



# SEATTLE CITY COUNCIL

## Transportation Committee

### Agenda

Tuesday, June 17, 2025

9:30 AM

Council Chamber, City Hall  
600 Fourth Avenue  
Seattle, WA 98104

Rob Saka, Chair  
Joy Hollingsworth, Vice-Chair  
Robert Kettle, Member  
Alexis Mercedes Rinck, Member  
Dan Strauss, Member

Chair Info: 206-684-8801; [Rob.Saka@seattle.gov](mailto:Rob.Saka@seattle.gov)

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# SEATTLE CITY COUNCIL

## Transportation Committee

### Agenda

#### June 17, 2025 - 9:30 AM

**Meeting Location:**

Council Chamber, City Hall, 600 Fourth Avenue, Seattle, WA 98104

**Committee Website:**

<https://www.seattle.gov/council/committees/transportation-x154110>

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This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Members of the public may register for remote or in-person Public Comment to address the Council. Details on how to provide Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at

<https://www.seattle.gov/council/committees/public-comment>

Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

In-Person Public Comment - Register to speak on the Public Comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Pursuant to Council Rule VI.C.10, members of the public providing public comment in Chambers will be broadcast via Seattle Channel.

Please submit written comments to all Councilmembers four hours prior to the meeting at [Council@seattle.gov](mailto:Council@seattle.gov) or at Seattle City Hall, Attn: Council Public Comment, 600 4th Ave., Floor 2, Seattle, WA 98104.

*Please Note: Times listed are estimated*

**A. Call To Order**

**B. Approval of the Agenda**

**C. Public Comment**

**D. Items of Business**

1.     [CB 121003](#)     **AN ORDINANCE** relating to the Central Puget Sound Regional Transit Authority (Sound Transit); authorizing the Director of the Seattle Department of Transportation to execute an amendment to the "Agreement between the City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as related to the Link Light Rail Transit Project" to reflect the approved alignment and light rail transit facilities for the Link Light Rail Transit Project, including addition of the West Seattle Link Extension; and ratifying and confirming certain prior acts.

Attachments:   [Att 1 – Amendment No. 5 to the Transit Way Agreement](#)

Supporting  
Documents:   [Summary and Fiscal Note](#)  
                    [Central Staff Presentation](#)  
                    [ST3 City Team Presentation](#)

**Briefing and Discussion**

**Presenters:** Jason Hampton and Leda Chahim, Sound Transit; Sara Maxana and Saranya Rajan-Gujuluva, Office of the Waterfront, Civic Projects, and Sound Transit

2.     [Res 32172](#)     **A RESOLUTION approving the alignment, station locations, and maintenance base location for Sound Transit’s Link light rail lines in The City of Seattle, including the West Seattle Link Extension; and superseding the alignment, station locations, and maintenance base location approved in Resolution 31784.**

*Attachments:*   [Ex A – General Description of Link Light Rail Alignment, Station Locations, and Maintenance Base Location](#)  
[Ex B – Link Light Rail Alignment, Station Locations, and Maintenance Base Location \(Maps\)](#)

*Supporting Documents:*   [Summary and Fiscal Note](#)  
[Central Staff Presentation](#)  
[ST3 City Team Presentation](#)

**Briefing and Discussion**

**Presenters:** Jason Hampton and Leda Chahim, Sound Transit; Sara Maxana and Saranya Rajan-Gujuluva, Office of the Waterfront, Civic Projects, and Sound Transit

3.                   **Revive I-5 Project Update**

*Supporting Documents:*   [Presentation](#)

**Briefing and Discussion**

**Presenters:** Robin Mayhew, Washington State Department of Transportation (WSDOT); Ganth Lingam, Seattle Department of Transportation (SDOT); Alex Hudson, Commute Seattle; Lars Erickson, Seattle Chamber of Commerce

**E. Adjournment**





## Legislation Text

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**File #:** CB 121003, **Version:** 1

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### **CITY OF SEATTLE**

### **ORDINANCE \_\_\_\_\_**

### **COUNCIL BILL \_\_\_\_\_**

AN ORDINANCE relating to the Central Puget Sound Regional Transit Authority (Sound Transit); authorizing the Director of the Seattle Department of Transportation to execute an amendment to the "Agreement between the City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as related to the Link Light Rail Transit Project" to reflect the approved alignment and light rail transit facilities for the Link Light Rail Transit Project, including addition of the West Seattle Link Extension; and ratifying and confirming certain prior acts.

WHEREAS, since 1996, Sound Transit (formally known as the Central Puget Sound Regional Transit

Authority, or RTA) has been implementing the voter-approved Sound Move, Sound Transit 2 (ST2), and Sound Transit 3 (ST3) plans for a high-capacity regional transit system for the Central Puget Sound region; and

WHEREAS, the Sound Move and ST2 Plans include the following five electric light-rail lines: Central Link (downtown Seattle to SeaTac); University Link (downtown Seattle to University of Washington); Northgate Link Extension (University of Washington to Northgate); Lynnwood Link Extension (Northgate to Lynnwood); and East Link (downtown Seattle to Redmond); and

WHEREAS, in May 2016 during the development of the ST3 proposal, City Council passed Resolution 31668, which made alignment recommendations for the West Seattle Link Extension (WSLE) and Ballard Link Extension (BLE) projects to the Sound Transit Board, including a new light rail tunnel through Downtown Seattle; and

WHEREAS, the ST3 ballot measure was approved by voters in November 2016 and includes the following two electric light-rail lines: West Seattle Link (downtown Seattle to West Seattle) and Ballard Link

(downtown Seattle to Ballard); and

WHEREAS, in December 2017, the City entered into a ST3 Partnership Agreement with Sound Transit (Resolution 31788) to collaborate on project delivery, streamline permitting, and seek ways to reduce project costs and deliver the project in advance of schedule; and

WHEREAS, through a series of resolutions (R99-34; R2001-16; R2005-20; R2006-07; R2011-10; and R2012-13; R2015-05; and R2024-22), the Sound Transit Board selected the rail alignment, station locations, and maintenance base location for the projects that are currently under construction, operating, or for which a Record of Decision has been issued in The City of Seattle (City): Central Link; University Link; Northgate Link Extension; East Link; Lynnwood Link; and West Seattle Link; and

WHEREAS, the Seattle City Council approved the alignment, station locations, and maintenance base location for the Sound Transit Central Link, University Link, Northgate Link Extension, East Link, and Lynnwood Link projects in Resolutions 30128 (adopted April 10, 2000), 30993 (adopted September 24, 2007), 31465 (adopted September 16, 2013), and 31784 (adopted December 11, 2017); and

WHEREAS, pursuant to Ordinance 119975, in July 2000, the City and Sound Transit executed an Agreement between the City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as Related to the Central Link Light Rail Transit Project (Transit Way Agreement) that reflected the current alignment; and

WHEREAS, the Transit Way Agreement was amended by Ordinance 120788, in 2002, to include technical corrections; by Ordinance 122504 in 2007, to revise the approved alignment and include the University Link and North Link extensions, among other things; by Ordinance 124289 in 2013, to again revise the approved alignment and to add the Northgate Link and East Link extensions to the agreement, among other things; by Ordinance 125500 in 2017 to add the Lynnwood Link extension to the agreement; and by Ordinance 126701 in 2022 to add an infill station at Northeast 130th Street; and

WHEREAS on February 20, 2025, Mayor Bruce Harrell issued Executive Order 2025-02 Supporting and

Expediting Sound Transit 3 Investments - including the West Seattle Link Extension and Ballard Link Extension - in the City of Seattle; and

WHEREAS, a resolution to approve the West Seattle Link alignment and station locations is being considered by the Seattle City Council along with this ordinance; and

WHEREAS, an amendment to the Transit Way Agreement is required to reflect the alignment and light rail transit facilities for the West Seattle Link Light Rail Extension Project in the City and allow Sound Transit to proceed with the West Seattle Link project; NOW, THEREFORE,

**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

Section 1. The Director of the Seattle Department of Transportation is authorized to execute an amendment to the Transit Way Agreement, substantially in the form attached as Attachment 1 to this ordinance, acknowledging the alignment and light rail transit facilities for the West Seattle Link Light Rail Extension Project.

Section 2. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Section 3. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

President \_\_\_\_\_ of the City Council

Approved /      returned unsigned /      vetoed this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

Scheereen Dedman, City Clerk

(Seal)

Attachments:  
Attachment 1 - Amendment No. 5 to the Transit Way Agreement

**AMENDMENT NO. 5 TO THE AGREEMENT BETWEEN THE CITY OF  
SEATTLE AND SOUND TRANSIT  
FOR GRANT OF NON-EXCLUSIVE USE OF A LIGHT RAIL TRANSIT WAY  
AS RELATED TO THE LINK LIGHT RAIL TRANSIT PROJECT**

This Amendment No. 5 to the August 29, 2002 Agreement (effective September 4, 2002) for Grant of Non-Exclusive Use of a Light Rail Transit Way as Related to the Link Light Rail Transit Project is entered into by and between the City of Seattle (City) and the Central Puget Sound Regional Transit Authority (Sound Transit) and is effective when signed by both parties hereto.

**RECITALS**

**WHEREAS**, Sound Transit is a governmental entity created pursuant to RCW 81.104 and 81.112 with all powers necessary to implement a high capacity transit system within its boundaries in King, Pierce, and Snohomish Counties, including the right to construct and maintain facilities in public rights of way without a franchise (RCW 81.112.100 and RCW 35.58.330); and

**WHEREAS**, the City is a first-class city operating under the Laws of the State of Washington; and

**WHEREAS**, the City owns and operates city streets, and other infrastructure improvements within the City boundaries where Sound Transit proposes certain transit improvements and light rail; and

**WHEREAS**, the Growth Management Act (RCW 36.70A) requires the City to plan for and encourage regional high capacity transportation facilities such as Sound Transit's Link light rail transit system projects (RCW 36.70A.020); and

**WHEREAS**, in 1996, 2008, and 2016, pursuant to state law, Sound Transit proposed, and Central Puget Sound voters approved financing for regional transit system plans known as Sound Move, ST2, and ST3, respectively; and

**WHEREAS**, the Sound Move and ST2 Plans include the following five light rail projects: Central Link (downtown Seattle to SeaTac Airport); University Link (downtown Seattle to University of Washington); Northgate Link (University of Washington to Northgate); Lynnwood Link Extension (Northgate to Lynnwood); and East Link (downtown Seattle to Redmond); and the ST3 Plan includes the West Seattle Link Extension (downtown Seattle to West Seattle) and the Ballard Link Extension (downtown Seattle to Ballard) (the Sound Move and ST2 light rail projects and the West Seattle Link Extension collectively constitute the "Light Rail Transit System Projects"); each of which will provide numerous benefits to Seattle's residents, workers, and visitors, and will help the City meet its

Comprehensive Plan goals for dense, mixed use urban centers and urban villages connected by high-quality public transit; and

**WHEREAS**, Sound Transit and the Federal Transit Administration of the United States Department of Transportation (FTA) jointly planned the Light Rail Transit System Projects pursuant to the National and State Environmental Policy Acts, and have completed environmental review of the Light Rail Transit System Projects; and

**WHEREAS**, through a series of resolutions (R99-34, R2001-16; R2005-20; R2006-07; R2011-10; R2012-13; R2015-05; and R2024-22), the Sound Transit Board selected the rail alignment, station locations, and maintenance base location for Central Link, University Link, Northgate Link, East Link, Lynnwood Link, and West Seattle Link; and

**WHEREAS**, the Seattle City Council approved the alignment, station locations, and maintenance base location for Central Link, University Link, Northgate Link, East Link, Lynnwood Link, and West Seattle Link in Resolutions 30128 (adopted April 10, 2000), 30993 (adopted September 24, 2007), 31465 (adopted September 16, 2013), 31784 (adopted December 11, 2017), and \_\_\_\_\_ (adopted \_\_\_\_\_, 2025); and

**WHEREAS**, the City and Sound Transit desire to agree upon the grant of non-exclusive use of a Light Rail Transit Way for the Light Rail Transit System Projects located within in the City.

NOW, THEREFORE, in consideration of the mutual promises contained herein, the parties hereby agree to amend the Agreement as follows:

Section 1. Exhibit A to the Agreement, as referenced in Section 2.1 of the Agreement, is hereby replaced with Exhibit A of this Amendment.

Section 2. Exhibit B to the Agreement, as referenced in Section 2.1 of the Agreement, is hereby replaced with Exhibit B of this Amendment.

Section 3. The plans and profile drawings attached as Exhibit C of this Amendment are hereby incorporated as additional drawings into Exhibit C of the Agreement, as referenced in Section 2.1 of the Agreement, to reflect the addition of the alignment and light rail transit facilities for the West Seattle Link Extension.

Section 4. All of the remaining provisions and terms of the Agreement, except as specifically modified by this Amendment, remain in full force and effect.

**IN WITNESS WHEREOF**, each of the parties hereto has executed this Amendment to the Agreement by having its authorized representative affix his/her name in the appropriate space below.

**CENTRAL PUGET SOUND REGIONAL THE CITY OF SEATTLE  
TRANSIT AUTHORITY (SOUND  
TRANSIT)**

By: \_\_\_\_\_  
Signature

\_\_\_\_\_  
Print or type name

Date: \_\_\_\_\_

Approved as to form:

By: \_\_\_\_\_  
Signature

\_\_\_\_\_  
Sound Transit Legal Counsel

By: \_\_\_\_\_  
Signature

\_\_\_\_\_  
Print or type name

Date: \_\_\_\_\_

Authorized by Ordinances \_\_\_\_\_

\_\_\_\_\_

Attachments:

Exhibit A to Amendment No. 5: General Description of Light Rail Alignment,  
Station Locations and Maintenance Facility Location

Exhibit B to Amendment No. 5: Light Rail Alignment, Station Locations and  
Maintenance Facility Location (Maps 1 through 10)

Exhibit C to Amendment No. 5: Plans and Profile Drawings

**Exhibit A:  
General Description of Light Rail Alignment, Station Locations, and  
Maintenance Facility Location**

**West Seattle Link Extension (SODO Station to West Seattle Junction Station)**

Route: At grade structure begins north of the existing SODO Station and travels west of and parallel to the existing Link light rail line in the SODO Busway and continues south under South Lander Street, which would be reconstructed as an overpass of the light rail tracks.

Tracks transition to an elevated guideway and the route continues south from South Forest Street. A connection to the Operations and Maintenance Facility Central would be provided from tracks between South Forest Street and South Spokane Street. The route continues southwest from South Forest Street to cross over to the south side of the West Seattle Bridge. Route runs along the south side of the West Seattle Bridge on a light rail only bridge. West of the Duwamish Waterway crossing, the route crosses the northern edge of Pigeon Point before turning southwest on an elevated guideway that crosses Delridge Way Southwest.

The route continues on an elevated guideway on the west side of Delridge Way Southwest, then west along Southwest Yancy Street before crossing Southwest Avalon Way in the vicinity of Southwest Yancy Street. The route crosses 32nd Avenue Southwest at-grade and continues south along the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest.

The route enters a tunnel at Southwest Genesee Street and 37th Avenue Southwest. It terminates at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest.

Stations:

SODO Station – Immediately west of the existing SODO Station, north of South Lander Street, at-grade

Delridge Station – North of Southwest Andover Street and west of Delridge Way Southwest, elevated

Avalon Station – South of Southwest Genesee Street, beneath 35<sup>th</sup> Avenue Southwest, lidded retained cut

Alaska Junction Station – Beneath 41<sup>st</sup> Avenue Southwest and Southwest Alaska Street, tunnel

**Lynnwood Link Extension (NE 145th St to Northgate)**

Route: Elevated structure begins north of Northgate Station and continues along the route of Interstate 5 (I-5) as combined retained cut/fill and elevated structure to NE 145th St.

Station:

NE 130<sup>th</sup> Street Station – West side of 5<sup>th</sup> Ave NE and north of NE 130<sup>th</sup> Street/Roosevelt Way NE, elevated side platform

**Northgate Link Extension (Northgate to University of Washington)**

Route: Elevated structure at Northgate, tunnel begins south of the Maple Leaf Portal at 94th Street.



Stations:

Northgate Station - East side of 1st Avenue NE, spanning NE 103rd Street, elevated (includes tail track)

Roosevelt Station - West side of 12th Avenue NE, north of NE 65th St, tunnel

U District Station - Brooklyn Ave NE, south of NE 45th Street, tunnel

**University Link (University of Washington to Pine Street Stub Tunnel)**

Route: Tunnel under University of Washington, Montlake Cut, and Capitol Hill

Stations:

University of Washington Station - East side of Montlake Boulevard NE, near Husky Stadium, tunnel (includes crossover)

Capitol Hill Station - East side of Broadway E, south of E John Street, tunnel

**Initial Segment (Pine Street Stub Tunnel to S. McClellan Street)**

Route: Use existing Downtown Seattle Transit Tunnel (DSTT). South of downtown, use E-3

Busway rising to elevated structure turning east along south side of S. Forest Street, and then to tunnel under Beacon Hill.

Stations:

Westlake - Tunnel

University Street - Tunnel Pioneer  
Square - Tunnel

International District/Chinatown - Tunnel

Stadium - E-3 Busway at S Royal Brougham Way, at-grade

SODO - E-3 Busway, north of S Lander Street, at-grade

Beacon Hill - Beacon Avenue S at S Lander Street, tunnel

**Initial Segment (S. McClellan Street to Boeing Access Road)**

Route: Elevated out of Beacon Hill tunnel, then turning south on Martin Luther King, Jr. Way S, at-grade in median

Stations:

Mount Baker - S McClellan Street, elevated

Columbia City-S Edmunds Street, at-grade

Othello - S Othello Street, at-grade

Rainier Beach - S Henderson Street, at-grade

**Maintenance Facility** Maintenance Facility site - extends from 7<sup>th</sup> Avenue S to Airport Way S, and from S Forest Street to south of S Hinds Street.

**East Link (International District/Chinatown Station to the west edge of Lake Washington along 1-90)**

Route: From the International District/Chinatown Station in the Downtown Seattle Transit Tunnel coming up at grade onto the Interstate 90 Express Lanes

Stations:

Judkins Park Station - on 1-90 center roadway east of Rainer Avenue S, at-grade

**Stadium  
Station**

S ATLANTIC ST

3RD AVE S

4TH AVE S

5TH AVE S





6TH AVE S

8TH AVE S

S MASSACHUSETTS ST

S HOLGATE ST

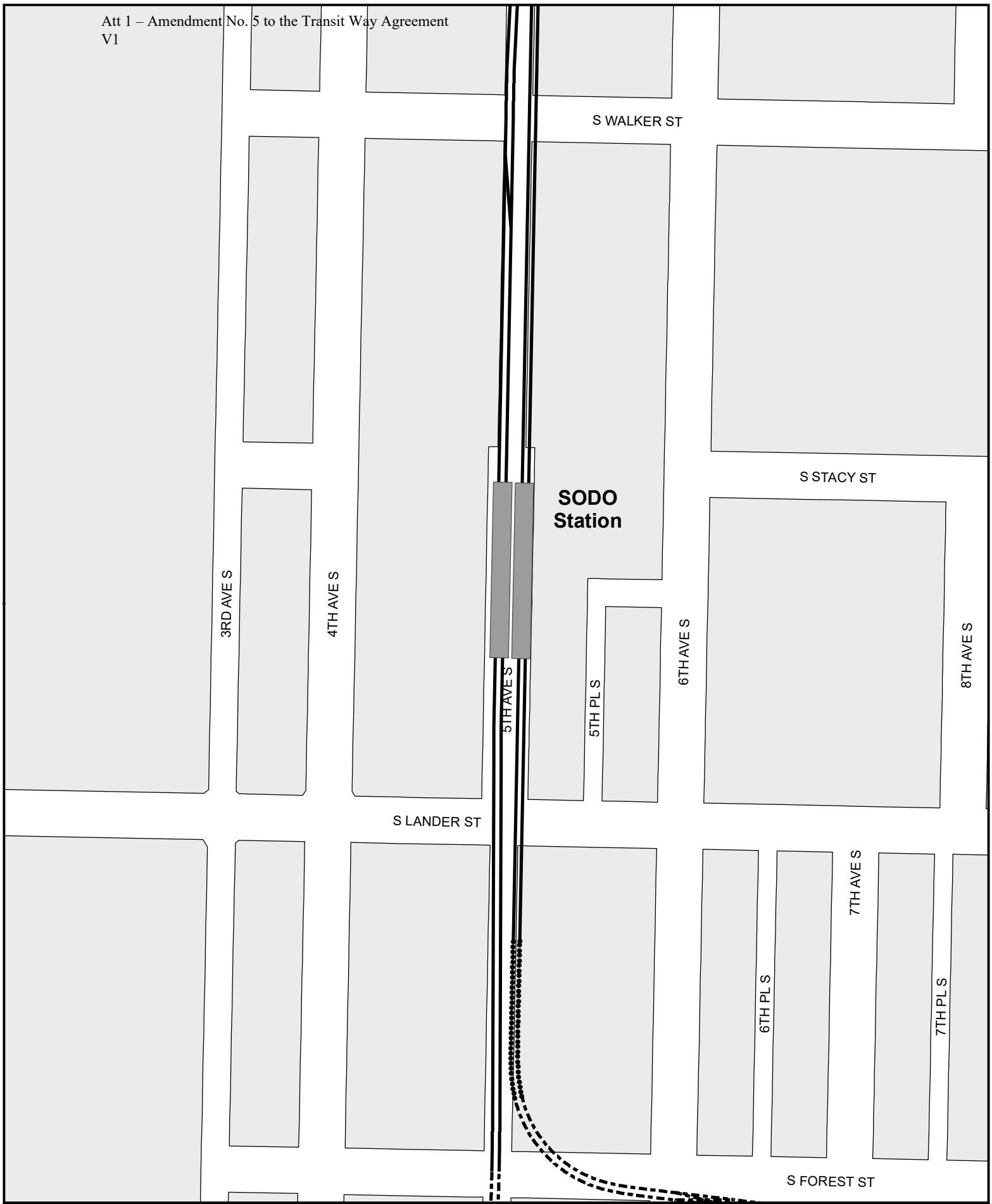
S WALKER ST

Legend	
<b>Light Rail Alignment</b>	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations**  
Map 1 of 10



Data source: King County GIS, City of Seattle, Sound Transit  
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
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**Legend**

<b>Light Rail Alignment</b>	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

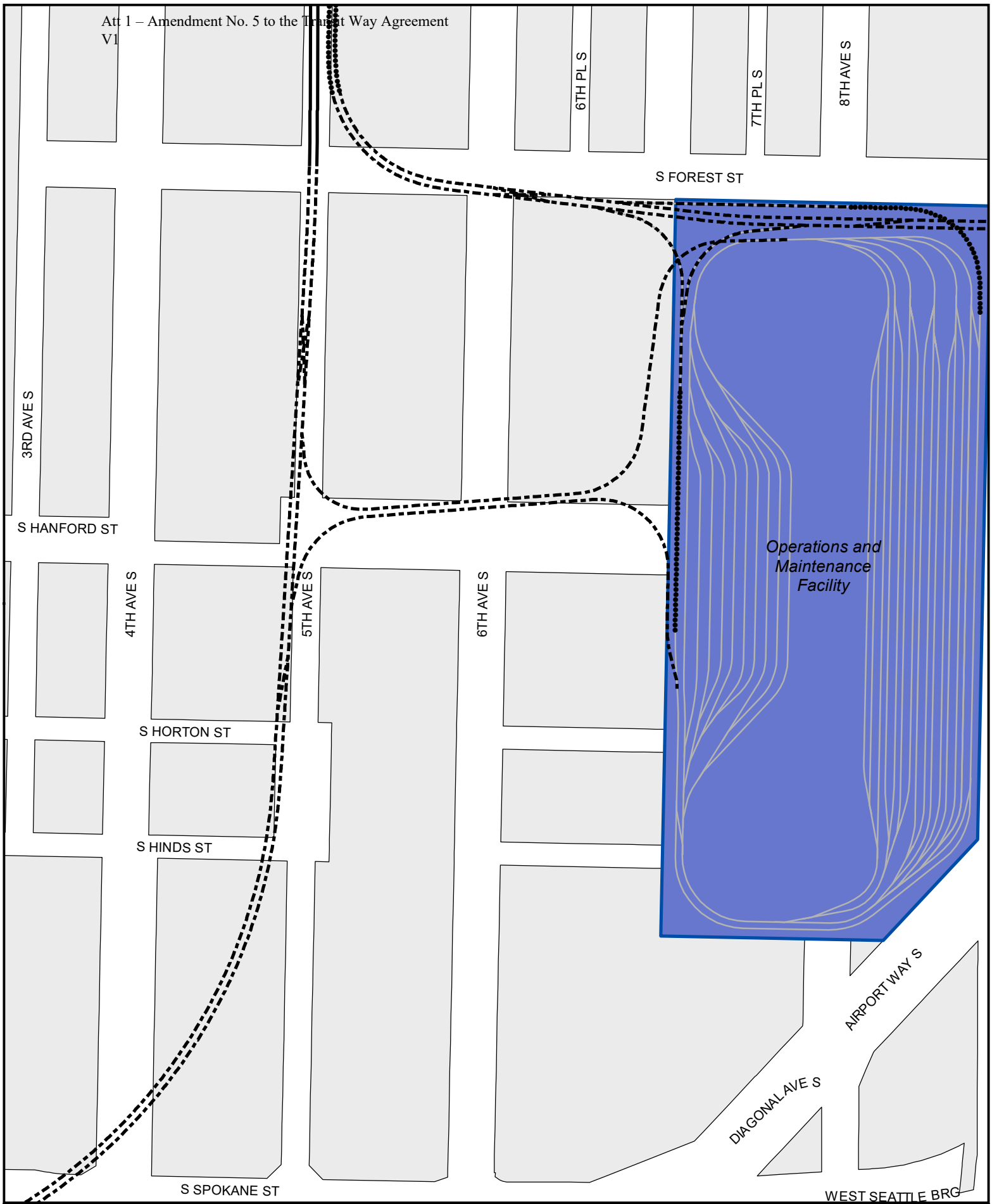
**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations  
Map 2 of 10**

**SOUNDTRANSIT**  
 March 2025

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Data source: King County GIS, City of Seattle, Sound Transit  
 No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
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**Legend**

<b>Light Rail Alignment</b>	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations  
Map 3 of 10**

