



System Expansion Monthly Status Report

Reporting Period: December 2025



Ribbon cutting at Federal Way Link Extension Opening on Dec. 6.

Notable updates since last month's report

Schedule:

- **ELE:** Completion of all testing, safety certification, and final documentation required for pre-revenue operations was achieved. The guideway was handed over to operations to begin operator qualification on the final Crosslake Connection.
- **FWLE:** Opened for service on Dec. 6, 2025.
- **BLE:** Draft Environmental Impact Statement (DEIS) is now targeted for completion late Q2 2026.
- **EVLE:** The project plans to incorporate FTA feedback, expected in Q1 2026. The team is now anticipating a DEIS publication date in Q3 2026.

Safety: There was one (1) OSHA recordable injury reported during December 2025.

Active procurements:

- **Operations and Maintenance Facilities (OMF):** Progressive Design-Build.
- **SeaTac Station Platform Tile Replacement:** Construction contract (State of Good Repair).
- **Stride BRT:** Construction for BT102 Burien Transit Center.

Summary of recent project-related Board actions:

- **OMF South:** Authorized the acquisition of real property interests necessary for the construction, operation, and maintenance of the facility, as well as authorizing eligible relocation and reestablishment expenses.
- **FWLE:** Authorized increased contingency of \$50,000,000 for certain contracts on the project, all within the approved baseline budget of the project.
- **Project Management/Construction Management Services MATOC:** Authorized the establishment of a Multiple Award Task Order contract with 22 firms for five years, each with two one-year options to extend, for project management/construction management services such that the total aggregate amount does not exceed \$1,000,000,000 over the potential seven-year period.

Sound Transit future service

Link light rail

Future service:

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

Current service:

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

Sounder trains

Future service:

- S Line** DuPont–Seattle

Current service:

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

Stride bus rapid transit

Future service:

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

ST Express buses

Current service:

- Current routes

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

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

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

soundtransit.org/system



Project descriptions

Link light rail program

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

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

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

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

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

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

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

Pinehurst Infill Station: This project will add an elevated 1 and 2 Line infill station at NE 130th Street and 5th Ave in North Seattle, between the existing Northgate and Shoreline South/145th stations.

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

Series 3 LRV Fleet Expansion: The project includes the design, manufacturing, inspection, testing, and delivery of approximately 100 LRVs, with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Bellevue/Redmond and Federal Way, and extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah.

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

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

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

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

Sounder commuter rail program

DuPont Sounder Extension: This project will plan, design, and construct an S Line service extension from Lakewood to DuPont, including two new stations at Tillicum and DuPont, second mainline track and signal improvements, layover track improvements, and ancillary improvements.

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

Sounder South Capacity Expansion: The project will plan, design, and deliver capital elements to improve S Line access, capacity, and services. Elements will include track and signal improvements, additional trips, platform extensions, and access improvements for pedestrians, bicyclists, and bus riders. Current components in active planning include the Sounder Rail Track and Signal Improvements project and the King Street Station Platform Area Improvements project, which are both advancing through environmental analysis.

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

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

Stride Bus Rapid Transit (BRT) program

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

I-405 Bus Rapid Transit: This project establishes the Stride S1 Line from Burien Transit Center to Bellevue Downtown Station (at Bellevue Transit Center) via I-405 and SR 518; and the S2 Line along I-405, between Lynnwood City Center Station (at Lynnwood Transit Center) and Bellevue Downtown Station. It comprises 11 stations, including a new transit center in Renton on the S1 Line. The S2 Line will connect with the S3 Line at the new Bothell-Woodinville Transit Center.

SR 522 Bus Rapid Transit: The project establishes the 14-station Stride S3 Line from the Shoreline South/148th Link station at I-5 and to the future Bothell/Woodinville Transit Center at the I-405 and SR 522 interchange, where it will connect with the S2 Line.

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I. Report purpose summary

This report provides an overview of progress and performance for December 2025 for Projects in Planning/Design and Projects in Construction and detailed reports for all Transportation Infrastructure Finance and Innovation Act (TIFIA) funded projects. The report is published monthly, based on data from the previous month. This report is available at <https://www.soundtransit.org/get-to-know-us/documents-reports/system-expansion-monthly-status-report>.

II. Program overview

A. Accomplishments and innovations

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

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

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

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

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

More than 700 cost-savings measures have been identified at the project and programmatic levels, with more than 80 having been moved into implementation, as shown in Figure 1. Fall 2025 opportunity registers include:

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

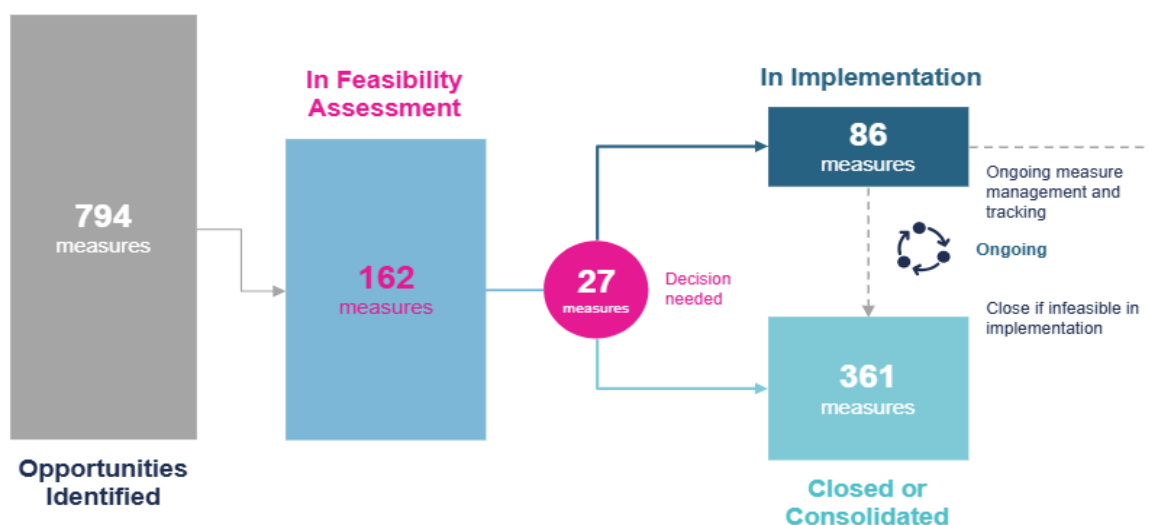


Figure 1: Project-level and Programmatic opportunities continue to progress through feasibility assessment into implementation or are closed if deemed infeasible. The number of opportunities continue to grow and be moved through feasibility assessment. An additional 100 opportunities were added to the register and moved through feasibility assessment in the last month alone.

