



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



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)

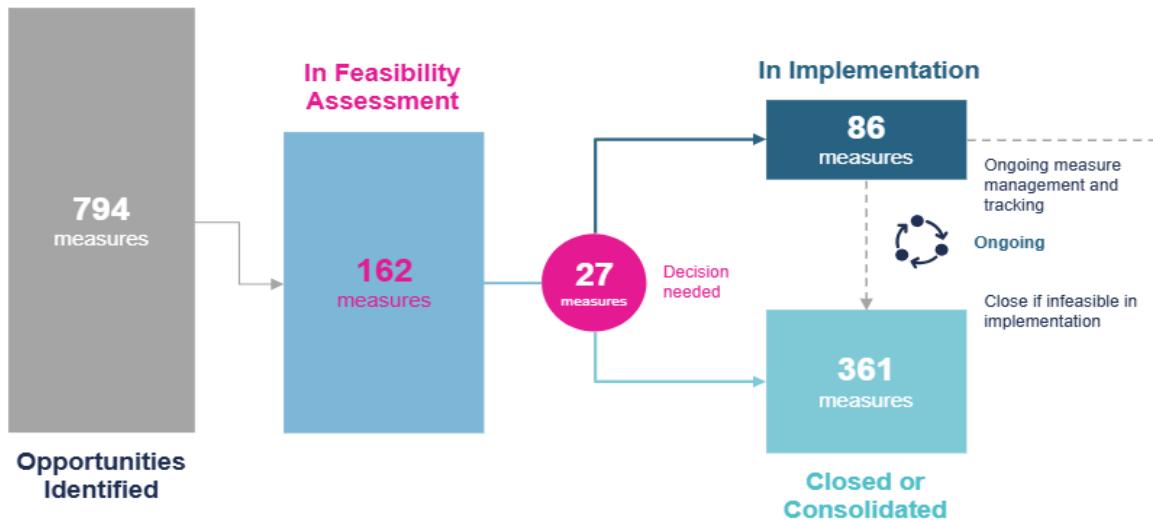


Figure 1: Project-level and Programmatic opportunities continue to progress through feasibility assessment into implementation or are closed if deemed infeasible. The number of opportunities continue to grow and be moved through feasibility assessment. An additional 100 opportunities were added to the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

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.

[* Link to KPI](#)

Payments on System Expansion Contracts	
KPI associated with the average days paid *	
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.

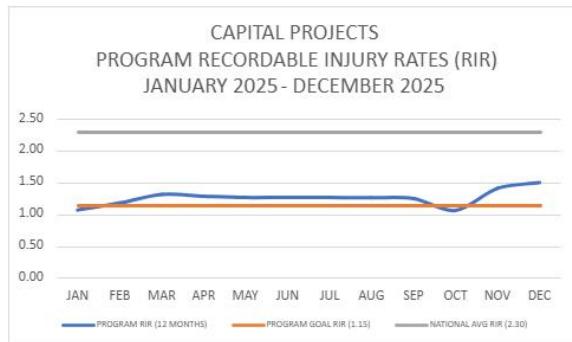


Figure 2: Recordable Injury Rate

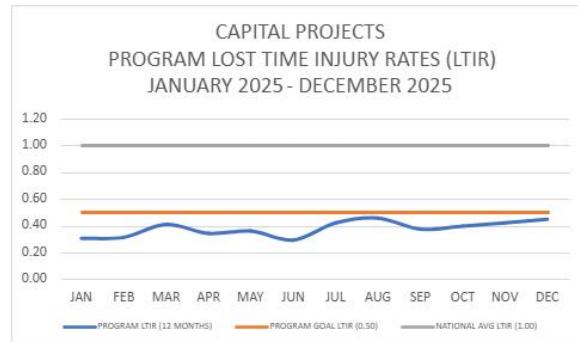


Figure 3: Lost-Time Injury Rate

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 SPAI, Sounder Maintenance Base, ST Express Reliability Investments (Bus on Shoulder, North Sammamish P&R, ST Express Bus Base), and systemwide projects (High-Capacity Transit [HCT] Environmental Studies, HCT Planning Studies, Investments SR 162). Once these projects advance to the planning phase, they will be documented in greater detail within the section.

