installation ongoing: storm has been installed, scoped, and pressure tested along 1st St NW, sewer piping connected to existing CoA system at the west end of the North Alley, and water mains on A St NW between 1st St NW and 2nd St NW have been installed.
- Pigmented sealer continues to Levels 4 - 5 soffit and Level 3 columns; painted overhead piping on Level 4, and applied high-performance coating to cladding clips.
- Stair tower mullions and glazing installation started. Elevator art glass set to be delivered in early October.
- Elevator shaft interior work ongoing including gypsum, painting, and sump pump activities.
- Cladding clip installation started on North side of the garage.
- Concrete preparation for traffic coating has begun on Level 1 support rooms, slab pours, and Level 6 deck.
- Refrigerant piping installed to condenser units on all levels, routed city water piping to hose bibs throughout Stair 2 and installed dampers to HVAC systems for conditioned spaces.
- Ongoing electrical work on all levels including non-energized distribution equipment in Level 1 electrical room, surface mounted light fixtures throughout Levels 1 - 2, and backbone cabling install ongoing throughout Levels 3 - 6 electrical and communications rooms.

Project Cost Summary

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

This period approximately $8.2M was incurred, bringing the total expenditure to date at $247M.
This period the project continues to forecast an Estimated Final Cost of $321.2M with a budget underrun of $38.4M.

*Note: Incurred this month does not include Puyallup.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month*	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$26.2	$26.2	$18.5	$0.2	$18.4	$24.0	$2.2
Preliminary Engineering	$8.2	$8.2	$8.2	$0.0	$8.2	$8.2	$0.0
Final Design	$0.1	$0.1	$0.1	$0.0	$0.1	$2.3	($2.2)
Construction Services	$33.1	$33.1	$27.8	$0.5	$23.8	$32.1	$0.9
3rd Party Agreements	$8.1	$8.1	$8.0	$0.0	$7.0	$8.1	$0.0
Construction	$252.7	$252.7	$192.2	$7.5	$162.6	$215.7	$37.0
ROW	$31.2	$31.2	$27.1	$0.0	$26.9	$30.8	$0.5
Total	**$359.7**	**$359.7**	**$281.9**	**$8.2**	**$247.0**	**$321.2**	**$38.4**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$135.3	$183.0	$147.5	$5.7	$124.4	$152.2	$30.9
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special	$85.1	$36.6	$27.6	$1.8	$21.3	$43.7	($7.1)
50 Systems	$5.1	$0.2	$0.2	$0.0	$0.2	$0.2	$0.0
Construction Subtotal (10 - 50)	**$225.5**	**$219.9**	**$175.3**	**$7.5**	**$145.9**	**$196.1**	**$23.8**
60 ROW, Land	$24.5	$30.5	$27.1	$0.0	$26.9	$30.2	$0.3
70 Vehicles	$0.0	$0.3	$0.0	$0.0	$0.0	$0.3	$0.0
80 Professional Services	$92.5	$90.8	$79.5	$0.7	$74.1	$89.7	$1.1
90 Unallocated Contingency	$17.2	$18.2	$0.0	$0.0	$0.0	$4.9	$13.3
Total (10 - 90)	**$359.7**	**$359.7**	**$281.9**	**$8.2**	**$247.0**	**$321.2**	**$38.4**

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

Contingency Management

The combined Sumner, Kent, and Auburn project budget was baselined in January 2023 with a total contingency of $77M. The total project contingency currently stands at $51.7 million, reflecting an increase of $523K from the previous month.

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

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period, $55K of AC was used for the Kent DB change order, while the DBPM contract had an underrun of around $578k, resulting in an overall net increase of $523k.

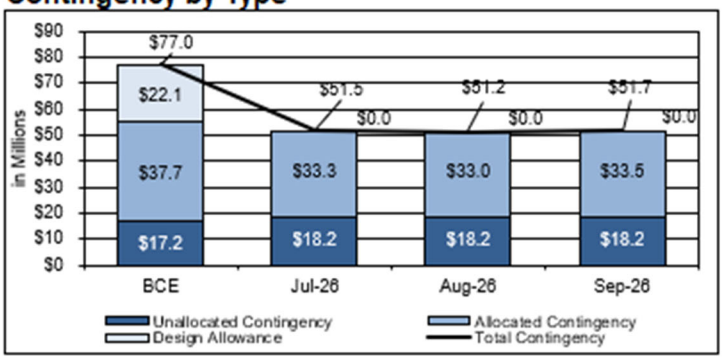
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

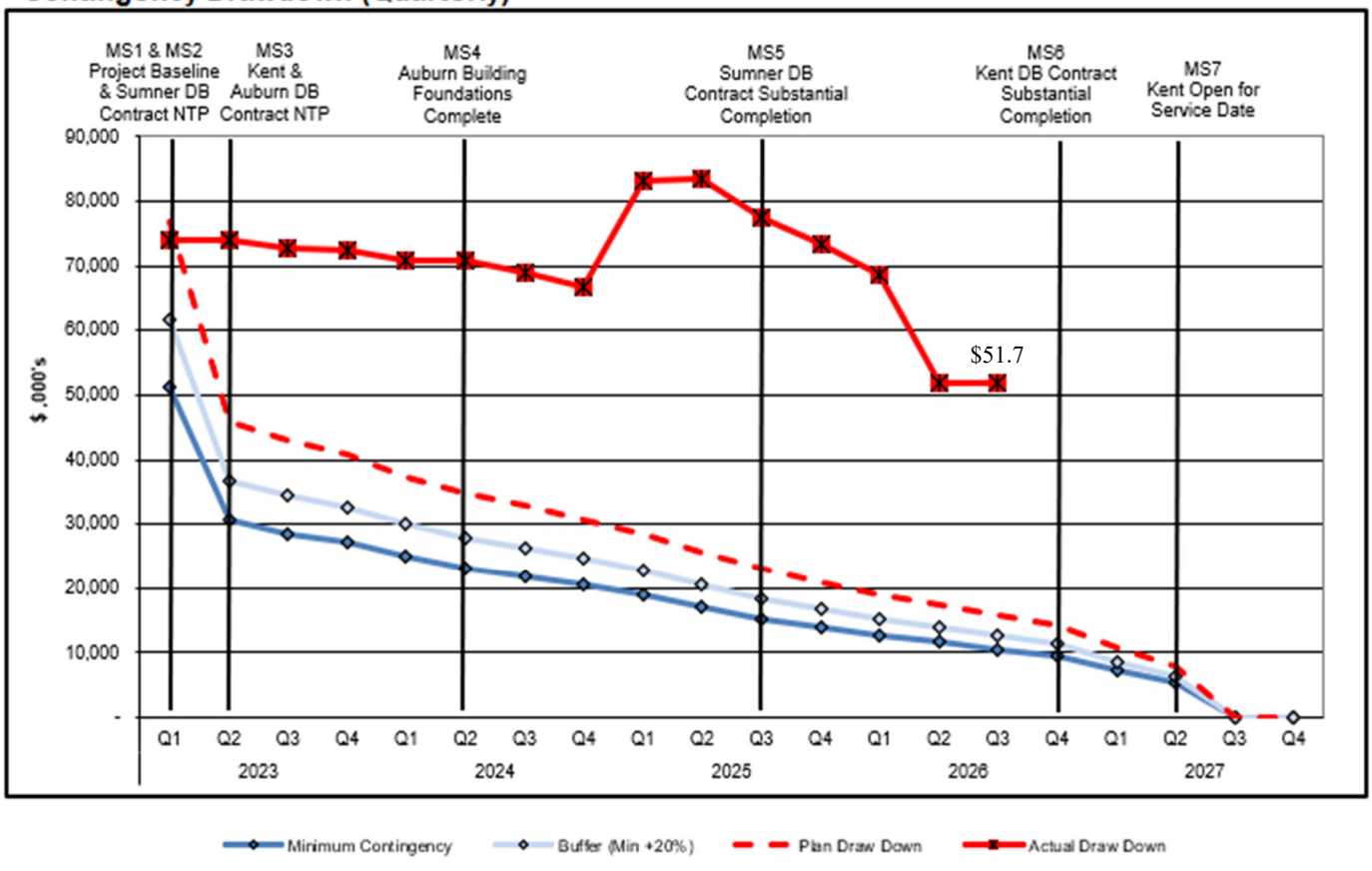
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$22.1	6.1%	$0.0	0.00%
Allocated Contingency	$37.7	10.5%	$33.5	55.04%
Unallocated Contingency	$17.2	4.8%	$18.2	29.84%
Total:	**$77.0**	**21.4%**	**$51.7**	**84.89%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Project Schedule

