



System Expansion Monthly Status Report

Reporting Period: November 2025



Two Link light rail vehicles (LRV) at Bellevue Downtown Station.

Notable updates since last month's report

Schedule:

- **ELE:** No change to opening forecast of May 2026. Testing of trains across the bridge is ongoing and the system moved through the system integration test program completing the majority of test requirements. Upcoming work includes handover to operations for operator qualification.
- **FWLE:** Project revenue service date - December 6, 2025.
- **BLE:** The Draft Environmental Impact Statement (DEIS) is now targeted for completion in late Q1 2026. The project is collaborating with the Federal Transit Administration (FTA) on determining a revised publication date.
- **EVLE:** The project plans to incorporate FTA feedback into the DEIS, which is expected in the first quarter of 2026. Based on the nature of the comments received, The team is tracking a publication date in the second quarter of 2026.

Safety: There were two (2) OSHA recordable injuries reported during November 2025.

Active procurements:

- **Operations and Maintenance Facilities (OMF):** Progressive Design-Build.
- **Multiple Award Task Order Contract (MATOC):** Project Management/Construction Management procurement is complete.
- **Union Station:** Fire detection & alarm system replacement design services.
- **Union Station:** Building envelope assessment.
- **Kent Garage:** Concrete restoration construction project (State of Good Repair).
- **Stride BRT:** Construction for BT305 Seattle/Shoreline SR 523 stations & roadwork and BT307 Kenmore/Bothell SR 522 roadwork & stations.
- **Real Property:** Real estate appraisal bench.

Summary of recent project-related Board actions:

- **Stride BRT:**
 - Construction award to Shimmick Construction Company, Inc. for the Renton Transit Center approved.
 - Construction agreement with Washington State Department of Transportation for the Tukwila International Boulevard BRT project approved.
 - Contracted Service Provider award to MV Transportation Inc. approved.
- **JOC:** SEC Committee approved 3 job order contracts (JOCs) on 11/13/25.

Sound Transit future service

Link light rail

Future service:

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

Current service:

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

Sounder trains

Future service:

- S Line** DuPont–Seattle

Current service:

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

Stride bus rapid transit

Future service:

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

ST Express buses

Current service:

— Current routes

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

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



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



Project descriptions

Link light rail program

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

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

Downtown Redmond Link Extension: Opened in May 2025, this project extended the 2 Line 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 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 November 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 November 2025.

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

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

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

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

Example: Digital Delivery is transforming how mega transportation programs are conceived and executed. Through technologies such as Building Information Modeling (BIM), Common Data Environments (CDE), 4D/5D modeling, and structured digital handover, agencies can reduce delays, eliminate rework, and improve lifecycle outcomes. As part of this opportunity, Sound Transit will standardize digital workflows across projects, improve agency data integration, increase internal and external stakeholder transparency, and encourage an innovative culture. This will save costs through increased efficiency and speed of delivery.

More than 600 cost-savings measures have been identified at the project and programmatic levels, with more than 80 having been moved into implementation, as shown in Figure 1.

Fall 2025 opportunity register metrics include:

- Programmatic
- Service Delivery
- State of Good Repair
- TDLE
- BLE
- EVLE
- WSLE
- BRT
- Sounder
- Infills

- OMFs (S & N)

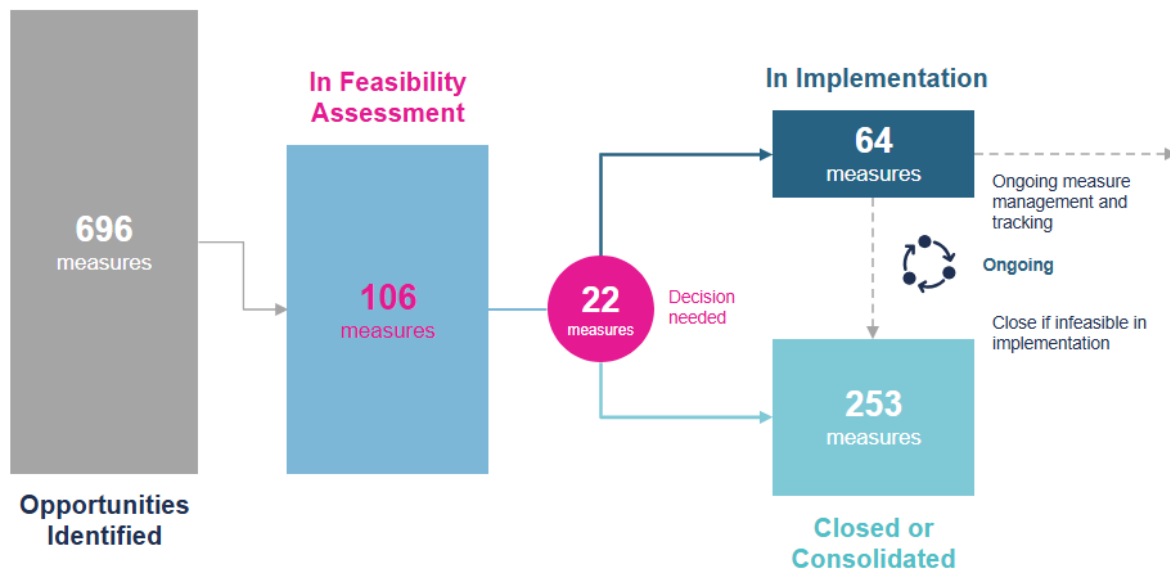


Figure 1: Project-level and Programmatic opportunities continue to progress through feasibility assessment into implementation or are closed if deemed infeasible. The number of opportunities continue to grow and be moved through feasibility assessment.

