



## Motion No. M2026-23

### City of Seattle Project Administration Agreement Amendment and Task Orders for the West Seattle Link Extension, Ballard Link Extension, Graham Street Infill Station, and Boeing Access Road Infill Station projects

Meeting:	Date:	Type of action:
System Expansion Committee	07/09/2026	Recommend to Board
Board	07/23/2026	Final Action

Staff name:	Staff title:
Brad Owen	Acting Chief Capital Delivery Officer
Diana Holloway	Commercial Director

### Proposed action

(1) Authorizes the chief executive officer to a) amend the Project Administration Agreement with the City of Seattle to add Sound Transit's Graham Street Infill Station and Boeing Access Road Infill Station projects, b) execute Amendment 1 to Task Order 5 to continue reimbursing City staff for coordination on the Graham Street and Boeing Access Road infill stations from January 1, 2026 through May 31, 2027, in the amount of \$81,850, with a 10 percent contingency of \$8,150, for Graham Street, and \$50,040, with an approximate 10 percent contingency of \$4,960 for Boeing Access Road, for a new not-to-exceed total for Task Order 5 of \$274,000, c) execute Task Order 7 for City staffing services supporting the Ballard Link Extension from January 1, 2026 through December 31, 2027, in the amount of \$4,185,445, with a 10 percent contingency of \$418,545, totaling \$4,603,990; and (2) ratifies work completed in 2025 associated with the scope of work identified in Task Order 4 for the West Seattle Link Extension and Ballard Link Extension projects in the amount of \$1,075,000 to be paid under Task Order 7; all for a new authorized Project Administration Agreement amount not to exceed \$19,161,811.

### Key features summary

- The Project Administration Agreement (PAA) with the City of Seattle references the Sound Transit Regional Transit Long-Range Plan and the Sound Transit 3 Plan (ST3) and established reimbursement of city services for the West Seattle Link Extension and Ballard Link Extension projects that support early issue resolution and decision-making that will advance design, permitting and project delivery. It does not explicitly speak to Sound Transit's infill station projects at South Graham Street and South Boeing Access Road, despite those projects being part of the Long-Range Plan and ST3. This amendment adds the infill projects to the agreement by name so City staffing services and billing can be planned and tracked directly to these projects.
- The Amendment 1 to Task Order 5 will modify the existing task order to allow for continued reimbursement for city services including community liaison engagement and pre-permitting coordination with Seattle Public Utilities, Seattle City Light, Seattle Department of Construction and Inspections, and Seattle Department of Transportation for the Graham Street and Boeing Access Road infill station projects from January 1, 2026 through May 31, 2027.

- Task Order 7 authorizes continuation of reimbursement of City staffing services for the Ballard Link Extension Project within the existing PAA.
  - \$4,603,990 for City staffing services from January 1, 2026 through December 31, 2027, including a share of the City Designated Representative, engineering working group, permit streamlining working group, community liaison support, and SDCI permitting staff. This amount includes a 10% contingency of \$418,545.
  - \$1,075,000 to reimburse 2025 costs that exceed Task Order 4 budget authority, for similar services from June 1, 2025 to December 31, 2025.
- In Resolution No. R2026-11, the Board identified the Graham Street Infill Station and Ballard Link initial segment (Seattle Center) projects as fully funded projects to advance through Construction within existing resources. The Board also identified the Boeing Access Road Infill Station project as funded through final design, but construction is not currently affordable within existing resources. This action enables continued collaboration with City staff, providing reimbursement for its designated representative, and coordination with City departments and staff.

## Background

The Ballard Link Extension (BLE) and the Graham Street and Boeing Access Road infill station projects are part of Sound Transit's ST3 program of light rail expansion in Seattle. BLE will extend light rail from downtown Seattle to Ballard's Market Street area with nine stations and a new rail-only tunnel from Chinatown/International District through South Lake Union and Seattle Center/Uptown. BLE is in the preliminary engineering phase and expects to reach the DEIS milestone in Q4 2026. On May 28, 2026, the Board adopted the Enterprise Initiative (Resolution No. R2026-11), confirming funding for final design and environmental work across the full BLE alignment. Construction is funded through the Seattle Center station.