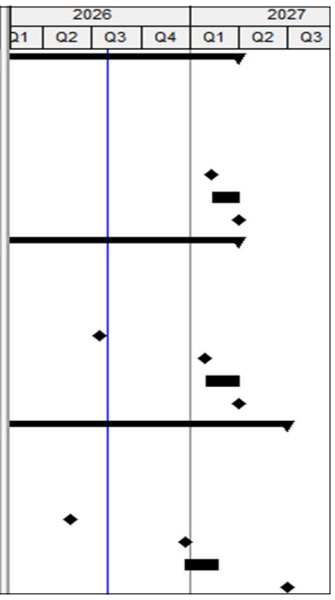
The **overall performance percent completed** for the three Design-Build contracts in this update is **81.21%** (last month was 78.62). The schedule provided below outlines the schedule through August 31st for Sumner and Auburn; and through September 30th for Kent. The ST Board approved the project's baseline in Jan. 2023. The baseline Revenue Service Dates (RSDs) are as follows: Sumner—Q1 2026 (anticipated Q1 2027 based on the latest schedule update), Auburn - Q1 2027, and Kent - Q2 2027. This update period retains all RSDs, with the exception of Sumner. It is crucial to highlight that all three garage projects remain in accordance with the target RSD (Q2 2027) established in Resolution R2023-02. The milestone schedules for the three projects are detailed below.

Sumner: Notice to Proceed (NTP) was issued in Feb. 2023. The DB contractor has substantially completed Level 4 deck closure in both Zones 2 and 5, along with finishing the foundation preparation system (FPS) for stub columns in those same zones. At Level 3, the contractor has finished the fiber-reinforced polymer closure pours across Zones 1, 2, and 5. Additionally, the contractor has initiated concrete masonry unit (CMU) installation at the Level 3 information technology (IT) closet, maintained progress on vertical circulation structural steel work, and continued installation of precast stairs. The contractor has also modified the elevator installation sequence to optimize scheduling. Concurrent with these activities, Phase 2 sitework operations are progressing, encompassing roadway excavation, aggregate base course placement, expanded polystyrene installation for sidewalk and ramp areas, curb and gutter construction, and irrigation system installation.

Auburn: NTP was issued in Jan. 2024. During August, permits for mechanical refrigerant systems and low voltage permits were obtained. Completion of work included garage exterior Level 1 elevation 1, 2, and 3 precast concrete elements, as well as Levels 1 and 6 canopy structural installation. Construction activities for DP-04 commenced in early August at A, First, and B Streets location. The DB contractor continues to advance garage structure development for Level 4, including the third deck pour, garage exterior and interior finishes, vertical circulation systems, elevator 1 hoist-way completion, and elevator 2 rail installation on primary and secondary stairways. A substantial number of components are presently in the fabrication and delivery phases.

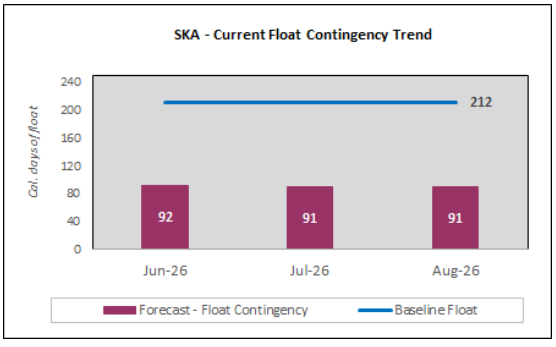
Kent: NTP was issued in Dec 2023. The Project remains in the construction phase, with preliminary closeout activities currently in progress. During September, room buildout and mechanical, electrical, plumbing, and fire protection activities at the garage advanced alongside elevator installation, elevator tower glazing, and outdoor site work. Underground utilities at the layover lot are approaching completion, with paving anticipated in late October. The building envelope has been sealed. Interior construction is commencing, with remaining exterior finishing work to follow. Water main installation along the right-of-way is progressing at the Railroad and Pioneer/ Central intersections.