A. Executive overview

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

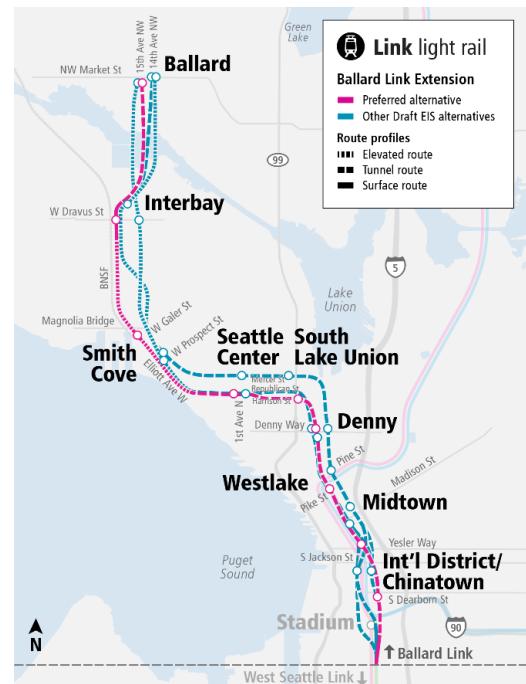


Figure 4: Map of BLE Project Alignment

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.

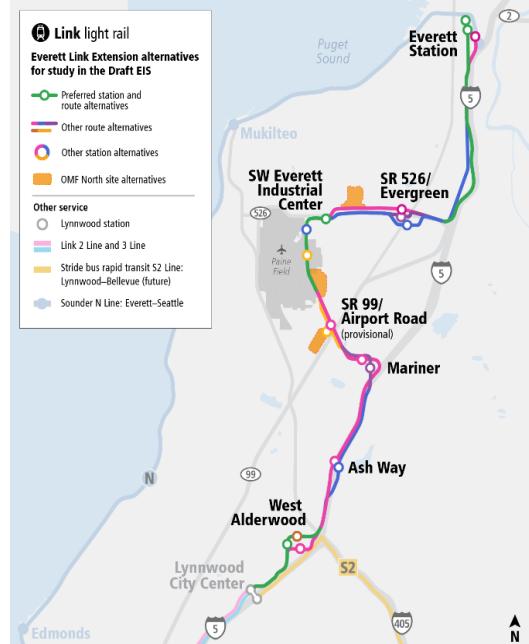


Figure 5: Map of EVLE Project Alignment

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.

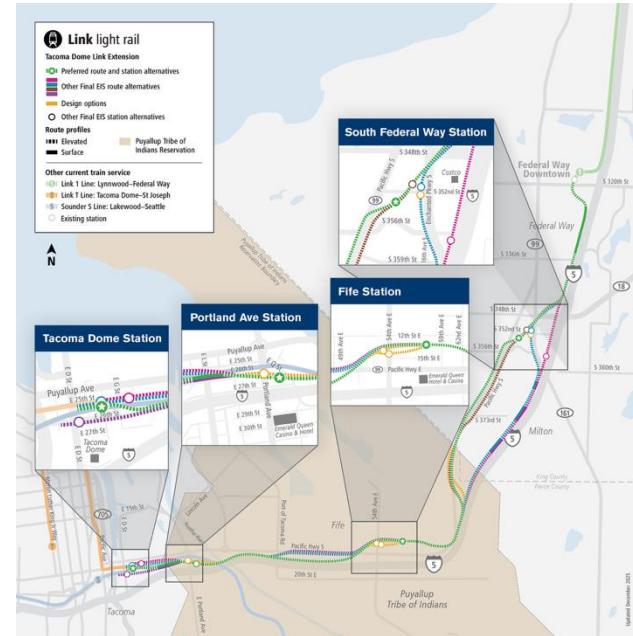


Figure 6: Map of TDLE Project Alignment

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.

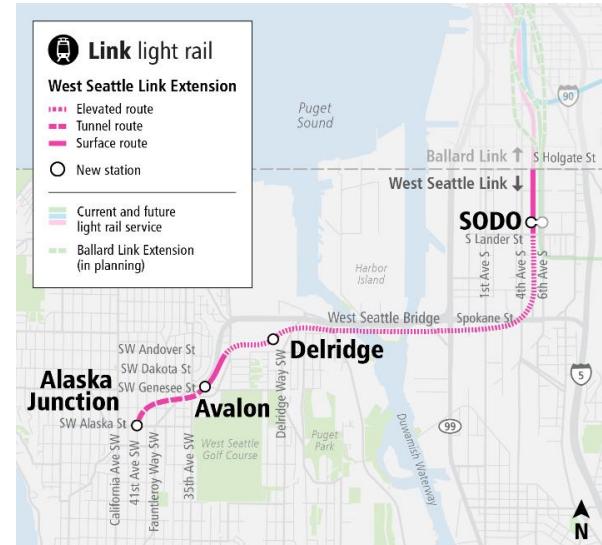


Figure 7: Map of WSLE Project Alignment

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.