**SOUND TRANSIT**  
March 2025

0 200  
Feet

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Data source: King County GIS, City of Seattle, Sound Transit  
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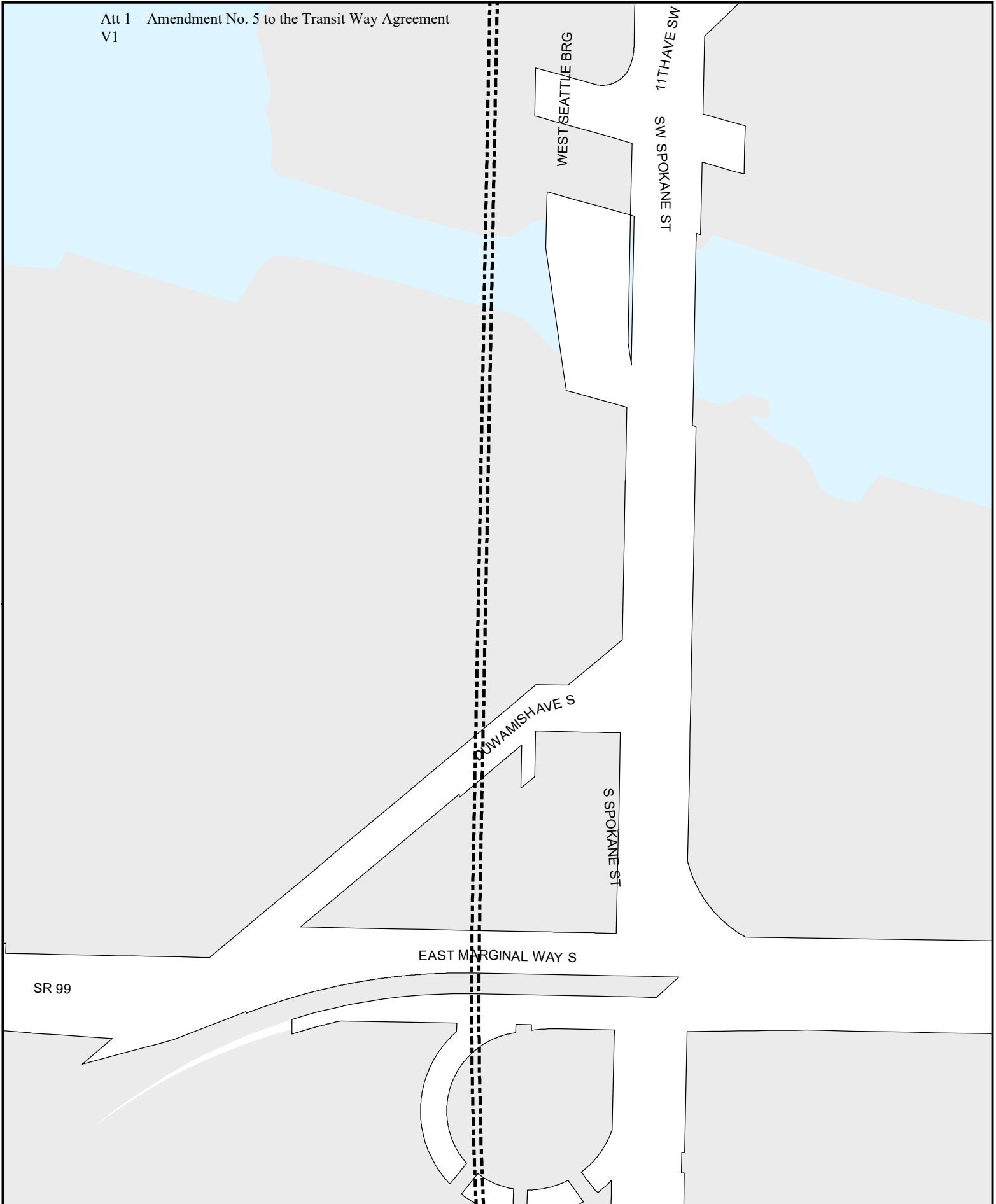
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Legend	
<b>Light Rail Alignment</b>	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations**  
Map 4 of 10

 <b>SOUNDTRANSIT</b> March 2025	 0 200 Feet	 18	
	<small>Data source: King County GIS, City of Seattle, Sound Transit</small>		
	<small>No guarantee of any sort implied, including accuracy, completeness, or fitness for use.</small> <small>G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSL_8x11_24</small>		



Legend	
<b>Light Rail Alignment</b>	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations  
Map 5 of 10**

 <b>SOUNDTRANSIT</b> March 2025	 0 200 Feet	 <small>Data source: King County GIS, City of Seattle, Sound Transit No guarantee of any sort implied, including accuracy, completeness, or fitness for use. G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSL_8x11_24</small>

18TH AVE SW

MARGINAL PL SW

17TH AVE SW

16TH AVE SW

WEST MARGINAL WAY SW

KLICKITAT AVE SW




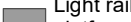

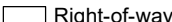
13TH AVE SW

SW KLICKITAT AVE

11TH AVE SW

WEST SEATTLE BRG

SW SPOKANE ST

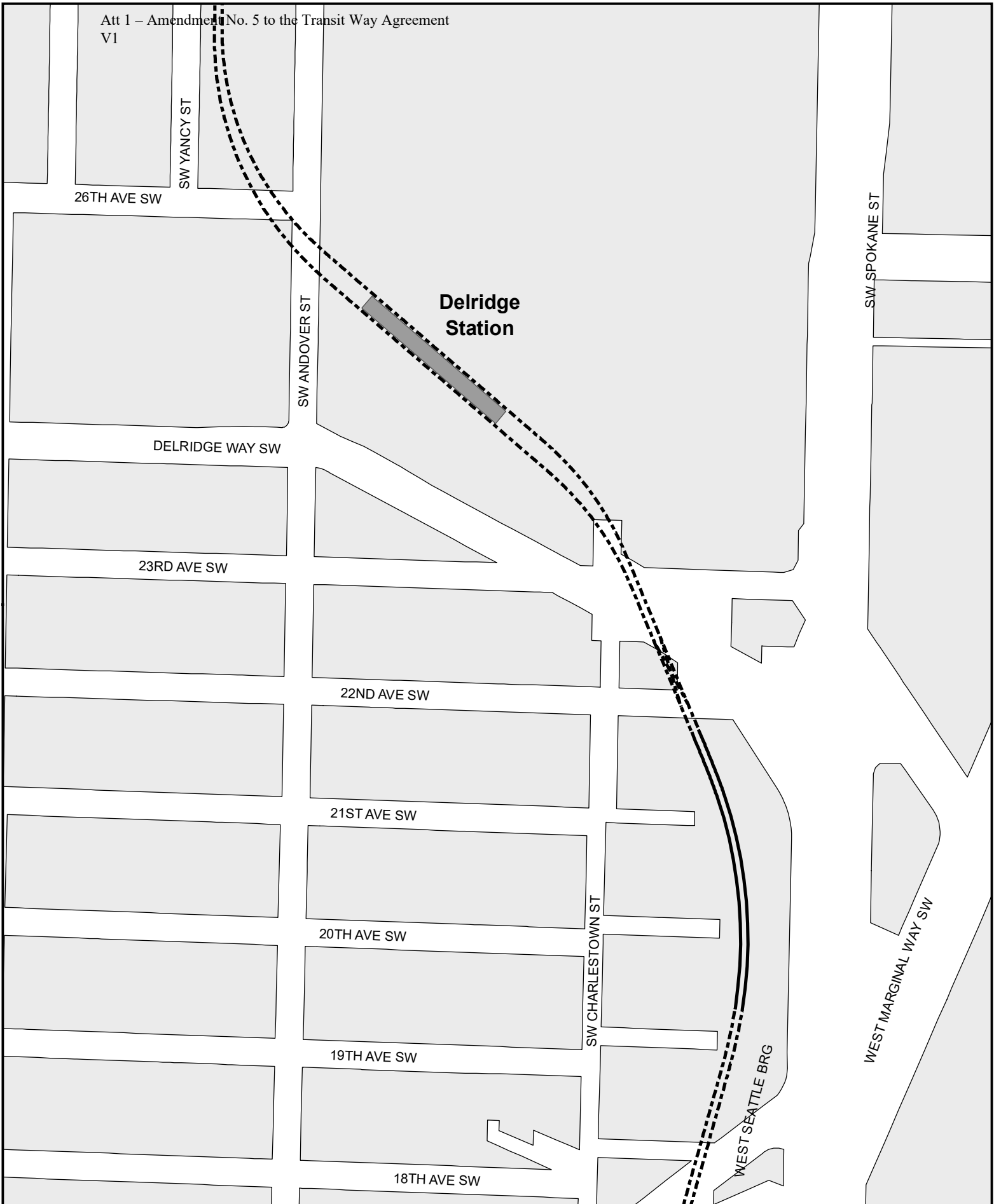
Legend	
Light Rail Alignment	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations**  
Map 6 of 10



Data source: King County GIS, City of Seattle, Sound Transit  
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
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**Avalon Station**

35TH AVE SW

WEST SEATTLE BRG

SW ANDOVER ST

34TH AVE SW

33RD AVE SW

FAUNTLEROY WAY SW

SW GENESEE ST

32ND AVE SW

31ST AVE SW

SW BRADFORD ST

30TH AVE SW

SW AVALON WAY



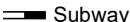
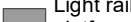


SW NEVADA ST

SW ADAMS ST

SW DAKOTA ST

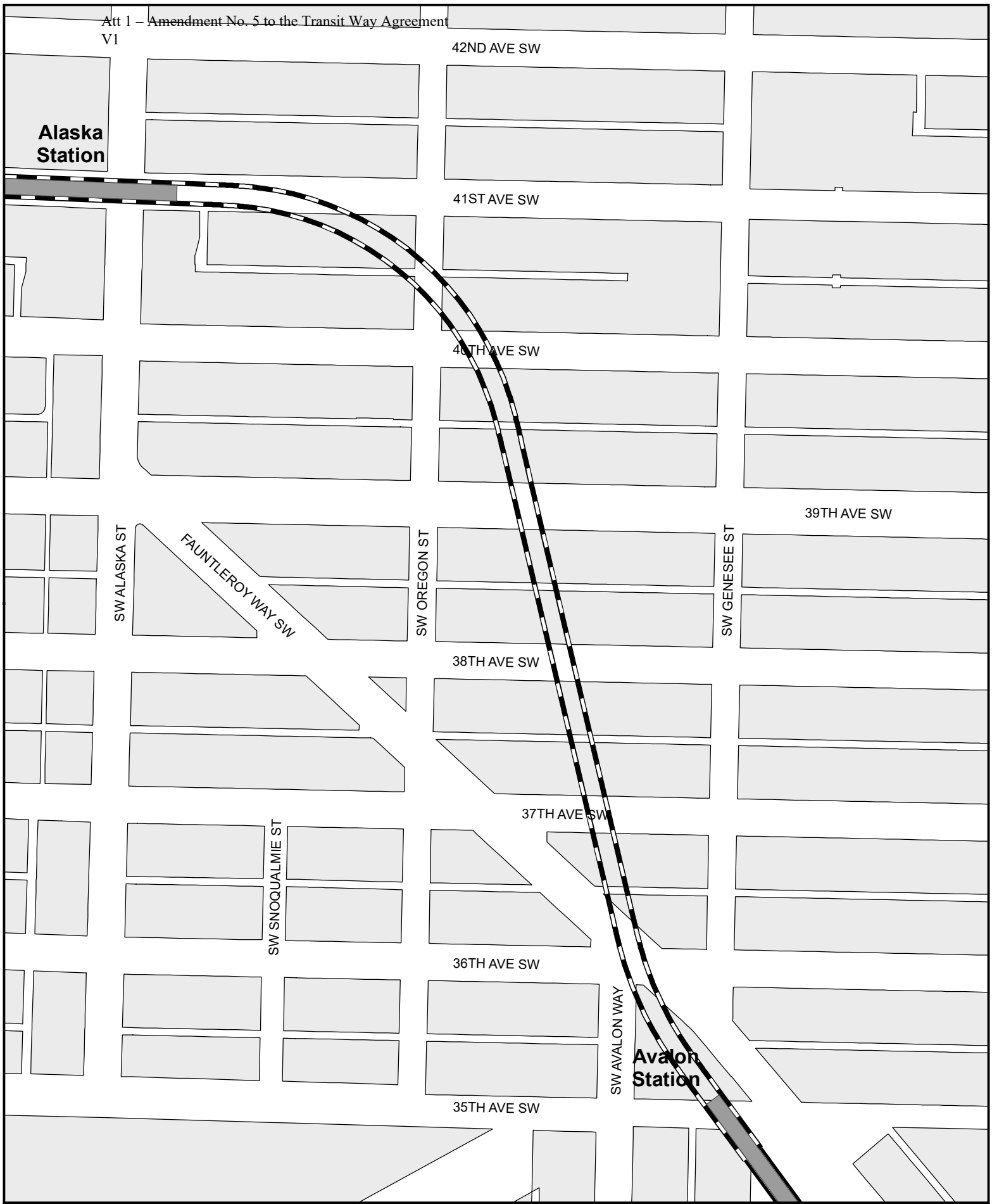
SW YANCY ST

28TH AVE SW

Legend	
<b>Light Rail Alignment</b>	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations**  
Map 8 of 10





**Legend**

<b>Light Rail Alignment</b>	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations  
Map 9 of 10**

**SOUNDTRANSIT**  
 March 2025

Feet

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Data source: King County GIS, City of Seattle, Sound Transit  
 No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
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SW ALASKA ST

Alaska  
Station

SW EDMUNDS ST

ERSKINE WAY SW  
LEWIS PL SW

CALIFORNIA AVE SW

42ND AVE SW

41ST AVE SW

40TH AVE SW

SW HUDSON ST

FAUNTLEROY WAY SW

38TH AVE SW

44TH AVE SW

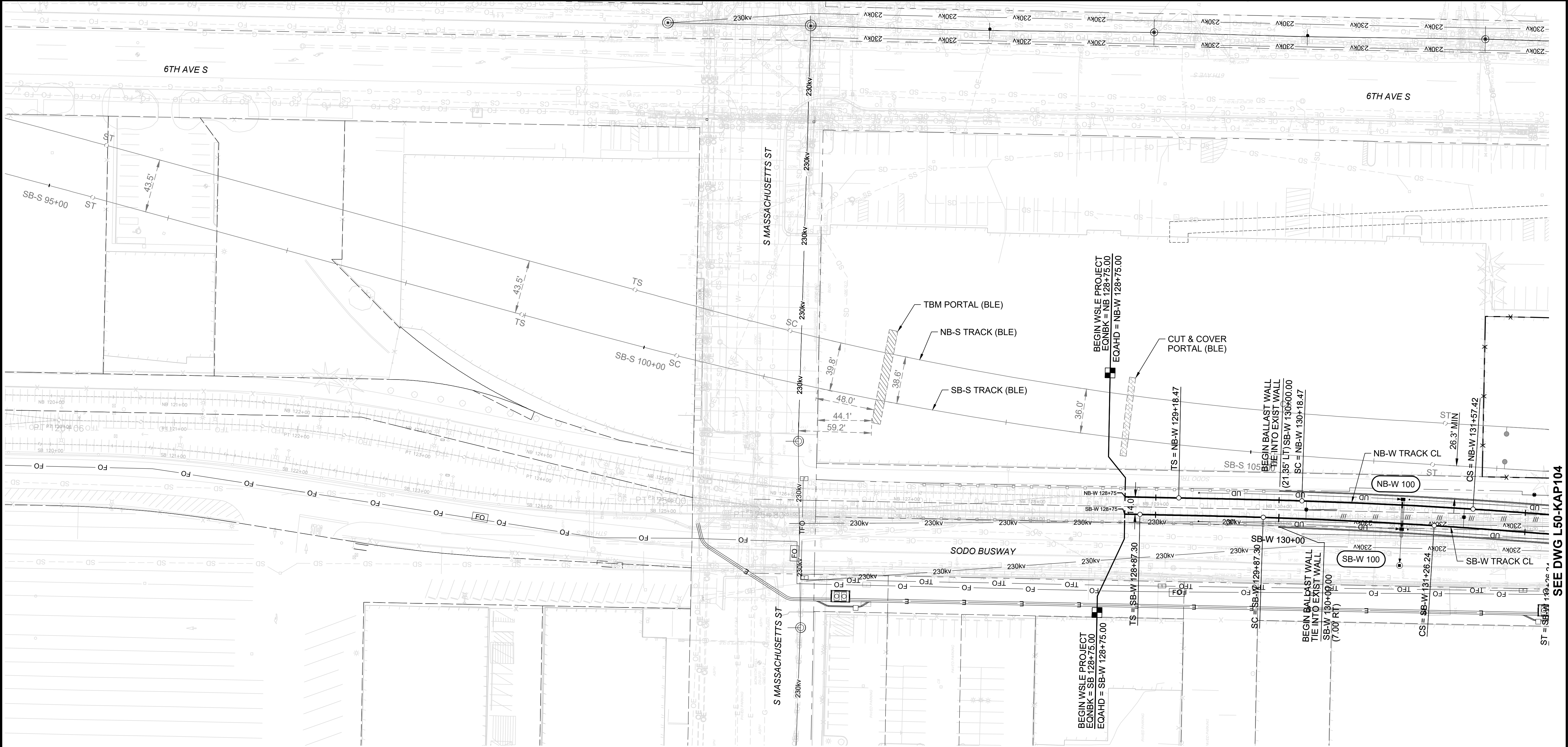
SW DAWSON ST

Legend	
Light Rail Alignment	Light rail station platform
	Maintenance facility
	Right-of-way
--- Aerial	
— At Grade	
— Subway	

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations  
Map 10 of 10**



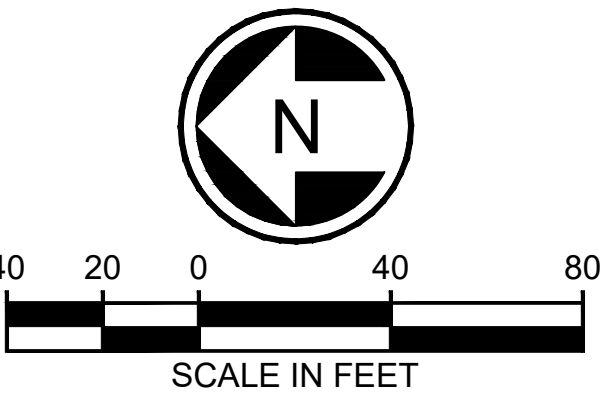
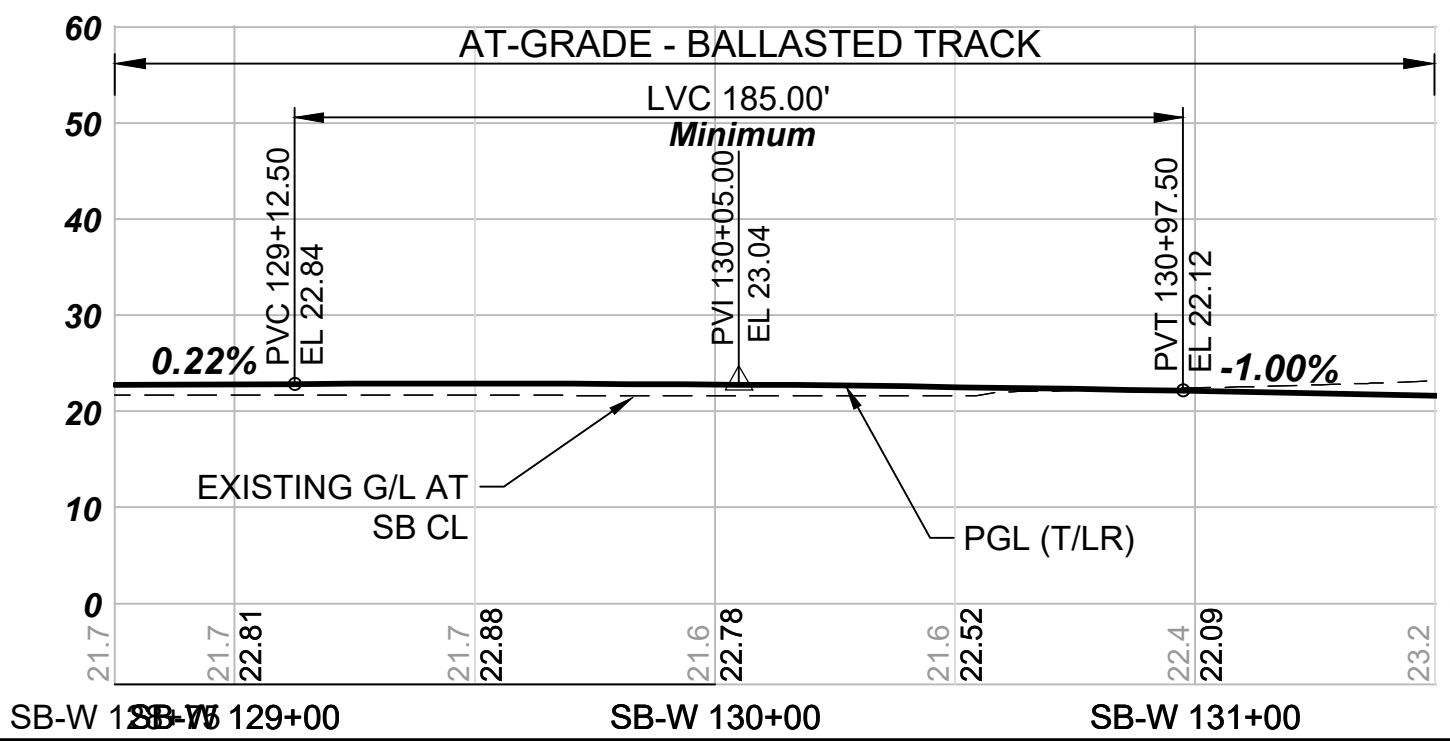
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xW100-L50-UPP100  
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xWSL-CES-VRX  
xWSL-L55-KAP301  
xW105-L51-UPP100  
xW105-L51-UPP300  
xW100-L50-JOP100  
xW100-L50-RPP100  
c05\_L50\_K4  
GB-SEAL-AKW



NOTE:  
XXXXXXXXXX

PLAN  
SCALE: 1" = 40'

CURVE	SB-W 100		NB-W 100	
	PI STA	SB-W 130+56.74	NB-W 130+87.98	
R		4200.00'	4200.00'	
Lc		138.95'	138.95'	
Ls1		100.00'	100.00'	
Ls2		100.00'	100.00'	
Ea		1.25"	1.25"	
Eu		1.60"	1.60"	
V		55 MPH	55 MPH	



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



SUBMITTED BY:  
K. PROIA

DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

DATE:  
04/2024

SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP103  
CONTRACT No.:  
RTA / XXXXXXXXX  
DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP103  
LOCATION ID:  
L50  
SHEET No.:  
157  
REV:  
0



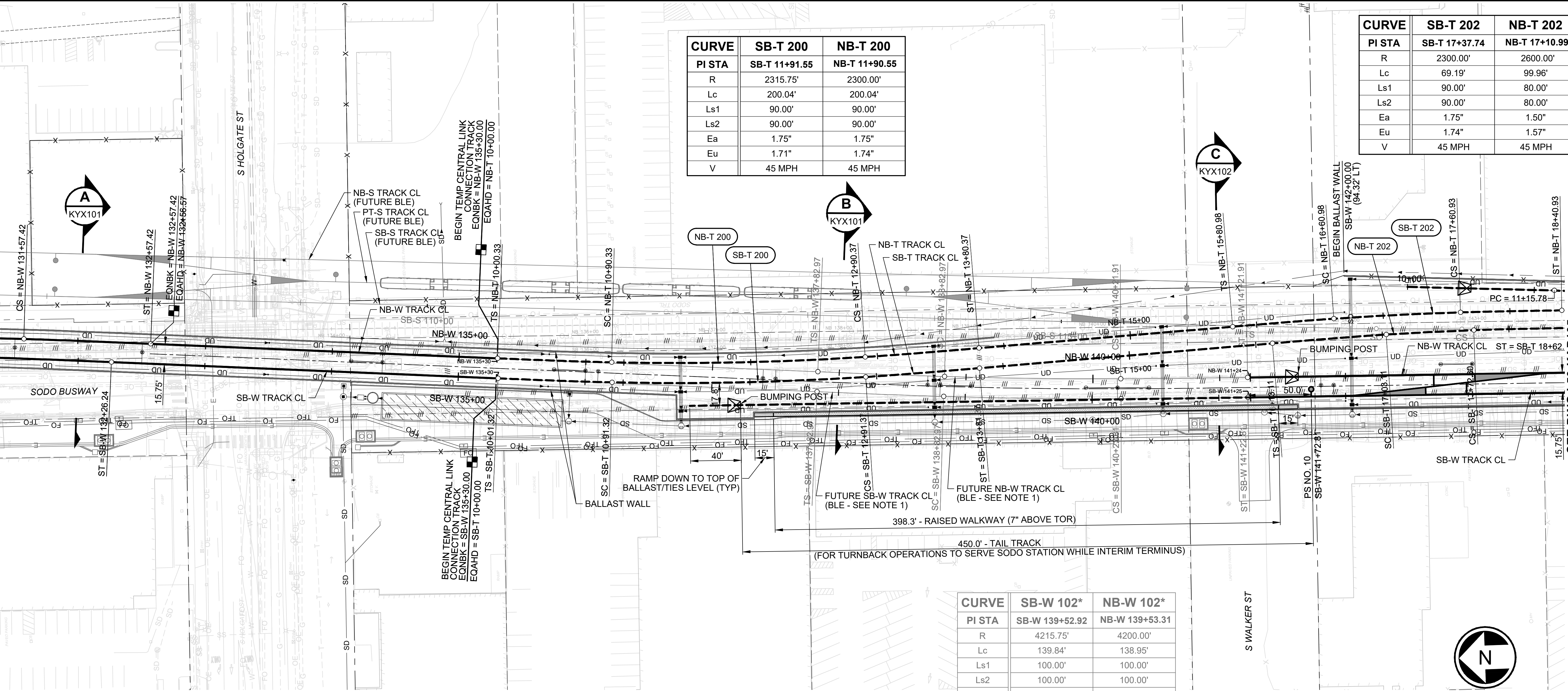
Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xW100-L50-KAV100  
xW100-L50-CRP100  
xWSBL-CES-VBP  
xWSBL-CES-VRX  
xW100-L50-SWP100  
xW100-L50-JTP100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xWSBL-L55-KAP301  
xW105-L51-UPP300  
xWSBL-L55-SWP301  
c05\_100.ko  
xW100-L50-KAP101  
GB-SEAL-AKW  
xW100-L50-JOP100  
xW100-L50-RPP100

SEE DWG L50-KAP103

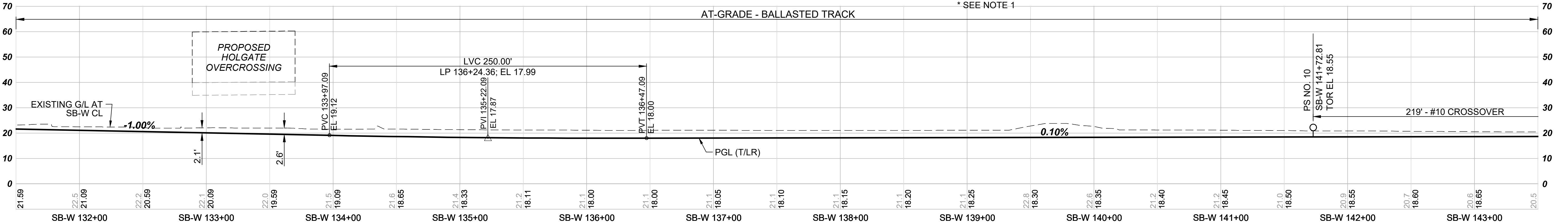
SEE DWG L50-KAP105

CURVE	SB-T 200	NB-T 200
	SB-T 11+91.55	NB-T 11+90.55
PI STA	2315.75'	2300.00'
R	2315.75'	2300.00'
Lc	200.04'	200.04'
Ls1	90.00'	90.00'
Ls2	90.00'	90.00'
Ea	1.75"	1.75"
Eu	1.71"	1.74"
V	45 MPH	45 MPH

CURVE	SB-T 202	NB-T 202
	SB-T 17+37.74	NB-T 17+10.99
PI STA	2300.00'	2600.00'
R	2300.00'	2600.00'
Lc	69.19'	99.96'
Ls1	90.00'	80.00'
Ls2	90.00'	80.00'
Ea	1.75"	1.50"
Eu	1.74"	1.57"
V	45 MPH	45 MPH



**NOTE:**  
1. FROM SB-W 135+30 TO 141+25, FINAL WSLE CONNECTIONS TO BE CONSTRUCTED (TRACKS RE-ALIGNED) DURING END OF BLE PHASE, INCLUDING CURVE SB-W/NB-W 102.