Activity Name	Start	Finish
S300018 - Sumner Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-27
ST Board Approves Project Baseline - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Sumner	Feb-27-23 A	Feb-27-23 A
NTP - Start Construction - Early Civil Work - Demo, Util Relocates	Oct-23-23 A	
MS03B All Issue For Construction (IFC) Design Packages Complete		Feb-19-25 A
MS01 Commissioning Complete - Substantially Complete (MS Review) - Baseline 2/17/2026		Feb-10-27*
Operational Redinesss Period -	Feb-11-27*	Mar-31-27
Revenue Service Date - Baseline (Including Project Float) (MS Review) - Baseline 3/31/2026		Mar-31-27*
S300040 - Auburn Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-27
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB LNTP - Auburn	Jan-16-24 A	Jan-16-24 A
NTP Start Construction - Early Civil Work - Demo, Util Relocates	Oct-21-24 A	
MS03B All Issue For Construction (IFC) Design Packages Complete		Jul-15-26 A
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review)		Jan-29-27*
Operational Readiness Period	Feb-01-27*	Mar-31-27
Revenue Service Date - Baseline		Mar-31-27*
S300035 - Kent Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Jun-30-27
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Kent	Dec-21-23 A	Dec-21-23 A
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent	Aug-05-24 A	
MS03B All Issue For Construction (IFC) Design Packages Complete		May-22-26 A
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review)		Dec-23-26*
Operational Readiness Period - Kent - Handing Over	Dec-24-26*	Feb-21-27
Revenue Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27



Project Float

The Sumner, Kent, and Auburn Stations Parking and Access Improvements project was baselined with 212 days of project float. To date 120 days of overall project float days have been expended due to extended negotiations with the City of Auburn related to real property, which have resulted in delays to the issuance of the NTP for Auburn and have impeded other work progress activities. All of Auburn's Baseline Float have been depleted. The calculation methodology for determining remaining float incorporates the current schedule's Substantial Completion milestone and the 60-day duration (48 days for Sumner) required to achieve Beneficial Occupancy. ST continues to collaborate with the DB contractor to implement recovery measures for both the Auburn and Sumner schedules.



Major Contract Status

Contract Number	Contract Name	Contractor/ Consultant	Base Contract Value	Value of Changes/ Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
Completed Contracts					**4,891,608**	**4,891,608**			
	Prelim. Eng./ Design Consultant	CDM Smith, Inc.	449,827	2,075,522	2,525,349	2,525,349	10/21/2016	7/31/2021	Done
	Prelim. Eng./ Design Consultant	Parametrix, Inc.	402,341	1,963,919	2,366,259	2,366,259	5/15/2013	4/2/2021	Done
In-Progress Contracts					**143,357,220**	**119,817,267**			
RTA/AE 0613-18	DBPM/ Auburn	HNTB Corporation	1,800,002	7,104,468	8,904,470	7,384,429	7/1/2019	12/31/2027	Open
RTA/DB 0050-22	ASAI Contractor DB	Absher Construction Co	60,000,000	8,976,176	68,976,176	59,159,250	1/16/2024	1/29/2027	Open
RTA/AE 0613-18	DBPM/ Sumner	HNTB Corporation	6,100,115	3,489,145	9,589,260	8,566,912	7/1/2019	12/31/2027	Open
RTA/DB 0252-19	SSAI Contractor DB	Harbor Pacific Contractors, Inc.	49,000,000	6,887,313	55,887,313	44,706,677	2/27/2023	2/17/2026	Open
Planned Contracts									
None									
Total Contracts					**148,248,828**	**124,708,875**			

Risk Management

The following are the top Project-wide risks:

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

Closely Monitored Issues

- **Kent:** TCEs for off-site work– Negotiations with property owner for parcel KST115.3 has ended with no agreement reached. Sound Transit is initiating the condemnation process with outside legal counsel. Project team to meet with City to discuss impacts to the project and next steps.
- Reviewing project staffing and assignments given ST re-organization.

Community Engagement

- **Sumner:** Ongoing construction engagement for impacted stakeholders, answering questions and concerns via project email inbox, phone, and text inquiries. Two construction alerts created and shared for planned work area near project area.
- **Auburn:** Ongoing construction engagement for impacted stakeholders, answering questions and concerns via project email inbox, phone, and text inquiries. Three construction alerts created and shared for planned work area near project area.
- **Kent:** Ongoing construction engagement for impacted stakeholders, answering questions and concerns via project email inbox, phone and text inquiries. Three construction alerts created and shared for planned work near project area.



Auburn artist Sam Obrovac: Sam Obrovac's artwork spans over the elevator and stair towers of the Auburn garage. The focal of the design consists in a story pole, which honors the waterways and traditional means of transportation, the canoe culture and the many hands and generations who have transmitted these crafts from times immemorial. The stair tower will also feature patterns reminiscent of the Muckleshoot's weaving traditions. Sam Obrovac is a registered member of the Muckleshoot Indian Tribe.

Sumner artist Paz de la Calzada: Paz de la Calzada is a San Francisco based artist whose work focuses on organic forms and repetitive patterns. De la Calzada's project for Sumner takes inspiration from local flora, and consists of a painterly representation of the Camas, a plant known and used by Pacific Northwest native communities. The camas design will be incorporated into the stair tower's glass façade, making this architectural element a focal point of the garage's design, and giving the public a unique experience from both interior and exterior vantage points.



Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. The Planned FTE is annually projected and remains consistent each month . The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Less than anticipated level of effort by Sound Transit staff due to availability constraints of resources. Consultant level of effort is anticipated to increase to approach the planned average as the Sumner, Kent, and Auburn projects progress further in construction with more active trades are on site.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	10.1	8.5	1.6
Consultants	23.8	20.1	3.7
TOTAL	33.9	28.6	5.3

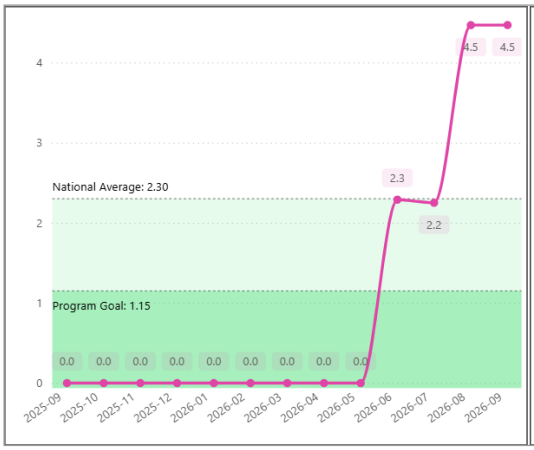
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Construction Safety

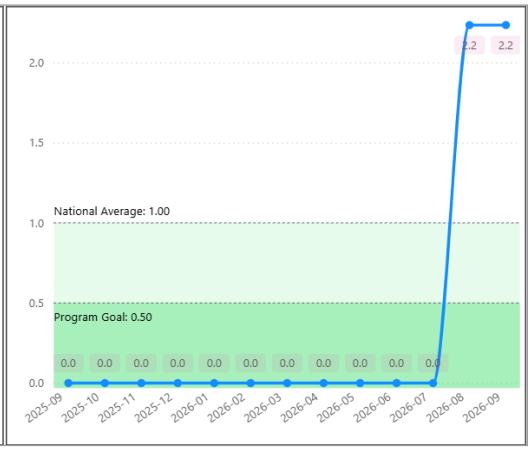
Auburn Station Parking & Access Improvements

