

Resolution No. R2026-19

Budget Amendment for West Seattle Link Extension Right of Way Acquisition and Construction Support Services

Meeting:	Date:	Type of action:
System Expansion Committee	08/13/2026	Recommend to Board
Board	08/27/2026	Final Action

Staff name:	Staff title:
Brad Owen	Acting Chief Capital Delivery Officer
Michael Morgan	Capital Delivery Executive Director
Linneth Riley-Hall	West Seattle Link Extension Executive Project Director
Jason Hampton	West Seattle Link Extension Commercial Director

Proposed action

Amends the Adopted 2026 Budget to fund property acquisitions and construction support services for the West Seattle Link Extension project by increasing the authorized project allocation by \$765,000,000 from \$738,612,926 to \$1,503,612,926.

Key features summary

- This action increases the West Seattle Link Extension (WSLE) project authorized allocation by \$465 million to fund acquisition of Right of Way and by \$300 million to fund construction support services.
- Approval of this budget increase allows for the continued advancement of Right of Way acquisition which is necessary to progress the project. This funding is intended to acquire properties required to construct the stations as well as at-grade and elevated portions of the guideway; an additional action to acquire Real Property for the WSLE project is expected to be brought to the Board for consideration in October 2026. Additional packages of real property acquisitions and associated budget amendments are anticipated in 2027.
- This construction services budget allocation includes, but is not limited to, critical Construction Management Consultant (CMC) services contracts, including Stations, Tunnels, and Alignment Wide Support CMC contract and the Duwamish River Crossing and Guideway CMC contract; staff anticipate preparing actions for the Board to consider awarding these in the coming months. The construction support services contracts will support the Final Design and construction planning phase which is necessary to ensure a timely transition to construction.

Background

The West Seattle Link Extension (WSLE) will build the first operating segment of the 3 Line from the SODO neighborhood to the Alaska Junction neighborhood in West Seattle, adding 3.9 miles of light rail service to the Sound Transit system. The project, as defined in Resolution No. R2026-11, consists of three new stations, a bridge over the Duwamish West Waterway, elevated guideways, and tunnel. The extension will eventually connect to the existing downtown tunnel (DSTT) and provide light rail service between West Seattle and Everett. Sound Transit and the Federal Transit Administration published the Final Environmental Impact Statement (EIS) on September 20, 2024. The federal Record of Decision (ROD) for the West Seattle Link Extension was published on April 29, 2025. In May 2026, the Board of Directors adopted Resolution No. R2026-11 which defined the West Seattle Link Extension (no Avalon Station) as a fully funded project within existing resources.

Project status

West Seattle Link Extension

Project Development Phase: Post-Record of Decision/Advancing to Final Design

Percent complete (measured to revenue service date): 30%

Current project status, performance metrics, and additional information are located on page 18 of the June 2026 System Expansion Monthly Status Report.

Fiscal information

This action increases the Authorized Project Allocation for the West Seattle Link Extension project. This action funds the West Seattle Link Extension project's real property acquisition and relocation by increasing the Property Acquisition and Construction Services phases' authorized project allocation.

The current authorized project allocation for the WSLE project is \$738,612,926. This action increases the authorized project allocation by \$765,000,000, resulting in a revised total of \$1,503,612,926.

West Seattle Link Extension

(in thousands)

Project Phase	Authorized Project Allocation		
	Current Authorized Project Allocation	Allocation Revision	Revised Authorized Project Allocation
Agency Administration	\$108,596		\$108,596
Preliminary Engineering	146,234		146,234
Final Design & Specifications	345,514		345,514
Property Acquisition	97,982	465,000	562,982
Construction			
Construction Services		300,000	300,000
Third Parties	40,287		40,287
Vehicles			
Contingency			
Total	\$738,613	\$765,000	\$1,503,613

Notes:

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

For detailed project information, see page 128 of the 2026 Adopted Budget & Financial Plan.