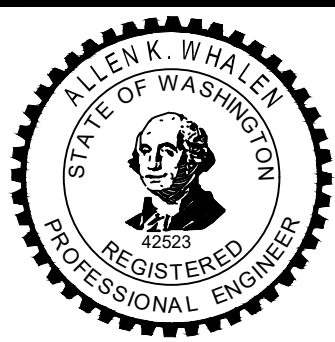


CURVE	SB-W 102*	NB-W 102*
	SB-W 139+52.92	NB-W 139+53.31
PI STA	4215.75'	4200.00'
R	4215.75'	4200.00'
Lc	139.84'	138.95'
Ls1	100.00'	100.00'
Ls2	100.00'	100.00'
Ea	1.25"	1.25"
Eu	1.59"	1.60"
V	55 MPH	55 MPH

\* SEE NOTE 1

## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



HNTB



SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP104  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

**WEST SEATTLE LINK EXTENSION  
CONTRACT W100**  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
**L50-KAP104**  
LOCATION ID:  
L50  
SHEET No.:  
158  
REV:  
0

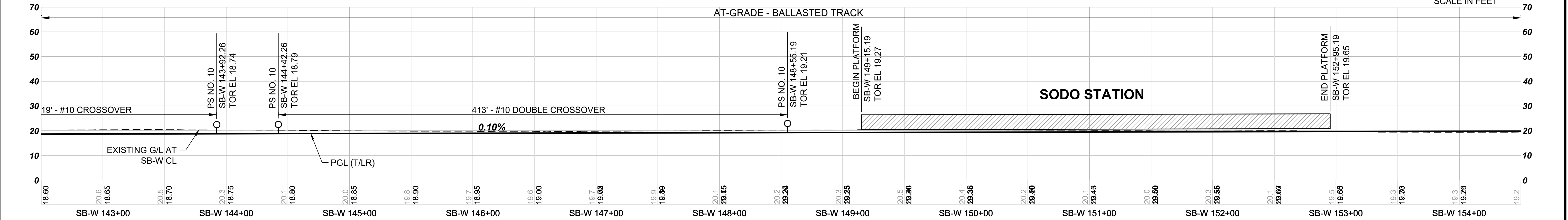
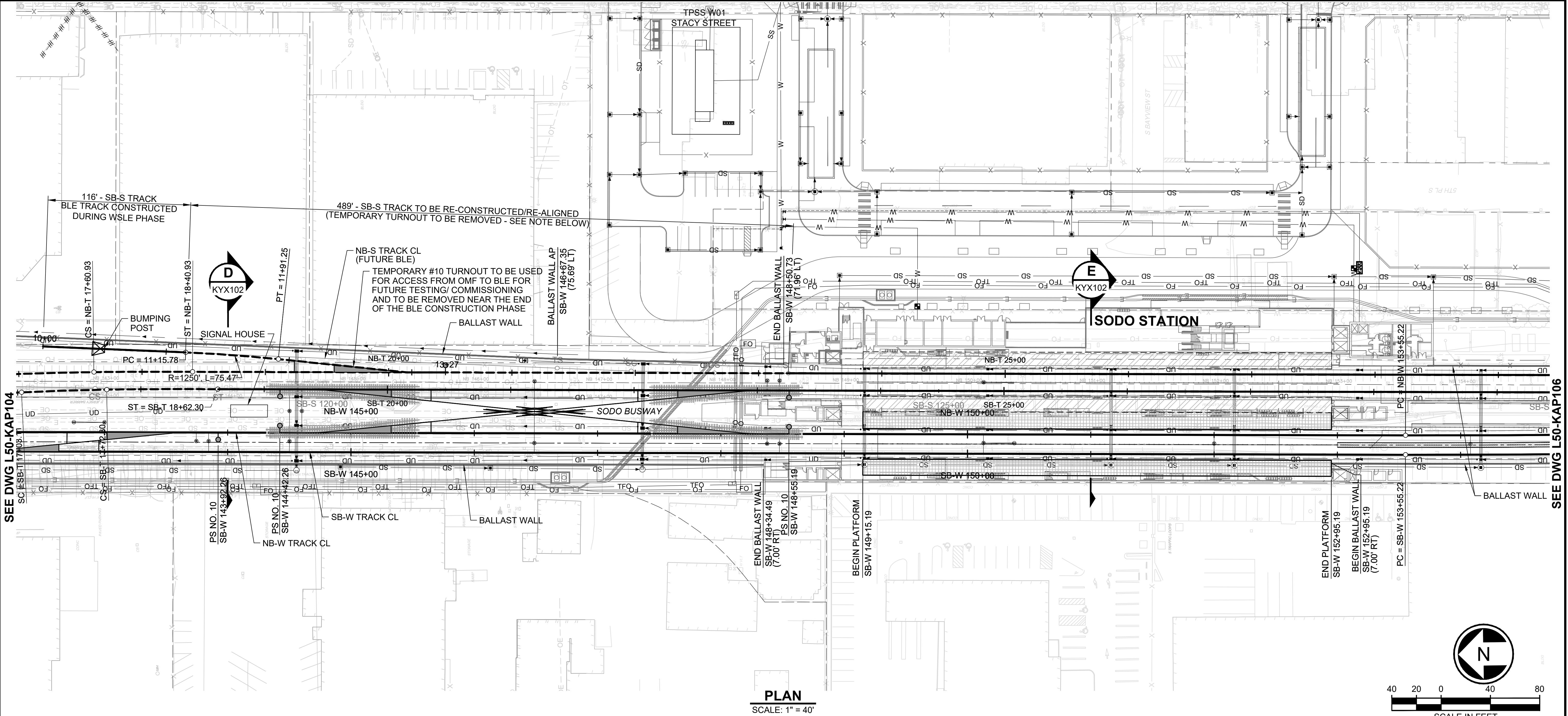
SUBMITTED BY:  
K. PROIA

DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

DATE:  
04/2024

Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xWSBL-CES-VBP  
xWSBL-CES-VRX  
xWSBL-SOE-VBP  
xWSBL-SOE-VRX  
xW100-L50-KAV100  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-UCP100  
xW100-L50-JOP100  
xW100-L50-SWP100  
xW100-L50-SWV100  
xW100-W01-APP100  
xW100-L51-UPP300  
xWSBL-L55-KAP301  
xW100-W01-APP200  
c05\_L30.kg  
xW100-L50-RPP100  
xW100-L50-JOP100  
GB-SEAL-AKW



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN

DRAWN BY:  
R. JOHNSON

CHECKED BY:  
D. MUELLERLEILE

APPROVED BY:  
A. WHALEN



# HNTB



SCALE:  
H: 1" = 40'; V: 1" = 20'

FILENAME:  
W100-L50-KAP105

CONTRACT No.:  
RTA / XXXXXXXX

DATE:  
04/2024

**WEST SEATTLE LINK EXTENSION  
CONTRACT W100**

SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
**L50-KAP105**

LOCATION ID:  
L50

SHEET No.:  
159

REV:  
0

SUBMITTED BY:  
K. PROIA

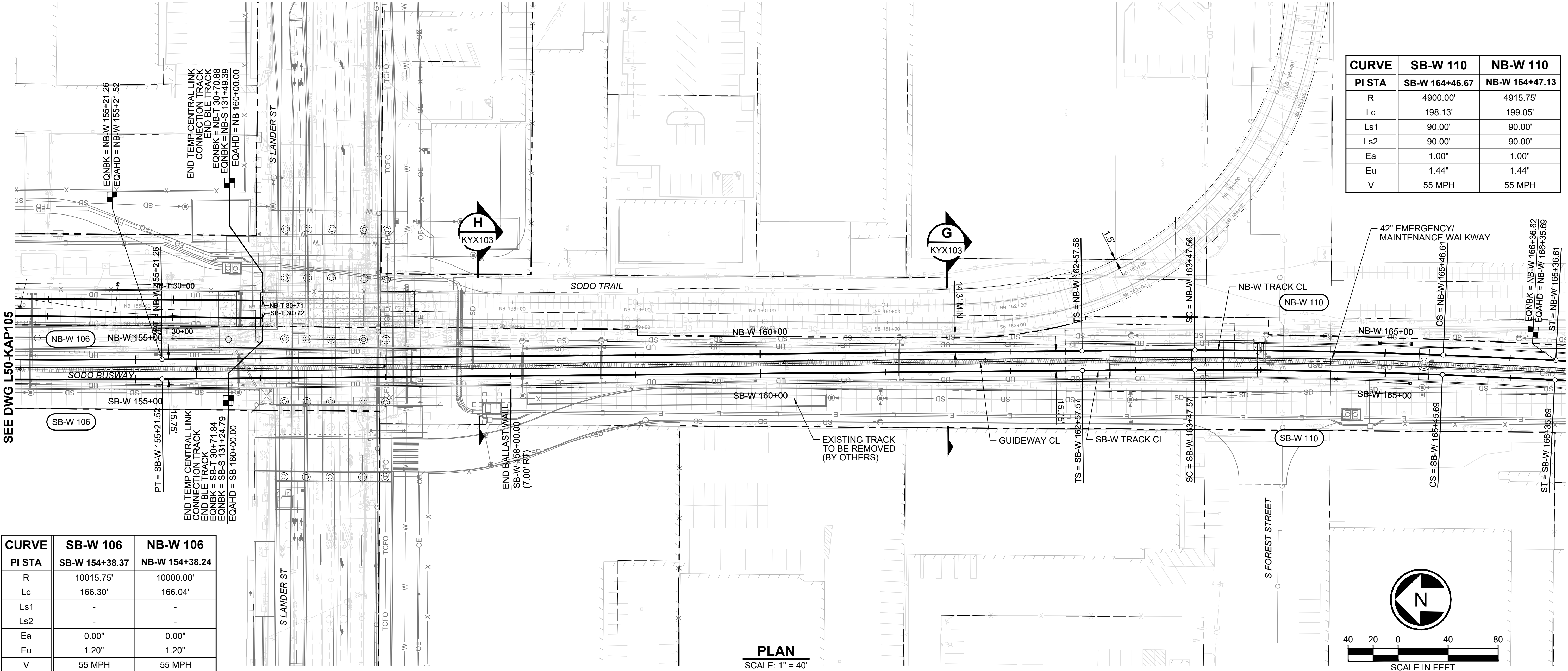
DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

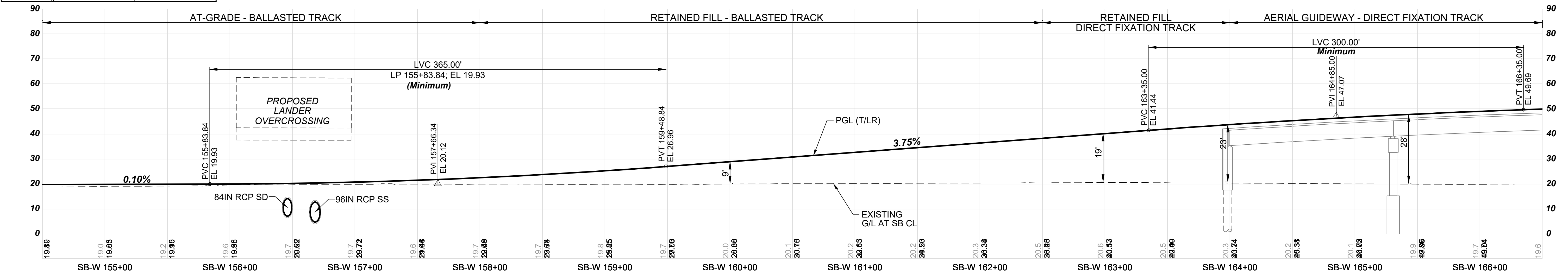
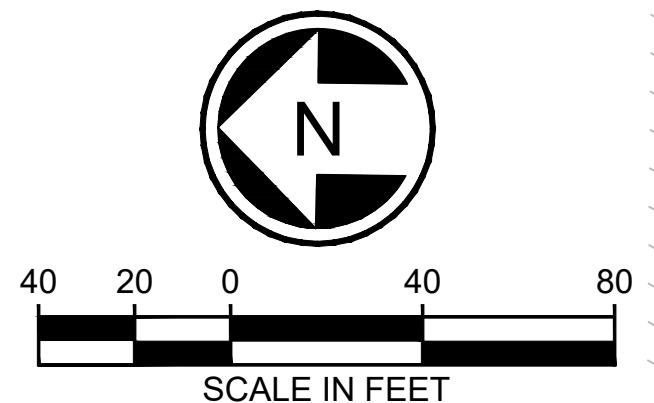
DATE:  
04/2024



Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-SEP100  
xW100-L50-SFP100  
xW100-L50-SWP100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xWSBL-50E-VBP  
xWSBL-50E-VBK  
xW100-L50-SEV100  
xW100-W01-APP200  
xW100-L50-SEP801  
xW100-L50-SEP802  
xW100-L50-SWV100  
xW100-W01-ASP100  
xW100-W01-APP100  
xW100-L50-RPP100  
xW100-L50-KAV100  
GB-SEAL-KW  
xW100-L50-OPP100  
xW105-L51-UPP300  
c05\_130\_ko



CURVE	SB-W 106	NB-W 106
PI STA	SB-W 154+38.37	NB-W 154+38.24
R	10015.75'	10000.00'
Lc	166.30'	166.04'
Ls1	-	-
Ls2	-	-
Ea	0.00"	0.00"
Eu	1.20"	1.20"
V	55 MPH	55 MPH



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:  
A. WHALEN

DRAWN BY:  
R. JOHNSON

CHECKED BY:  
D. MUELLERLEILE

APPROVED BY:  
A. WHALEN

SUBMITTED BY:  
K. PROIA

DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

DATE:  
04/2024

HNTB

LINE IS 1" AT FULL SCALE

SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP106  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100

SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP106

LOCATION ID:  
L50

SHEET No.:  
160

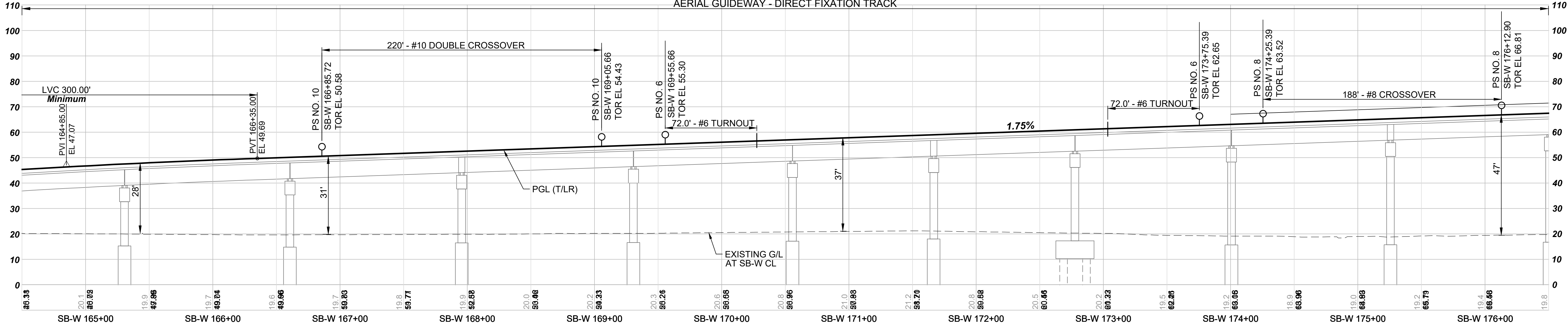
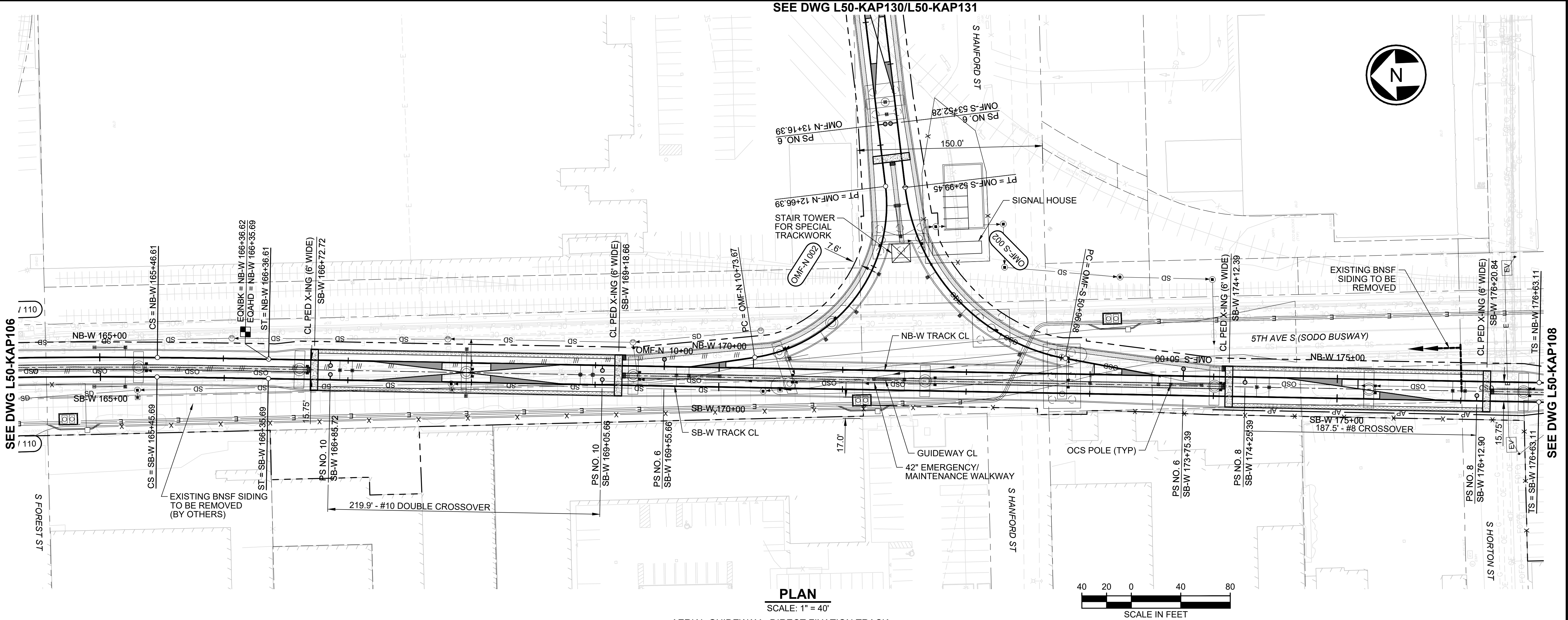
REV:  
0

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04/18/24 | 4:28 PM | AVHWALEN

SEE DWG L50-KAP107

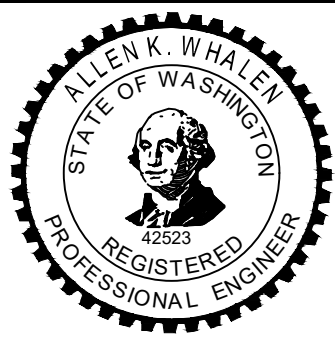


Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xW100-L50-KAP100  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-SEP100  
xW100-L50-SDV100  
xW100-L50-SFP100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xWSBL-SOE-VBP  
xWSBL-SOE-VRX  
xW100-L50-MFP100  
xW100-L50-RPP100  
xW100-L50-JOP100  
GB-SEAL-AKW  
xW105-L51-UPP300



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



HNTB

LINE IS 1" AT  
FULL SCALE



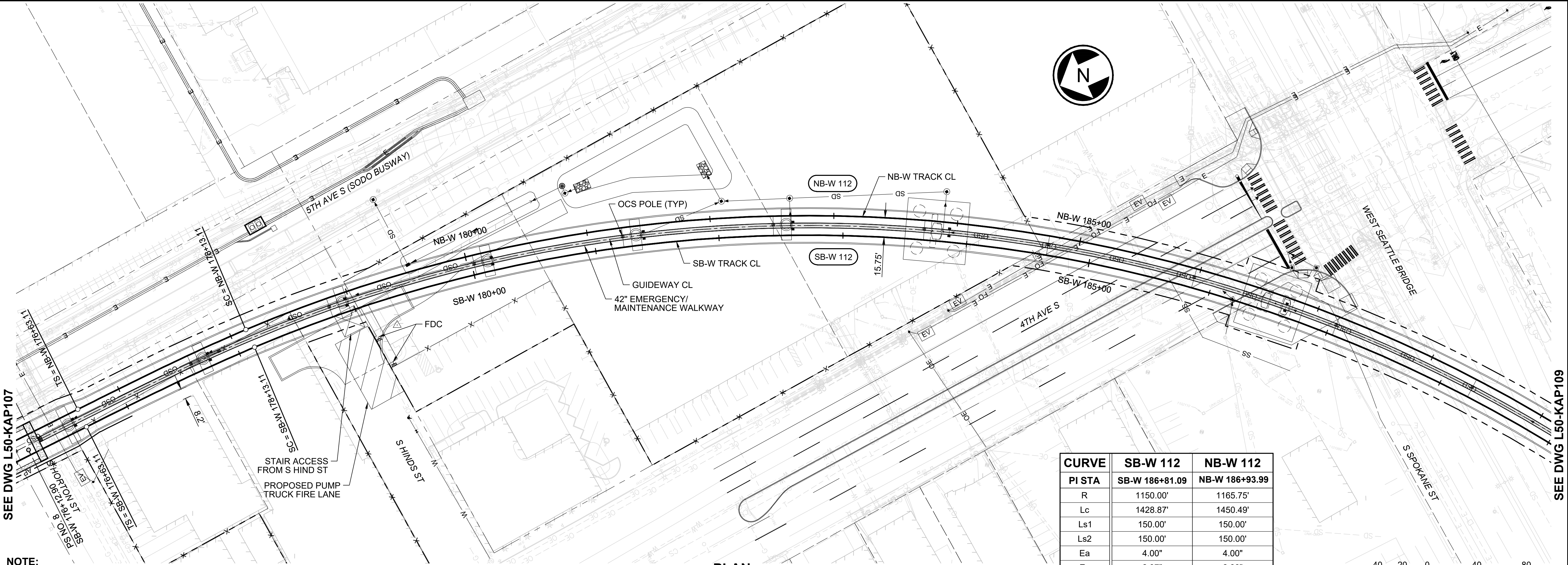
SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP107  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP107  
LOCATION ID:  
L50  
SHEET No.:  
161  
REV:  
0



Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xW100-L50-KAP100  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-SEP100  
xW100-L50-SEV100  
xW100-L50-SFP100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xWSBL-SOE-VBP  
xWSBL-SOE-VRX  
xW100-L50-MFP100  
xW100-L50-RPP100  
GB-SAL-AKW  
xW100-L50-JOP100  
xW105-L51-UPP300



SEE DWG L50-KAP107

SEE DWG L50-KAP109

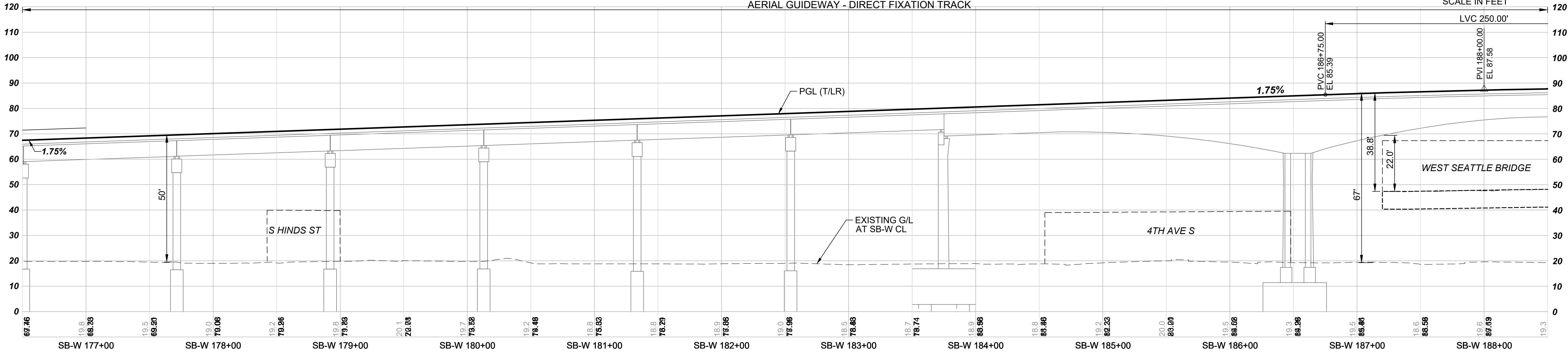
NOTE:  
XXXXXXXXXX

PLAN  
SCALE: 1" = 40'