Monthly KPI	Construction Safety	Project Monthly[1]	Project Average[2]	Program Goal[3]	National Average[4]	Notes
⇔	Recordable Injury Rate (RIR)	0.00	4.50 [5]	1.15	2.30	There were no recordable or lost time incidents reported this month.
⇔	Lost-Time Injury Rate (LTIR)	0.00	2.20 [6]	0.50	1.00	

Recordable Injury Rate (RIR)
October 2025—September 2026



Lost Time Injury Rate (LTIR)
October 2025—September 2026



Summary Notes:

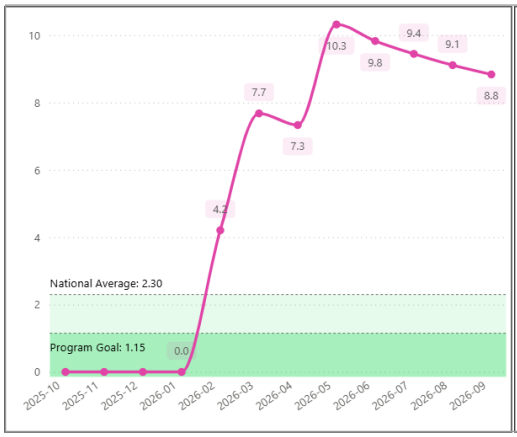
1. *Project Monthly rates based on monthly safety data. Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. The number from the previous month are reconciled and replaced with actuals the following month.*
2. *Project Average rates based on 12-month rolling average.*
3. *Program Goal is <50% of the National average of RIR/LTIR.*
4. *National Average RIR/LTIR is based on the annual Bureau of Labor Statistics data for Construction.*
5. *The Project Average RIR: Sumner is 8.80, Auburn is 4.50; Kent is 4.00 all above the Program Goal and the National Average due to seven incidents recorded in Oct/Nov 2025 and Feb/Mar/May/Jun/Aug 2026, as shown in graphics.*
6. *The Project Average LTIR: Sumner is 2.90, Auburn is 2.20; Kent is 2.00 all above the Program Goal and around/above the National Average due to seven incidents recorded in Oct/Nov 2025 and Feb/Mar/May/Jun/Aug 2026, as shown in graphics.*

Construction Safety (continued)

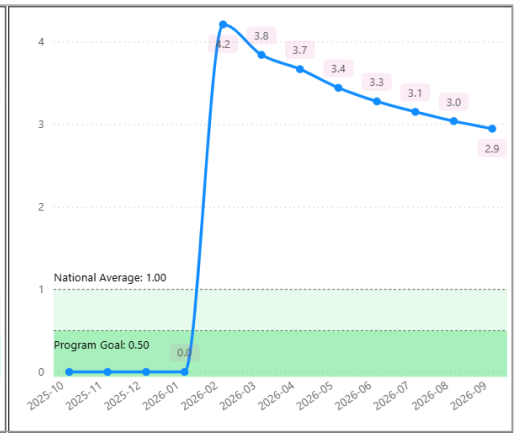
Sumner Station Parking & Access Improvements

Monthly KPI	Construction Safety	Project Monthly[1]	Project Average[2]	Program Goal[3]	National Average[4]	Notes
⇔	Recordable Injury Rate (RIR)	0.00	8.80 [5]	1.15	2.30	There were no recordable or lost time incidents reported this month.
⇔	Lost-Time Injury Rate (LTIR)	0.00	2.90 [6]	0.50	1.00	

Recordable Injury Rate (RIR)
October 2025—September 2026



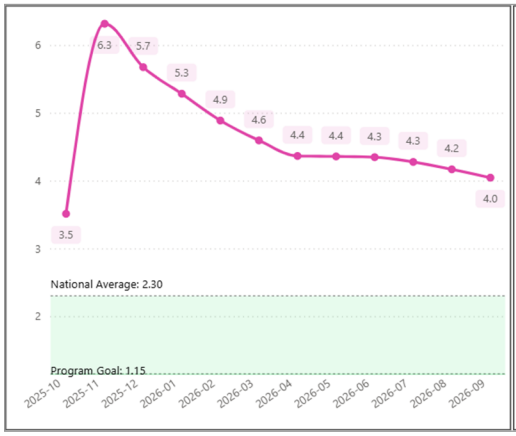
Lost Time Injury Rate (LTIR)
October 2025—September 2026



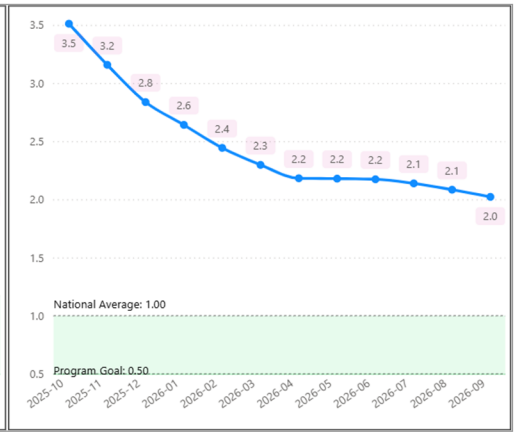
Kent Station Parking & Access Improvements (Not part of TIFIA loan)

Monthly KPI	Construction Safety	Project Monthly[1]	Project Average[2]	Program Goal[3]	National Average[4]	Notes
⇔	Recordable Injury Rate (RIR)	0.00	4.00 [5]	1.15	2.30	There were no recordable or lost time incidents reported this month.
⇔	Lost-Time Injury Rate (LTIR)	0.00	2.00 [6]	0.50	1.00	