The Ballard Link Extension (BLE) will extend the 1 Line from the SODO neighborhood to Ballard, adding over 7 miles of light rail service to the Sound Transit system. The project contemplates up to nine new stations, a new tunnel through downtown Seattle, South Lake Union, and Seattle Center, elevated and at-grade guideway through Smith Cove/Interbay and a tunnel under the Lake Washington Ship Canal to Ballard. The extension will connect to the existing 1 Line near SODO Station and ultimately provide light rail service between Tacoma Dome and Ballard. On May 28, 2026, the Board adopted Resolution No. R2026-11, which confirms funding for final design and environmental work across the full BLE alignment, while recognizing that construction from Seattle Center to Ballard is not currently affordable within existing resources.

The Graham Street infill station project adds an at-grade station in Seattle's Rainier Valley on MLK Jr Way S, just south of Graham St, in between the existing Columbia City and Othello stations. On May 28, 2026, the Board adopted Resolution No. R2026-11, which confirms the Graham Street Infill Station project as fully funded through construction within existing resources.

The Boeing Access Road infill station project adds an elevated station in Tukwila on the west side of E Marginal Way S, just north of S 112th St. The project also includes a bus transfer facility, 300-space surface parking lot, pedestrian and vehicle access to the station, and potential a new traffic signal. On May 28, 2026, the Board adopted Resolution No. R2026-11, which confirms funding for final design and environmental work for the Boeing Access Road Infill Station project, while recognizing that construction funding is not currently affordable within existing resources.

Together, the infill station projects expand light rail access in the Rainier Valley, southern Seattle, and northern Tukwila, close large gaps between existing stations, and provide connections to the North

Tukwila and the Duwamish Manufacturing and Industrial Centers. Both projects are undergoing environmental review consistent with SEPA and NEPA and in preliminary engineering.

The City of Seattle has authority to permit light rail construction and operation within the city limits. BLE and the infill station projects fall under that authority as essential public facilities. Under the System Expansion Implementation Plan (SEIP), Sound Transit and the City finalized a partnering agreement specific to the project at the start of project development. The Seattle City Council adopted the agreement, and the Sound Transit Board authorized it under Motion No. M2017-161. The Board subsequently authorized a Project Administration Agreement (Motion No. M2018-52) with the City, establishing a task order process for reimbursing the City staff for design, permitting, and construction work essential to project objectives and schedules.

The PAA's original scope covered the West Seattle and Ballard Link Extension projects but did not explicitly mention the infill stations. Adding the projects to the scope allows City and agency staff to better plan for necessary city services for each project under review and better facilitate project-specific issue resolution and decision-making coordination. The ST3 plan identified the Graham Street infill station as a project within the City of Seattle's jurisdiction, and the Boeing Access Road infill station as a project within the vicinity of Seattle City Light and Seattle Public Utilities infrastructure.

Task Order 4 originally authorized reimbursement of city services on the West Seattle Link Extension and Ballard Link Extension projects when they were a single project. In July 2022, the Board split the work into discrete projects, allowing each extension to operate independently under this PAA.

Task Order 5, executed within the CEO's Delegated Authority under Resolution No. R2023-30, reimbursed City staff time spent on the infill station projects through conceptual engineering. The requested Amendment 1 would extend these staffing services through anticipated preliminary engineering milestones, January 1, 2026 through May 31, 2027.

Task Order 7 would authorize continued staffing services for the Ballard Link Extension project through anticipated preliminary engineering milestones, from January 1, 2026 through December 31, 2027, including reimbursement of 2025 expenditures that exceeded budget authority for Task Order 4.