- **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 Design MATOC evaluation, 19 firms were recommended for contract awards and subsequently approved by the Board.
 - The PMCM Services MATOC, final recommendations will be presented to the Board for approval at the December Board meeting.
 - The first RFTOP has been awarded through the Environmental MATOC. To date, one award has been made (Haley & Aldrich), with five requests currently in Intake (Stage A) and two in Stage B.
 - 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 update project was completed at the end of October (Q4 2025), ahead of originally scheduled completion.
- **Project Controls Policies & Procedures (PCPPs) Update — Process:** In November, continued work on the Phase 2 PCPPs – developing workflows, reviewing and finalizing the 14 documents. Peer review through Bluebeam session started in late October 2025 and ended in November 2025. Additionally, a new document was developed for Land Bank Agreement processes, for which the Bluebeam peer review session started in November. The update for all PCPPs is scheduled to be completed by December 2025.
- **Industry & Community Events — People:** As ST continues to build industry and community partnerships, the Capital Delivery Department led, participated in, and/or attended the following:
 - From November 1–15, DCEO Terri Mestas participated in the APTA Executive Study Mission, an intensive tour of major transit systems in Asia including Singapore, Seoul, and Tokyo, alongside fellow executives from other agencies and the private sector.
 - On November 6, Executive Director Michael Morgan presented as part of a panel — “Progressive Design-Build for Mega Projects: Where Innovation Meets Complexity” — at the DBIA Design-Build Conference and Expo in Las Vegas.
 - On November 19, DCEO Terri Mestas attended the SAME (Society of American Military Engineers) Small Business Conference in Phoenix, Arizona.

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 26 days this month. As a result of hitting our goal, the arrow was changed to trending positive and green.

 Payments on System Expansion Contracts <i>KPI associated with the average days paid *</i>	
Total invoices paid ^{1, 2}	74
Total value paid	\$60.5M
Average days from invoice date to paid date ³	26 (100%)
Number of invoices approved within 30 days	63 (85%)
Number of invoices approved over 30 days	11 (15%)
Total invoice value approved within 30 days	\$52.2M (86%)
Total invoice value approved over 30 days	\$8.3M (14%)



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

2. Payment based on Accounts Payable Management Guidelines.

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

- **Construction Safety** ¹: There were two (2) OSHA recordable incidents reported during November 2025.

On the Kent SAI project, a subcontractor employee was using a utility knife equipped with a hook blade to strip the plastic sheathing from a post-tensioning (PT) cable. During the task, the employee was cutting the sheathing toward their body and toward the hand that was holding the PT cable. As they continued cutting, the blade slipped and caused lacerations to his index and middle fingers, even though he was wearing cut-level-3 gloves. To help avoid similar injuries, the subcontractor plans to replace all gloves with ones rated at cut resistance level 4 or higher.

Construction Safety					
Program Monthly KPI ^{1*}		Program Monthly ¹	Program Average ²	Program Goal ³	National Average ⁴
	RIR	5.17	1.40 ⁵	1.15	2.30
	LTIR	0.00	0.42 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 1.4) is 22.16% above the Program Goal and is 81.68% below the National Average, as shown in Figure 6.
6. The Program Average Lost-Time Injury Rate (LTIR 0.42) is 15.71% below the Program Goal and 57.85% below the National Average, as shown in Figure 7.

On the Bus Base North project, a laborer was working on the north of the job site along the site fencing. The laborer was using a utility knife to cut sections of rope to tie sandbags together to secure the tarping placed over the slope for protection. As they were walking along the fence line, they grabbed the fence for support. While walking they did not shut their utility knife. While walking to the adjacent fence panel, they placed their left arm over their right arm to grab the next section of paneling to maintain support. In doing so, their left arm grazed the open utility knife, inadvertently causing a laceration to their left forearm. To improve hazard identification and mitigation, the prime contractor is working with the subcontractor to implement the prime contractor's Pre-Task Safety Instruction (PSI) process.

It is important to note that, year-to-date (2025), Sound Transit has experienced nine (9) OSHA recordable incidents over 1,271,192 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 (1.4) is 22.16% above the Program Goal and 81.68% below the National Average, as shown in Figure 6.
- LTIR (0.42) is 15.71% below the Program Goal and 57.85% below the National Average, as shown in Figure 7.

