



## Resolution No. R2026-14

### Budget Amendments for West Seattle Link Extension and Ballard Link Extension Consultant Services Contracts

Meeting:	Date:	Type of action:
Committee name	06/11/2026	Recommend to Board
Board	06/25/2026	Final Action

Staff name:	Staff title:
Terri Mestas	Deputy CEO, Capital Delivery
<b>Brad Owen</b>	<b>Capital Delivery Executive Director</b>
Linneth Riley-Hall	West Seattle Link Extension Executive Project Director
Daniel Turner	Ballard Link Extension, Acting Project Director

### Proposed action

(1) Amends 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; and (2) amends the Adopted 2026 Budget to advance the Ballard Link Extension project through submission of the Draft Environmental Impact Statement and continue advancement through the Preliminary Engineering phase by a) increasing the authorized project allocation by \$16,397,708 from \$814,019,999 to \$830,417,707 and b) increasing the adopted 2026 annual project budget by \$6,000,000 from \$192,448,359 to \$198,448,359.

### Key features summary

- This action increases the West Seattle Link Extension (WSLE) project authorized allocation by approximately \$407 million to fund the second phase of the Engineering and Design Services (EDS) consultant contract to allow Final Design to progress and an extension of Phase 2 of the Program Management Support Services (PMSS) consultant contract. The 2026 annual project budget for WSLE will increase by approximately \$52 million. This action also increases the Ballard Link Extension (BLE) project authorized allocation by approximately \$16 million to fund continued management and procurement expertise and staffing support under the PMSS consultant contract, which covers services for both projects. The 2026 annual project budget for BLE will increase by \$6 million.
- Motion No. M2026-21 would approve the contract modification to the PMSS consultant contract with Connect Seattle Partners (CSP) to support both the WSLE and BLE projects, and Motion No. M2026-22 would approve the execution of Phase 2 of the EDS consultant contract with Jacobs Engineering Group, Inc. for the WSLE project.

- Approval of this budget increase and the noted contract modification motions allows for the advancement of WSLE final design and the continuation of BLE preliminary engineering – both of which are necessary to progress the projects.

## 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. The West Seattle Link Extension Final Environmental Impact Statement (EIS) was issued in September 2024. The Federal Transit Administration issued its Record of Decision (ROD) for the project in April 2025. On May 28, 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.

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 West Seattle Link Extension has completed three phases of project development while the Ballard Link Extension project is currently in Phase 3 of project development. Phase 1 included alternatives development, environmental scoping, and identification of a preferred alternative(s) and other alternatives. Phase 2 included the preparation of a Draft EIS covering both extensions and conceptual engineering of a preferred alternative(s) and other alternatives as identified through alternatives development.

To maintain eligibility for potential federal funding and obtain required federal approvals, the projects will comply with the requirements of the National Environmental Policy Act (NEPA). As the public agency proposing the project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that the proposed projects may have probable significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies prepared a combined NEPA/SEPA Final EIS for the West Seattle Link Extension. Sound Transit and the FTA published the Final EIS for the West Seattle Link Extension on September 20, 2024. The federal Record of Decision for the West Seattle Link Extension was published on April 29, 2025.

While both extensions were initially on the same environmental review timeline, the projects proceeded on different timelines during Phase 3. During this phase, the West Seattle Link Extension prepared and published a Final EIS, including responses to public and agency comments on the Draft EIS, completed Preliminary Engineering, and received a Federal Record of Decision in April 2025. The Ballard Link Extension required additional environmental review due to project refinements resulting from the March 2023 Board action (Motion No. M2023-18). The Ballard Link Extension is currently working to publish a SEPA Supplemental Draft EIS, which also serves as a new NEPA Draft EIS before preparation of a Final EIS, completion of preliminary engineering, and receipt of a Federal Record of Decision.

Sound Transit expects to publish the Ballard Link Extension Draft EIS in 2026. The BLE Final EIS is anticipated in 2027. Proposed Motion No. M2026-21 would authorize a consultant contract extension for Connect Seattle Partners to continue to provide program management support services and technical expertise for the West Seattle and Ballard Link Extension projects. Proposed Motion No. M2026-22 would authorize execution of Phase 2 of an Engineering and Design Services consultant contract to advance final design of the West Seattle Link Extension project.

## **Project status**

### **West Seattle Link Extension**

Project Development Phase: Post Record of Decision/Preliminary Engineering

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

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

### **Ballard Link Extension**

Project Development Phase: Draft EIS / Preliminary Engineering

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

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

## **Fiscal information**

This action increases the 2026 Annual Project Budget and Authorized Project Allocation for the West Seattle Link Extension and Ballard Link Extension projects.

### **West Seattle Link Extension**

This action funds WSLE civil engineering, design, and project management support services by increasing the final design, third party, and agency administration phases of the 2026 annual project budget and authorized project allocation.

The current 2026 annual project budget for the WSLE project is \$135,243,175. This action increases the annual project budget by \$51,654,900, resulting in a revised total of \$186,898,075. The current authorized project allocation for the WSLE project is \$331,740,863. This action increases the authorized project allocation by \$406,872,063, resulting in a revised total of \$738,612,926.