CURVE	SB-W 112	NB-W 112
	SB-W 186+81.09	NB-W 186+93.99
R	1150.00'	1165.75'
Lc	1428.87'	1450.49'
Ls1	150.00'	150.00'
Ls2	150.00'	150.00'
Ea	4.00"	4.00"
Eu	2.97"	2.88"
V	45 MPH	45 MPH



AERIAL GUIDEWAY - DIRECT FIXATION TRACK



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



HNTB

LINE IS 1" AT  
FULL SCALE



SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP108  
CONTRACT No.:  
RTA / XXXXXXXXX  
DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP108  
LOCATION ID:  
L50  
SHEET No.:  
162  
REV:  
0

SUBMITTED BY:  
K. PROIA

DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

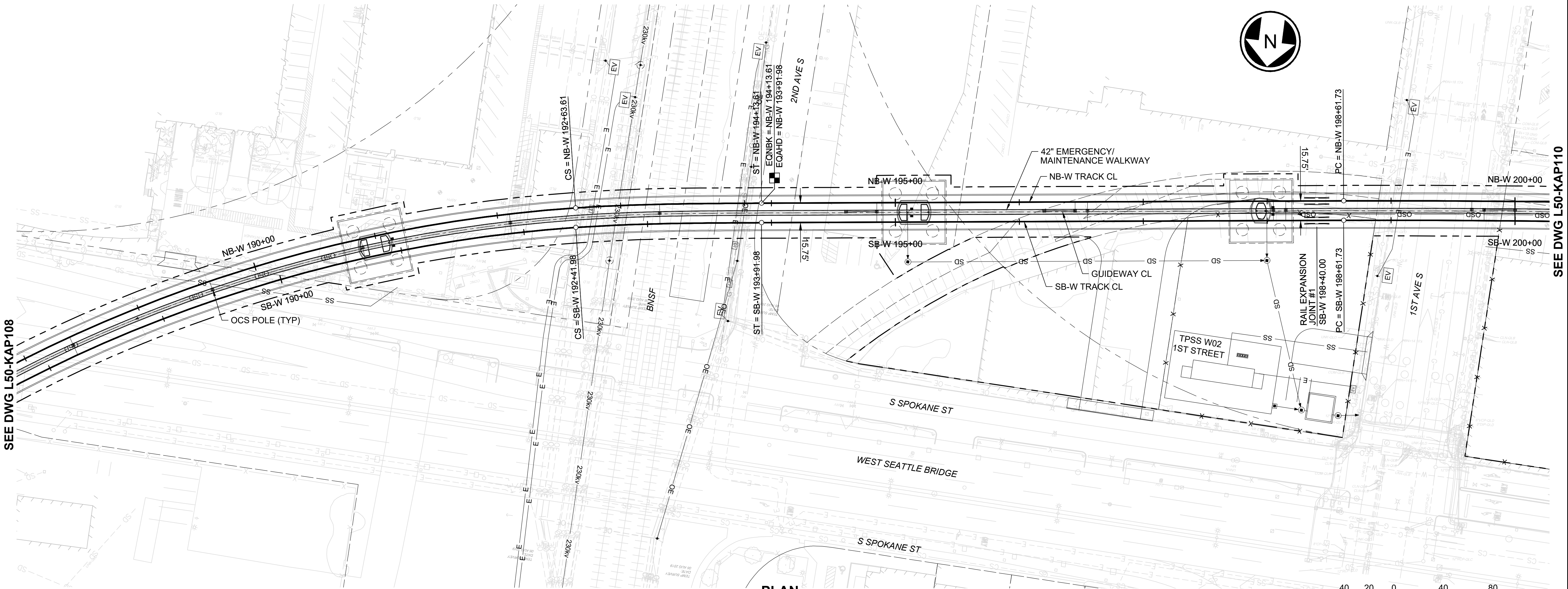
DATE:  
04/2024



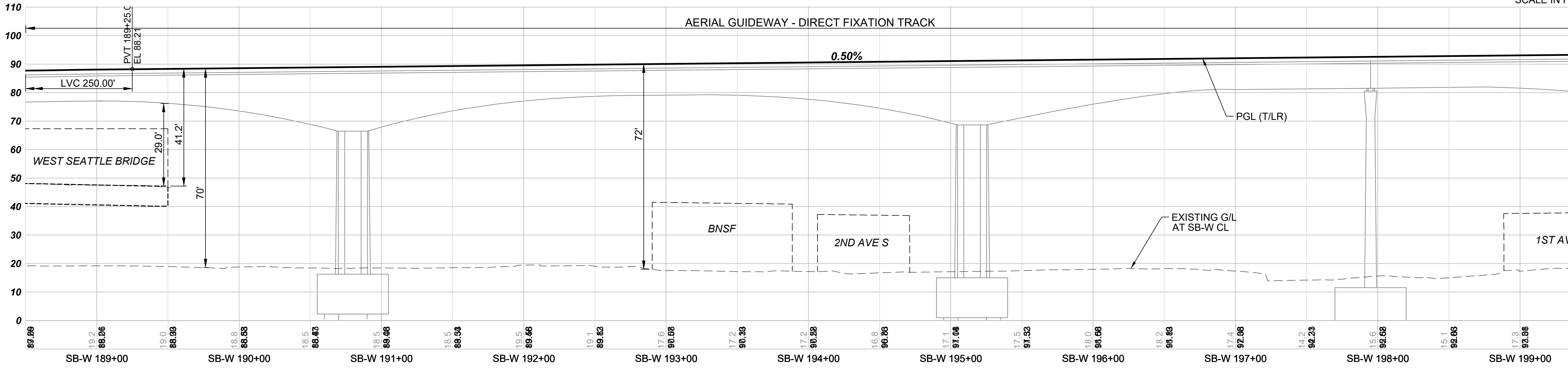
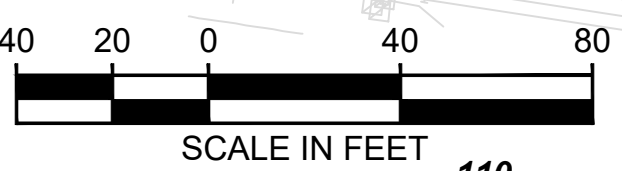
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xW100-L50-CRP100  
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xW100-L50-SEP100  
xW100-L50-SEV100  
xW100-L50-SFP100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xWSL-SOE-VBP  
xWSL-SOE-VRX  
xW100-L50-MFP100  
xW100-L50-RPP100  
xW100-L50-JOP100  
GB-SEAL-AKW

SEE DWG L50-KAP108

SEE DWG L50-KAP110

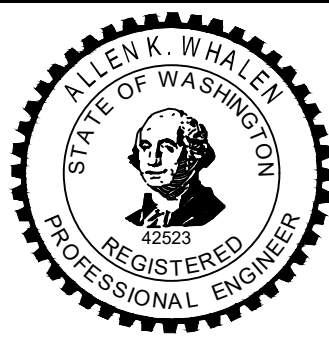


PLAN  
SCALE: 1" = 40'



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



HNTB

LINE IS 1" AT  
FULL SCALE



SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP109  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP109  
LOCATION ID:  
L50  
SHEET No.:  
163  
REV:  
0

SUBMITTED BY:  
K. PROIA

DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

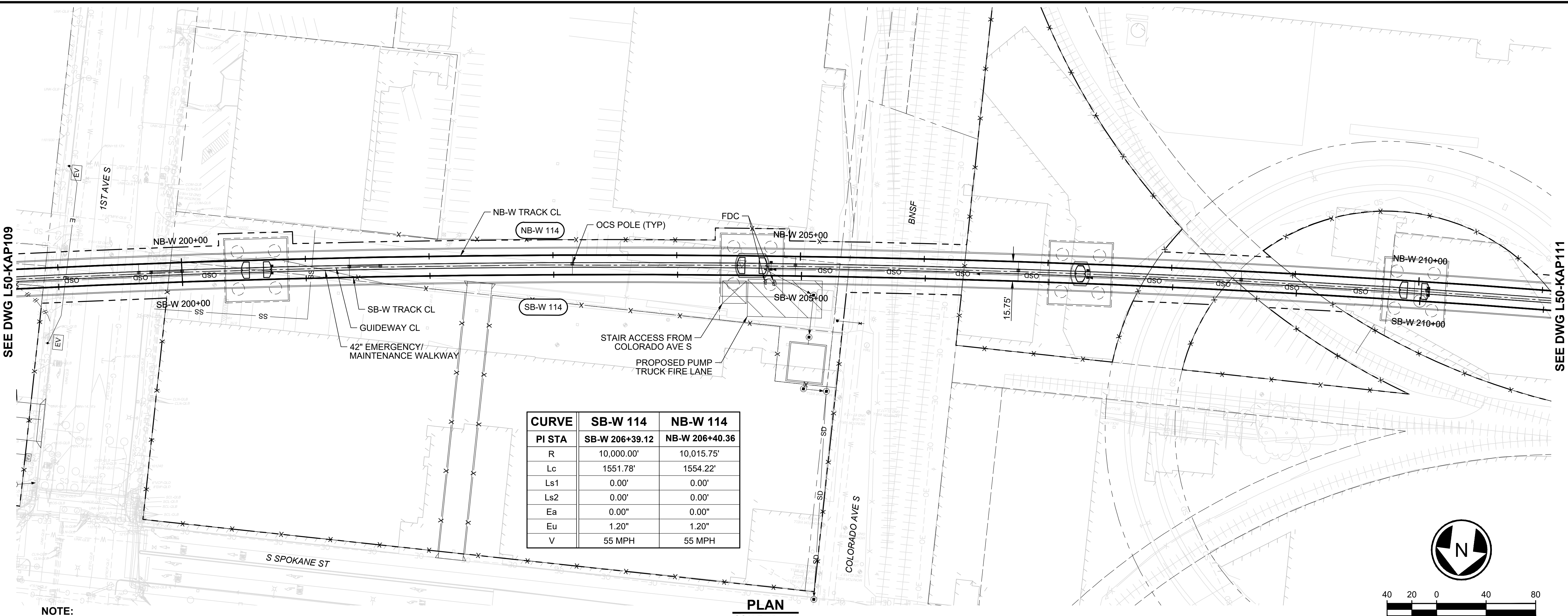
DATE:  
04/2024



Xrefs:  
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xW100-L50-KAP100  
xW100-L50-KAV100  
xWSBL-SOE-VSP  
xWSBL-SOE-VRX  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-SEP100  
xW100-L50-SFP100  
xW100-L50-UCP100  
xW100-L50-UJP100  
xW100-L50-SEV100  
xW100-L50-MFP100  
xW100-L50-RPP100  
GB-SEA-AKW  
xW100-L50-JOP100

SEE DWG L50-KAP109

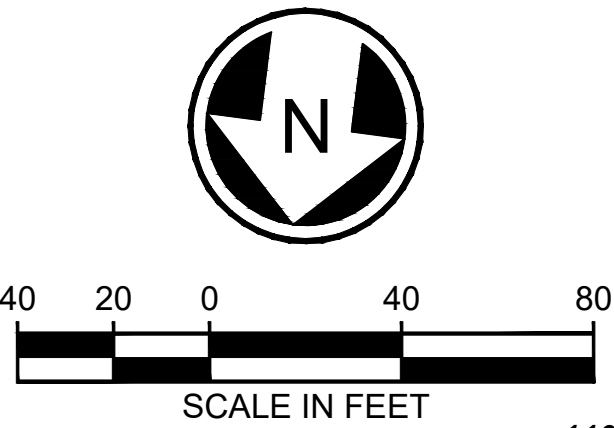
SEE DWG L50-KAP111



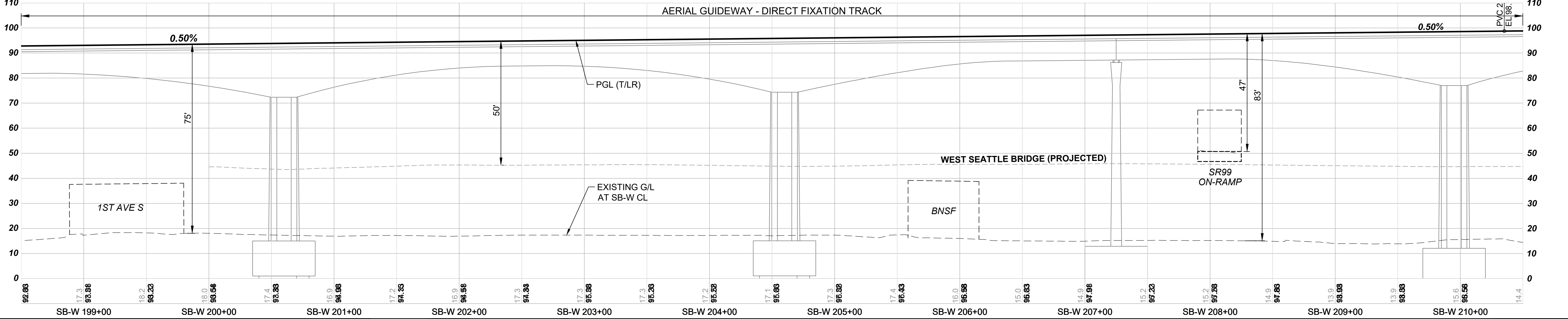
CURVE	SB-W 114	NB-W 114
PI STA	SB-W 206+39.12	NB-W 206+40.36
R	10,000.00'	10,015.75'
Lc	1551.78'	1554.22'
Ls1	0.00'	0.00'
Ls2	0.00'	0.00'
Ea	0.00"	0.00"
Eu	1.20"	1.20"
V	55 MPH	55 MPH

PLAN

SCALE: 1" = 40'



NOTE:  
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



LINE IS 1" AT  
FULL SCALE



SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP110  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP110  
LOCATION ID:  
L50  
SHEET No.:  
164  
REV:  
0

SUBMITTED BY:  
K. PROIA

DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

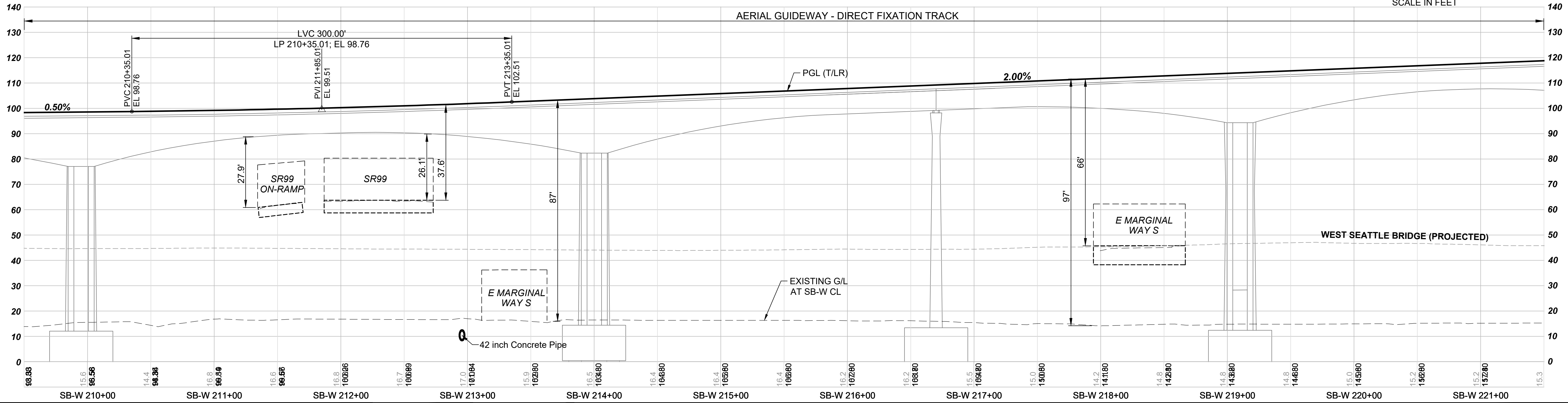
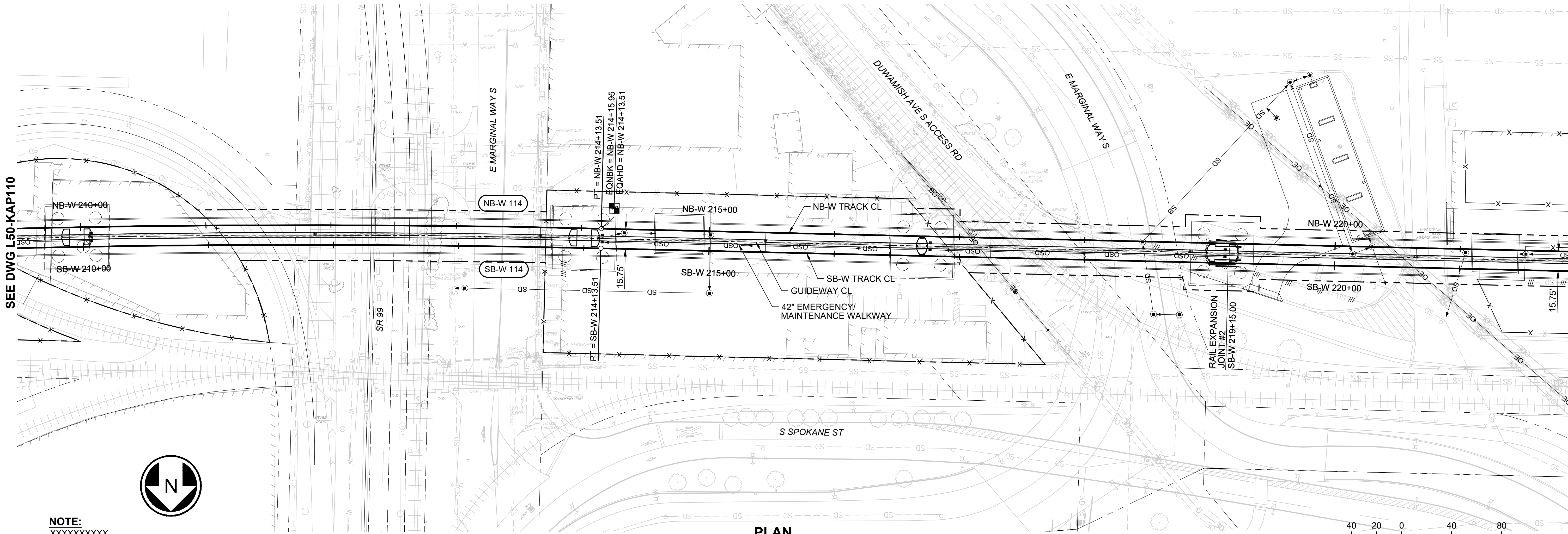
DATE:  
04/2024



Xrefs:  
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xW100-L50-KAP100  
xW100-L50-KAP100  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-SEP100  
xW100-L50-SPI100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xWSBL-SOE-VBP  
xW100-L50-SEA100  
xWSBL-SOE-VRX  
xW100-L50-MFP100  
xW100-L50-RPP100  
xW100-L50-JOP100  
GB-SEAL-AKW

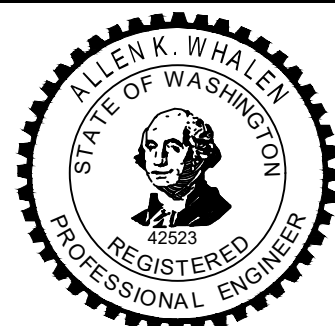
SEE DWG L50-KAP110

SEE DWG L50-KAP112



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



HNTB

LINE IS 1" AT  
FULL SCALE



SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP111  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

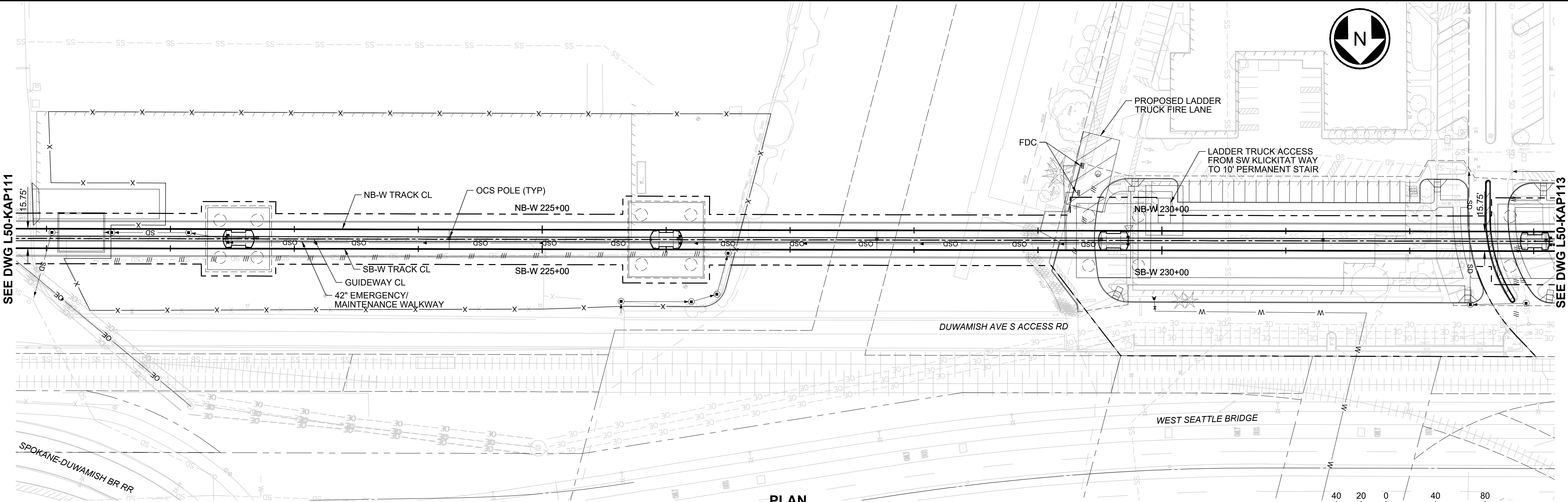
WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP111  
LOCATION ID:  
L50  
SHEET No.:  
165  
REV:  
0

Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xWSBL-SOE-VRX  
xW100-L50-KAV100  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-SEP100  
xW100-L50-SFP100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xWSBL-SOE-VBP  
xW100-L50-SEV100  
xW100-L50-MFP100  
xW100-L50-RPP100  
GB-SEA-AKW  
xW100-L50-JOP100

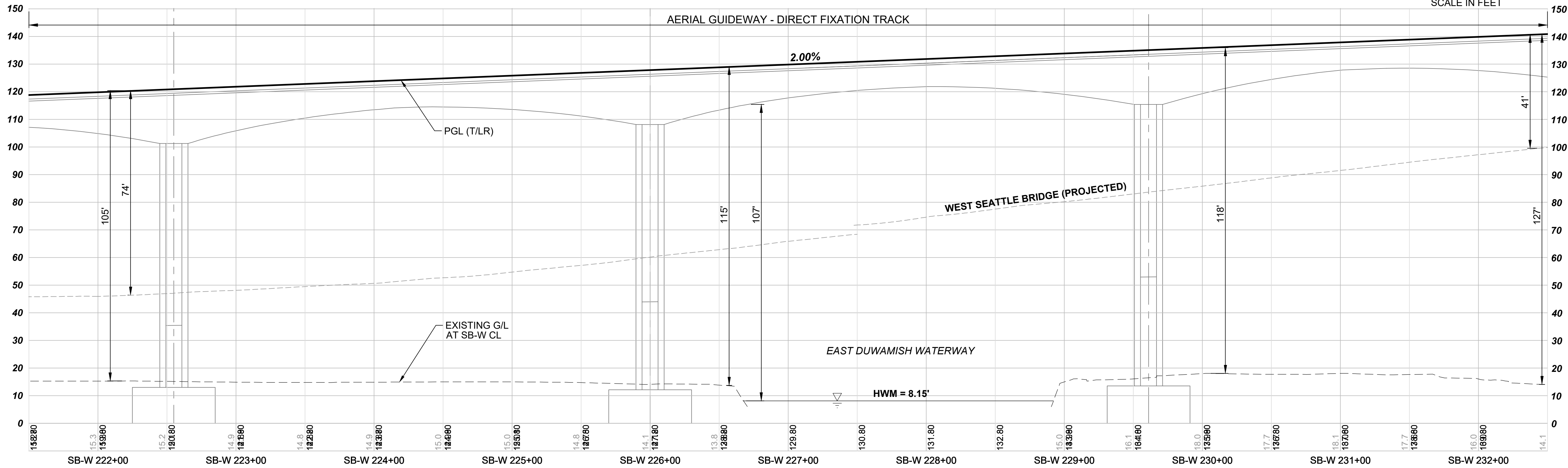
SEE DWG L50-KAP111

SEE DWG L50-KAP113



**PLAN**  
SCALE: 1" = 40'

NOTE:  
XXXXXXXXXX



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



**HNTB**

SUBMITTED BY:  
K. PROIA

DATE:  
04/2024

REVIEWED BY:  
C. RIDGE



DATE:  
04/2024

SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP112  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

**WEST SEATTLE LINK EXTENSION  
CONTRACT W100**  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

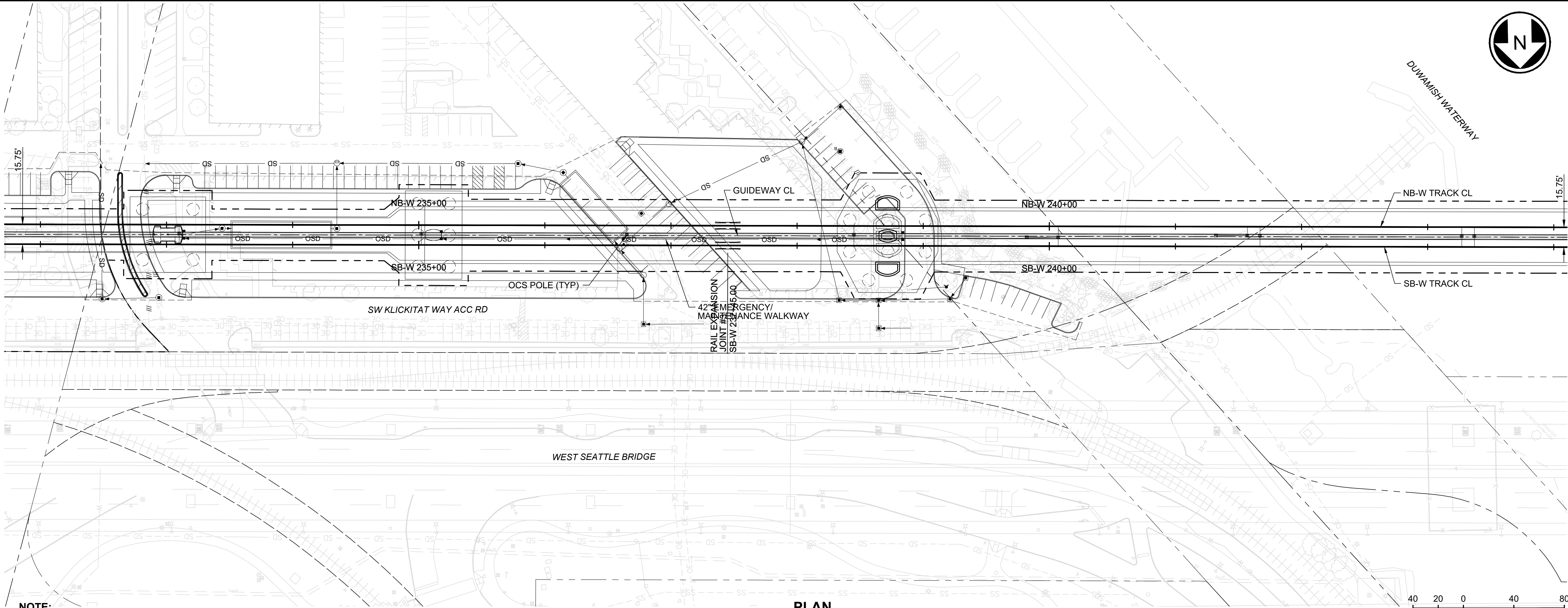
DRAWING No.:  
**L50-KAP112**  
LOCATION ID:  
L50  
SHEET No.:  
166  
REV:  
0