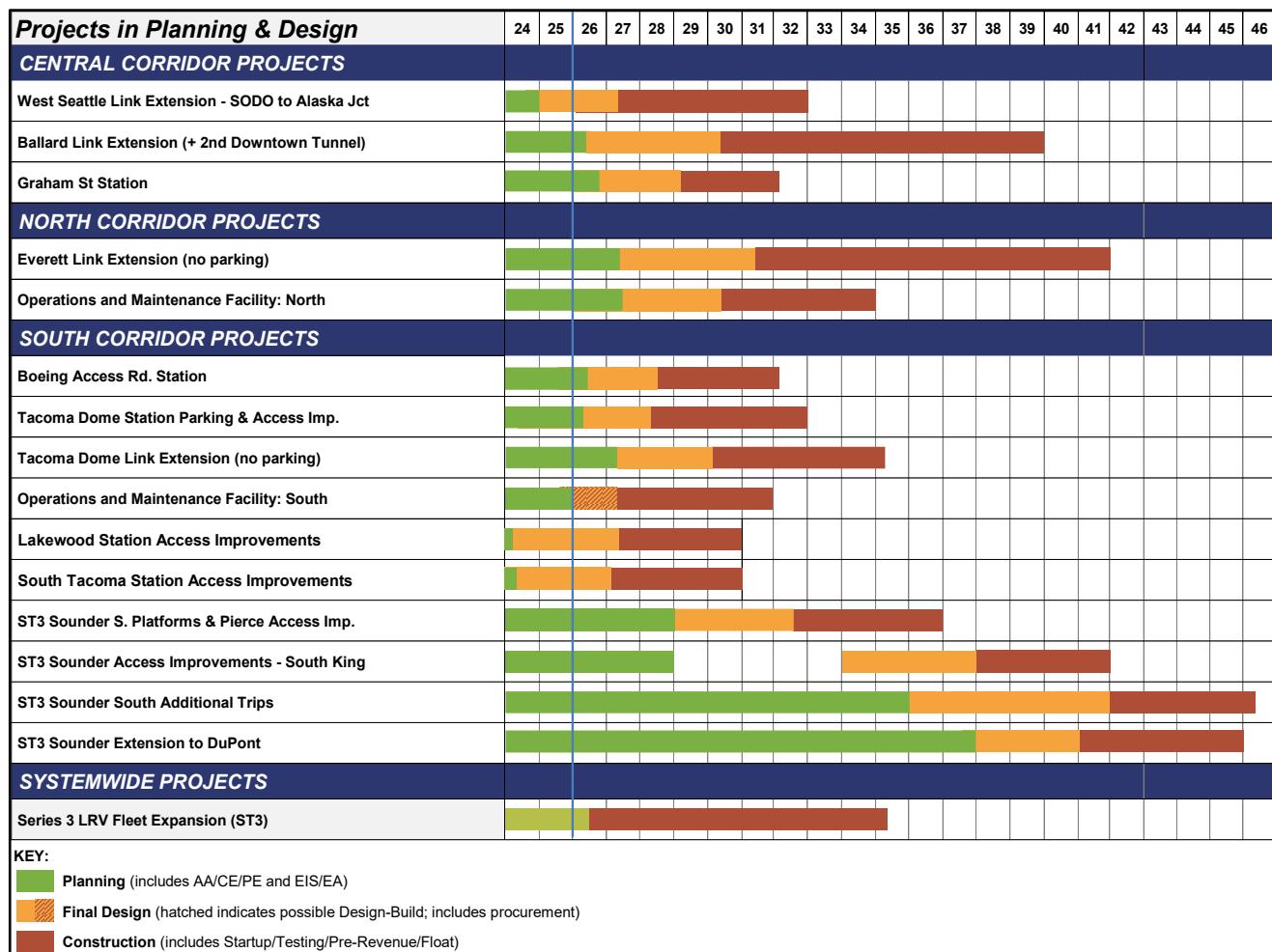
E. Monthly performance tracker for other support projects in planning and design

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.