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



The PMIS team is on track to roll out essential project management functionality for System Expansion in alignment with the need to support upcoming ST3 project delivery. Technical experts are currently testing functionality. Expert feedback will be incorporated into design and re-tested before deploying to the larger Sound Transit user base.

- **Multiple Award Task Order Contract (MATOC) — Process and Tools:**
 - Following the PMCM MATOC evaluation, 22 firms were recommended for contract awards and subsequently approved by the Board in December.
 - Request for Task Order Proposals (RFTOP) pilot efforts have been completed, and Task Orders have been awarded.
 - Long-term technology solutions continue to progress to support the MATOC task order process, real-time metric-driven dashboards, and reporting.
- **Construction Manual Update — Process:** The Construction Management manual update is 100% complete. The updated manual has been published and uploaded as a controlled document. The FTA is scheduled to review the updated manual. The updated project was completed at the end of October (Q4 2025), ahead of originally scheduled completion.


- **Project Controls Policies & Procedures (PCPPs) Update — Process:** In December, Phase 2 PCPPs went through comment resolution, review, and finalization by the process owners of the 14 documents. The Land Bank Agreement processes went through comment resolution after completion of the Bluebeam peer review session, which started in November. The update for all PCPPs is scheduled to be finalized by December 2025. FTA/PMOC continued their review of the 9 Phase 1 Fast Tracked PCPPs after kick-off meeting with CDD on October 30. As part of the review, FTA/PMOC met with agency staff that included CDD process owners and leads, SMEs from the Program Management Office, Transit Operations, and Quality.
- **Industry & Community Events — People:** As ST continues to build industry and community partnerships, the Capital Delivery Department led, participated in, and/or attended the following:
 - On Dec. 12, Sound Transit hosted a System Expansion Small Business Roundtable. The goal of the forum was to provide the latest information on contracting opportunities, share the types of support that Sound Transit provides to small businesses, and also to gather feedback on any ways we can improve how we work with the business community.

B. Program performance

* [Link to KPI](#)

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

- **Payment on System Expansion Contracts:** CDD's average invoice payment time was 29 days this month, meeting the target goal.

|  Payments on System Expansion Contracts <i>KPI associated with the average days paid *</i> | |
|---|---------------|
| Total invoices paid ^{1,2} | 68 |
| Total value paid | \$67.9M |
| Average days from invoice date to paid date ³ | 29 (100%) |
| Number of invoices approved within 30 days | 42 (62%) |
| Number of invoices approved over 30 days | 26 (38%) |
| Total invoice value approved within 30 days | \$55.9M (82%) |
| Total invoice value approved over 30 days | \$12M (18%) |



1. A/E/Construction contracts for System Expansion projects only; does not include Government agreements.

2. Payment based on Accounts Payable Management Guidelines.

3. Target is 100% payment within 30 days of invoice date.

- **Construction Safety:**

There was one (1) OSHA recordable incident reported during December 2025. On the Pinehurst Station Infill project, an employee was using a rigid conduit threader as they tried to loosen the 3/4-inch nipple chuck with the appropriate wrench from the manufacturer. After lacing the wrench on the nipple chuck, the employee attempted to remove the die but was unable to break it loose using their strength alone. They then placed both hands on the wrench and used the machine's torque to try and free the die. This caused the wrench to rotate unexpectedly, causing the employee to lose their grip. The wrench struck the back of their left hand between the thumb and forefinger suffering injuries. The injured employee

| Construction Safety | | | | | |
|---|---------------------------|------------------------------|------------------------------|---------------------------|-------------------------------|
| Program | Monthly KPI ^{1*} | Program Monthly ¹ | Program Average ² | Program Goal ³ | National Average ⁴ |
|  | RIR | 16.01 | 2.34 ⁵ | 1.15 | 2.30 |
|  | LTIR | 0.00 | 0.00 ⁶ | 0.50 | 1.00 |

1. Program Monthly rates based on monthly safety data.

2. Program Average rates based on 12-month rolling averages.

3. Program Goal <50% of the National average of RIR/LTIR.

4. National Average based on annual Bureau of Labor Statistics data for Construction.

5. The Program Average Recordable Injury Rate (RIR 1.5) is 30.06% above the Program Goal and is 34.97% below the National Average, as shown in Figure 2.

6. The Program Average Lost-Time Injury Rate (LTIR 0.45) is 10.26% below the Program Goal and 55.13% below the National Average, as shown in Figure 3.

was taken to receive medical care. The contractor is conducting further investigation of best practices for use of tools during similar operations.

It is important to note that, year-to-date (2025), Sound Transit has experienced 10 OSHA recordable incidents over 1,337,200 labor hours — a relatively low incident rate that reflects ongoing safety efforts.

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

- RIR (1.50) is 30.06% above the Program Goal and 34.97% below the National Average, as shown in Figure 2.
- LTIR (0.45) is 10.26% below the Program Goal and 55.13% below the National Average, as shown in Figure 3.