Recordable Injury Rate (RIR)
October 2025—September 2026



Lost Time Injury Rate (LTIR)
October 2025—September 2026



Design / Build Contract - Sumner Station Parking & Access Improvements

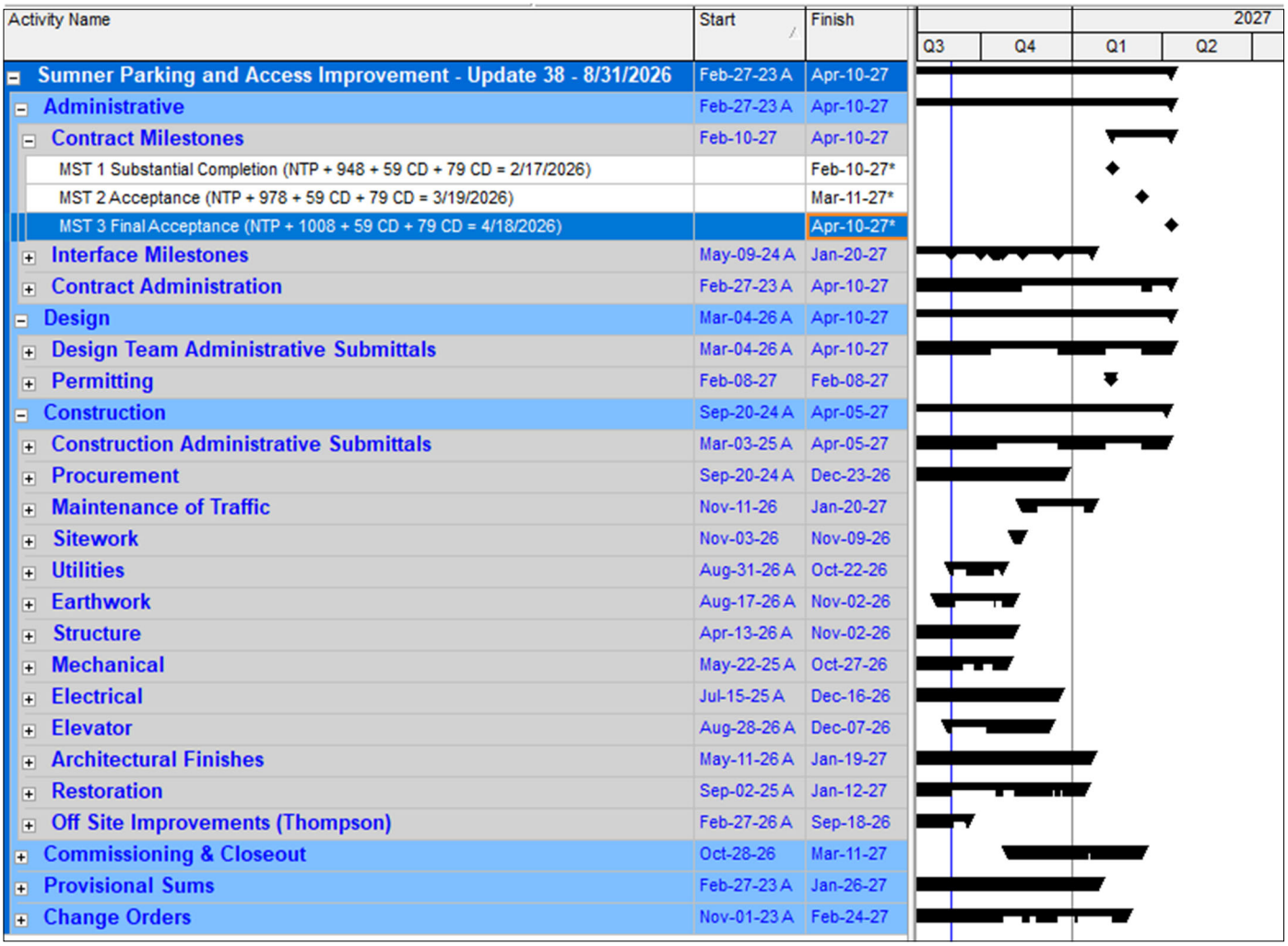
Current Progress *(Based on August Update; September schedule is pending submission)*

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

- Fabricate / deliver VC structural steel, fire alarm equipment, façade panels, precast stairs, and architectural rails - in progress.
- Levels 1 to 4 set elevator core structural steel - near completion.
- Plumbing and in Levels 2 to 3 and fire suppression installation Level 1 - near completion.
- Paint interior rooms of Level 1 and underside of decks at Levels 1 to 3 - in progress.
- Revised signals are Thompson Street/Station Lane and asphalt paving at Thompson/Harrison - near completion.

Schedule Summary *(Based on August Update; September schedule is pending submission)*

August schedule update indicates Substantial Completion is still to be Feb 2027. This date will be further assess by a final QRA assessment this month. Level 4 deck in in shrinkage cure stage. DB contractor began CMU installation at Level 3 IT closets. Finished installing metal decks for Level 1 to 3 and Level 3 to 4 precast primary at the northwest stairs setting along with CMU for interior room at Level 1, Zone 2 and 5 . Phase 2 sitework is in progress.



Activity Name	Start	Finish
Sumner Parking and Access Improvement - Update 38 - 8/31/2026	Feb-27-23 A	Apr-10-27
Administrative	Feb-27-23 A	Apr-10-27
Contract Milestones	Feb-10-27	Apr-10-27
MST 1 Substantial Completion (NTP + 948 + 59 CD + 79 CD = 2/17/2026)		Feb-10-27*
MST 2 Acceptance (NTP + 978 + 59 CD + 79 CD = 3/19/2026)		Mar-11-27*
MST 3 Final Acceptance (NTP + 1008 + 59 CD + 79 CD = 4/18/2026)		Apr-10-27*
Interface Milestones	May-09-24 A	Jan-20-27
Contract Administration	Feb-27-23 A	Apr-10-27
Design	Mar-04-26 A	Apr-10-27
Design Team Administrative Submittals	Mar-04-26 A	Apr-10-27
Permitting	Feb-08-27	Feb-08-27
Construction	Sep-20-24 A	Apr-05-27
Construction Administrative Submittals	Mar-03-25 A	Apr-05-27
Procurement	Sep-20-24 A	Dec-23-26
Maintenance of Traffic	Nov-11-26	Jan-20-27
Sitework	Nov-03-26	Nov-09-26
Utilities	Aug-31-26 A	Oct-22-26
Earthwork	Aug-17-26 A	Nov-02-26
Structure	Apr-13-26 A	Nov-02-26
Mechanical	May-22-25 A	Oct-27-26
Electrical	Jul-15-25 A	Dec-16-26
Elevator	Aug-28-26 A	Dec-07-26
Architectural Finishes	May-11-26 A	Jan-19-27
Restoration	Sep-02-25 A	Jan-12-27
Off Site Improvements (Thompson)	Feb-27-26 A	Sep-18-26
Commissioning & Closeout	Oct-28-26	Mar-11-27
Provisional Sums	Feb-27-23 A	Jan-26-27
Change Orders	Nov-01-23 A	Feb-24-27