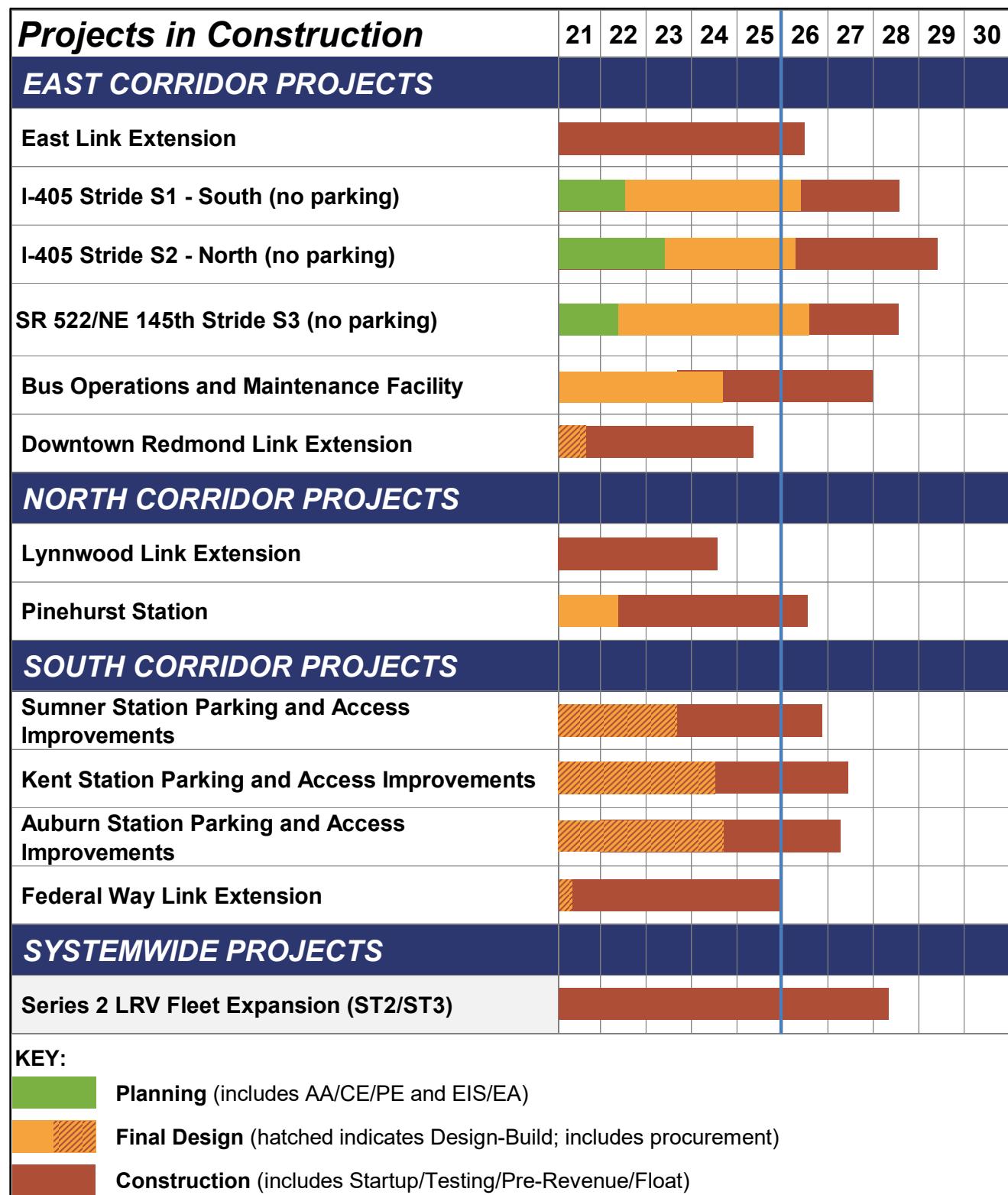
E. Monthly performance tracker for other support projects in construction

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

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

Acronyms

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

Acronym	Terminology
EMI	Electro Magnetic Interference
ESMS	Environmental and Sustainability Management System
EVLE	Everett Link Extension
FEIS	Final Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Employee
FWLE	Federal Way Link Extension
GC/CM	General Contractor/Construction Management
GEC	General Engineering Contract
HCT	High-Capacity Transit
HTLE	Hilltop Tacoma Link Extension
HVAC	Heating, Ventilation, and Air Conditioning
ICD	Integration Control Document
IFB	Issue / Invitation for Bid
IFC	Issue for Contract / Construction
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
KPI	Key Performance Indicators
LIHI	Low Income Housing Institute
Link lines	1 Line (Effective 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
Sounder lines	N Line – formerly Sounder North. Operates between Everett and Seattle S Line – formerly Sounder South. Operates between Lakewood and Seattle
SOW	Scope of Work
SPI	Schedule Performance Index
SRTSI	Sounder Rail Track & Signals Improvements Project
SSCE	Sounder South Capacity Expansion Project

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