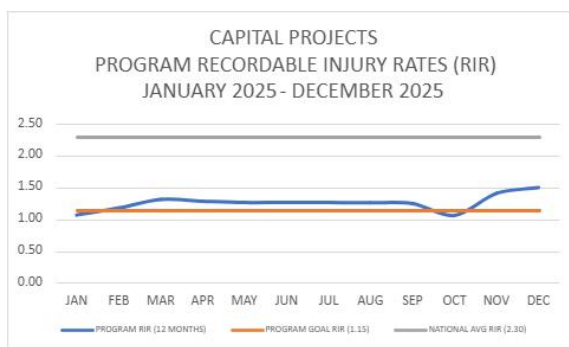


Figure 2: Recordable Injury Rate

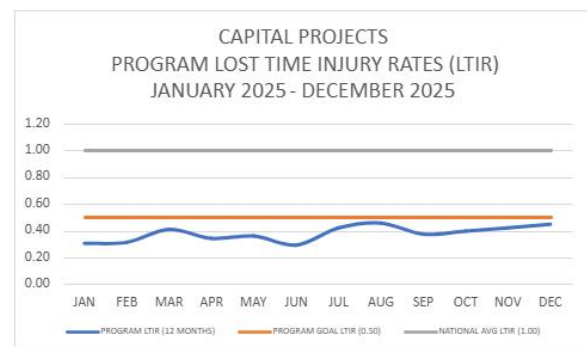


Figure 3: Lost-Time Injury Rate

C. Community development

Current conditions and opportunities:

- Coordinating construction for **OMF East** transit-oriented development (TOD) Phase I.
- Preparing **Kent Des Moines North** TOD and **Overlake Village** TOD for construction starting in early 2026.
- Renegotiating terms of the remaining market-rate phase(s) at **OMF East** TOD. Conducting community engagement.
- Preparing to bring TOD offering strategies at **Roosevelt** and **Mt. Baker** stations regarding TOD offering strategies planned for Board approval action in early spring 2026.
- Advanced specific joint development overbuild configurations at **Westlake** and **Denny Stations** for use in preliminary engineering.
- Provided input to the PMSS team on how to model joint development overbuild for **Ballard Station** for the DEIS model.
- Developing a TOD/Community Development Strategic Plan to undertake a portfolio-wide offering strategy analysis and further develop a set of recommendations to address barriers to TOD.

Notable activities:

- Signed the Disposition and Development Agreement for the Kent Multicultural Village affordable housing TOD project at **Kent Des Moines Station** and received FTA approval to use the Kent Des Moines South TOD site for temporary construction staging in support of the project.
- Executed a term sheet with King County for **Midtown Station** that identifies design parameters for inclusion in preliminary engineering, including overbuilding the station.
- At **Federal Way Downtown Station**, announced Notice of Intent to Award to Multi-Service Center and Shelter Resources, Inc. for development of a 230+ unit affordable housing project on TOD sites 1 and 2.

D. Environmental affairs and sustainability

Current conditions and opportunities:

- **BLE** Draft Environmental Impact Study (EIS) publication is behind schedule. Draft EIS is in review with FTA. ST is working with the FTA to determine a revised publication date, anticipated late Q2 2026.
- **EVLE** continues to progress towards target Draft EIS publication anticipated in Q3 2026 (recently changed from Q2 2026). The project plans to incorporate FTA feedback into the Draft EIS, expected in Q1 2026. Ongoing elected official briefings and third-party coordination meeting with AHJs, WSDOT, WDFW, Utilities, and FTA.

Notable activities:

- Held key meetings on **EVLE** project with federal, state, and local regulators as well as Tribal representatives to discuss aquatic resource impacts and mitigation opportunities.
- Completed Refrigerant Audit work that includes a refrigerant and fossil fuel phase-out plan and tool to meet upcoming code requirements.
- Launched work to develop an agency specification for photovoltaic array systems and electric vehicle charging systems.

- Completed an Envision Innovation Credit workshop with ST Project and Agency staff. Accomplished the identification of ideas that are already included in design or agency procedures. These ideas will be prioritized for documentation before considering ideas outside of current design and requirements that may require funding from the Sustainability Cost Allowance Fund.
- Deployed new buckets and signage for proper lithium-ion battery disposal at central collection areas at ST operations and maintenance facilities.
- Initiated the NPDES permitting process for the **WSLE** bi-directional load testing shaft near the Duwamish Waterway.
- **DRLE** officially achieved LEED Gold for Downtown Redmond Station.

III. Projects in planning and design

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

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

A. Executive overview





- Most ST3 projects are in the planning phase, with many projects at approximately 10% of design development or concept drawings.
- Project teams are gathering cost data across their projects to include current and historical cost data, market conditions, and programmatic and project-level cost-saving opportunities.
- Initiated weekly priorities for FTA staff to manage project schedule considering FTA staff capacity constraints.
- **BLE, EVLE, WSLE, OMF North, OMF South, TDLE, and Sounder** project teams are using the Cost-Savings Workplan tool or Opportunity Register to capture cost-saving measures, perform feasibility studies on validated measures, and track benefits monitoring for those measures approved for implementation.
- **TDLE** Draft EIS was published on Dec. 13, 2024, and the Board confirmed the Preferred Alternative on June 26, 2025. The project is advancing the design of the Preferred Alternative and beginning to prepare the Final EIS, which is anticipated to be published in Q1 2027.
- **EVLE** continues to progress towards target Draft EIS publication anticipated in Q3 2026 (recently changed from Q2 2026). The team plans to incorporate FTA feedback into the Draft EIS, this is expected in Q1 2026. Ongoing elected official briefings and third-party coordination meeting with AHJs, WSDOT, WDFW, Utilities, and FTA.
- **OMF South** released the Request for Qualification (RFQ) and Request for Proposal (RFP) in April. CDD is treating the group of maintenance facilities as a portfolio to leverage efficiencies and optimize performance across the system.
- **Sounder South Capacity Expansion Project (SSCE).** The **King Street Station Platform Area Improvement** Phase 3 Preliminary Engineering commenced in fall 2025 after the System Expansion Committee approved a contract amendment in June to enter the next phase of work.