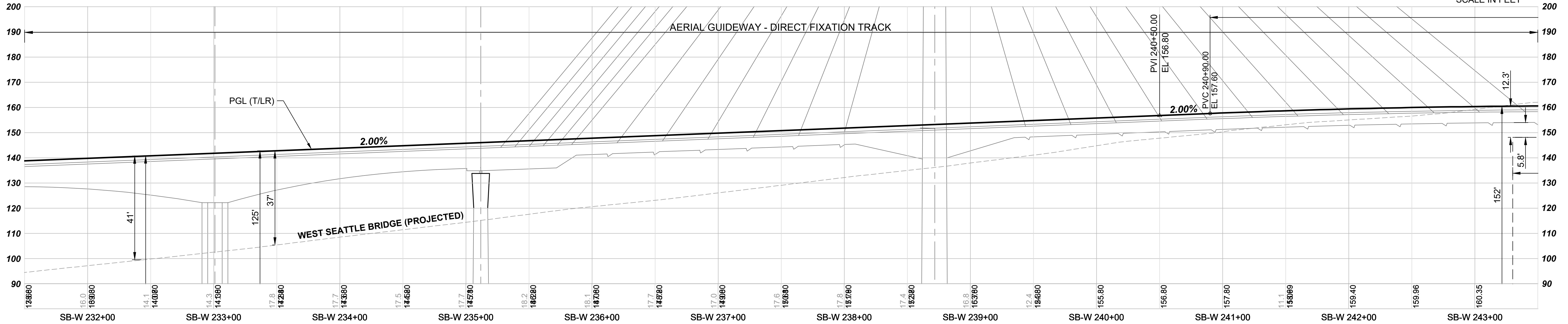
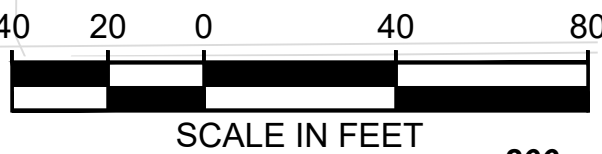
Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xWSBL-SOE-VRX  
xW100-L50-KAV100  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-SEP100  
xW100-L50-SFP100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xW100-L50-SV100  
xWSBL-SOE-VBP  
xW100-L50-MFP100  
xW100-L50-RPP100  
GB-SEA-AKW  
xW100-L50-JOP100

SEE DWG L50-KAP112

SEE DWG L50-KAP114

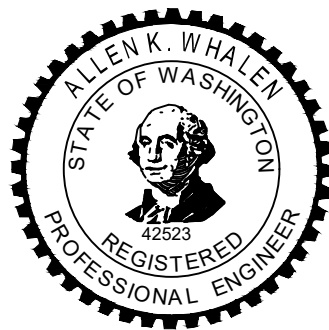


NOTE:  
XXXXXXXXXX



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



HNTB

LINE IS 1" AT  
FULL SCALE

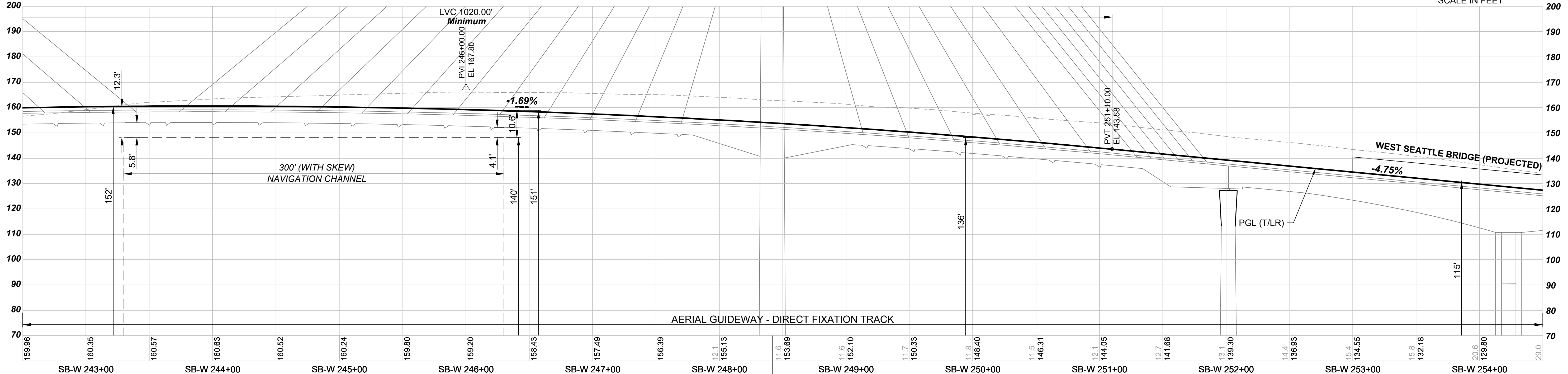
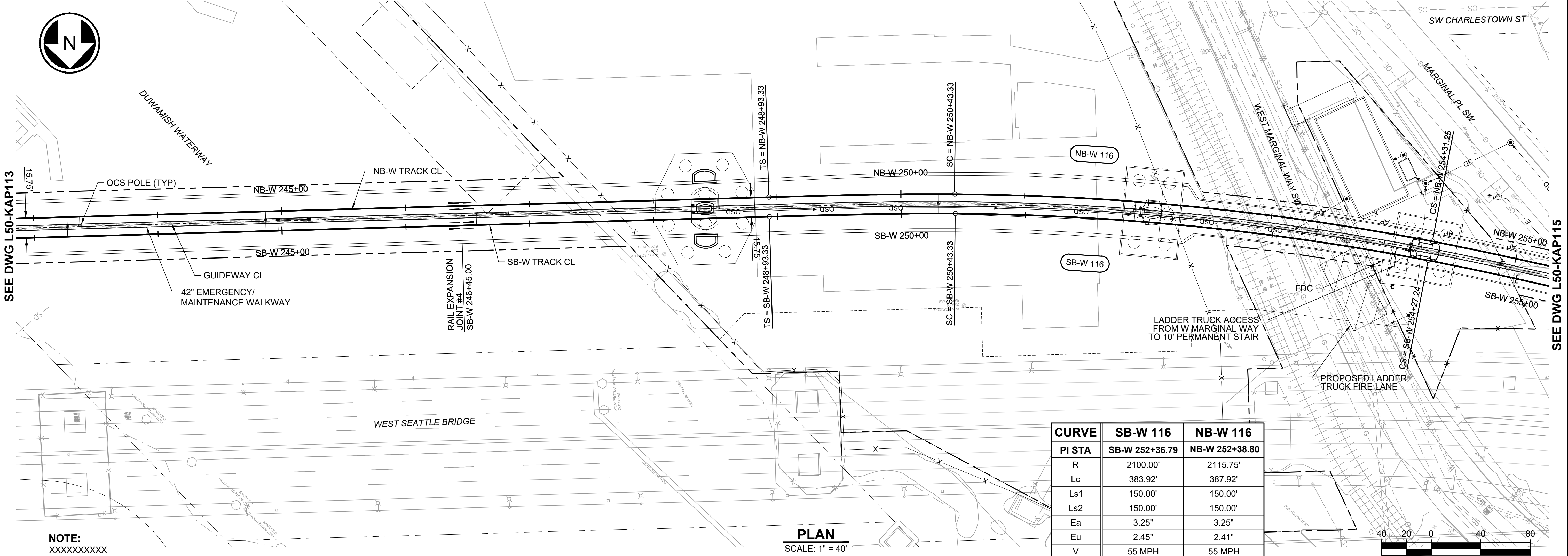


SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP113  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP113  
LOCATION ID:  
L50  
SHEET No.:  
167  
REV:  
0

Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xW100-L50-KAV100  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-SEP100  
xW100-L50-SPI100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xWSBL-SOE-VBP  
xWSBL-SOE-VRX  
xWSBL-SOW-VBP  
xWSBL-SOW-VRX  
xW100-L50-SEV100  
xW100-L50-MFP100  
xW100-L50-RPP100  
xW100-L50-JOP100  
GB-SEAL-AKW



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



# HNTB



SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP114  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

**WEST SEATTLE LINK EXTENSION**  
**CONTRACT W100**  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
**TRACKWORK**  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
**L50-KAP114**  
LOCATION ID:  
L50  
SHEET No.:  
168  
REV:  
0

SUBMITTED BY:  
K. PROIA

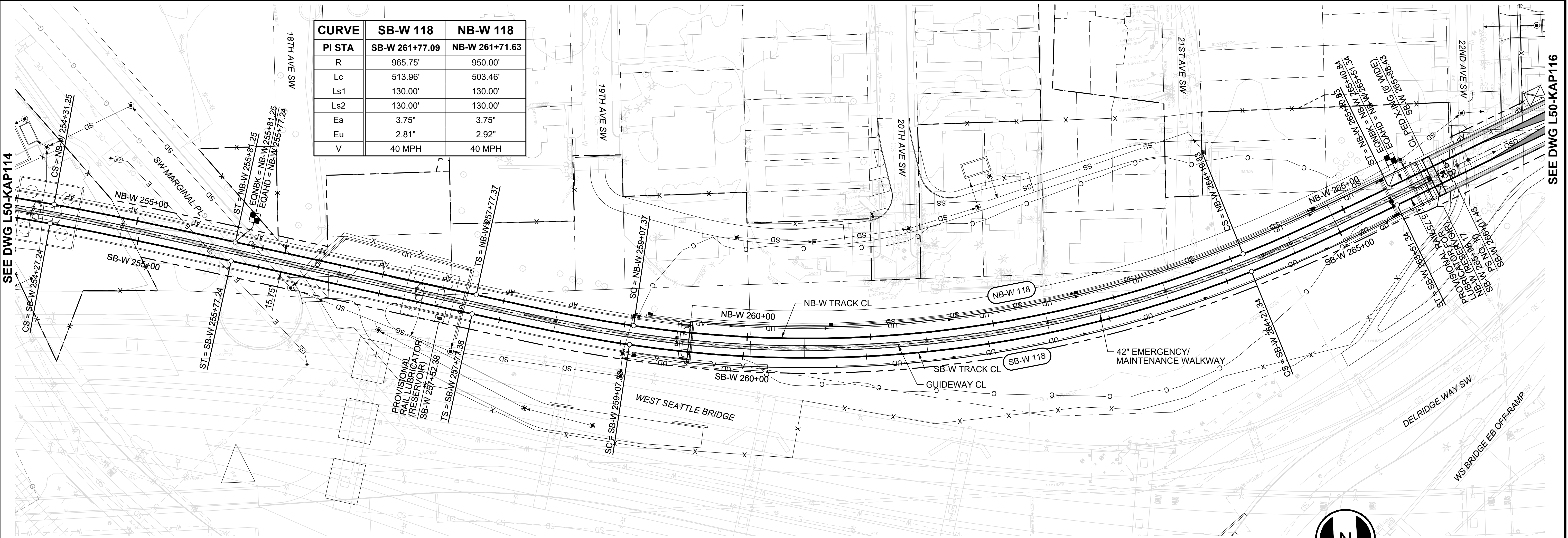
DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

DATE:  
04/2024

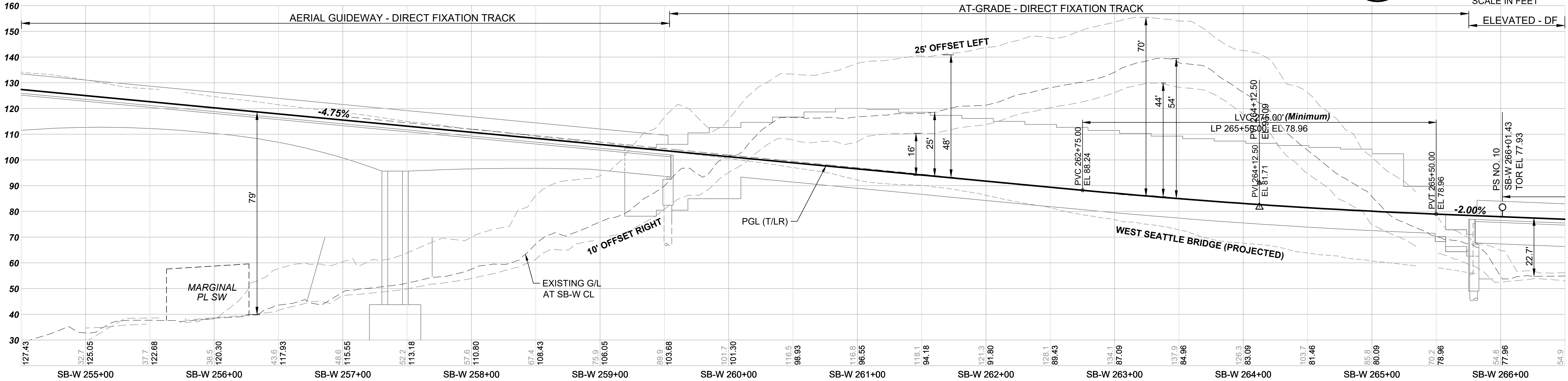
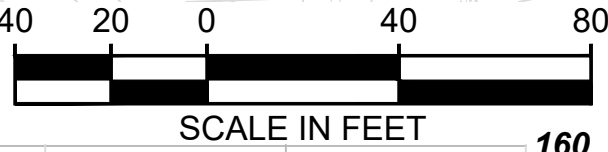
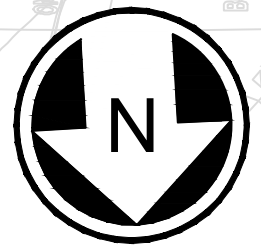


Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xW100-L50-KAV100  
xW100-L50-SFP100  
xW100-L50-SWP100  
xW100-L50-JTP100  
xW100-L50-UDP100  
xW100-L50-SEP100  
xW100-L50-SEP100  
xWSL-SOW-VBP  
xWSL-SOW-VRX  
xW100-L50-CRP100  
xW100-L50-MPP100  
xW100-L50-RPP100  
GB-SEAL-AKW  
xW100-L50-JOP100



NOTE:  
XXXXXXXXXX

PLAN  
SCALE: 1" = 40'



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



HNTB

LINE IS 1" AT  
FULL SCALE



SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP115  
CONTRACT No.:  
RTA / XXXXXXXXX  
DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP115  
LOCATION ID:  
L50  
SHEET No.:  
169  
REV:  
0

SUBMITTED BY:  
K. PROIA

DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

DATE:  
04/2024

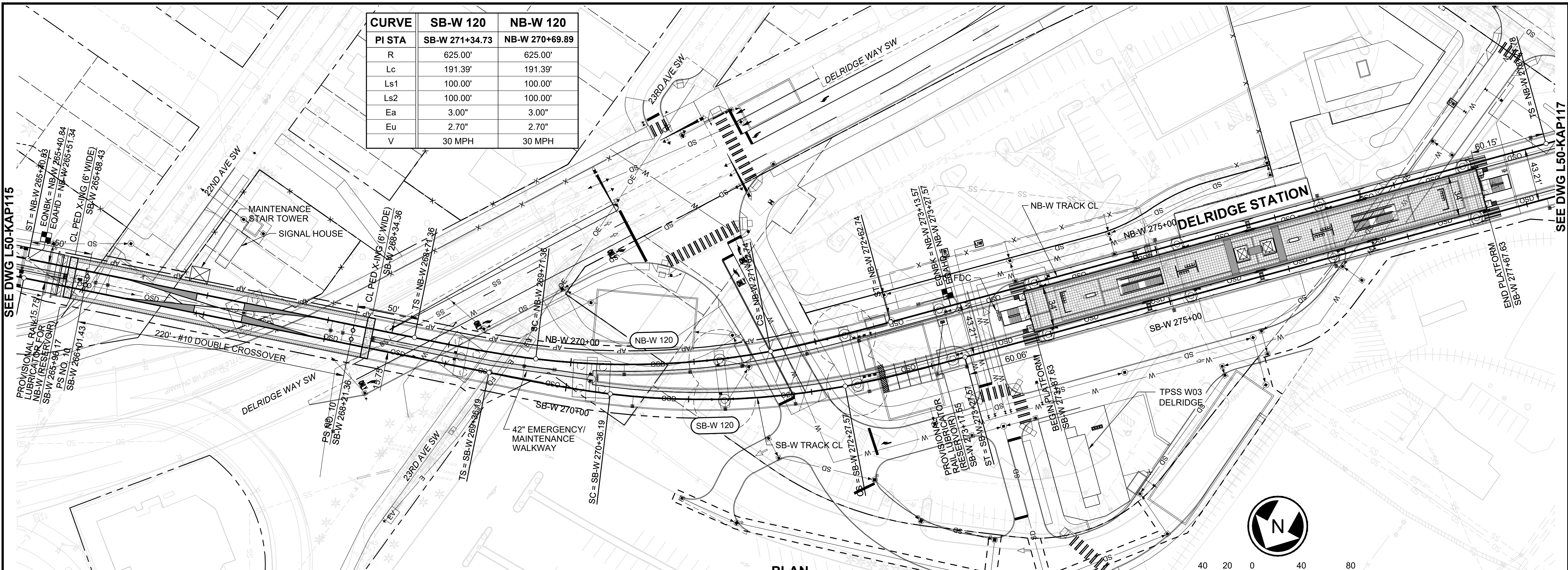


Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xWSBL-SOW-VBP  
xWSBL-SOW-VBK  
xW100-W03-ASP100  
xW100-L50-KAV100  
xW100-L50-SFP100  
xW100-L50-RFP100  
xW100-L50-JTP100  
xW100-L50-UCP100  
xW100-L50-JOP100  
xW100-L50-SEP100  
xW100-L50-SEV100  
xW100-L50-MPP100  
xW100-W03-APP300  
xW100-L50-RPP100  
xW100-L50-JOP100  
GB-SEAL-AKW

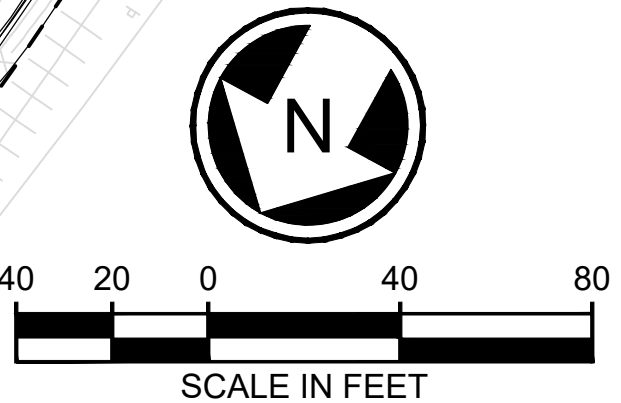
SEE DWG L50-KAP115

SEE DWG L50-KAP117

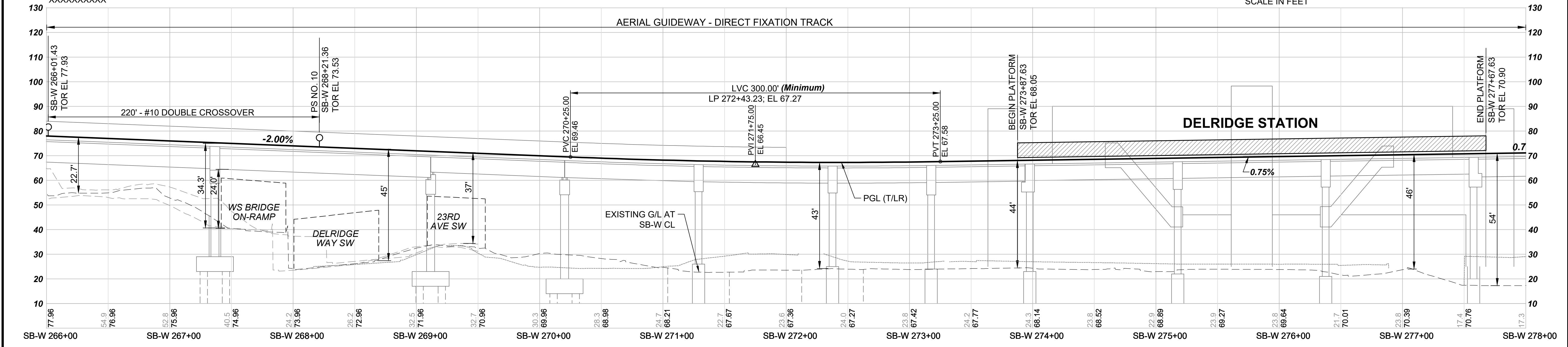
CURVE	SB-W 120	NB-W 120
PI STA	SB-W 271+34.73	NB-W 270+69.89
R	625.00'	625.00'
Lc	191.39'	191.39'
Ls1	100.00'	100.00'
Ls2	100.00'	100.00'
Ea	3.00"	3.00"
Eu	2.70"	2.70"
V	30 MPH	30 MPH



PLAN  
SCALE: 1" = 40'

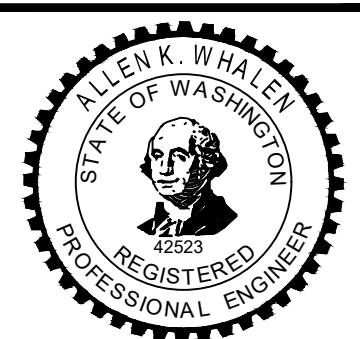


NOTE:  
XXXXXXXXXX



## PRELIMINARY ENGINEERING

DESIGNED BY:	A. WHALEN
DRAWN BY:	R. JOHNSON
CHECKED BY:	D. MUELLERLEILE
APPROVED BY:	A. WHALEN



SCALE:	H: 1" = 40'; V: 1" = 20'
FILENAME:	W100-L50-KAP116
CONTRACT No.:	RTA / XXXXXXXX
DATE:	04/2024

**WEST SEATTLE LINK EXTENSION**  
**CONTRACT W100**  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
**TRACKWORK**  
**TRACK PLAN & SOUTHBOUND (SB-W) PROFILE**

DRAWING No.:	L50-KAP116
LOCATION ID:	L50
SHEET No.:	170
REV:	0

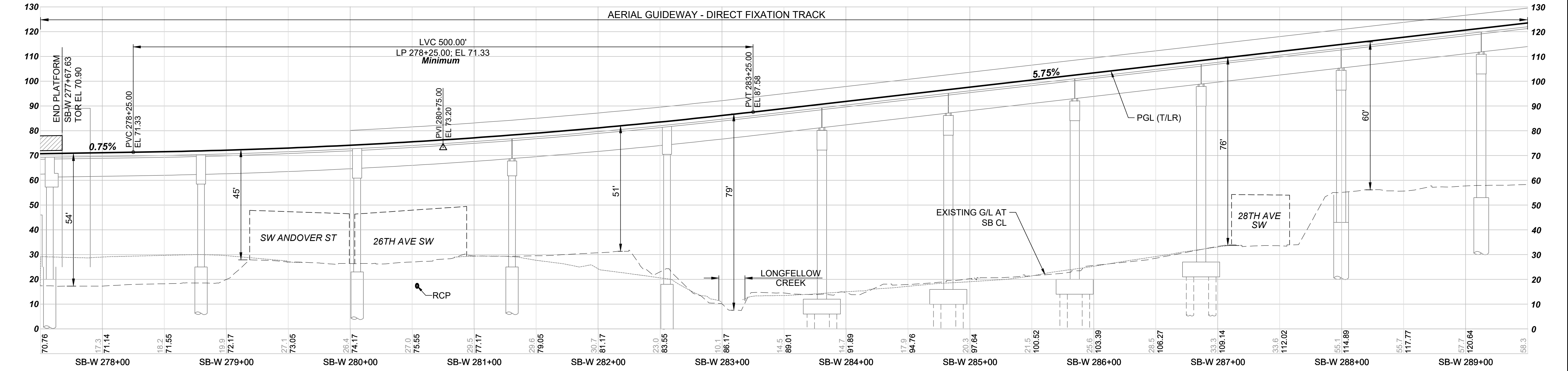
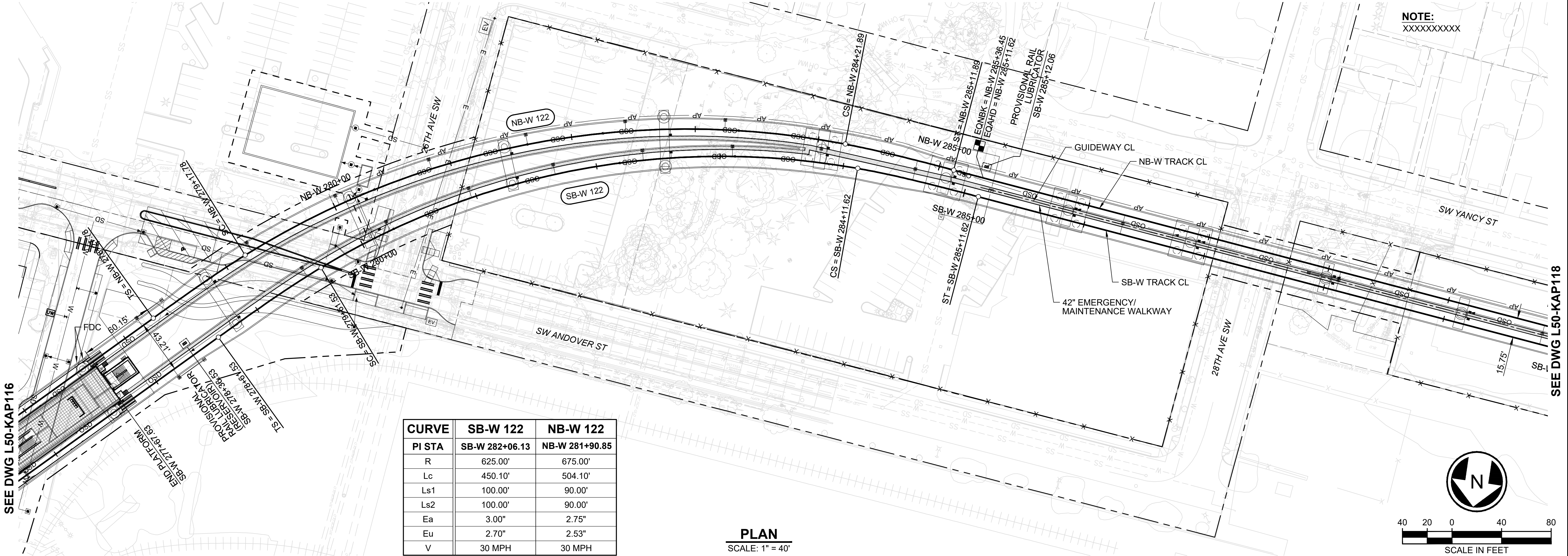
04/18/24 | 5:01 PM | AVHWALEN  
C:\CADD\BWSBL-PRINTING\W100-L50-KAP116.DWG