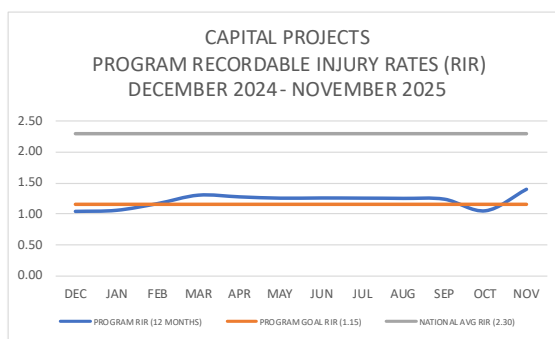


Figure 6: Recordable Injury Rate

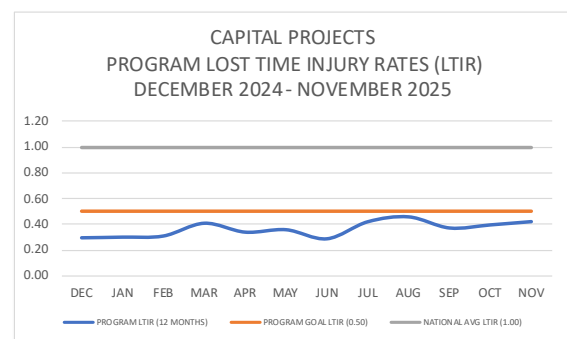


Figure 7: Lost-Time Injury Rate

¹ A variance in total monthly hours reported in the July and August SEMSR Report was identified; ST's data has been updated and September's Safety KPI metric reflects the correction.

C. Community development

Current conditions and opportunities:

- Coordinating construction for **OMF East** Transit Oriented Development (TOD) Phase I.
- Preparing **Kent Des Moines North** TOD and **Overlake Village** TOD for construction that starts in early 2026.
- Renegotiating terms of the remaining market-rate phase(s) at **OMF East** TOD.
- Conducting community engagement at **Roosevelt** and **Mt. Baker** stations regarding TOD offering strategies planned for Board approval in early 2026.
- Continuing study of overbuild design options for the headhouse at **Denny Station** to better understand integration complexity and find ways to simplify where possible.
- Continuing study of vent shaft configurations at **Westlake Station** to maximize joint development outcomes.
- Developing a TOD/Community Development Strategic Plan to undertake a portfolio-wide offering strategy analysis and further develop a set of recommendations to address barriers to TOD.

Notable activities:

- 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:

- The **BLE** draft Environmental Impact Study (EIS) publication is behind schedule, pending resolution and approval to publish from the Federal Transit Administration (FTA). ST is working with the FTA to determine a revised publication date as the current permitting dashboard date of 1/30/26 is no longer achievable.

Notable activities:

- Completed a Project Environmental Site Assessment (PESA) for over 400 potential acquisition properties on the Everett Link Extension, identifying over 250 as minimal risk and requiring no further environmental due diligence. This programmatic approach to Environmental Site Assessments resulted in more than \$1,750,000 in avoided costs.
- ECD staff continue construction site inspections on the ELE, FWLE, LLE, DRLE, Sounder stations, and the BRT - Bus Operations and Maintenance Facility (BOMF) construction sites.
- ECD staff completed 2 environmental compliance audits with minimal observations / recommendations.
- During the wet season, there have been no Ecology issued fines or notifications issued for any projects.

- ST's new Sr. Environmental Planner began her assignment at FTA under an Interagency Personnel Agreement on November 3. This assignment supports FTA Region 10 by building environmental staff capacity within its office.
- The FTA concurred that a TDLE design refinement to the SR99 West Alternative does not require a supplemental draft EIS on November 12.
- Environmental Compliance, Facilities, and IT partnered with a vendor to launch an RFID Asset Tag pilot to help address new inspection requirements requiring data collection at the individual asset level (e.g., each catch basin). The RFID tags will allow staff to quickly scan an asset and instantly access its inspection history and data, reducing inspection and data collection time, improving efficiency and data accuracy. Monitoring will continue throughout the winter to evaluate how well the tags withstand inclement weather.

III. Projects in planning and design

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

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

A. Executive overview







- Most ST3 projects are in the planning phase, with many projects at approximately 10% of design development or concept drawings.
- Project teams are gathering cost data across their projects to include current and historical cost data, market conditions, and programmatic and project-level cost-saving opportunities.
- Initiated weekly priorities for FTA staff to manage project schedule considering FTA staff capacity constraints.
- **BLE, EVLE, WSLE, OMF North, OMF South, TDLE, and Sounder** project teams are using the Cost-Savings Workplan tool or Opportunity Register to capture cost-saving measures, perform feasibility studies on validated measures, and track benefits monitoring for those measures approved for implementation.
- The **TDLE** Draft EIS was published on Dec. 13, 2024, and the Board confirmed the Preferred Alternative on June 26, 2025. The project is advancing the design of the Preferred Alternative and beginning to prepare the Final EIS, which is anticipated to be published in Q1 2027.
- **EVLE** continues to progress towards target Draft EIS publication in Q2 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 is planned to commence in fall 2025 after the System Expansion Committee approved a contract amendment in June to enter the next phase of work. The consultant change order was executed in August.