- **SSCE and Sounder DuPont Extension.** The **SRTSI** project team is working with the consultant to develop the preliminary engineering scope of work and will negotiate consultant fee. The project team continues to coordinate with the Federal Railroad Administration on next steps for environmental review, including the approach for completing Section 106.











B. Risks, concerns, and opportunities

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

C. Monthly performance tracker for projects in planning and design











| Projects | % Complete ¹ | Development Phase | Cost KPI | Schedule KPI | Comments |
|-----------------------------------|-------------------------|-------------------|---|---|--|
| Ballard Link | 10% | DEIS / PE |  |  | <p>Cost: The Draft EIS in review with FTA, expected to be published in late Q2 2026 and will have the latest comparative cost information to support analysis of alternatives. Based on cost trends, comparative cost estimates are expected to exceed the financial plan value. The project team is applying cost savings opportunities identified through the Cost Opportunity Workplan and continuing to identify additional opportunities.</p> <p>Schedule: Project is advancing design and preparing to publish a Draft EIS in late Q2 2026 pending final FTA guidance regarding executive orders. Board action to confirm/modify Preferred Alternative would follow.</p> |
| Boeing Access Road Infill Station | 10% | Env Review / CE |  |  | <p>Cost: Draft Conceptual Engineering level cost estimate (Dec 2025) has been updated to reflect updated agencywide methodology. In line with trends across other capital projects experiencing significant cost pressures, the agency is actively reassessing this project's cost outlook. Review of draft conceptual engineering-level cost estimate is advancing and the final is expected in January 2026.</p> <p>Schedule: Delay associated with design option refinement and additional analysis. Conceptual Engineering is complete, and Board action to advance Preliminary Engineering is expected in January 2026. Project is advancing environmental review and it is expected to be complete in Q2 2027.</p> |

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

| Projects | % Complete ¹ | Development Phase | Cost KPI | Schedule KPI | Comments |
|---|-------------------------|-------------------------------------|---|---|---|
| Everett Link | 18% | DEIS / PE |  |  | <p>Cost: Latest cost data exceeds the Finance plan for this project. Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan/Register is underway, reporting back to the Board quarterly.</p> <p>Schedule: FTA completed first review of the DEIS and is requiring CSOs to be included in the DEIS prior to publication. FTA to provide feedback on the sample segment in early Jan. The DEIS publication target date is anticipated for Q3 2026. The overall schedule for the environmental process remains positive with a FEIS target of Q4 2027. Design continues on Phase 2 of the Advanced Conceptual Engineering, with a Board action to confirm/modify Preferred Alternative in Q4 2026.</p> |
| Graham Street Infill Station | 10% | Env Review / CE |  |  | <p>Cost: Draft Conceptual Engineering level cost estimate (December 2025) has been updated to reflect updated agencywide methodology. In line with trends across other capital projects experiencing significant cost pressures, the agency is actively reassessing this project's cost outlook. Review of draft conceptual engineering-level cost estimate is advancing and the final is expected in Jan. 2026.</p> <p>Schedule: Delay associated with design option refinement and additional analysis. Conceptual Engineering is complete, and Board action to advance Preliminary Engineering is expected in January 2026. Project is advancing environmental review and it is expected to be complete in Q3 2026. Major schedule risk: contractor/material procurement lead time for crossover construction.</p> |
| O&M Facility South | 30% | Design and Construction Procurement |  |  | <p>Cost: The project is trending to be within the financial plan budget. Work on cost-saving opportunities continues.</p> <p>Schedule: The project is in procurement phase for getting a progressive design builder onboard in Q1 2026.</p> |
| Sounder DuPont Extension | 1% | CE / NEPA DCE |  |  | Sounder Rail Track & Signal Project continues with the FRA NEPA/CE environmental activities. |
| Sounder Lakewood Station Access Improvements ² | 15% | Design |  |  | Design consultant reviewing ST's comments on design. The city is proceeding on schedule with their designs of non-motorized improvements along their right of way. |

² Project baselined.

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

| Projects | % Complete ¹ | Development Phase | Cost KPI | Schedule KPI | Comments |
|---|-------------------------|-----------------------|---|---|--|
| Sounder South Capacity Expansion Program | 1% | Planning / Design |  |  | King Street Station Platform Area Improvement Project and Sounder Rail Track & Signal Project are funded by this program. The KSS Project Team continues with FTA NEPA/CE environmental review activities. The SRTSI Project continues with the FRA NEPA/CE environmental review activities. |
| Sounder South Tacoma Station Access Improvements ² | 15% | Design |  |  | Design consultant reviewing ST's comments on design. The city is proceeding on schedule with their designs of non-motorized improvements along their right of way. |
| Tacoma Dome Link Extension | 10% | FEIS / PE |  |  | Cost: Latest cost data exceeds the Finance plan for this project. Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan/Register is underway, reporting back to the Board quarterly. Schedule: Project published Draft EIS in December 2024 and the Board confirmed/modified the Preferred Alternative in June 2025. Advancing the Preferred Alternative through preliminary engineering and preparing the Final EIS. Final EIS publication anticipated in Q1 2027. |
| Tacoma Dome Access Improvement | 8% | Alternatives Analysis |  |  | Schedule: The project is advancing through alternatives analysis and published its SEPA checklist in Q1 2026. It is anticipated the Board will identify the Projects to be Built in Q2/Q3 2026. |
| West Seattle Link Extension | 30% | FEIS / PE |  |  | Cost: Latest cost data exceeds the Finance Plan budget for this project. Evaluation of potential cost reduction and financing opportunities through Cost Opportunity workplan/Register is underway, reporting back to the Board quarterly. The next update is anticipated in early 2026. Schedule: NTP issued on Dec. 22 for continued EDS support in support of design progression and cost-saving validation. EDS is continuing to validate cost-saving measures, develop additional cost saving opportunities, and seek concurrence on design changes. Updated cost-saving information is anticipated in early 2026. |

C1. Link extension project detail in planning and design

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

Ballard Link Extension

- Project development
 - Draft EIS in review with FTA; Project is collaborating with the FTA to determine a new publication date, but it is anticipated to be late Q2 2026.
 - Final EIS and ROD anticipated in 2027.
 - Planning to submit for Entry into Engineering after completion of ROD.
- Advanced engineering
 - Evaluating cost-savings opportunities.
 - Continuing design coordination with third parties, including the City of Seattle, King County, WSDOT, and the Port of Seattle.
- Site investigation
 - Conducting geotechnical investigation along project corridor.
 - Conducting Phase I and II Environmental Site Assessments for properties proposed for acquisition.
- Contracting
 - No current procurements.