Information on the existing six task orders is shown below:

<b>Task Order</b>	<b>Scope</b>	<b>Authorized</b>
Task Order 1	Established Task Order process	\$ 573,116
Task Order 2	Established scope, schedule and budget for continuation of City Designated Representative and Technical Services	\$ 1,448,137
Task Order 3	Established the scope, schedule and budget for Seattle City Light Technical Services	\$ 1,484,400
Task Order 4	Initial City of Seattle WSLE and BLE reimbursement	\$ 6,362,200
Task Order 5	Initial City of Seattle Infill Station projects reimbursement	\$ 129,000
Task Order 6	Additional City of Seattle WSLE reimbursement	\$ 3,340,968
<b>Existing Task Orders</b>	<b>Cumulative Amount Authorized To Date</b>	<b>\$13,337,821</b>

## Project status

### Graham Street Infill Station

Percent complete (measured to revenue service date): 10%

Project Development Phase: Environmental review / Conceptual Engineering

Current project status, performance metrics, and additional information are located on page 17 of the May 2026 System Expansion Monthly Status Report.

### Boeing Access Road Infill Station

Percent complete (measured to revenue service date): 10%

Project Development Phase: Environmental review / Conceptual Engineering

Current project status, performance metrics, and additional information are located on page 16 of the May 2026 System Expansion Monthly Status Report.

### Ballard Link Extension

Percent complete (measured to revenue service date): 10%

Project Development Phase: DEIS / Preliminary Engineering

Current project status, performance metrics, and additional information are located on page 16 of the May System Expansion Monthly Status Report.

## Fiscal information

This action is funded by the current approved project authorized allocations, and there is sufficient budget projected to fund the remaining work. The current project authorized allocations are included in the existing Long Range Financial Plan.

The authorized project allocation for the Boeing Access Road Infill Station project is \$20,438,000. Within the \$400,000 Third Party phase, \$350,000 has been allocated to the budget line item for Other Third Parties. The action would commit \$55,000 to this line item and leave a balance of \$240,000.

### Boeing Access Rd. Infill Station

(in thousands)

Project Phase	2026 Proposed Budget	Board Approvals*	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$3,079	\$2,006	\$	\$2,006	\$1,073
Preliminary Engineering	16,684	12,029	-	12,029	4,655
Final Design	-	-	-	-	-
Third Party	400	55	55	110	290
Right of Way	275	84	-	84	191
<b>Total Current Budget</b>	<b>\$20,438</b>	<b>\$14,174</b>	<b>\$55</b>	<b>\$14,229</b>	<b>\$6,209</b>

### Phase Detail - Third Party

Other Third Parties	\$350	\$55	\$55	\$110	\$240
Other Third Party	50	0	-	0	50
<b>Total Phase</b>	<b>\$400</b>	<b>\$55</b>	<b>\$55</b>	<b>\$110</b>	<b>\$290</b>

#### Notes:

Amounts are expressed in Year of Expenditure \$000s.

For detailed project information, see page 136 of the 2026 Adopted Budget & Financial Plan.

\* Board Approvals = Commitment and PO Contingency Remaining as of 5/31/2026.

The authorized project allocation for the Graham Street Infill Station project is \$12,154,000. Within the \$255,000 Third Party phase, \$245,000 has been allocated to the budget line item for Other Third Parties. The action would commit \$90,000 to this line item and leave a balance of \$81,000.

### Graham St. Infill Station

(in thousands)

Project Phase	2026 Proposed Budget	Board Approvals*	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$2,126	\$1,232	\$	\$1,232	\$894
Preliminary Engineering	9,458	8,022	-	8,022	1,436
Final Design	-	-	-	-	-
Third Party	255	\$74	\$90	\$164	91
Right of Way	315	\$84	-	84	231
<b>Total Current Budget</b>	<b>\$12,154</b>	<b>\$9,412</b>	<b>\$90</b>	<b>\$9,502</b>	<b>\$2,652</b>

#### Phase Detail - Third Party

Other Third Parties	\$245	\$74	\$90	\$164	\$81
Other Third Party	10	0	-	0	10
<b>Total Phase</b>	<b>\$255</b>	<b>\$74</b>	<b>\$90</b>	<b>\$164</b>	<b>\$91</b>

#### Notes:

Amounts are expressed in Year of Expenditure \$000s.