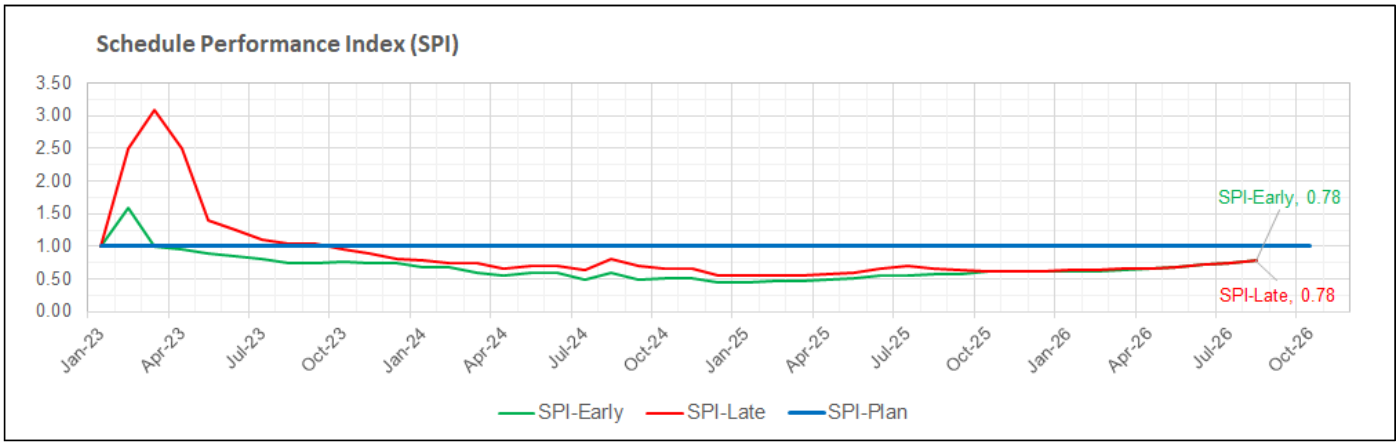
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis *(Based on August Update; September schedule is pending submission)*

Eighteen activities for the Float Path 1 of the longest path. The Path starts with work related to NCR-20 Level 2 Zones 2 and 5 deck pour, electrical grounding rough-in Level 1, NDC-29 construction at Level 1 Zone 2 fire riser room, install CMU interior rooms at Level 1, Zones 2 and 5, install/connect security, and CCTV Systems for Level 1 to 4, Startup/Commission fire Alarm and Building systems (Stages 1 & 2), training for the building systems and ending with MS-1, 2, and 3.

Schedule Performance Index *(Based on August Update; September schedule is pending submission)*

Early SPI represents progress against an optimistic version of the contract baseline schedule. August period early SPI is 0.78 (increased from last SPI 0.75). Late SPI is 0.78 (increased from last SPI 0.75). Main critical activities contributed to the schedule variance include commissioning of Fire Alarm System - Stage 1, install/connect security and CCTV, Access Control, and PET Systems for Levels 1 to 4.





Masonry work completed- Looking west along Harrison St.



Paving activity completed on Harrison St.-Looking west

Design / Build Contract - Sumner Station Parking & Access Improvements

Next Period Activities *(September schedule is pending submission)*

- Start fabrication of CCTV Equipment, VC glazing, wayfinding signage, and card readers / access control equipment.
- NDC 29 - construction Level 1 Zone 2 fire riser room changes.
- Finishing Level 1 Fire Riser Room Zones 2 and 5 CMU installation.
- Rough-in electrical and grounding for Levels 1 and 2.
- Paint interior rooms Levels 2 and 3 and North & Southeast canopy initial installations.
- Permanent striping/signage at Thompson/Station lane.
- Finishing work related to CO#1, 4, 8, 9, 11, 12, and 19.

Closely Monitored Issues:

- Focus on quality construction and close out of the current NCRs.
- Cumulative delays in the schedule resulting from design, permitting, and concrete placement challenges has affected the critical path and the scheduled revenue service opening for Sumner in Q2 2026. The latest estimate for Substantial Completion (MS1) is now set for February 2027, with service opening projected for Q1 2027. Efforts are concentrated on achieving schedule efficiencies in the remaining tasks.

Cost Summary

Present Financial Status	**Amount**
SCR670 DB Contractor—Harbor Pacific Contractors	
Original Contract Value	$49,000,000
Change Order Value	$6,887,313
Current Contract Value	$55,887,313
Total Actual Cost (Incurred to Date)	$44,706,677
Percent Complete	80%
Authorized Contingency	$10,880,000
Contingency Drawdown	$6,887,313
Contingency Index	1.3



***Sumner**: Project overview - aerial site view*

Design / Build Contract - Auburn Station Parking & Access Improvements

Current Progress *(Based on August Update; September schedule is pending submission)*

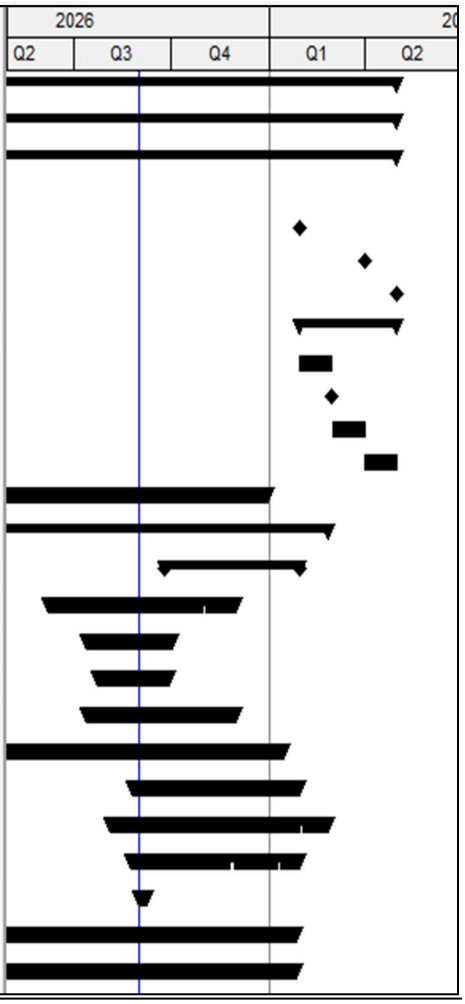
The Auburn contractor (Absher) has accomplished the following:

- Low voltage fire alarm Permit - Issued.
- Elevator fabrication and delivery - near completion.
- L1 Precast Concrete at Elevation 1 to 3 - completed
- L1 Canopy and Level 6 glazed canopy and erect Structural Steel - completed
- Primary and Secondary Stair Tower - Steel and curtain wall installation - completed
- Elevator 1 Installation - started. Elevator Glazing - in fabrication.
- Garage interior miscellaneous systems for Levels 1 to 6 rooms - in progress.
- Off-site improvements at A Street, 1st and B Street- in progress.
- Preliminary O& M Manuals - in progress.