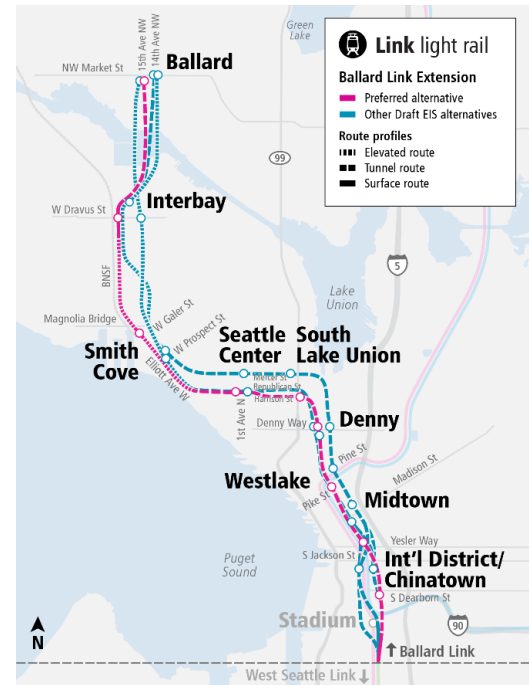


Figure 4: Map of BLE Project Alignment

Everett Link Extension

- Project development
 - FTA Feedback to be incorporated in DEIS, expected in Q1 2026. Draft EIS to be published Q3 2026.
 - Final EIS and ROD anticipated in late 2027.
- Advanced engineering
 - Preparing Advanced Conceptual Engineering.
 - Evaluating cost-savings and schedule optimization opportunities.
 - Continuing design coordination with third parties, including the Cities of Everett and Lynnwood, Snohomish County, and WSDOT.
- Site investigation
 - Conducting geotechnical investigations along project corridor.
 - Conducting Project Environmental Site Assessment for properties along the project corridor.
- Contracting
 - No current procurements. Phase 3 budget amendment Q3 2026.

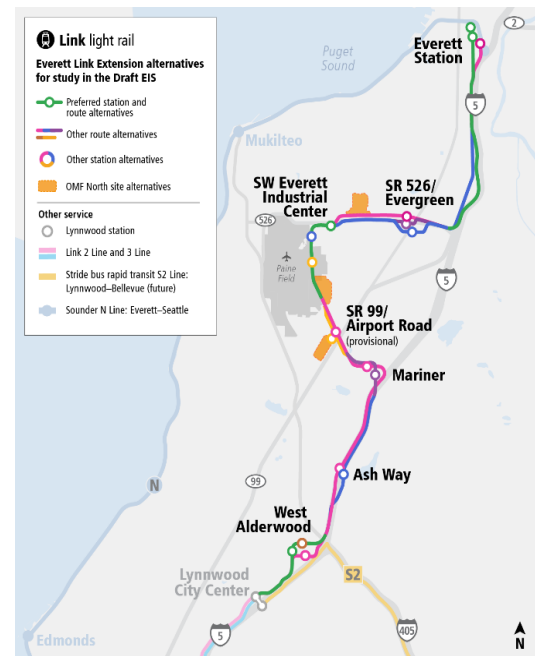


Figure 5: Map of EVLE Project Alignment

Tacoma Dome Link Extension

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

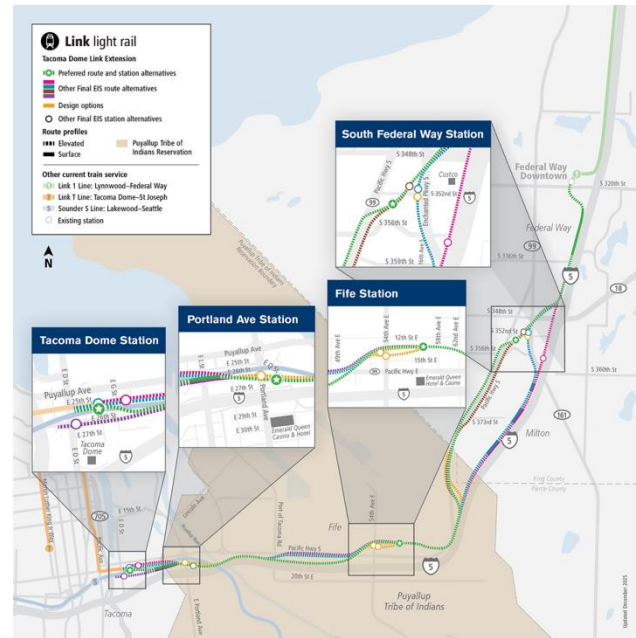


Figure 6: Map of TDLE Project Alignment

West Seattle Link Extension

- Project development
 - Final EIS published September 2024.
 - ROD received April 29, 2025.
 - Planning Expedited Project Delivery Grant submittal in 2026.
- Advanced engineering
 - Phase 1 Engineering Design Services contract approved by Board in April; NTP issued July 14, 2025.
 - Phase 1B Engineering Design Services contract approved by Board in November: NTP issued Dec. 22, 2025.
 - Continuing design coordination with key external stakeholders.
 - Evaluating cost-savings opportunities.
- Site investigation
 - Continuing geotechnical and archaeological investigation.
 - Preparing for bi-directional load tests for Duwamish bridge.
 - Conducting Phase I and II Environmental Site Assessments for properties proposed for acquisition.
- Contracting: Procurement Start Dates
 - W205 Bi-Directional Load test Q1 2026.
 - Rail Systems Engineering Design Services Q1 2026.
 - Instrumentation and Monitoring Services Q1 2026.
 - W200 Pre-Construction Services date pending.
 - Engineering Design Services Phase 2 Q1 2026.