- **SSCE and Sounder DuPont Extension.** The **SRTSI** project completed conceptual engineering designs and submitted the designs to external stakeholders for review and comment. The project team continues to coordinate with the Federal Railroad Administration on next steps for environmental review, including the approach for completing Section 106.















B. Risks, concerns, and opportunities

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

C. Monthly performance tracker for projects in planning and design





Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Ballard Link	10%	DEIS / PE			<p>Cost: The Draft EIS expected to be published in Q1 2026 will have the latest comparative cost information to support analysis of alternatives. Based on cost trends, comparative cost estimates are expected to exceed the financial plan value. The project team is applying cost savings opportunities identified through the Cost Opportunity Workplan and continuing to identify additional opportunities. A Board update is planned for Q1 2026.</p> <p>Schedule: Project is advancing preliminary engineering and preparing to publish a Draft EIS in Q1 2026 pending final FTA guidance regarding executive orders. Board action to confirm/modify Preferred Alternative would follow in Q2 2026.</p>
Boeing Access Road Infill Station	2%	Env Review / CE			<p>Cost: Alternatives Analysis-level cost estimate (Oct 2024) exceeds financial plan estimate. Conceptual engineering-level cost estimate is expected in December 2025.</p> <p>Schedule: Delay associated with design option refinement and additional analysis. Project is advancing environmental review and conceptual engineering, and they are expected to be complete around the end of 2026.</p>
Everett Link	18%	DEIS / PE			<p>Schedule: FTA completed first review of the DEIS and is requiring the CSOs to be included in the DEIS – prior to publication. FTA to provide feedback on the sample segment in late Dec. / early Jan 2026. The publication target date is anticipated for Q2 2026. Design continues Phase 2 of the Advanced Conceptual Engineering, with a Board action to confirm/modify Preferred Alternative in Q4 2026.</p> <p>Cost: Latest cost data exceeds the Finance Plan budget for this project. Evaluation of potential cost reduction and financing</p>

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

Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
					opportunities through Cost Opportunity Workplan/Register is underway, reporting back to the Board quarterly. The next update is anticipated in late 2025.
Graham Street Infill Station	10%	Env Review / CE			<p>Cost: Draft Conceptual Engineering-level cost estimate (Oct 2025) is consistent with Alternatives Analysis-level cost estimate (Oct 2024) and exceeds the financial plan estimate. Final Conceptual Engineering-level cost estimate is expected in December 2025.</p> <p>Schedule: Delay associated with design option refinement and additional analysis. Project is advancing environmental review and conceptual engineering, and they are expected to be complete in Q3 2026.</p>
O&M Facility South	30%	Design and Construction Procurement			<p>Cost: The project is trending to be within the financial plan budget. Work on cost-saving opportunities continues.</p> <p>Schedule: The project is in the 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 is also funded by this project budget. Final conceptual engineering designs are completed.
Sounder Lakewood Station Access Improvements ^{3,4}	15%	Design			A Task Order was set up with WSP to review the 30% design. The initial meeting with WSP will be held on 11/24/2025. Comments are expected by the second week of January 2026.
Sounder South Capacity Expansion Program	1%	Planning / Design			Sounder Rail Track & Signal Project complete CE design phase Value Engineering Workshop.
Sounder South Tacoma Station Access Improvements ^{3,4}	15%	Design			A Task Order was set up with WSP to review the 30% design. The initial meeting with WSP will be held 11/24/2025. Comments are expected by the second week of January 2026.
Tacoma Dome Link Extension	10%	FEIS / PE			<p>Cost: Based on cost trends, current cost estimates exceed the Financial Plan Value. The project team is applying the Cost Opportunity Workplan actions and has begun to identify efficiencies and cost savings.</p> <p>Schedule: The team is preparing the Final EIS, which is anticipated to be published in Q1 2027. The project is advancing the preferred alternative through preliminary engineering.</p>

³ Project Baselined.

⁴ The projects % complete was adjusted due to an internal error reported in the October SEMSR

Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Tacoma Dome Access Improvement	6%	Alternatives Analysis			Coordinating development with TDLE.
West Seattle Link Extension	30%	FEIS / PE			<p>Cost: Latest cost data exceeds the Finance Plan budget for this project. Evaluation of potential cost reduction and financing opportunities through the Cost Opportunity Workplan/register is underway, with reports back to the Board quarterly. The next update is anticipated in early 2026 as part of the Enterprise Initiative updates.</p> <p>Schedule: The EDS team is continuing to validate cost-saving measures and develop additional cost-saving opportunities. Updated cost-saving information is anticipated in late 2025.</p>

C1. Link extension project detail in planning and design

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

Ballard Link Extension

- Project development
 - Draft EIS in review with FTA; publication is anticipated in early 2026.
 - Final EIS and ROD anticipated in late 2026.
 - Planning to submit for Entry into Engineering after completion of ROD.
- Advanced engineering
 - Evaluating cost-savings opportunities.
 - Continuing design coordination with third parties, including 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 8: Map of BLE Project Alignment

Everett Link Extension

- Project development
 - Draft EIS to be published Q3.
 - 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.