No.	DATE	DSN	CHK	APP	REVISION

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
K. PROIA	04/2024	C. RIDGE	04/2024



Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xWSBL-SOW-VBP  
xWSBL-SOW-VRX  
xW100-W03-ASP100  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-SFP100  
xW100-L50-UDP100  
xW100-L50-KAV100  
xW100-L50-SEF100  
xW100-L50-SEV100  
xW100-L50-UCP100  
xW100-L50-MFP100  
xW100-L50-RFP100  
GB-SEAL-AKW  
xW100-L50-JOP100



# PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN

DRAWN BY:  
R. JOHNSON

CHECKED BY:  
D. MUELLERLEILE

APPROVED BY:  
A. WHALEN



HNTB



SCALE:  
H: 1" = 40'; V: 1" = 20'

FILENAME:  
W100-L50-KAP117

CONTRACT No.:  
RTA / XXXXXXXX

DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100

SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP117

LOCATION ID:  
L50

SHEET No.:  
171

REV:  
0

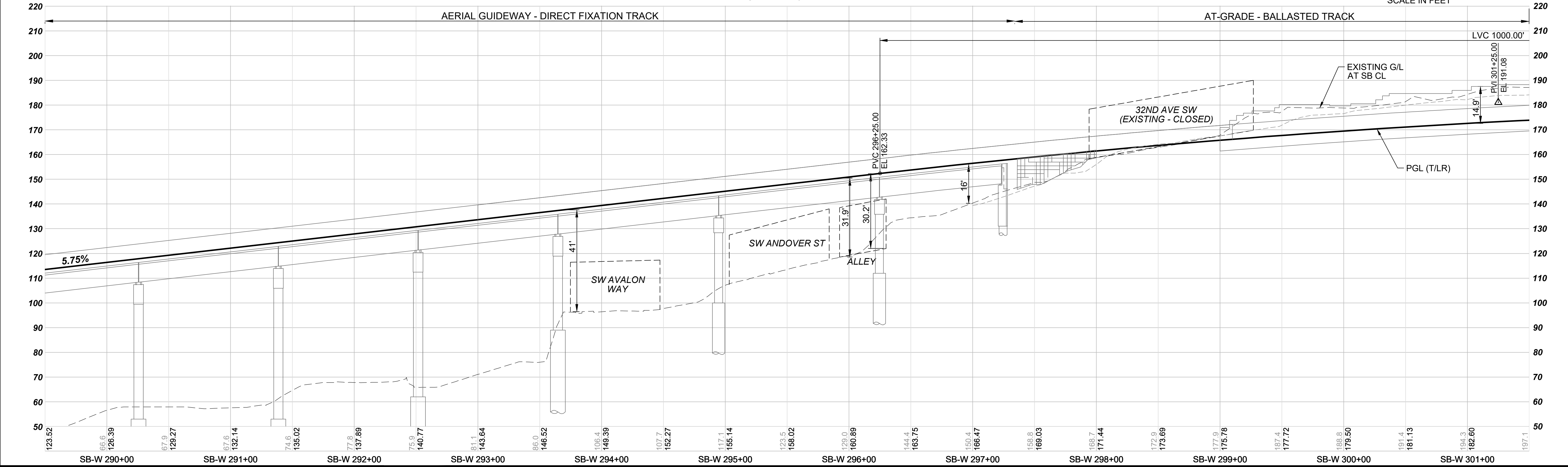
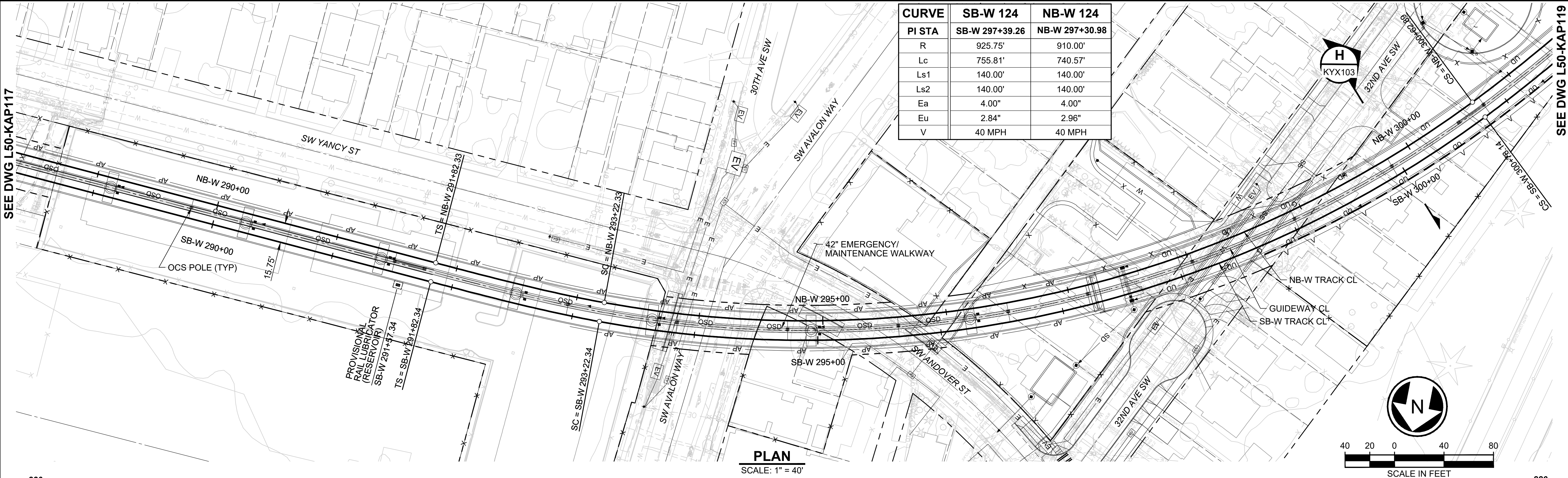


Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xWSBL-SOW-VRX  
xW100-L50-JTP100  
xW100-L50-KAV100  
xW100-L50-SFP100  
xW100-L50-SWP100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xW100-L50-CRP100  
xW100-L50-SEP100  
xW100-L50-SEV100  
xW100-L50-SWV100  
xW100-L50-MFP100  
xWSBL-SOW-VBP  
xW100-L50-RPP100  
xW100-L50-JOP100  
GB-SEAL-AKW

SEE DWG L50-KAP117

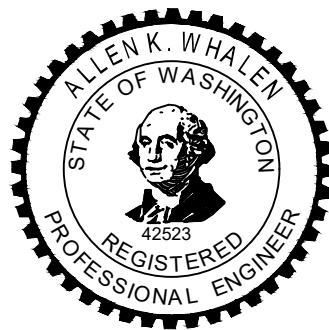
SEE DWG L50-KAP119

CURVE	SB-W 124	NB-W 124
PI STA	SB-W 297+39.26	NB-W 297+30.98
R	925.75'	910.00'
Lc	755.81'	740.57'
Ls1	140.00'	140.00'
Ls2	140.00'	140.00'
Ea	4.00"	4.00"
Eu	2.84"	2.96"
V	40 MPH	40 MPH



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



HNTB

LINE IS 1" AT  
FULL SCALE



SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP118  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP118  
LOCATION ID:  
L50  
SHEET No.:  
172  
REV:  
0

SUBMITTED BY:  
K. PROIA

DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

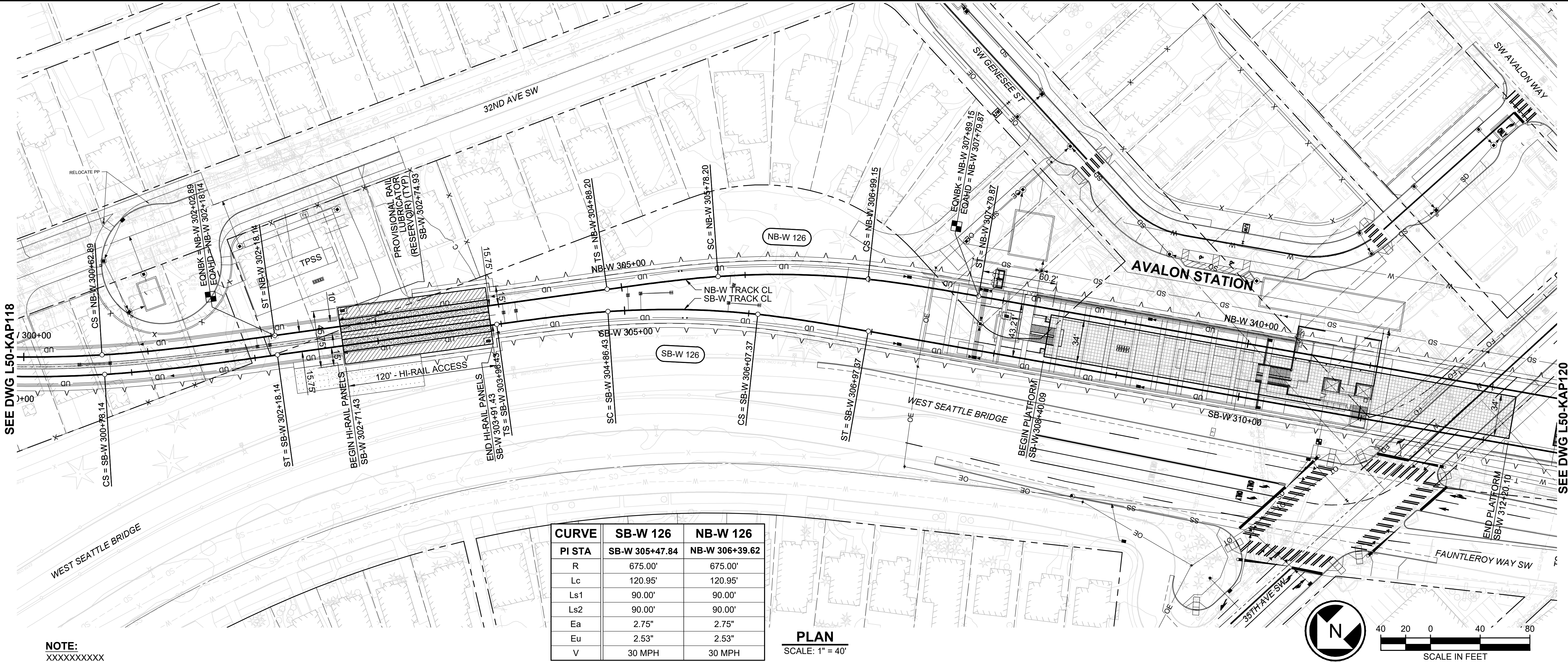
DATE:  
04/2024



Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xWSBL-SOW-VBP  
xWSBL-SOW-VBX  
xW100-L50-CRP100  
xW100-L50-KAV100  
xW100-L50-STP100  
xW100-L50-SWP100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xW100-L50-SWV100  
xW100-W05-APP100  
GB-SEAL-AKW  
xW100-L50-JOP100  
xW100-L50-JTP100

SEE DWG L50-KAP118

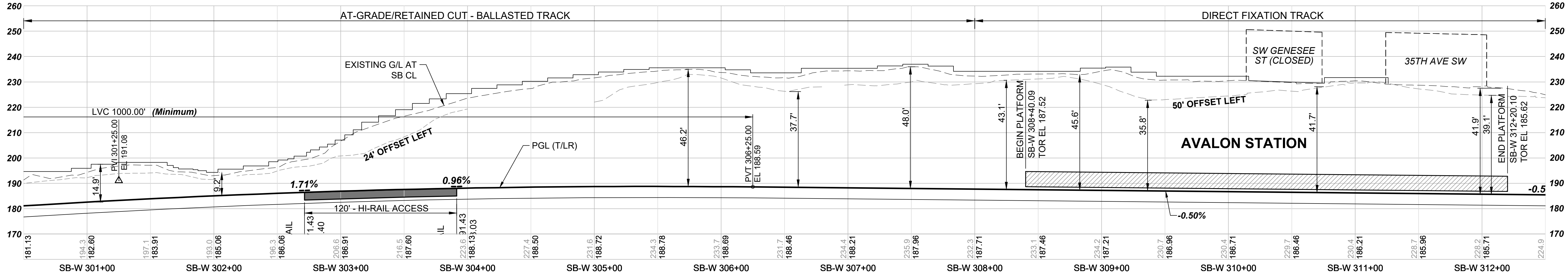
SEE DWG L50-KAP120



CURVE	SB-W 126	NB-W 126
	SB-W 305+47.84	NB-W 306+39.62
PI STA		
R	675.00'	675.00'
Lc	120.95'	120.95'
Ls1	90.00'	90.00'
Ls2	90.00'	90.00'
Ea	2.75"	2.75"
Eu	2.53"	2.53"
V	30 MPH	30 MPH

PLAN  
SCALE: 1" = 40'

NOTE:  
XXXXXXXXXX



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



HNTB



SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP119  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

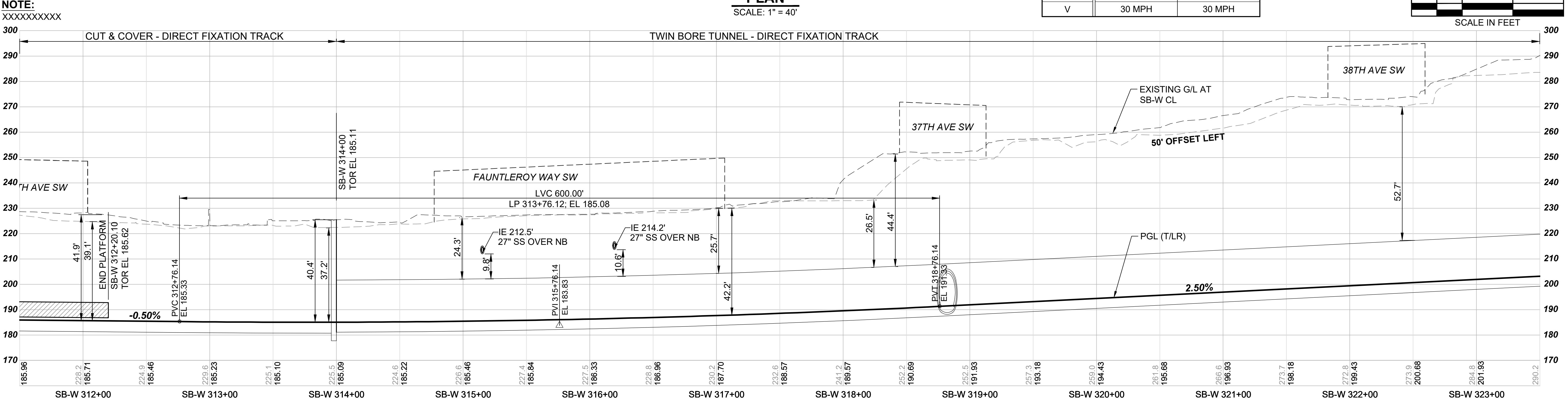
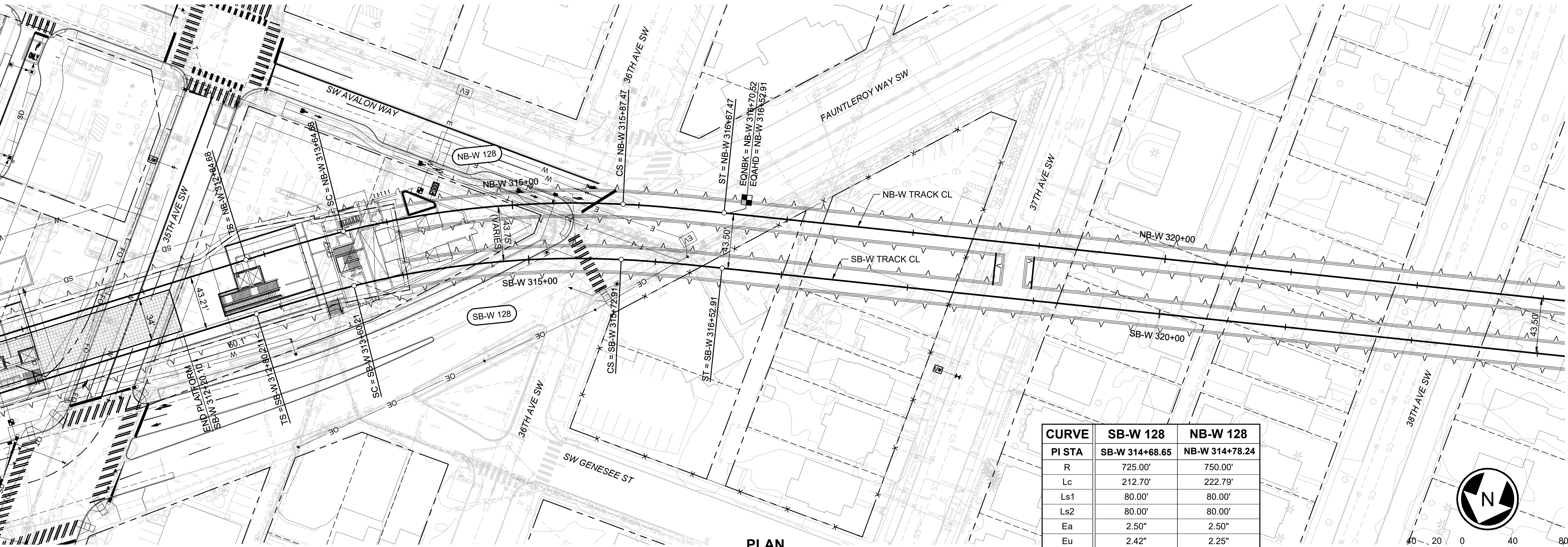
DRAWING No.:  
L50-KAP119  
LOCATION ID:  
L50  
SHEET No.:  
173  
REV:  
0



Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xWSBL-SOW-VBP  
xWSBL-SOW-VBX  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-STP100  
xW100-L50-SWP100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xW100-L50-KAV100  
xW100-L50-STV100  
xW100-L50-SWV100  
xW100-W05-APP100  
GB-SEA-AKW  
xW100-L50-JOP100  
xW100-L50-SW201

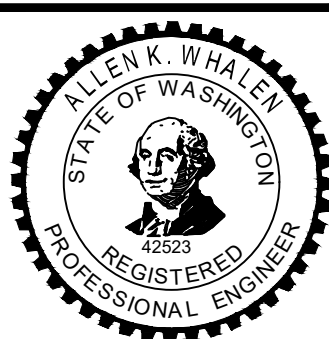
SEE DWG L50-KAP119

SEE DWG L50-KAP121



# PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP120  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

**WEST SEATTLE LINK EXTENSION  
CONTRACT W100**  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
**L50-KAP120**  
LOCATION ID:  
L50  
SHEET No.:  
174  
REV:  
0

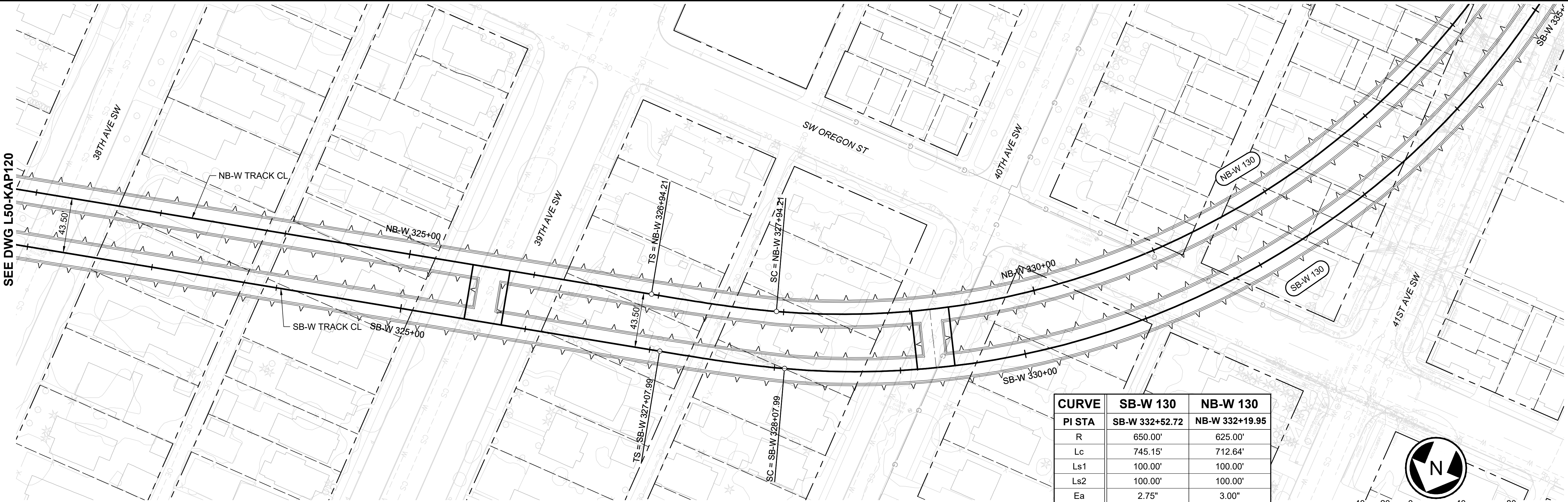
SUBMITTED BY:  
K. PROIA  
DATE:  
04/2024  
REVIEWED BY:  
C. RIDGE  
DATE:  
04/2024



Xrefs:  
xW100-GB-TB22x34  
xW100-L50-KAP100  
xWSBL-SOW-VRX  
xW100-L50-KAV100  
xW100-L50-CRP100  
xW100-L50-JTP100  
xW100-L50-UCP100  
xW100-L50-UDP100  
xW100-L50-STP100  
xW100-L50-SWP100  
xW100-L50-STV100  
xWSBL-SOW-VBP  
GB-SCAL-AKW  
xW100-L50-SW201

SEE DWG L50-KAP120

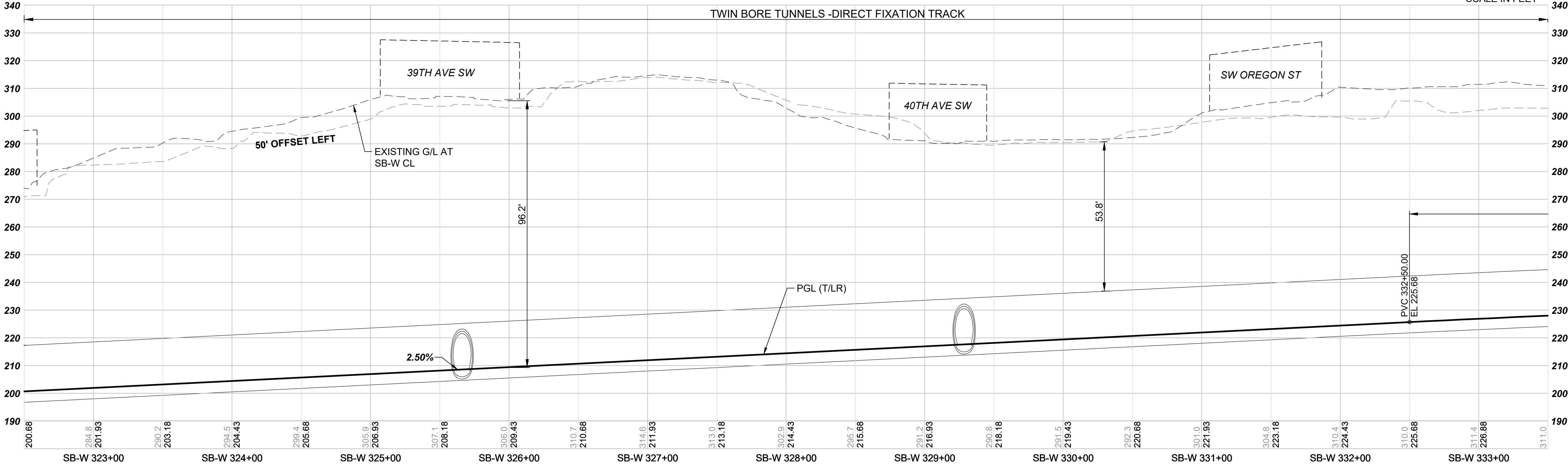
SEE DWG L50-KAP122



NOTE:  
XXXXXXXXXX

PLAN  
SCALE: 1" = 40'

CURVE	SB-W 130	NB-W 130
PI STA	SB-W 332+52.72	NB-W 332+19.95
R	650.00'	625.00'
Lc	745.15'	712.64'
Ls1	100.00'	100.00'
Ls2	100.00'	100.00'
Ea	2.75"	3.00"
Eu	2.73"	2.70"
V	30 MPH	30 MPH



## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



HNTB

SUBMITTED BY:  
K. PROIA

DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

DATE:  
04/2024

SCALE:  
H: 1" = 40'; V: 1" = 20'  
FILENAME:  
W100-L50-KAP121  
CONTRACT No.:  
RTA / XXXXXXXXX  
DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