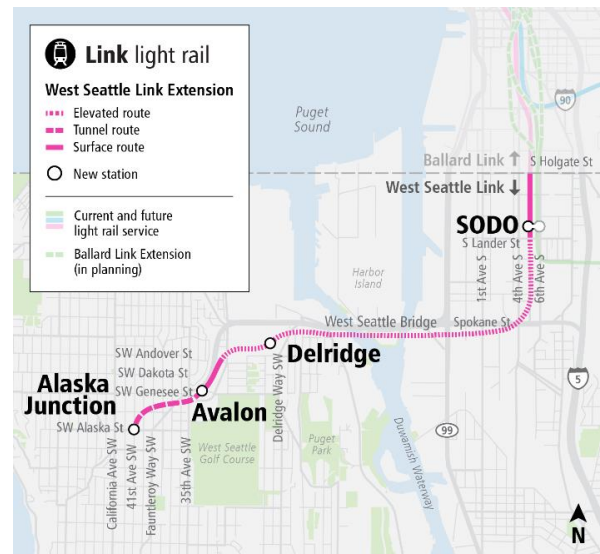


Figure 7: Map of WSLE Project Alignment

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

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

| Projects | % Complete ¹ | Development Phase | Cost KPI | Schedule KPI | Comments |
|--|-------------------------|-------------------|----------|--------------|---|
| Stride I405 (S1 and S2) ² ST-managed projects | 100% | Design | | | Continued preparing BT102 Burien Transit Center for construction procurement. Advertisement of IFB is expected in Jan 2026. |
| | 80% | Design | | | Schedule KPI reflects extended design duration caused by stormwater redesign of BT212 Lynnwood 196th/Poplar Way. However, RSD for S2 remains on track. |
| Stride SR 522, NE 145th (S3 Line) ² ST-managed project | 100% | Design | | | Real estate acquisition and permitting challenges are putting pressure on budget and schedule. Preparing BT306 Lake Forest Park segment for GCCM Procurement |

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

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

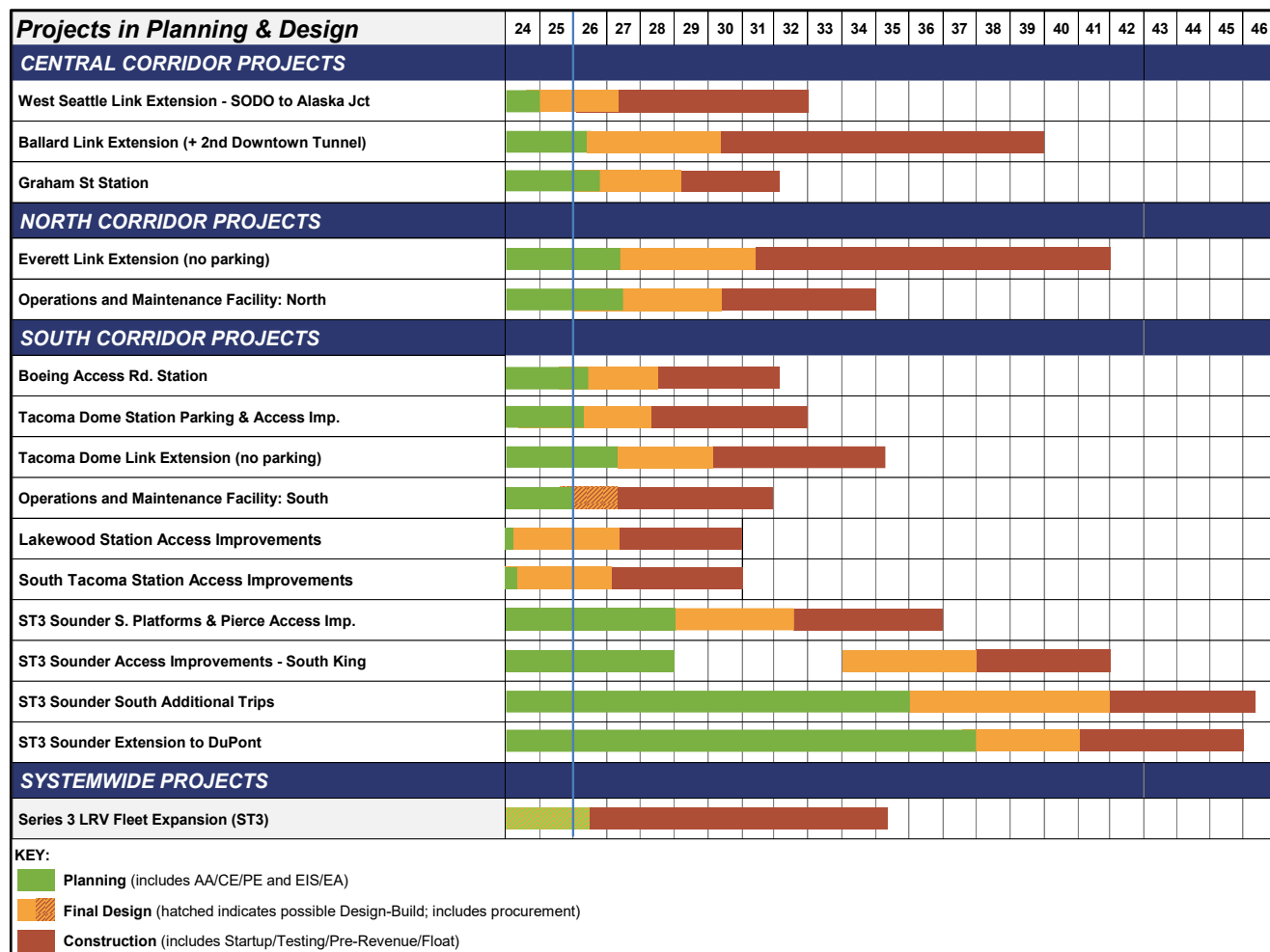
E. Monthly performance tracker for other support projects in planning and design