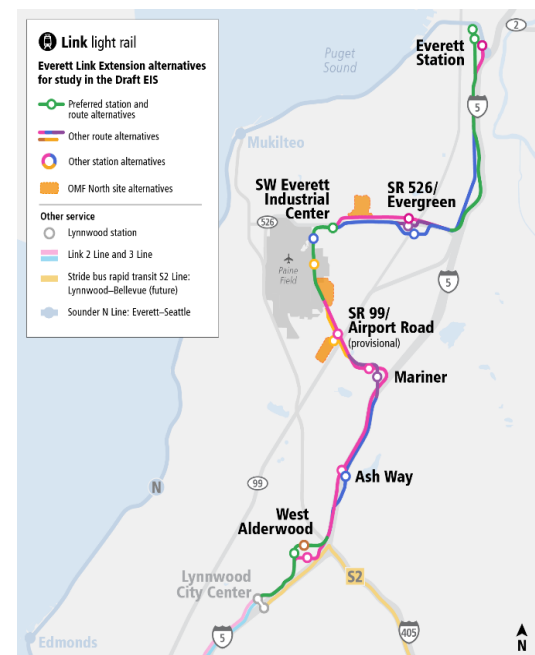


Figure 9: Map of EVLE Project Alignment

- Contracting
 - No current procurements. Phase 3 budget amendment Q3 2026.

Tacoma Dome Link Extension

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

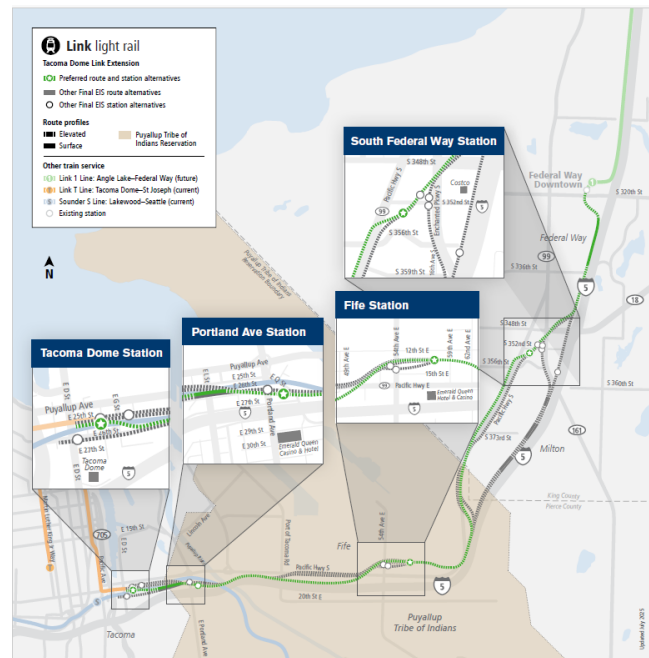


Figure 10: Map of TDLE Project Alignment

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.
 - 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.

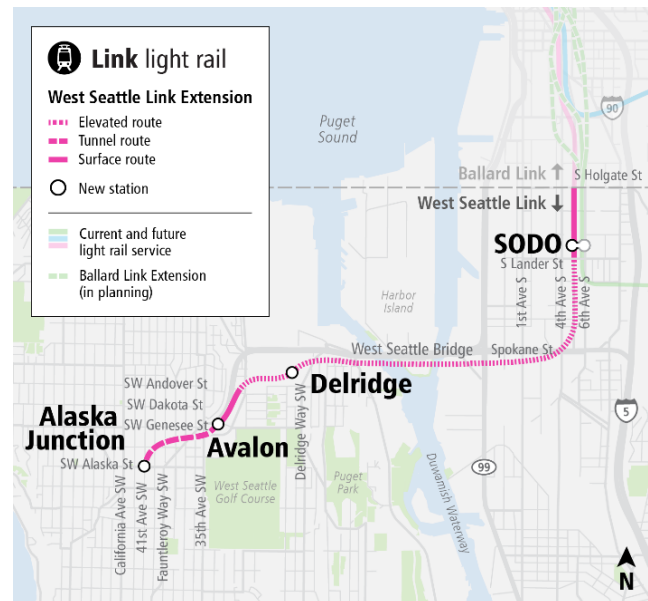


Figure 11: Map of WSLE Project Alignment

- 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 Q1 2026.
 - Engineering Design Services Phase 2 Q1 2026.