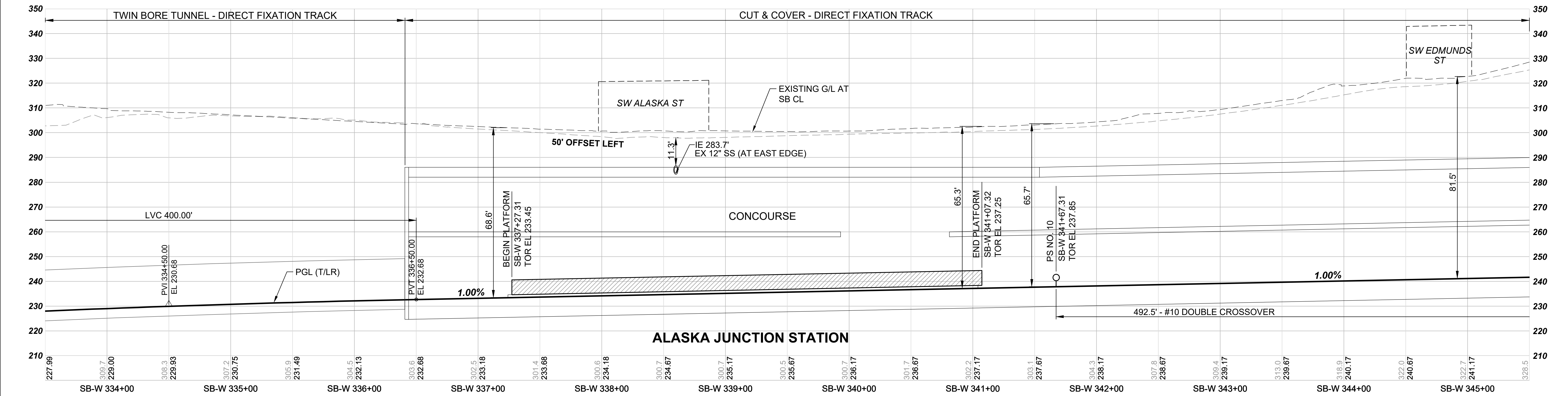
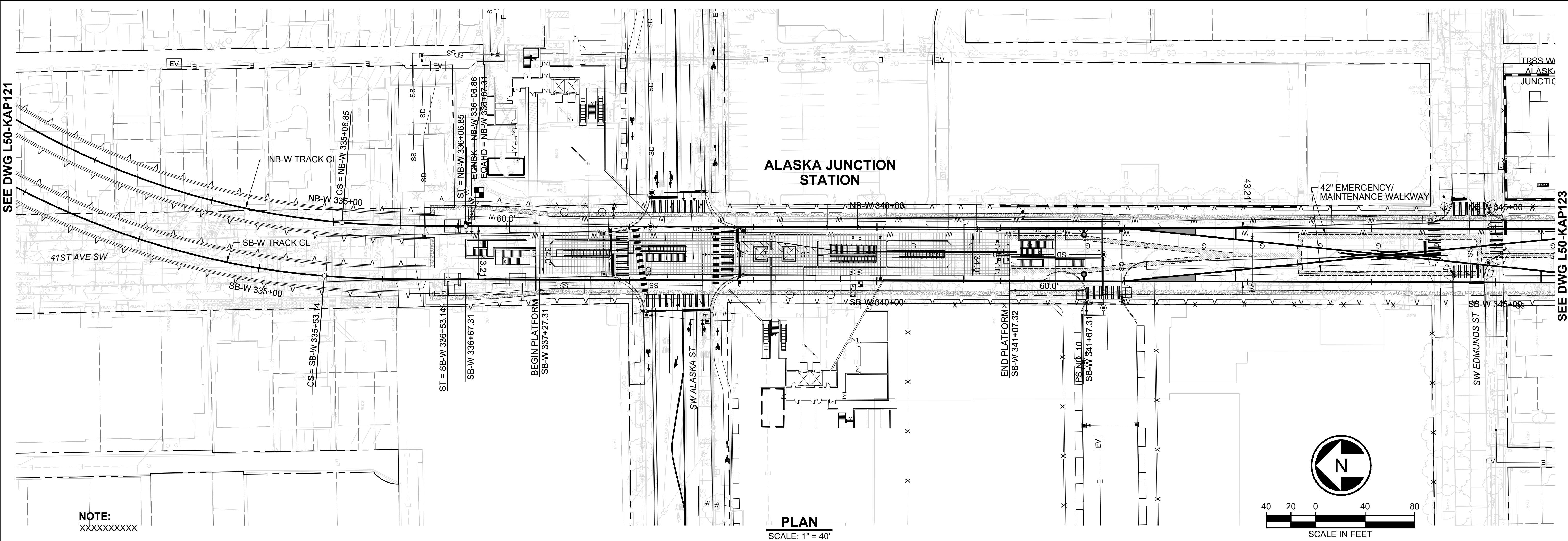
DRAWING No.:  
L50-KAP121  
LOCATION ID:  
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SHEET No.:  
175  
REV:  
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GB-SEAL-AKW

SEE DWG L50-KAP121

SEE DWG L50-KAP123



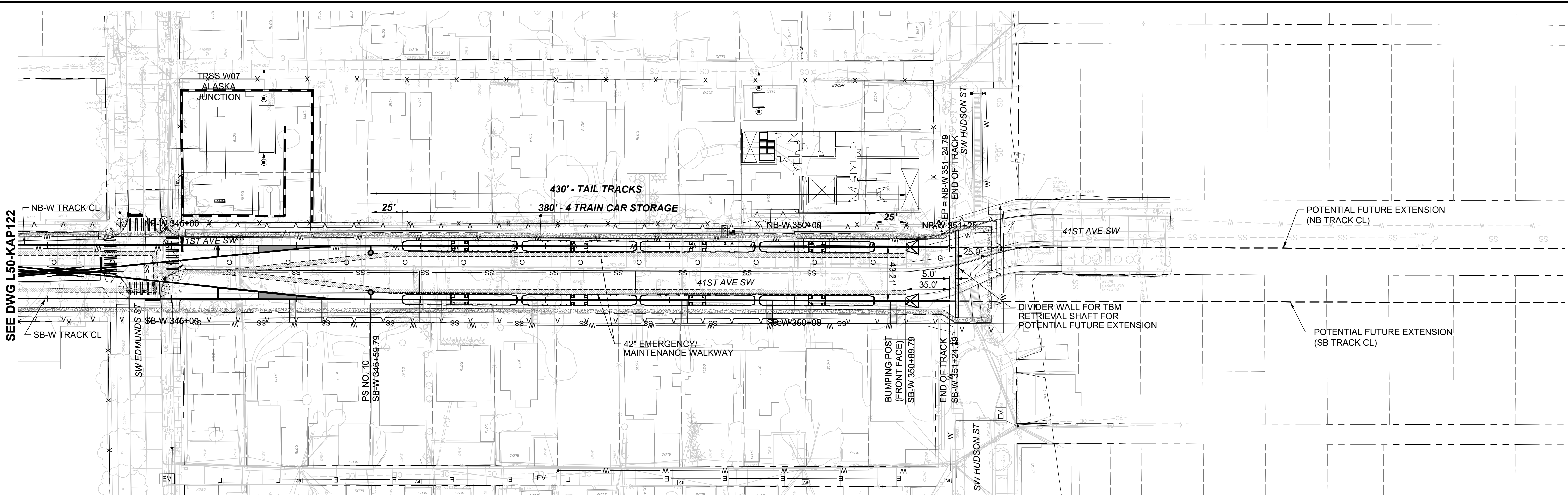
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						<div>DRAWN BY: R. JOHNSON</div>						<div>FILENAME: W100-L50-KAP122</div>			<div>LOCATION ID: L50</div>							
						<div>CHECKED BY: D. MUELLERLEILE</div>						<div>CONTRACT No.: RTA / XXXXXXXX</div>			<div>SHEET No.: 176</div>							
						<div>APPROVED BY:</div>						<div>DATE: 04/2024</div>			<div>REVIEWED BY: C. RIDGE</div>	<div>DATE: 04/2024</div>	<div>REV: 0</div>					
<div><table><tr><td>No.</td><td>DATE</td><td>DSN</td><td>CHK</td><td>APP</td><td>REVISION</td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr></table></div>						No.						DATE			DSN	CHK	APP	REVISION				
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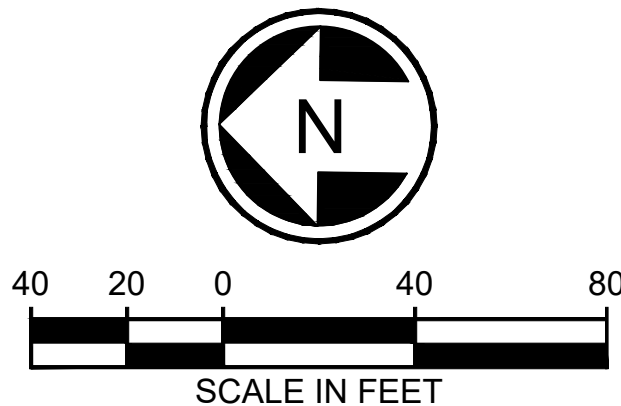
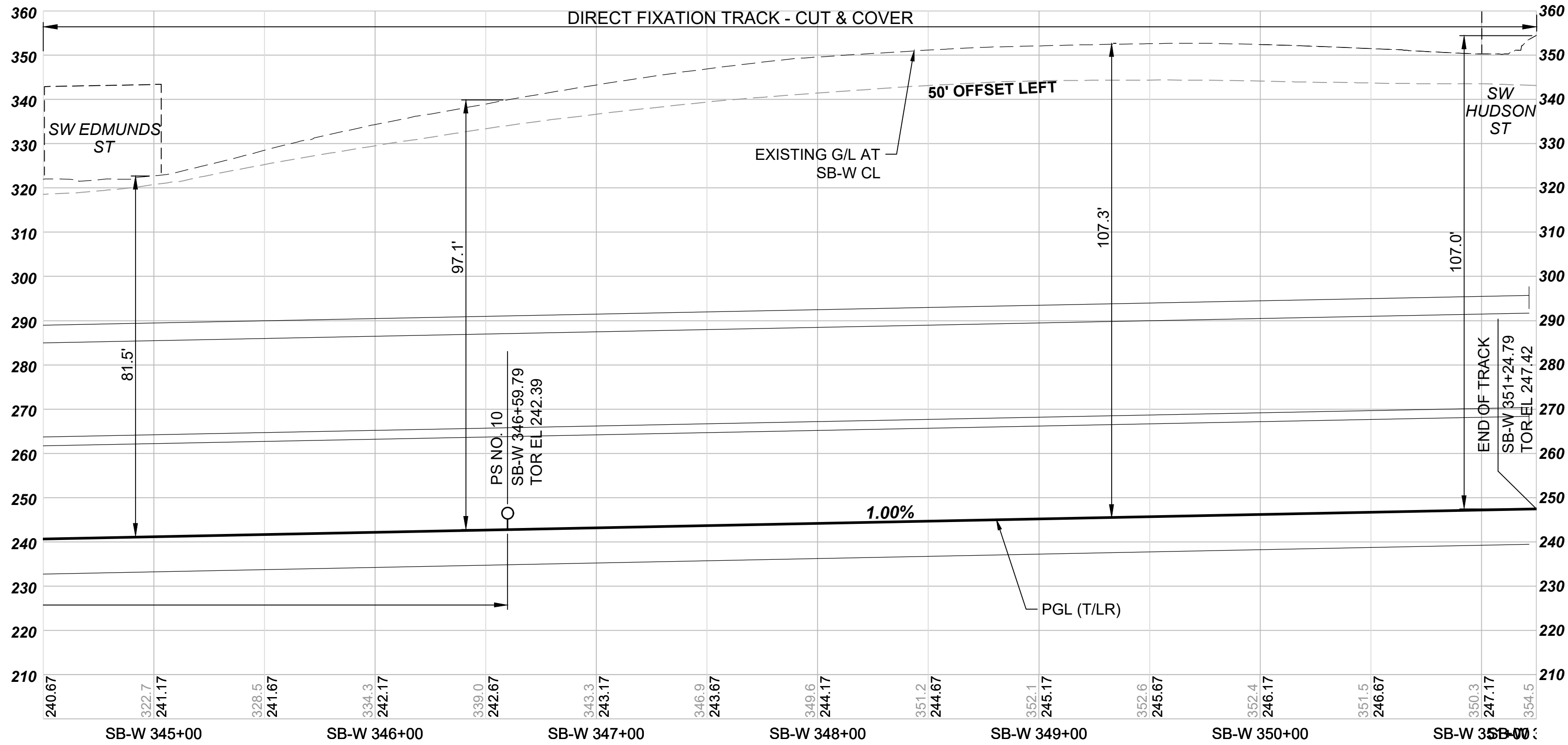
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GB-SEAL-AKW

SEE DWG L50-KAP122



PLAN  
SCALE: 1" = 40'

NOTE:  
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## PRELIMINARY ENGINEERING

DESIGNED BY:  
A. WHALEN  
DRAWN BY:  
R. JOHNSON  
CHECKED BY:  
D. MUELLERLEILE  
APPROVED BY:  
A. WHALEN



HNTB

LINE IS 1" AT  
FULL SCALE



SCALE:  
H: 1" = 40'; V: 1" = 20'  
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W100-L50-KAP123  
CONTRACT No.:  
RTA / XXXXXXXX  
DATE:  
04/2024

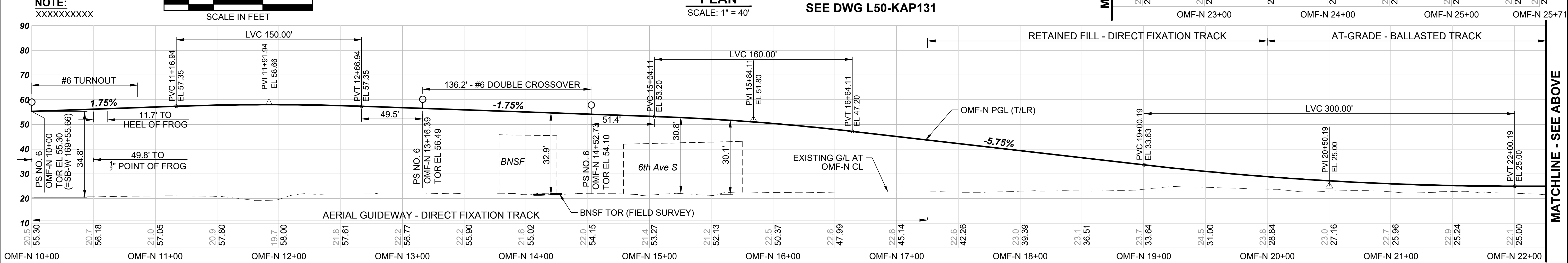
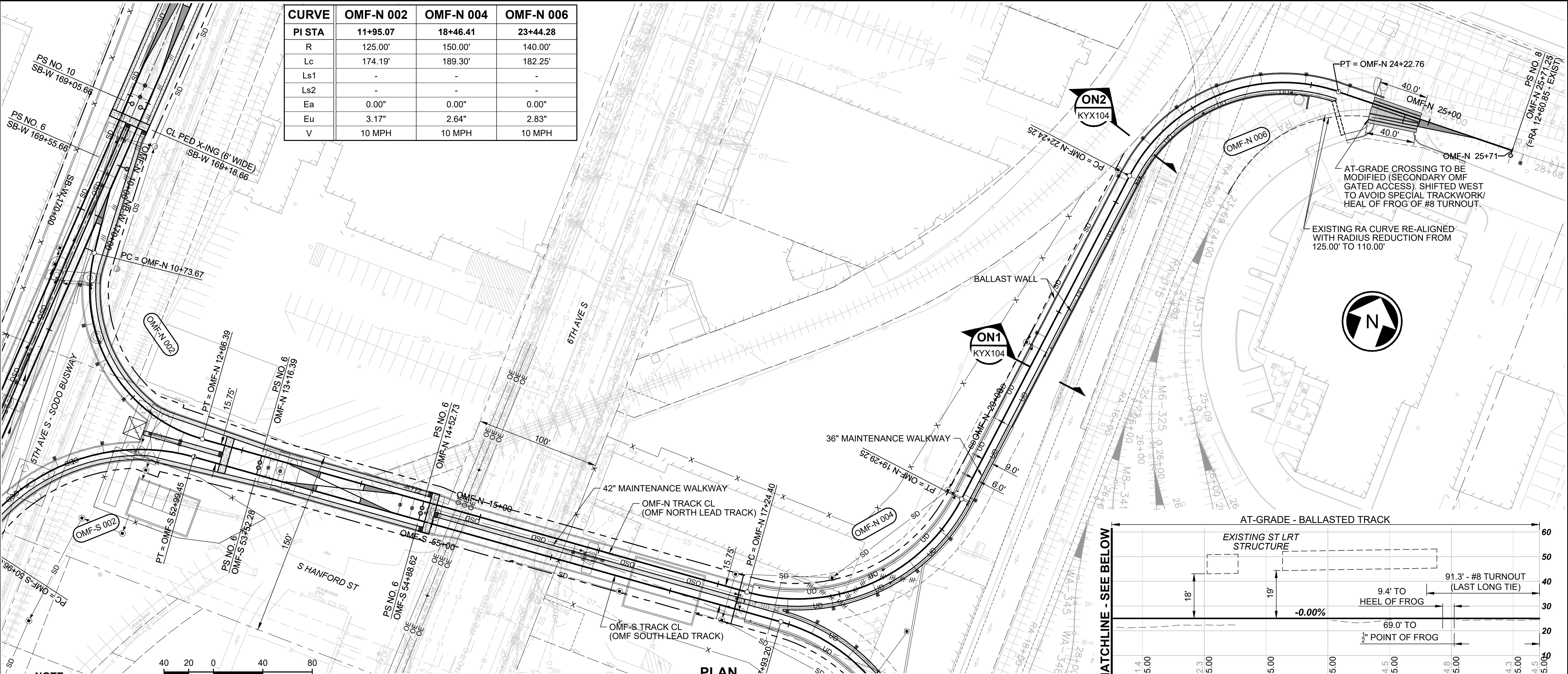
WEST SEATTLE LINK EXTENSION  
CONTRACT W100  
SODO STATION TO WEST SEATTLE JUNCTION STATION  
TRACKWORK  
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:  
L50-KAP123  
LOCATION ID:  
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SHEET No.:  
177  
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CURVE	OMF-N 002	OMF-N 004	OMF-N 006
PI STA	11+95.07	18+46.41	23+44.28
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Lc	174.19'	189.30'	182.25'
Ls1	-	-	-
Ls2	-	-	-
Ea	0.00"	0.00"	0.00"
Eu	3.17"	2.64"	2.83"
V	10 MPH	10 MPH	10 MPH



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:  
A. WHALEN

DRAWN BY:  
R. JOHNSON

CHECKED BY:  
D. MUELLERLEILE

APPROVED BY:  
A. WHALEN

SUBMITTED BY:  
K. PROIA

DATE:  
04/2024

REVIEWED BY:  
C. RIDGE

DATE:  
04/2024

HNTB

SOUNDTRANSIT

SCALE:  
H: 1" = 40'; V: 1" = 20'

FILENAME:  
W100-L50-KAP130

CONTRACT No.:  
RTA / XXXXXXXXX

DATE:  
04/2024

WEST SEATTLE LINK EXTENSION  
CONTRACT W100

SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK  
NORTH OMF CONNECTION - TRACK PLAN & PROFILE

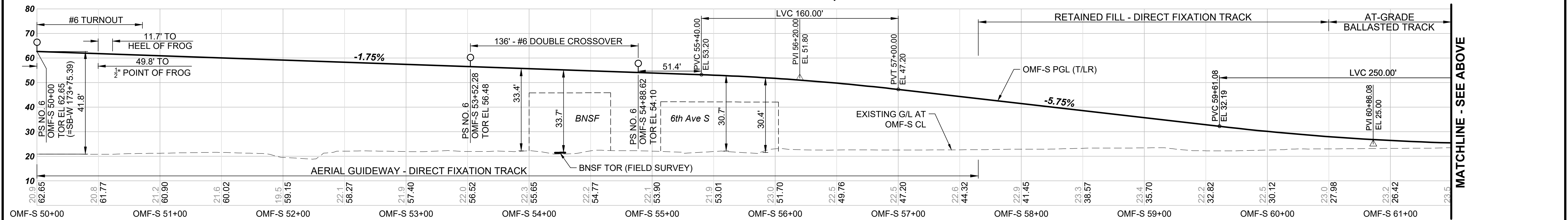
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LOCATION ID:  
L50

SHEET No.:  
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REV:  
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**WEST SEATTLE LINK EXTENSION**  
**CONTRACT W100**  
 SODO STATION TO WEST SEATTLE JUNCTION STATION  
 TRACKWORK  
 SOUTH OMF CONNECTION - TRACK PLAN & PROFILE

DRAWING No.:	
<b>L50-KAP131</b>	
LOCATION ID:	
L50	
SHEET No.:	REV
179	0

## **SUMMARY and FISCAL NOTE**

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
OWCPST	Sara Maxana	Saroja Reddy

### **1. BILL SUMMARY**

**Legislation Title:** AN ORDINANCE relating to the Central Puget Sound Regional Transit Authority (Sound Transit); authorizing the Director of the Seattle Department of Transportation to execute an amendment to the "Agreement between the City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as related to the Link Light Rail Transit Project" to reflect the approved alignment and light rail transit facilities for the Link Light Rail Transit Project, including addition of the West Seattle Link Extension; and ratifying and confirming certain prior acts.

#### **Summary and Background of the Legislation:**

The City grants non-exclusive use of a light rail transit way within City right-of-way through execution of a Transit Way Agreement and subsequent permitting activities. The Transit Way Agreement also provides basic terms for Sound Transit's construction, maintenance, operation, and ownership of the light rail system. The proposed legislation authorizes execution of an amendment to the Transit Way Agreement to authorize the West Seattle Link Extension Light Rail transit system in City right-of-way. The Agreement has been amended four times to include alignments for the Initial Segment; University Link, Northgate Link, East Link; Lynnwood Link Extension; and NE 130th Street Infill Station. This legislation authorizes the SDOT director to execute a new amendment to the Transit Way Agreement to reflect the addition of the West Seattle Link Extension.

### **2. CAPITAL IMPROVEMENT PROGRAM**

**Does this legislation create, fund, or amend a CIP Project?** ☐ Yes ☒ No

### **3. SUMMARY OF FINANCIAL IMPLICATIONS**

**Does this legislation have financial impacts to the City?** ☐ Yes ☒ No

### 3.d. Other Impacts

**Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.**

No. The legislation authorizes amendment of the Transit Way Agreement. On March 23, 2023, the City provided a letter to Sound Transit indicating it would contribute toward the cost of the project through additional funding or cost savings opportunities. Any City financial commitments related to the light rail system are or will be addressed in separate agreements and legislation.

**If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.**

**Please describe any financial costs or other impacts of *not* implementing the legislation.**

This legislation supports Sound Transit's federal grant process for West Seattle Link Extension.

**Please describe how this legislation may affect any City departments other than the originating department.**

This legislation relates to use of City right-of-way for the West Seattle Link Extension and does not directly affect other City Departments. Permitting and construction of the project will implicate other departments.

## 4. OTHER IMPLICATIONS

**a. Is a public hearing required for this legislation?**

No.

**b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**

No.

**c. Does this legislation affect a piece of property?**

This legislation approves amendment of the Transit Way Agreement that grants non-exclusive use of a light rail transit way.

**d. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

The West Seattle Link Extension will provide increased transit access to racially diverse neighborhoods in the Delridge segment (38% People of Color), Duwamish segment (46% People of Color), and SODO segment (49% People of Color). (Source: WSLE FEIS App G (Environmental Justice) Table 3-1 Study Area Demographics (p 3-1).)

- i. **How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

Research shows that people of color experience longer commutes than white people; access to the growing Sound Transit Link Light Rail network will allow for reduced commute times and better access to regionwide educational and job opportunities. City government employees and programs will also benefit from the increased access from Sound Transit's West Seattle Link Extension.

- ii. **Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

July 2022. Sound Transit and City of Seattle. West Seattle and Ballard Link Extensions Racial Equity Toolkit Report: Environmental Review Phase. [LINK](#)

- iii. **What is the Language Access Plan for any communications to the public?**

Sound Transit has an Inclusive Public Participation Policy (Resolution 2011-15) that includes provisions for making information available to minority, low-income, and limited English proficient populations.

**e. Climate Change Implications**

- i. **Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

Transit, particularly electrified high capacity transit like light rail, has substantially lower climate impacts compared with single occupancy autos or trying to meet growing transportation demand with new roadway capacity. Light rail is also more conducive to lower climate impacting land uses including denser multi-unit residential, mixed use development and the kind of "missing middle" housing increasingly harder to find in the Seattle area.

- ii. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

N/A

- f. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

N/A

- g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**  
No.

## **5. ATTACHMENTS**

### **Summary Attachments:**

# Recent State Legislative Actions

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## **Agency Displacement – Moving and Relocation Expenses** ([SHB 1733](#), May 2025)

- Increases the maximum allowable expense for small business and non-profits from \$50,000 to \$200,000 (effective July 27, 2025).

## **State Transportation Budget** ([ESSB 5801, Part VI](#), May 2025)

- Clarifies that no local jurisdiction review is required for transit facilities located in WSDOT right-of-way.
- Restates that local jurisdictions cannot preclude the siting of light rail facilities.
- Requires that permit conditions and costs imposed by a local jurisdiction are reasonably necessary to mitigate the direct adverse impacts of the light rail facility.
- Requires that local jurisdictions commit to reasonable timelines for permits and that the permittee provides information necessary to make timely permit decisions.



# Recent City Legislative Action

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## **Permit Streamlining** ([CB 120975](#), passed June 10, 2025)

- Establishes consistent development standards for Sound Transit stations and facilities.
- Streamline and clarify various permit processes related to advisory design review, environmental critical areas, tree and vegetation management, construction noise variance, and bicycle parking requirements.

## **City Staffing Plan** (anticipated)

- 2025 Adopted Budget included \$5.2 million reserve to support City staffing on West Seattle and Ballard Light Rail Extension projects.
- Future legislation is necessary to establish positions and transfer appropriations.

# Planning for Light Rail: **Adopting the West Seattle Link Extension Project**

CB 121003 | Res 32172

Seattle City Council Transportation Committee | June 17, 2025

# Agenda

1. **ST3 City Team:** City Legislation to Support ST3 Projects
  - Transit Way Agreement
2. **Sound Transit:** Project Overview
  - Alignment of guideway and stations
  - Community engagement & property acquisition highlights
3. **Next Steps**



# Sound Transit 3 in Seattle

In 2016, over 70% of Seattle voters said yes to ST3.

ST3 is the largest infrastructure investment program in Seattle's history. These projects, including the West Seattle and Ballard Link Extensions, bring tremendous opportunity to transform how people reach their homes, jobs, and destinations.