## West Seattle Link Extension

(in thousands)

Project Phase	2026 Annual Project Budget			Authorized Project Allocation		
	Adopted Annual Project Budget	Budget Amendment	Revised Annual Project Budget	Current Authorized Project Allocation	Allocation Revision	Revised Authorized Project Allocation
Agency Administration	\$26,434	\$5,000	\$31,434	\$76,212	\$32,384	\$108,596
Preliminary Engineering	27,100		27,100	146,234		146,234
Final Design & Specifications	763	40,155	40,918	1,026	344,488	345,514
Property Acquisition	77,791		77,791	97,982		97,982
Construction						
Construction Services						
Third Parties	3,155	6,500	9,655	10,287	30,000	40,287
Vehicles						
Contingency						
<b>Total</b>	<b>\$135,243</b>	<b>\$51,655</b>	<b>\$186,898</b>	<b>\$331,741</b>	<b>\$406,872</b>	<b>\$738,613</b>

**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.

## Ballard Link Extension

This action funds BLE project management support services and staffing support by increasing the agency administration phase of the 2026 annual project budget and authorized project allocation.

The current 2026 annual project budget for the BLE project is \$192,448,359. This action increases the annual project budget by \$6,000,000, resulting in a revised total of \$198,448,359.

The current authorized project allocation for the BLE project is \$814,019,999. This action increases the authorized project allocation by \$16,397,708, resulting in a revised total of \$830,417,707.

## Ballard Link Extension

(in thousands)

Project Phase	2026 Annual Project Budget			Authorized Project Allocation		
	Adopted Annual Project Budget	Budget Amendment	Revised Annual Project Budget	Current Authorized Project Allocation	Allocation Revision	Revised Authorized Project Allocation
Agency Administration	\$12,408	\$6,000	\$18,408	\$99,909	\$16,398	\$116,307
Preliminary Engineering	57,900		57,900	343,100		343,100
Final Design & Specifications						
Property Acquisition	119,969		119,969	354,661		354,661
Construction						
Construction Services						
Third Parties	2,172		2,172	16,350		16,350
Vehicles						
Contingency						
<b>Total</b>	<b>\$192,448</b>	<b>\$6,000</b>	<b>\$198,448</b>	<b>\$814,020</b>	<b>\$16,398</b>	<b>\$830,418</b>

**Notes:**

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

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

In May 2026, the Board approved Resolution No. R2026-11 updating the ST3 system plan and identifying the Ballard Link initial segment (Seattle Center) as a fully funded project. These phase increases to the Ballard 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 award of the EDS consultant contract would affect the critical path for construction completion of the West Seattle Link Extension project.

## **Prior Board/Committee actions**

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.

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**Environmental review** – KH 6/4/26

**Legal review** – MT 6/9/26

## Resolution No. R2026-14

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) amending 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; and (2) amending the Adopted 2026 Budget to advance the Ballard Link Extension project through submission of the Draft Environmental Impact Statement and continue advancement through the Preliminary Engineering phase by a) increasing the authorized project allocation by \$16,397,708 from \$814,019,999 to \$830,417,707 and b) increasing the adopted 2026 annual project budget by \$6,000,000 from \$192,448,359 to \$198,448,359.

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 connect through downtown Seattle north to Everett, and from downtown Seattle to Ballard and connect through downtown Seattle south to Tacoma; 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, Resolution No. R2021-05 identified the West Seattle Link Extension and Ballard Link Extension as Tier 1 projects to proceed without funding delay; and

WHEREAS, in July 2022, the Board, in Motion No. M2022-57, modified the preferred alternatives for the West Seattle Link Extension and directed staff to conduct further studies on both projects. Staff completed those further studies, reported to the Board on February 9, 2023 and based on potential funding identified in collaboration with King County and City of Seattle incorporated the results into the modified preferred alternatives in Motion No. M2023-18; and,

WHEREAS, as noted in Motions Nos. M2022-57 (July 2022) and M2023-18 (March 2023) and based on comparative cost estimates and revenue projections at the time of these motions, the preferred alternatives for the West Seattle and the Ballard Link extensions were anticipated to exceed the assumptions in the realigned financial plan; and,

WHEREAS, the City of Seattle and King County provided letters on March 23, 2023, indicating their intent to work with Sound Transit to further analyze costs and funding sources and develop a funding agreement in advance of the Board actions to select projects to be built for the West Seattle and Ballard Link Extensions; and,

WHEREAS, the West Seattle Link Extension Final Environmental Impact Statement was published on September 20, 2024 and the Ballard Link Extension Draft Environmental Impact Statement is expected to be published in mid-2025; 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 measure the agency with pursue to address rising projects costs and inform 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;

WHEREAS, the budget increase for the West Seattle Link Extension will allow for final design to progress and fund an extension of Phase 2 work under the Program Management Support Services Contract; and,

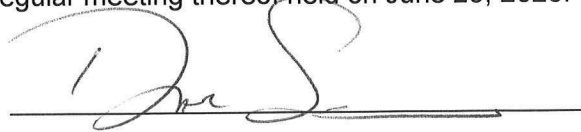
WHEREAS, the budget increase for the Ballard Link Extension will fund continued management and procurement expertise and staffing support under the Program Management Support Services consultant contract.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that:

Section 1. The Adopted 2026 Budget is amended 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.

Section 2. The Adopted 2026 Budget is amended to advance the Ballard Link Extension project through submission of the Draft Environmental Impact Statement and continue advancement through the Preliminary Engineering phase by a) increasing the authorized project allocation by \$16,397,708 from \$814,019,999 to \$830,417,707 and b) increasing the adopted 2026 annual project budget by \$6,000,000 from \$192,448,359 to \$198,448,359.

ADOPTED by no less than a two-thirds affirmative vote of the entire membership of the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 25, 2026.



Dave Somers  
Board Chair

**Attest:**



Kathryn Flores  
Board Administrator