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

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











Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Stride I405 ST-managed projects (S1 and S2) ³	99%	Design			Preparing BT102 Burien Transit Center for construction procurement. Advertisement of IFB is expected in Jan 2026
	79%	Design			Schedule KPI reflects extended design duration due to stormwater redesign resulting from recent geotechnical finding of BT212 Lynnwood 196th/Poplar Way. However, RSD for S2 remains on track.
Stride SR 522, NE 145th ST-managed project (S3 Line) ³	98%	Planning/Design			Real estate acquisition and permitting challenges are putting pressure on budget and schedule. BT306 Lake Forest Park segment design is substantially complete with some design elements being worked on in coordination with the AHJs.

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

Projects	% Complete ²	Development Phase	Cost KPI	Schedule KPI	Comments
Stride I-405 WSDOT-managed projects (S1 Line) ³	99%	Design			ST is working with WSDOT to prepare the Inline Tukwila International Boulevard Station (TIBS) Design-Build contract for procurement. Board approved the funding agreement with WSDOT in October.

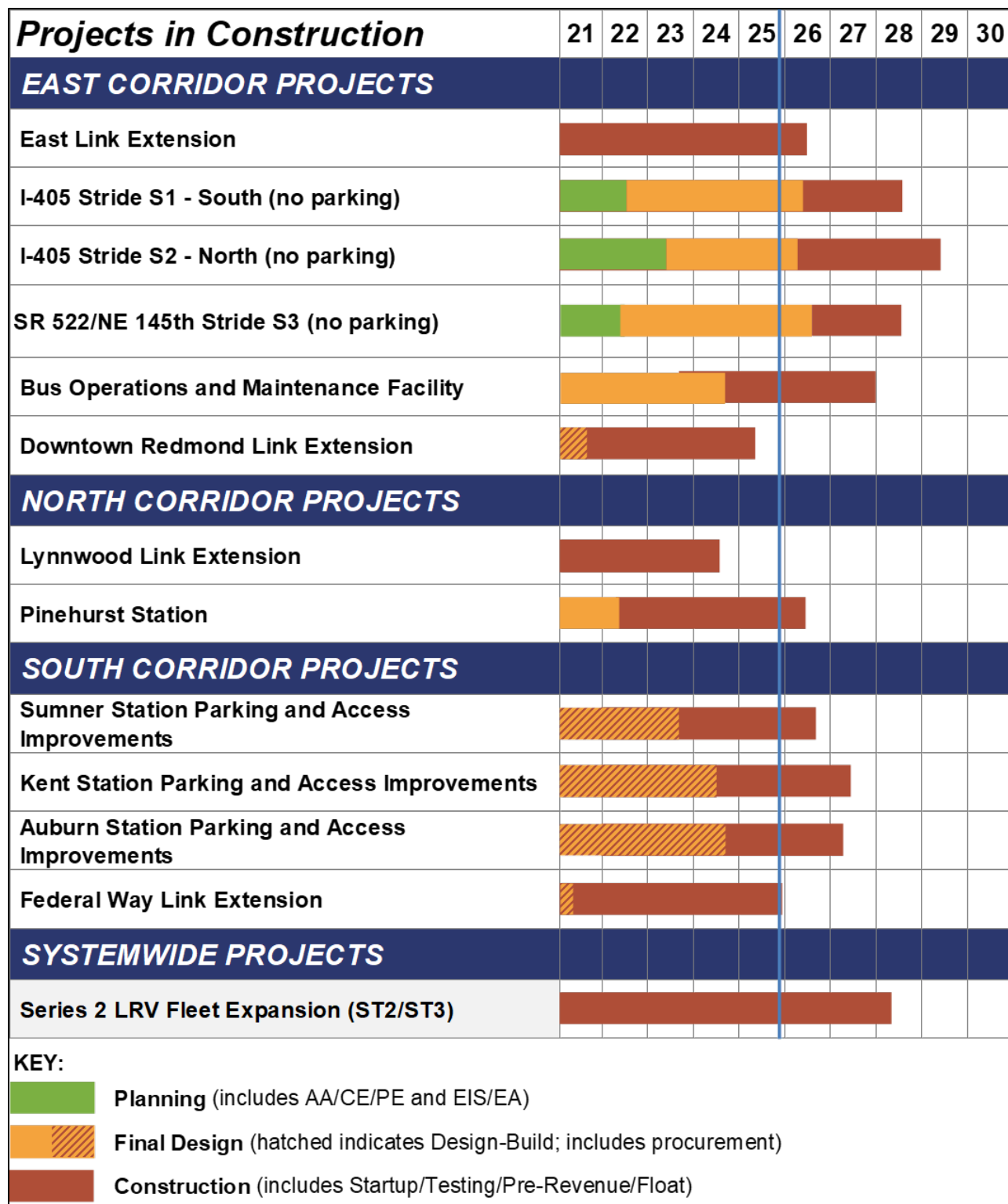
E. Monthly performance tracker for other support projects in planning and design

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

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

F. Projects in planning and design schedule

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



IV. Projects in construction




A. Executive overview

- Advanced construction 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 towards an opening in Q2 or Q3 of 2026.
- In November, **FWLE** revenue service opening is December 6, 2025. Additional attention on security enhancements is expected in 2026 as part of the closeout process.
- System integration testing started across the remaining **ELE** segments on September 15, 2025. The team made significant progress on all testing elements and punch list elements on the project. Some testing and safety certification processes remain ahead of a handover to operations in December.
- 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** placed its first section of elevated deck while **Auburn** completed level 2 elevated deck and started on level 3 of 6. Both Auburn and Kent are awaiting their final off-site right-of-way (ROW) permits to complete the remaining design work.