In May 2026, the Board approved Resolution No. R2026-11 updating the ST3 system plan and identifying West Seattle Link (no Avalon Station) as a fully funded project. These phase increases to the West Seattle Link Extension authorized allocation are within the total cost estimate by phase for the

affordable project included in Resolution No. R2026-11. These increases to the project's authorized allocation do not materially impact other projects within the updated system plan.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Not applicable to this action.

Time constraints

Delay in the acquisition of real property would affect the critical path for construction completion of the West Seattle Link Extension project.

Prior Board/Committee actions

Resolution R2026-14: Amended the Adopted 2026 Budget to advance the West Seattle Link Extension project through the completion of the Preliminary Engineering phase into the Final Design phase by a) increasing the authorized project allocation by \$406,872,063 from \$331,740,863 to \$738,612,926 and b) increasing the adopted 2026 annual project budget by \$51,654,900 from \$135,243,175 to \$186,898,075.

Resolution R2025-29: Adopted an annual budget for the period from January 1 through December 31, 2026 and adopts the 2026 Transit Improvement Plan.

Resolution R2025-10: (1) Amends the Adopted 2025 Budget to advance the West Seattle Link Extension project through the completion of the Preliminary Engineering phase into the Final Design phase by a) increasing the authorized project allocation by \$61,400,000 from \$270,340,863 to \$331,740,863 and b) increasing the adopted 2025 annual project budget by \$44,350,000 from \$94,926,236 to \$139,276,236; and (2) amends the Adopted 2025 Budget to advance the Ballard Link Extension project through the completion of the Preliminary Engineering phase by a) increasing the authorized project allocation by \$7,400,000 from \$806,619,999 to \$814,019,999 and b) increasing the adopted 2025 annual project budget by \$3,700,000 from \$96,298,561 to \$99,998,561.

Environmental review – LS for KH 7/29/2026

Legal review – MT 8/4/2026

Resolution No. R2026-19

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the Adopted 2026 Budget to fund property acquisitions and construction support services for the West Seattle Link Extension project by increasing the authorized project allocation by \$765,000,000 from \$738,612,926 to \$1,503,612,926.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, in November 2016, the voter-approved ST3 Plan including funding to extend Link Light Rail from downtown Seattle to West Seattle's Alaska Junction neighborhood; and

WHEREAS, in May 2019, the Board approved Motion No. M2019-51 and identified preferred alternatives and other alternatives for detailed study in the Draft Environmental Impact Statement; and,

WHEREAS, the West Seattle Link Extension Final Environmental Impact Statement was published on September 20, 2024; and,

WHEREAS, the Board selected the West Seattle Link Extension project to be built in October 2024 and directed the development of a workplan on measures the agency will pursue to address rising projects costs and inform a future baselining decision on the West Seattle Link Extension project; and,

WHEREAS, staff updated the Board in February 2025 with work to-date on identifying cost-savings opportunities for the system expansion program and West Seattle Link Extension wherein the award of a civil design contract for the project was noted to be a key step in validating and implementing the opportunities; and,

WHEREAS, on May 28, 2026, the Board adopted Resolution No. R2026-11 to update the Sound Transit 3 System plan and defined the West Seattle Link Extension (no Avalon Station) as a fully funded project within existing resource and partially funded the full Ballard Link Extension through planning and design; and

WHEREAS, the project's progress includes continued advancement of Right of Way acquisitions required to construct the stations as well as at-grade and elevated portions of the guideway and an additional action to acquire real property is expected to be brought for consideration in October 2026,

WHEREAS, critical Construction Management Consultant services contracts that will support the Final Design and Construction planning phases of the project are expected to be brought for consideration in the coming months,

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the Adopted 2026 Budget is amended to fund property acquisitions and construction support services for the West Seattle Link Extension project by increasing the authorized project allocation by \$765,000,000 from \$738,612,926 to \$1,503,612,926.

ADOPTED by no less than a two-thirds affirmative vote of the entire membership of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Dave Somers
Board Chair

Attest:

Kathryn Flores
Board Administrator