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

| Projects | %Complete ¹ | Development Phase | Cost KPI | Schedule KPI | Comments |
|------------------------------|------------------------|-------------------|----------|--------------|---|
| Series 3 LRV Fleet Expansion | 5% | Planning | | | Cost: Based on cost estimates from 2024, vehicle costs are expected to exceed financial plan. Also, more vehicles (compared to what is in the financial plan) are anticipated to meet ST3 service needs. Schedule: Draft RFP was published in Dec 2025 for 2nd round of industry review. Project overview and draft schedule was presented to the Board in September 2025. RFP publication is anticipated in March 2026. |

F. Projects in planning and design schedule

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



IV. Projects in construction










A. Executive overview










- Advanced construction is underway at **Pinehurst Station** with the civil contractor and systems contractor active on the site. Completion of platform construction requires single tracking through the station, which may be affected/limited by winter events. The project schedule is trending Q3 2026 opening with acceleration opportunities under review to ensure a timely opening.
- FWLE** Revenue service opening occurred on Dec. 6, 2025. Additional attention on security enhancements is expected in 2026 as part of the closeout process.
- Testing and safety certification processes were completed in order to enable a handover of the Crosslake connection on **ELE** to operations.
- Sounder South Sumner, Kent, and Auburn Stations Parking and Access Improvement Projects** continue construction at all three locations. **Sumner** re-sequenced work to place the western elevated deck zones (3&4) while resolving NCRs in Zones 1, 2, 3, and 5. **Kent** completed first elevated deck (L2) and progressed L3. **Auburn** completed level 3 elevated deck and started on level 4 of 6. Both Auburn and Kent continue to await their final off-site right-of-way (ROW) permits to complete the remaining design work – expected Q1 2026.

B. Risks, concerns, and opportunities

- **Hilltop Link Extension:** Work is underway to address remaining open items within the existing project budget. Additional funds are required to address the balance of open items, including those with the City of Tacoma.
- **Sumner Station Parking and Access Improvements:** The EOR has determined deck removal is required for NCR-20 and beam removal is required for NCR-17. Demolition is expected to start on Jan. 12, 2026. The current projected Substantial Completion is trending to November 2026, resulting in an in-service date of Q4 2026, versus the original Q1 2026. The team continues exploring schedule mitigation options. The overall project (3 garages) remains within the Q2 2027 baseline.

C. Monthly performance tracker for projects in construction

| Projects | % Complete ¹ | Cost KPI | Schedule KPI | Safety KPI | Comments |
|---|-------------------------|---|---|---|--|
| East Link Extension ^{2,3} | 100% |  |  |  | <p>Cost: Project cost continues to be driven by E130 claims resolution; which if settled may require additional budget.</p> <p>Schedule: System Integration Testing is complete, with pre-revenue operations underway; schedule KPI is measured against target date of Q1 2026. Planned opening is March 28, 2026.</p> <p>Safety: No recordable incident this period, no change in KPIs.</p> |
| Federal Way Link Extension ^{2,3} | 99% |  |  |  | Project successfully opened for revenue service on Dec. 6, 2025. |
| Pinehurst ^{2,3} | 82% |  |  |  | <p>Cost: Project costs are trending within baseline budget.</p> <p>Schedule: Work continues on mechanical, electrical, and plumbing under guideway. Installation of metal panels and window glazing at platform. Work on escalators, elevators, and elevator machine rooms progressing. The project schedule is trending towards a Q3 2026 opening with acceleration opportunities under review to ensure a timely opening. Schedule issues related to site constraints and infill station limitations.</p> <p>Safety: A recordable injury occurred in December, bringing the RIR up above the goal. See TIFIA report for details.</p> |

| Projects | % Complete ¹ | Cost KPI | Schedule KPI | Safety KPI | Comments |
|---|-------------------------|---|---|---|---|
| Sounder South Station Parking and Access Improvements | | | | | |
| Auburn ^{2,3} | 54% |  |  |  | AUBURN SPAI: Level 2 and 50% level 3 elevated deck structure completed. Final IFC package (off-site work) now expected during Q1 2026 – awaiting city permit comments, no schedule impact. |
| Kent ² | 45% |  |  |  | KENT SPAI: Continued forming and placing Level 2 elevated deck and started forming part of level 3 elevated deck. Received city comments on permit for off-site work and expect to resubmit in January 2026, leading to IFC in Q1. KCM layover – Absher submitted for permit and awaits comments to finalize IFC. |
| Sumner ^{2,3} | 60% |  |  |  | SUMNER SPAI: West zone of garage (Z4) has placed the top deck and Zone 3 over Station Lane will top off in January. NCRs 17 and 20 – work to address will begin in January and complete in March. Meanwhile deck forming will move to the east zones. Cost and Safety KPIs remain steady. |

D. Monthly performance tracker for Stride projects in construction

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

















| Projects | % Complete ¹ | Cost KPI | Schedule KPI | Safety KPI | Comments |
|--|-------------------------|---|---|---|--|
| Stride BUS OMF (Bus Base North) ² ST-managed project | 10% |  |  |  | Schedule delays due to subsurface differing site conditions and design revisions. Quantification of cost and schedule impacts due to these issues is underway. Contractor continues peat removal, hauling, and backfill at specific locations. Safety (RIR): No recordable injury this month. However, the project's monthly average rate is still above the Program Goal and the National Average due to two previous incidents in September and November. The project team will continue to monitor this trend. |
| Stride I-405 (S1 Line) ² ST-managed project | NTP issued 12/17/25 |  |  | N/A | BT105 Renton Transit Center construction contract was executed in December after updates were made to the federal provision per the executive orders. |
| Stride SR 522, NE 146th (S3 Line) ² ST-managed project | Pending NTP |  |  | N/A | BT305 Seattle/Shoreline construction contract executed in January, with NTP expected in February. BT307 Bothell/Kenmore construction contract executed and NTP expected in January. BT306 Lake Forest Park GCCM construction contract procurement is expected to begin in January. |