B. Risks, concerns, and opportunities

- Hilltop Link Extension:** Work is underway to address remaining open items within the existing project budget. Additional funds are required to address the balance of open items, including those with the City of Tacoma.
- Sumner Station Parking and Access Improvements:** The EOR has determined that limited deck removal is required for NCR-20 and beam removal is required for NCR-17. Demolition is expected to start in December. The current projected Substantial Completion is trending to September 2026, resulting in an in-service date of Q4 2026, versus the original Q1 2026. The team is exploring schedule recovery options.

C. Monthly performance tracker for projects in construction






Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
East Link Extension ^{3, 5}	99.7%				<p>Cost: The Cost KPI continues to be driven by E130 claims resolution. An additional budget request is expected in the January Board cycle for added resilience and project closeout.</p> <p>Schedule: System Integration Testing is nearing completion, with the commissioning of the cathodic protection system also complete. The schedule KPI is measured against the target date of Q1 2026. The forecasted opening is May 2026. Once in pre-revenue operation, more</p>

⁵ Projects that require detailed reports to meet TIFA reporting requirements

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
					information will be available on the projected revenue service date. Safety: No recordable incidents occurred this period, and there is no change in KPIs.
Federal Way Link Extension ³ , Error! Bookmark not defined.	99%				Project entered into Simulated Service on 10/27/25. ST took care and custody of stations and guideway on 10/24/25. Project is trending towards a successful Revenue Service Date of 12/6/25.
Pinehurst ³ , Error! Bookmark not defined.	75%				Project continues to work on ancillary building and underground utility installation, mechanical, electrical, and plumbing along with platform glazing, metal panel installation, and under-guideway conduit. Safety (RIR): The project's 12-month average rate is currently still above the Program Goal and the National Average. See project TIFIA report for more details.
Sounder South Station Parking mystand Access Improvements					
Auburn ^{3, 4}	46%				AUBURN SPAI: The first elevated deck level was placed, with the ramp to L3 and 1/3 of Level 3 being formed. Safety - the first recordable injury occurred.
Kent ³ , Error! Bookmark not defined.					KENT SPAI: The first section (25%) of the Level 2 elevated deck was placed, and 50% more was formed. Awaiting off-site improvements permit to complete the final IFC.
Sumner ^{3,4}					SUMNER SPAI: Re-sequenced work placed Level 3 deck on the east side of the garage while NCRs are resolved for the west side. The cold joint in the Level 2 second placement will require full or partial removal, resulting in a schedule impact — DB/EoR continues to evaluate. The projected in-service date is now Q4 2026.

D. Monthly performance tracker for Stride projects in construction

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

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride BUS OMF (Bus Base North) ST-managed project ³	8%				Began to experience schedule delays due to design revisions and encountering additional peat and debris during excavation. Cost may be affected due to the same issues. Safety: The project had one (1) recordable safety incident in November.
Stride I-405 ST-managed projects (S1 Line)	Pending Contract Award / NTP			N/A	BT105 Renton Transit Center received Board approval to execute construction contract in October. Contract was executed in December after updates were made to the federal provision per the executive orders. Contract NTP is expected in January 2026.



Stride SR 522, NE 145 th ST-managed project (S3 Line)	Pending Contract Award / NTP			N/A	BT305 Seattle/Shoreline construction contract received Board approval for execution in November. BT307 Bothell/Kenmore construction contract awarded and expected to achieve NTP in January. BT306 Lake Forest Park GCCM construction contract procurement is expected to begin in January.
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Table below shows portion of the **Stride** projects managed by WSDOT or a third party.

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride I-405 WSDOT-managed projects (S1 and S2 Lines) ³	91%			N/A	NE 44th Inline Station is in construction as part of the WSDOT I-405 Express Toll Bellevue-Renton. The overall project is behind schedule and underspending the budget. However, there is no risk to ST's budget. The schedule delay currently has no effect on the S1 RSD. Handover date of BRT project element has been set for Feb 2026.
	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 on the budget.
Stride SR 522, NE 145 th third-party-managed project (S3 Line) ³	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. City of Shoreline is constructing the NE 145th / I-5 ramps roundabout funded by Stride. Safety for third-party-delivered projects is handled by the third-party overseeing construction contract.