Schedule Summary *(Based on August Update; September schedule is pending submission)*

IFC DP-04 has been issued and permitting is complete. The contractor has finished the structures, which are now topped out. August work was mainly related to garage interiors and exteriors, interior room buildout, and start of elevator installation.

Activity Name	Start	Finish
S300040 - ASAI Pay App 31 - 2026.09.01	Jan-16-24 A	Apr-30-27
ADMINISTRATIVE	Jan-16-24 A	Apr-30-27
Contract Milestones & Summaries	Jan-16-24 A	Apr-30-27
Contract Duration: (LNTP+1200 Calendar Days)	Jan-16-24 A	Apr-30-27
Milestone No. 1 - Garage Substantial Completion		Jan-29-27*
Milestone No. 2 - Acceptance		Mar-31-27*
Milestone No. 3 - Final Acceptance		Apr-30-27*
Coordination to Final Acceptance	Jan-30-27	Apr-30-27
ST Managed Float	Jan-30-27	Mar-01-27
Contractual Substantial Completion Date (including ST Managed Float) - LNTP+1140		Mar-01-27*
ST Acceptance Period	Mar-02-27	Mar-31-27
ST Final Acceptance Period	Apr-01-27	Apr-30-27
PROCUREMENT	Nov-26-25 A	Dec-30-26
CONSTRUCTION	Mar-02-26 A	Feb-26-27
Construction Milestones	Sep-25-26	Jan-29-27
Construction Administration	Jun-07-26 A	Dec-01-26
Construction Administrative Submittals & Coordination	Jul-13-26 A	Oct-01-26
Garage Structure	Jul-23-26 A	Sep-29-26
Garage Exteriors	Jul-13-26 A	Dec-01-26
Garage Interiors	Mar-02-26 A	Jan-14-27
Vertical Circulation	Aug-26-26 A	Jan-29-27
Commissioning & Closeout	Aug-05-26 A	Feb-26-27
Off-Site Work	Aug-24-26 A	Jan-29-27
BID ITEM 2 TRENCH EXCAVATION	Sep-01-26	Sep-08-26
PROVISIONAL SUMS	Oct-28-24 A	Jan-26-27
CHANGE ORDERS	Feb-03-25 A	Jan-26-27



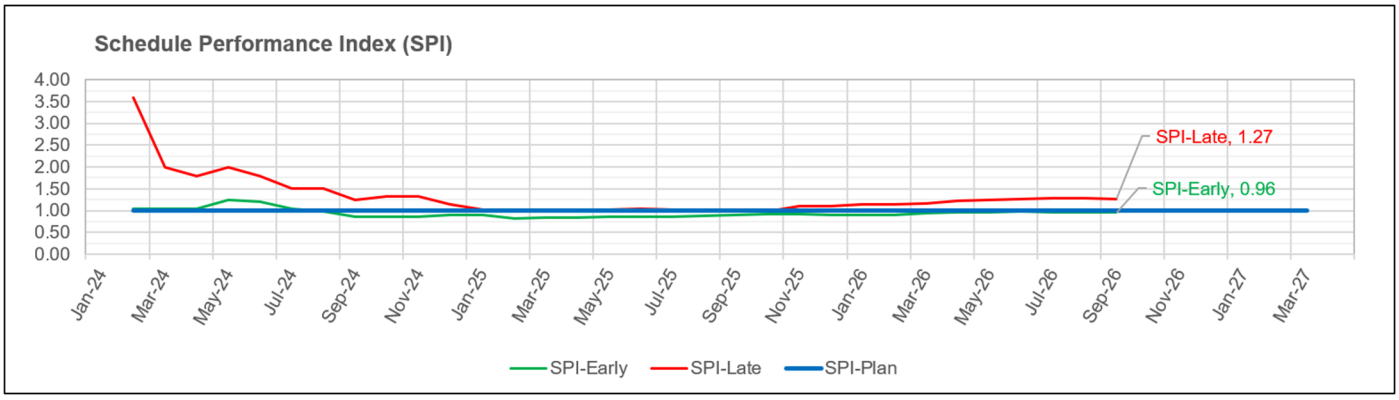
Design / Build Contract - Auburn Station Parking & Access Improvements

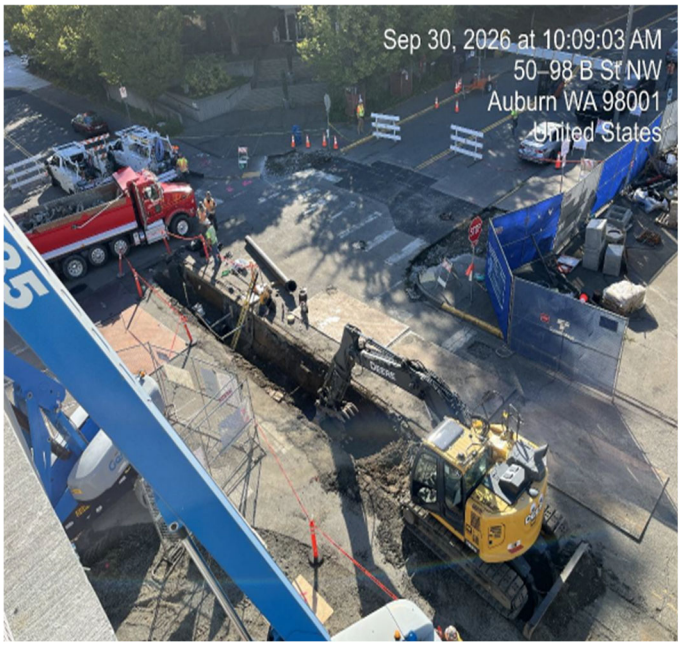
Critical Path Analysis *(Based on August Update; September schedule is pending submission)*

The Longest path is based on August 2026 update. The schedule has 25 activities are on the longest float path1. It starts with elevators fabrication and delivery and Elevator 1 hoistway finishes. Then it passes by many offsite Elevator 1 and 2 installation activities and ending with Elevator 1 testing and L& I Inspection till final Acceptance. Float Path 4 (8 activities) includes improvements related to A and 1st Streets.