For detailed project information, see page 135 of the 2026 Adopted Budget & Financial Plan.

\* Board Approvals = Commitment and PO Contingency Remaining as of 5/31/2026.

The authorized project allocation for the Ballard Link Extension project is \$830,417,707. Within the \$16,350,000 Third Party phase, \$12,822,600 has been allocated to the budget line item for City of Seattle Design. The action would commit \$5,678,990 to this line item and leave a balance of \$2,602,791.

### Ballard Link Extension

(in thousands)

Project Phase	Authorized Allocation	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$116,307	\$104,997	\$	\$104,997	\$11,310
Preliminary Engineering	343,100	284,225	-	284,225	58,875
Final Design	-	-	-	-	-
Third Party	16,350	8,068	5,679	13,747	2,603
Right of Way	354,661	8,087	-	8,087	346,574
Construction	-	-	-	-	-
Construction Services	-	-	-	-	-
<b>Total</b>	<b>\$830,418</b>	<b>\$405,377</b>	<b>\$5,679</b>	<b>\$411,056</b>	<b>\$419,361</b>

#### Phase Detail - Third Party

City of Seattle Design	\$12,823	\$6,748	\$5,679	\$12,427	\$396
Other Third Party	3,527	1,320	-	1,320	2,207
<b>Total Phase</b>	<b>\$16,350</b>	<b>\$8,068</b>	<b>\$5,679</b>	<b>\$13,747</b>	<b>\$2,603</b>

#### Notes:

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For detailed project information, see page 132 of the 2026 Adopted Budget & Financial Plan.

\* Board Approvals = Commitment and PO Contingency Remaining as of 5/31/2026.

## Disadvantaged and small business participation

Not applicable to this action.

## Public involvement

Sound Transit is committed to actively seeking public feedback at all project stages for the Ballard Link Extension, Graham Street Station, and Boeing Access Road Station projects with the overarching goal of fostering public trust through transparent communication, meaningful involvement and being responsive to concerns and issues. The projects will continue reaching out to communities, businesses, stakeholders, and agencies to shape the projects by asking questions, holding conversations with project staff, and seeking out ideas and comments.

This task order supports continued coordination between Sound Transit and City staff on engagement

activities and the budget provides for community liaisons to support events, meetings, and direct outreach.

## **Time constraints**

A one-month delay would not create a significant impact to the project schedule. However, authorizing this motion will enable timely reimbursement for City services on these Sound Transit projects.

## **Prior Board/Committee actions**

Resolution No. R2025-29: Adopted an annual budget for the period from January 1 through December 31, 2026 and adopted the 2026 Transit Improvement Plan (TIP); and authorized the chief executive officer to execute Task Order 6 for the West Seattle Link Extension with the City of Seattle under the Project Administration Agreement for certain staffing services related to project development for a total authorized amount of \$3.6 million.

Motion No. M2023-100: Authorized the chief executive officer to execute to execute Task Order 4 with City of Seattle under the Project Administration Agreement for certain staffing services related to project development for the West Seattle and Ballard Link Extensions Projects in the amount of \$4,531,855, with a 10 percent contingency of \$453,185, totaling \$4,985,040, for a total authorized agreement amount not to exceed \$8,652,692.

Motion No. M2018-52: Authorized the chief executive officer to execute (1) an Agreement with the City of Seattle for project administration services for the West Seattle and Ballard Link Extensions Project that established a task order process for Sound Transit to reimburse the City for certain costs essential to meeting Project objectives and schedules; and (2) Task Order One, which established the scope, schedule and budget for services to be provided by the City for the alternatives development phase of the Project, in the amount of \$1,101,050, with a 10% contingency of \$110,105, for a total authorized amount not to exceed \$1,211,155.