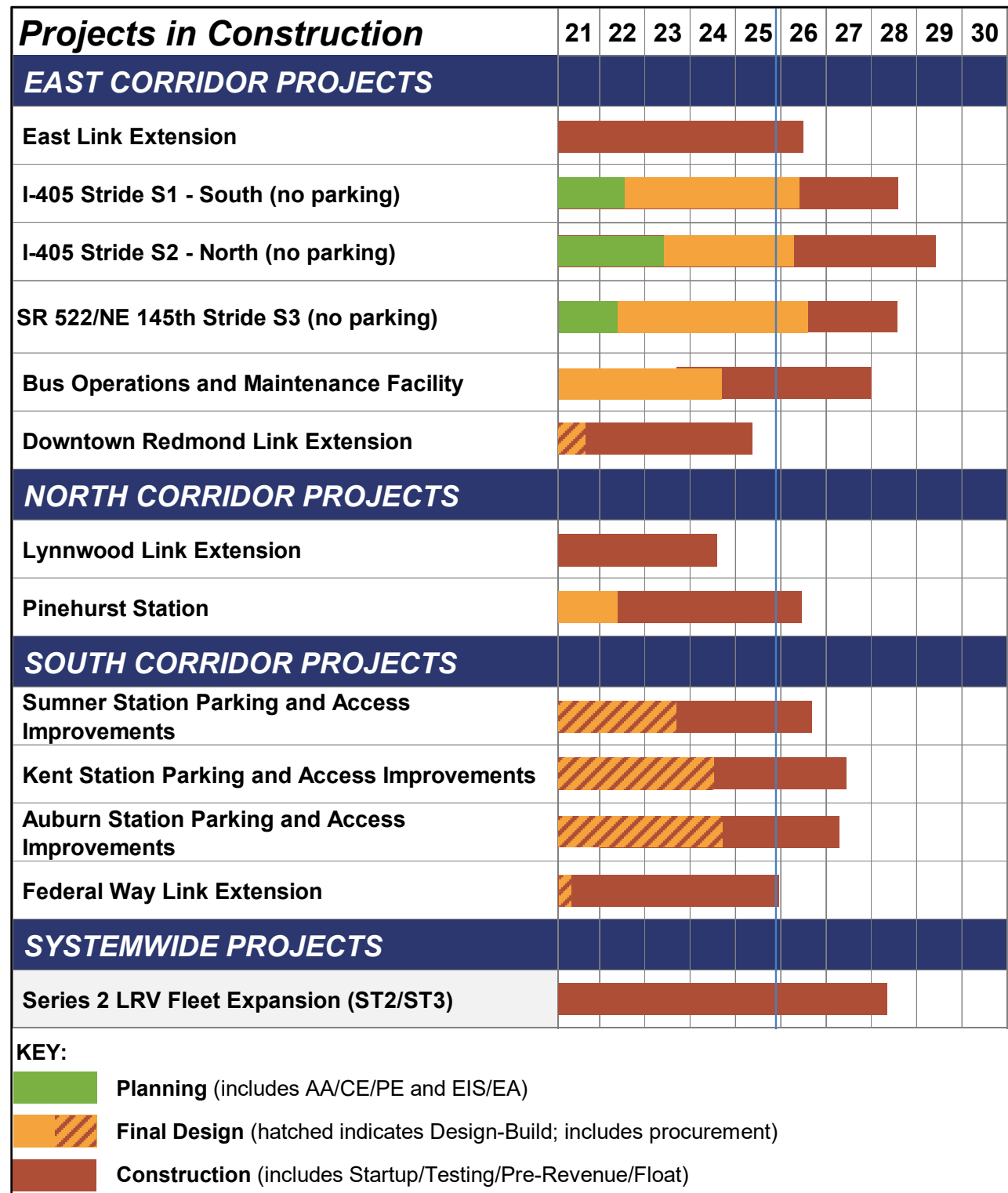
E. Monthly performance tracker for other support projects in construction

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

Projects	% Complete ²	Cost KPI	Schedule KPI	Safety KPI	Comments
Series 2 LRV Fleet Expansion ³ <small>Error! Bookmark not defined.</small>	89%			N/A	<p>Cost: Project budget is within the planned range.</p> <p>Schedule: Project schedule is proceeding according to plan. The delivery of new ST2 vehicles will not affect any planned expansion efforts.</p>










F. Projects in construction schedule

The graphic below shows the overall schedule for projects in construction.









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.




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.
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	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	<p>1 Line (Effective August 2024) refers to Link light rail between Lynnwood and Angle Lake</p> <p>2 Line (Effective May 2025) refers to Link light rail operating between South Bellevue and Downtown Redmond</p> <p>3 Line Future lines between Everett – West Seattle</p> <p>4 Line Future lines between Issaquah – Kirkland</p> <p>T Line (Effective September 2023) operates between Tacoma Dome and St. Joseph Hospital on Hilltop</p>
LISC	Local Initiatives Support Corporation
LLE	Lynnwood Link Extension
LNTP	Limited Notice to Proceed
LRFP	Long-range Financial Plan
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTIR	Lost-Time Injury Rate
MACC	Maximum Allowable Construction Cost
MATOC	Multiple Award Task Order Contract
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MUP	Master Use Permit
MVET	Motor Vehicle Excise Tax
NCR	Notification of Change Report
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System

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

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