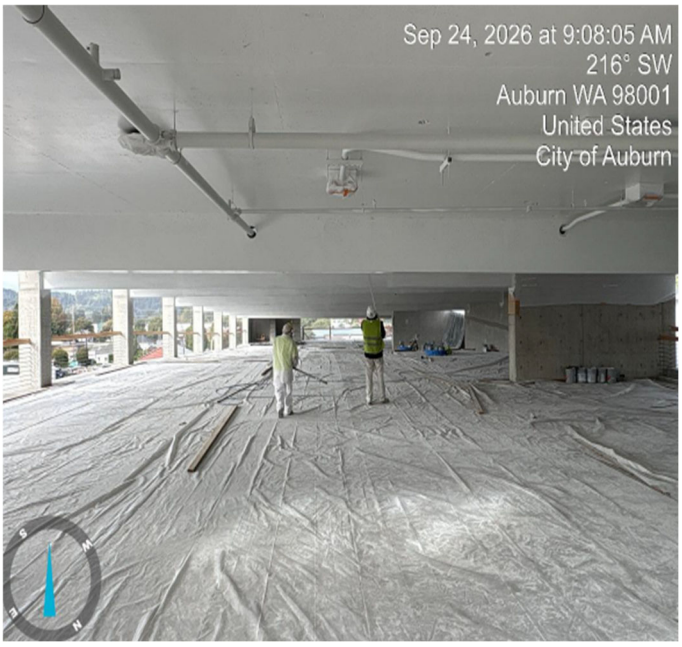
Schedule Performance Index *(Based on August Update; September schedule is pending submission)*

SPI represents progress against an optimistic version of the contract baseline schedule. August update period early SPI is 0.96 (decrease from last update SPI of 0.97). Late SPI represents progress against a more conservative schedule. Late SPI is 1.27 (decrease from last SPI of 1.28). Main Longest Path contributors to the Early SPI activities are the elevator fabrication and delivery along with the A St. 12" water main installation.





Water main installation for fire hydrant— 1st St NW



Soffit pigmented sealer—Level 5 south

Design / Build Contract - Auburn Station Parking & Access Improvements

Next Period Activities (*Based on August Update; September schedule is pending submission)*

- Finalizing change orders 17 and 24.
- Fabrication and delivery for elevators, fire suppression for 3rd, 4th, 5th and 6th floors, emergency generator equipment.
- Metal panels/cladding work is all in progress.
- Interior work for Levels 1 to 6, closets electrical/ communications rooms, parking Area rough-in, and cable barrier in progress.
- Continue elevator 1 hoistway installation and set rails for elevator 2.
- Work related to Level 6 Canopy and Glass canopy in progress.

Closely Monitored Issues:

- Completing DP-04 off-site work.
- Staffing changes on DBPM team.

Cost Summary

Present Financial Status	Amount
SCR672 DB Contractor—Absher Construction Co	
Original Contract Value	$60,000,000
Change Order Value	$8,976,176
Current Contract Value	$68,976,176
Total Actual Cost (Incurred to Date)	$59,159,250
Percent Complete	86%
Authorized Contingency	$11,000,000
Contingency Drawdown	$8,976,176
Contingency Index	1.1



Auburn: *Project overview - view looking west*

KPI Legend

Status trend

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

KPI definitions

Cost	
	Current Estimate at Completion (EAC) is no more than 10% over the current published 2025 Financial Plan figure.
	Current EAC is between 10% to 15% over the current published 2025 Financial Plan figure.
	Current EAC is more than 20% over the 2025 Financial Plan figure.

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

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

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

Acronyms

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

Acronym	Terminology
HVAC	Heating, Ventilation, and Air Conditioning
ICD	Integration Control Document
IFB	Issue / Invitation for Bid
IFC	Issue for Contract / Construction
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
KPI	Key Performance Indicators
LIHI	Low Income Housing Institute
Link lines	1 Line (Effective Dec. 2025) refers to Link light rail between Lynnwood and Federal Way 2 Line (Effective Mar. 2026) refers to Link light rail between Lynnwood and Downtown Redmond 3 Line Future lines between Everett – West Seattle 4 Line Future lines between Issaquah – Kirkland T Line (Effective September 2023) operates between Tacoma Dome and St. Joseph Hospital on Hilltop
LISC	Local Initiatives Support Corporation
LLE	Lynnwood Link Extension
LNTP	Limited Notice to Proceed
LRFP	Long-range Financial Plan
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTIR	Lost-Time Injury Rate
MACC	Maximum Allowable Construction Cost
MATOC	Multiple Award Task Order Contract
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MUP	Master Use Permit
MVET	Motor Vehicle Excise Tax
NCR	Notification of Change Report
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
NWCCC	Northwest Construction Consumer Council
OCS	Overhead Catenary System
O&M	Operations and Maintenance
OMF	Operations and Maintenance Facility
OSHA	Occupational Safety and Health Administration
PA	Public Address System
PE	Preliminary Engineering
PDB	Progressive Design-Build
PMIS	Project Management Information System
PMOC	Project Management Oversight Consultant
PNW CMAA	Pacific Northwest Chapter of the Construction Management Association of America
PSCAA	Puget Sound Clean Air Agency
PSRC	Puget Sound Regional Council
Q	Quarter
QA	Quality Assurance
QC	Quality Control
QRA	Quantitative Risk Analysis
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFEI	Request for Expression of Interest
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates
RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right-of-way
ROWI	Right-of-way Index

Acronym	Terminology
RSD	Revenue Service Date
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIT	System Integrated Testing
SODO	South of Downtown
SOGR	State of Good Repair
Sounder lines	N Line – formerly Sounder North. Operates between Everett and Seattle S Line – formerly Sounder South. Operates between Lakewood and Seattle
SOW	Scope of Work
SPI	Schedule Performance Index
SRTSI	Sounder Rail Track & Signals Improvements Project
SSCE	Sounder South Capacity Expansion Project
ST	Sound Transit
TAG	Technical Advisory Group
TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
TCE	Temporary Construction Easement
TDLE	Tacoma Dome Link Extension
TE	Traction Electrification
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIP	Transit Improvement Plan
TJPA	Transbay Joint Powers Authority
TOD	Transit-Oriented Development
TPSS	Traction Power Substation
TVM	Ticket Vending Machine
USFWS	U.S. Fish and Wildlife Service
VE	Value Engineering
VECP	Value Engineering Cost Proposal
VMS	Video Management Systems
WMATA	Washington Metropolitan Area Transit Authority
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation
WSLE	West Seattle Link Extension
WSTC	Washington State Transportation Commission
WTS	Women's Transportation Seminar
YOE	Year of Expenditure