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

| Projects | % Complete ¹ | Cost KPI | Schedule KPI | Safety KPI | Comments |
|--|-------------------------|---|---|---|---|
| Stride I-405 (S1 and S2 lines) ² WSDOT-managed projects | 92% |  |  | N/A | NE 44th Inline Station is in construction as part of the WSDOT I-405 Express Toll Bellevue-Renton. The overall project is behind schedule and underspending the budget. However, there is no risk to ST's budget. The schedule delay currently has no effect on the S1 RSD. Handover date of BRT project element has been set for February 2026. |
| | 50% |  |  | N/A | Both NE 85th and Brickyard-Canyon Park Design-Build contracts continued to make good progress, trending slightly ahead of schedule. Less contingency used than expected, resulting in underspending the budget in 2025. |
| Stride SR 522, NE 145th (S3 Line) ² Third-party-managed projects | 94% |  |  |  | All third-party-managed projects for S3 are progressing as planned. There has been no measurable amount of % complete change this period. The City of Bothell completed construction within its city limits (SR 522 BAT Lane, and NE 185th Roadway) in preparation for Stride, all under budget. |

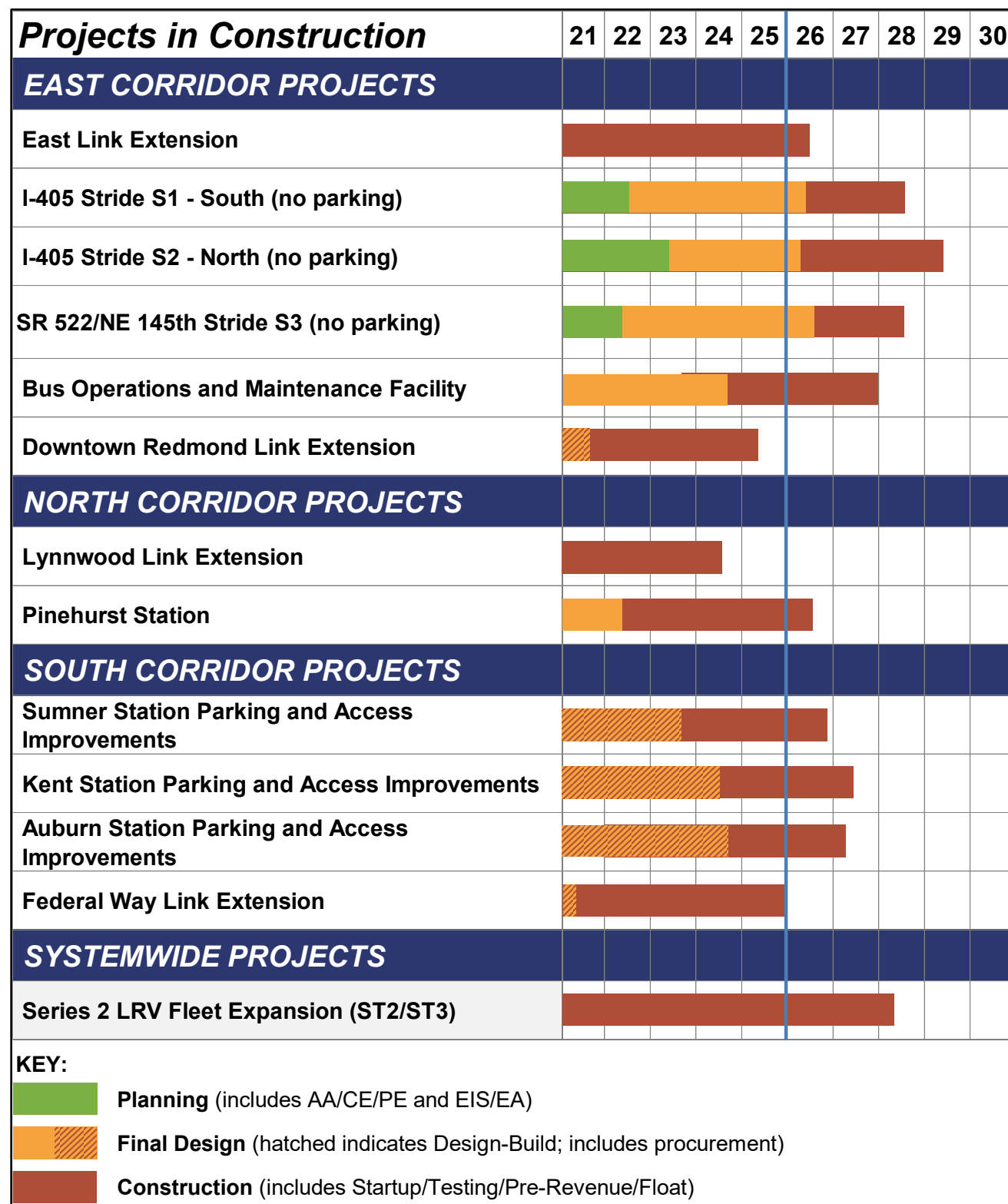
E. Monthly performance tracker for other support projects in construction

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

| Projects | % Complete ¹ | Cost KPI | Schedule KPI | Safety KPI | Comments |
|---|-------------------------|---|---|------------|--|
| Series 2 LRV Fleet Expansion ^{2,3} | 90% |  |  | N/A | Cost: Project budget is within the planned range. Schedule: Project schedule is proceeding according to plan. The delivery of new ST2 vehicles will not affect any planned expansion efforts. |










F. Projects in construction schedule

The graphic shows the overall schedule for construction projects.









KPI Legend




Status trend




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

KPI definitions

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

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

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

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

Acronyms

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

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

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

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