Motion No. M2017-161: Authorized the chief executive officer to execute a Partnering Agreement with the City of Seattle for the West Seattle and Ballard Link Extensions Project.

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**Environmental review – KH 6/22/26**

**Legal review – JCN 7/2/26**



## Motion No. M2026-23

A motion of the Board of the Central Puget Sound Regional Transit Authority (1) authorizing the chief executive officer to a) amend the Project Administration Agreement with the City of Seattle to add Sound Transit's Graham Street Infill Station and Boeing Access Road Infill Station projects, b) execute Amendment 1 to Task Order 5 to continue reimbursing City staff for coordination on the Graham Street and Boeing Access Road infill stations from January 1, 2026 through May 31, 2027, in the amount of \$81,850, with a 10 percent contingency of \$8,150, for Graham Street, and \$50,040, with an approximate 10 percent contingency of \$4,960 for Boeing Access Road, for a new not-to-exceed total for Task Order 5 of \$274,000, c) execute Task Order 7 for City staffing services supporting the Ballard Link Extension from January 1, 2026 through December 31, 2027, in the amount of \$4,185,445, with a 10 percent contingency of \$418,545, totaling \$4,603,990; and (2) ratifies work completed in 2025 associated with the scope of work identified in Task Order 4 for the West Seattle Link Extension and Ballard Link Extension projects in the amount of \$1,075,000 to be paid under Task Order 7; all for a new authorized Project Administration Agreement amount not to exceed \$19,161,811.

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The Amendment 1 to Task Order 5 will modify the existing task order to allow for continued reimbursement for city services including community liaison engagement and pre-permitting coordination with Seattle Public Utilities, Seattle City Light, Seattle Department of Construction and Inspections, and Seattle Department of Transportation for the Graham Street and Boeing Access Road infill station projects from January 1, 2026 through May 31, 2027.

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- \$4,603,990 for City staffing services from January 1, 2026 through December 31, 2027, including a share of the City Designated Representative, engineering working group, permit streamlining working group, community liaison support, and SDCI permitting staff. This amount includes a 10% contingency of \$418,545.

- \$1,075,000 to reimburse 2025 costs that exceed Task Order 4 budget authority, for similar services from June 1, 2025 to December 31, 2025.

In Resolution No. R2026-11, the Board identified the Graham Street Infill Station and Ballard Link initial segment (Seattle Center) projects as fully funded projects to advance through Construction within existing resources. The Board also identified the Boeing Access Road Infill Station project as funded through final design, but construction is not currently affordable within existing resources. This action enables continued collaboration with City staff, providing reimbursement for its designated representative, and coordination with City departments and staff.

## Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that (1) the chief executive officer is authorized to a) amend the Project Administration Agreement with the City of Seattle to add Sound Transit's Graham Street Infill Station and Boeing Access Road Infill Station projects, b) execute Amendment 1 to Task Order 5 to continue reimbursing City staff for coordination on the Graham Street and Boeing Access Road infill stations from January 1, 2026 through May 31, 2027, in the amount of \$81,850, with a 10 percent contingency of \$8,150, for Graham Street, and \$50,040, with an approximate 10 percent contingency of \$4,960 for Boeing Access Road, for a new not-to-exceed total for Task Order 5 of \$274,000, c) execute Task Order 7 for City staffing services supporting the Ballard Link Extension from January 1, 2026 through December 31, 2027, in the amount of \$4,185,445, with a 10 percent contingency of \$418,545, totaling \$4,603,990; and (2) work completed in 2025 associated with the scope of work identified in Task Order 4 for the West Seattle Link Extension and Ballard Link Extension projects in the amount of \$1,075,000 to be paid under Task Order 7 is ratified; all for a new authorized agreement amount not to exceed \$19,161,811

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on \_\_\_\_\_.

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Dave Somers  
Board Chair

## Attest:

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Kathryn Flores  
Board Administrator