The **ST3 City Team** is an interdepartmental *One Seattle* effort that partners with Sound Transit to help deliver these investments to Seattle communities. Led by the Office of the Waterfront, Civic Projects, and Sound Transit, the ST3 City Team relies on leadership and subject matter expertise across dozens of City departments.





# City Legislation to Support ST3 Projects

## 2025

- Land use code amendments for light rail facilities (*Leads: SDCI, OWCP&ST*)
- **Adoption of the West Seattle Link Extension project** (*Lead: OWCP&ST, SDOT*)
- ST3 City Team staff and resource plan (*Leads: OWCP&ST, SDOT, CBO*)

## 2026-2027

- Adoption of the S Graham Street infill station project and the Ballard Link Extension project (*Lead: OWCP&ST, SDOT*)
- Various agreements for property/ROW transfers, joint development, other partnerships (*Leads: FAS, SPR, OPCD, others*)



# Adopting the WSLE Project

City departments may not issue permits to Sound Transit for construction until City Council adopts the project. Necessary steps:

- Sound Transit Board adopts a Project to Be Built.
- Federal Transit Administration publishes a Record of Decision.
- **Seattle City Council appends the project into the Transit Way Agreement by ordinance and adopts the project alignment by resolution.**
- City departments may issue permits.

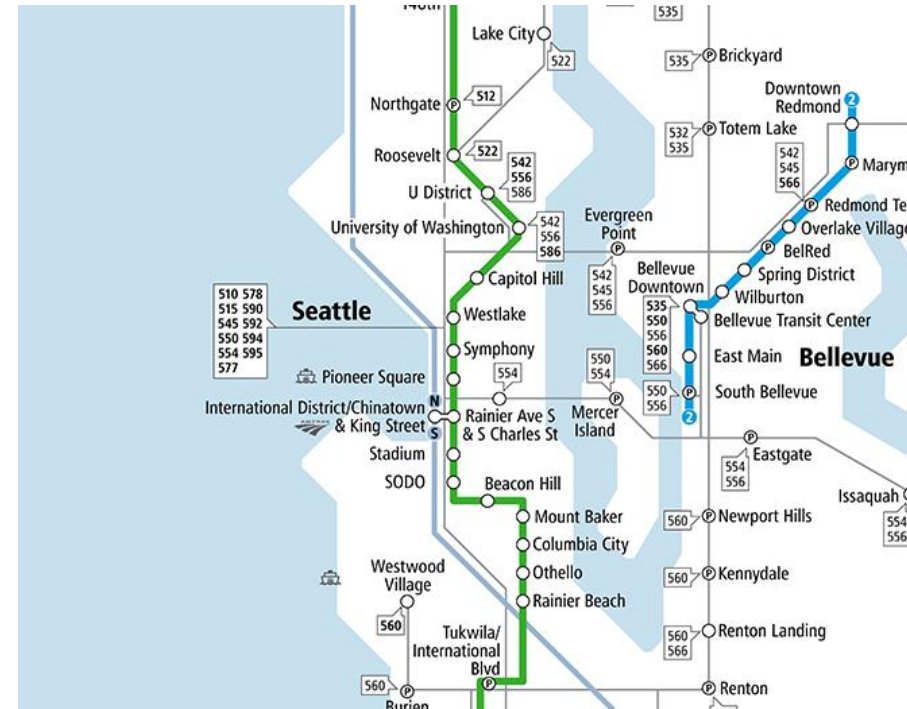




# Adopting the WSLE Project

## What is the Transit Way Agreement?

- Agreement under which the City grants Sound Transit the non-exclusive use of a light rail transit way within City right-of-way.
- Grant of City right-of-way is defined in attachments describing each link and providing maps and drawings.
- Agreement has been amended four times to include alignments for the initial light rail and the addition of new links.



## TWA Legislative History

[Ord 119975](#) (2000) established the original Transit Way Agreement for the Central Link

[Ord 120788](#) (2002): Technical Corrections

[Ord 122504](#) (2007): Amendment 1 revising Central Link to include University and North Link Extensions

[Ord 124289](#) (2013): Amendment 2 adding Northgate Link Extension and portion of East Link Segments

[Ord 125500](#) (2017): Amendment 3 adding Lynnwood Link Extension

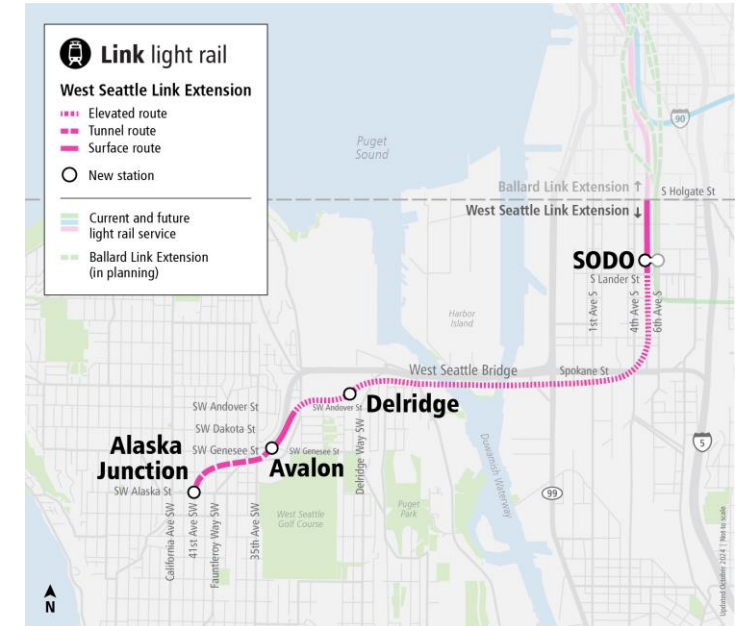
[Ord 126701](#) (2022): Amendment 4 adding NE 130<sup>th</sup> St Infill Station as part of Lynnwood Link Extension

# Adopting the WSLE Project

## What is before City Council today?

- The proposed Resolution formally approves the West Seattle Link Extension alignment, as adopted by the Sound Transit Board ([R2024-22](#), October 2024). The Resolution adds the new West Seattle Link alignment, specifying the locations of stations and guideways.
- The proposed Ordinance authorizes the SDOT Director to execute an amendment to the Transit Way Agreement (Amendment No. 5) to incorporate the West Seattle Link Extension into the existing Transitway Agreement. This Amendment allows City departments to begin the permitting process.

## WSLE Project Alignment



## Future project changes

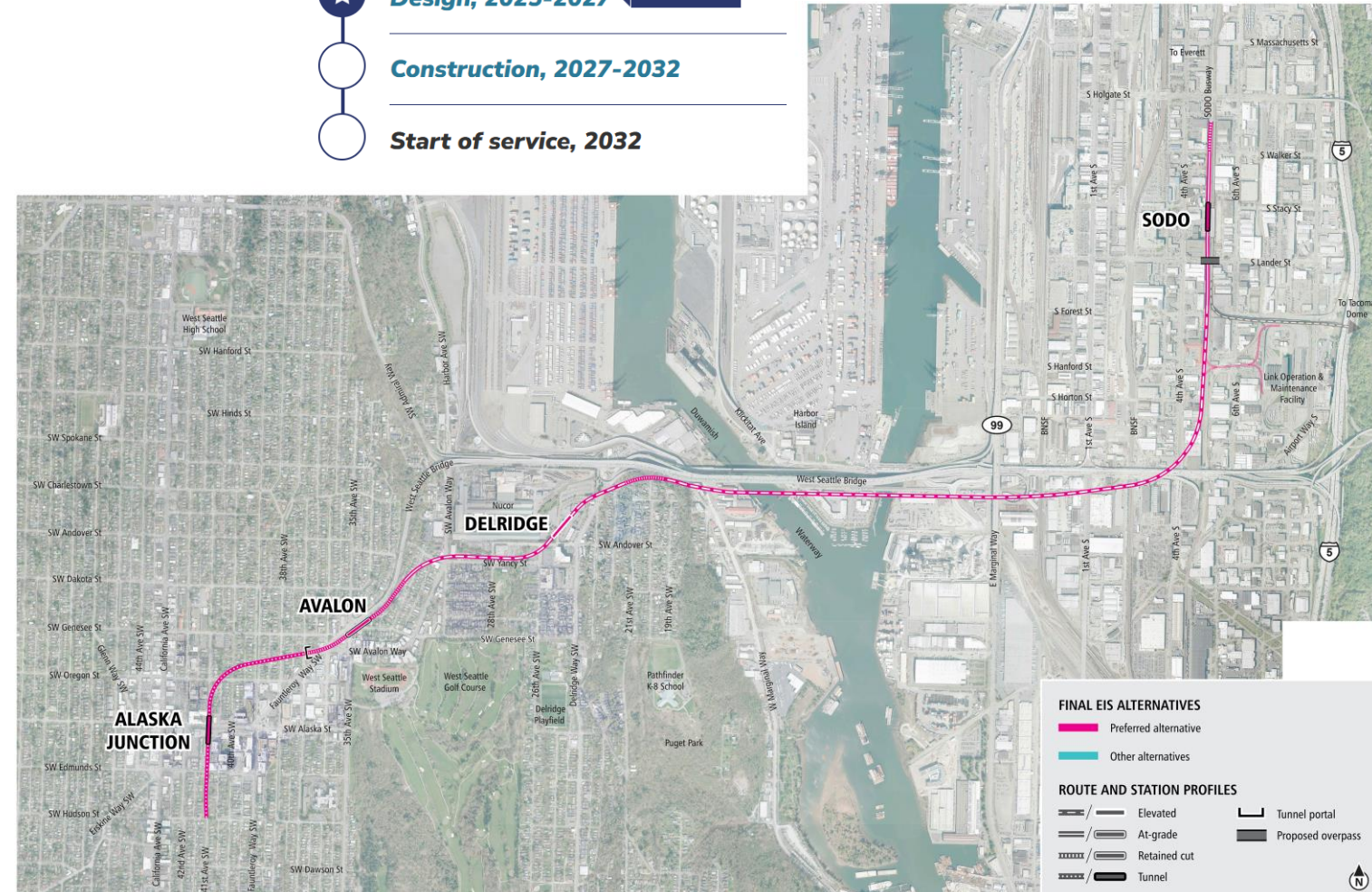
*If the Sound Transit Board modifies the project in the future, the City will need to amend the Transit Way Agreement to attach new exhibits.*

# WSLE Project Overview

WSLE will provide fast, reliable light rail connections to dense residential and job centers in the SODO, Delridge, and West Seattle neighborhoods.

- Adds 4.1 miles of light rail service from SODO to West Seattle's Alaska Junction neighborhood.
- Includes four new stations from SODO to Alaska Junction.
- Start of service scheduled for 2032.

## Timeline and milestones

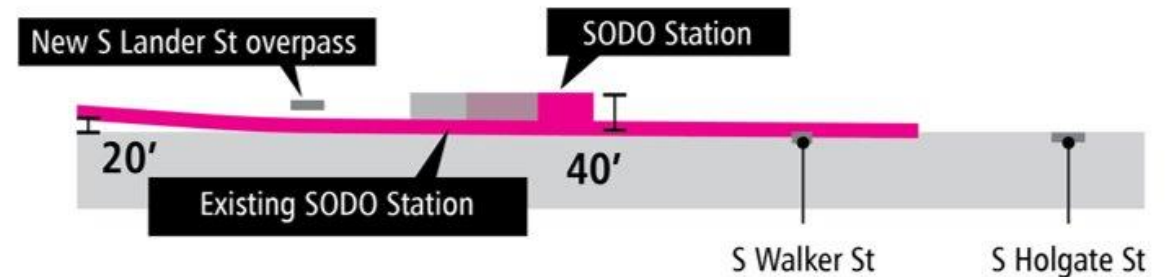




# SODO Segment

## ALIGNMENT of GUIDEWAY & STATIONS:

- At-grade guideway from South Walker Street to South Forest Street
- New at-grade station immediately west of existing SODO station, north of Lander Street
- Future transfer between 3-Line (West Seattle to Everett) and 1-Line (Ballard to Tacoma)



### ROUTE AND STATION PROFILES

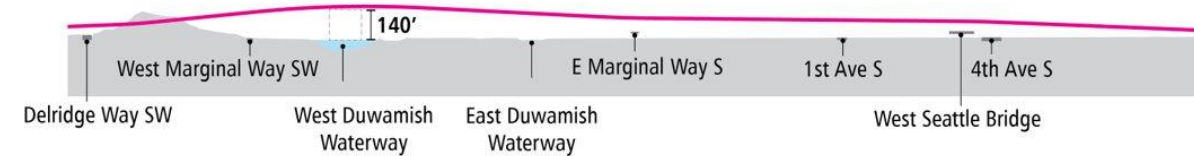
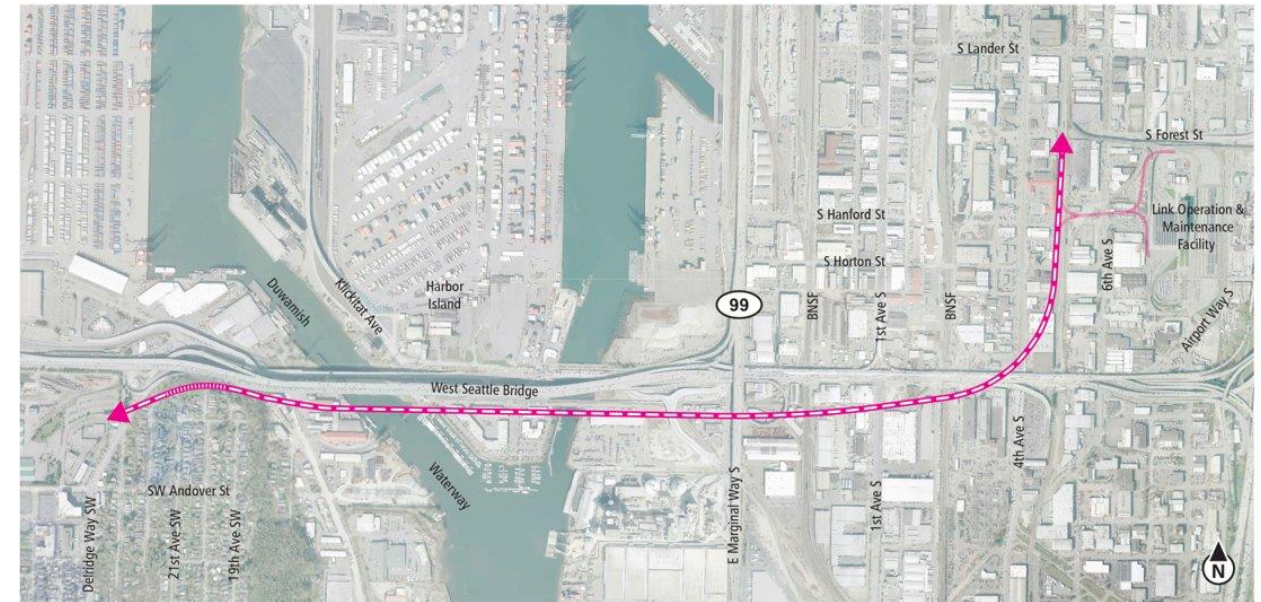
	Elevated		Tunnel portal
	At-grade		Proposed overpass
	Retained cut		
	Tunnel		

Diagrams are not to scale, and all measurements are approximate for illustration purposes only.

# Duwamish Segment

## ALIGNMENT of GUIDEWAY & STATIONS:

- Tracks transition to an elevated guideway south from S Forest Street.
- Connection to the Operations and Maintenance Facility Central provided between S Forest St and S Spokane St.
- The route continues southwest to cross over to the south side of the West Seattle Bridge on a light rail only bridge.
- The route crosses the north edge of Pigeon Point, then turns southwest on an elevated guideway that crosses Delridge Way SW.



### ROUTE AND STATION PROFILES

	Elevated		Tunnel portal
	At-grade		Proposed overpass
	Retained cut		
	Tunnel		

Diagrams are not to scale, and all measurements are approximate for illustration purposes only.



# Delridge/WS Junction

## ALIGNMENT of GUIDEWAY & STATIONS:

- Elevated Delridge station north of SW Andover Street and west of Delridge Way SW.
- Tracks transition from elevated guideway along SW Yancy St to an at-grade and then retained cut guideway at Avalon.
- Lidded retained cut Avalon station south of SW Genesee St and beneath 35<sup>th</sup> Ave SW.
- Retained cut guideway continues to tunnel portal west of Avalon station.
- Tunnel Alaska Junction station beneath 41<sup>st</sup> Ave SW and SW Alaska Street.



### ROUTE AND STATION PROFILES

	Elevated		Tunnel portal
	At-grade		Proposed overpass
	Retained cut		
	Tunnel		

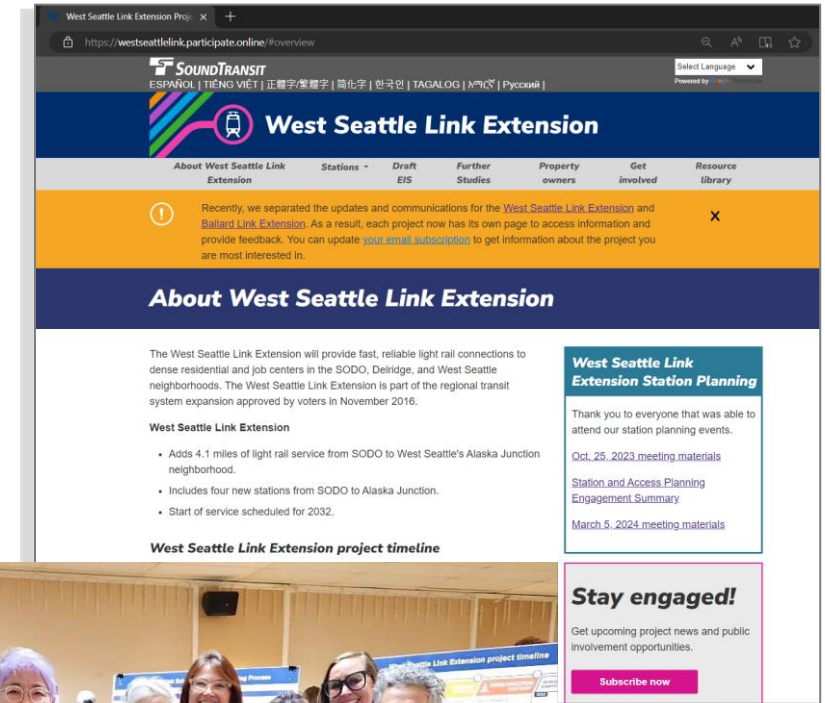
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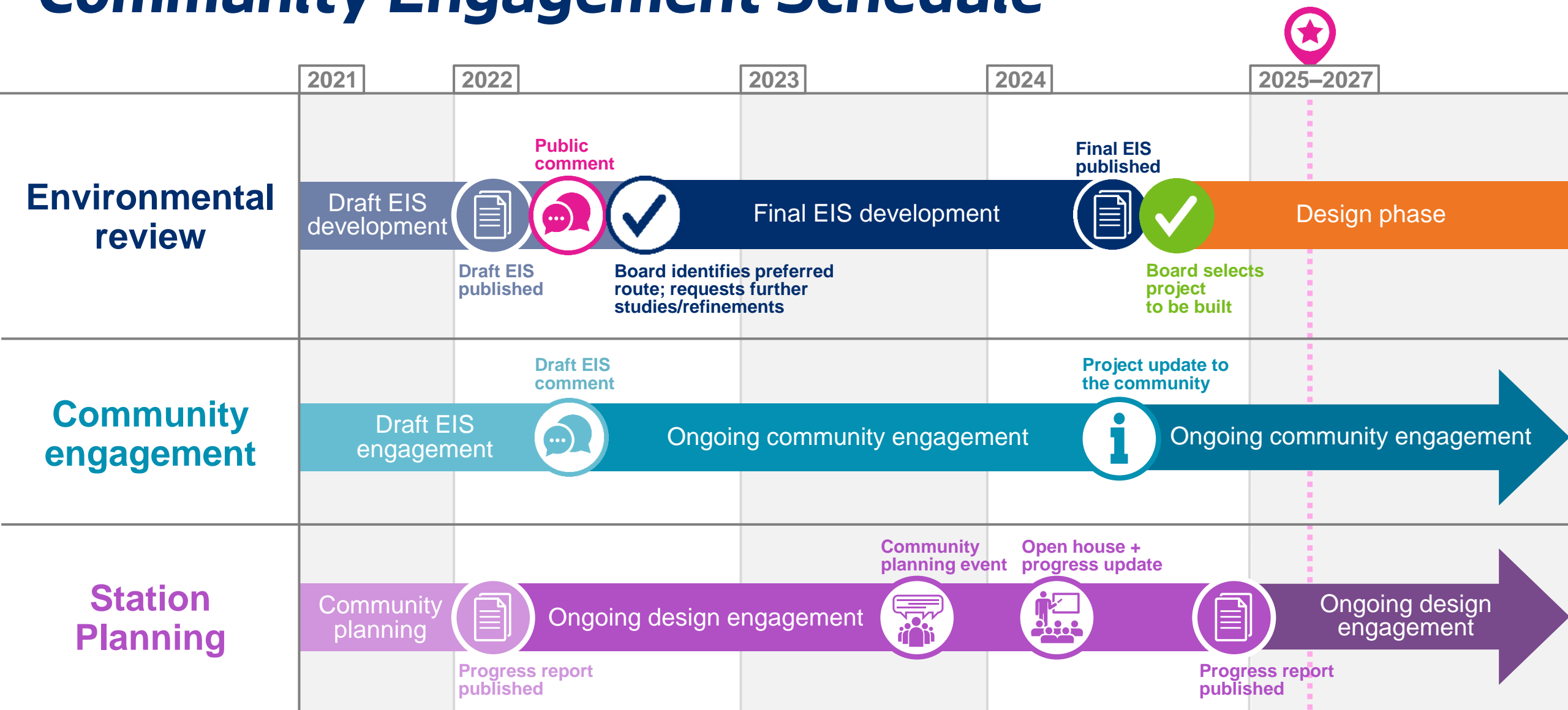
# Engaging community throughout planning

## Ways we've engaged

- **Stakeholder and Community Advisory groups**
- **Community briefings** with residents, businesses, community organizations, property owners and more
- **Public meetings:** Neighborhood forums, open houses, drop-in sessions
- **Online:** Project website, online open house, email updates, social media
- **Community liaisons**
- **Translated materials and interpretation**
- **Door-to-door business outreach**
- **Fairs, festivals and other events**



# Community Engagement Schedule



# Acquisition and relocation timeline



## Pre-Draft EIS release (Fall 2021)

Sound Transit **contacts potentially affected property owners**



## Draft EIS release (Early 2022)

Sound Transit Board **confirms or modifies preferred alternative**



## Final EIS release (2024)

Sound Transit Board **selects project to be built**



## Final design (2025-2027)

- Sound Transit **identifies property rights needed to construct, operate and maintain the system**
- Sound Transit Board **authorizes property acquisition**
- Sound Transit will **prepare an appraisal** to determine fair market value of property needed for the project
- Sound Transit will provide **relocation assistance** to people and businesses displaced by the project, including referrals to comparable properties and payment of moving costs
- Sound Transit **staff are available to support property owners and tenants** through this process

# Next Steps

July 2025: Transportation Committee and Full Council consideration and vote

Q3/Q4 2025: WSLE permitting begins

## Additional questions or comments?

### Office of the Waterfront, Civic Projects, & Sound Transit

- Sara Maxana, *Sound Transit Program Director*
- Saranya Rajan-Gujuluva, *West Seattle Link Extension Project Manager*
- Chris Gregorich, *ST3 Government and Community Relations Manager*

### Sound Transit

- Jason Hampton, *High-Capacity Transit Development Manager*
- Leda Chahim, *Deputy Executive Director – Government & Community Relations*





From the entire ST3 City Team:  
**Thank you!**





## Legislation Text

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**File #:** Res 32172, **Version:** 1

---

### CITY OF SEATTLE

### RESOLUTION \_\_\_\_\_

A RESOLUTION approving the alignment, station locations, and maintenance base location for Sound Transit's Link light rail lines in The City of Seattle, including the West Seattle Link Extension; and superseding the alignment, station locations, and maintenance base location approved in Resolution 31784.

WHEREAS, since 1996, the Central Puget Sound Regional Transit Authority ("Sound Transit") has been implementing the voter-approved Sound Move, Sound Transit 2 (ST2), and Sound Transit 3 (ST3) plans for a high-capacity regional transit system for the Central Puget Sound region; and

WHEREAS, in May 2016 during the development of the ST3 proposal, City Council passed Resolution 31668, which made alignment recommendations for the West Seattle Link Extension (WSLE) and Ballard Link Extension (BLE) projects to the Sound Transit Board, including a new light rail tunnel through Downtown Seattle; and

WHEREAS, the Sound Move and ST2 Plans include the following five electric light-rail lines: Central Link (downtown Seattle to SeaTac); University Link (downtown Seattle to University of Washington); Northgate Link Extension (University of Washington to Northgate); Lynnwood Link Extension (Northgate to Lynnwood); and East Link (downtown Seattle to Redmond); and the ST3 Plan includes the West Seattle Link (downtown Seattle to West Seattle) and Ballard Link (downtown Seattle to Ballard), each of which will provide numerous benefits to Seattle's residents, workers, and visitors, and will help the City meet its Comprehensive Plan goals for dense, mixed use urban centers and urban villages connected by high-quality public transit; and

WHEREAS, in December 2017, the City entered into a ST3 Partnership Agreement with Sound Transit

(Resolution 31788) to collaborate on project delivery, streamline permitting, and seek ways to reduce project costs, and deliver the project in advance of schedule; and

WHEREAS, through a series of resolutions (R99-34, R2001-16, R2005-20, R2006-07, R2011-10, R2012-13, R2015-05, and R2024-22), the Sound Transit Board selected the rail alignment, station locations, and maintenance base location for the projects that are currently under construction, operating, or for which a Record of Decision has been issued in The City of Seattle (City): Central Link; University Link; Northgate Link Extension; East Link; Lynnwood Link; and West Seattle Link; and

WHEREAS, the Seattle City Council approved the selected alignment, station locations, and maintenance base location for the Sound Transit Central Link, University Link, Northgate Link Extension, East Link, and Lynnwood Link projects in Resolutions 30128 (adopted April 10, 2000), 30993 (adopted September 24, 2007), 31465 (adopted September 16, 2013), and 31784 (adopted December 11, 2017); and

WHEREAS, on September 20, 2024, Sound Transit and the Federal Transit Administration of the United States Department of Transportation (FTA) issued a Final Environmental Impact Statement (FEIS) for the West Seattle Link Light Rail Extension Project to satisfy the requirements of the National Environmental Policy Act and the State Environmental Policy Act; and

WHEREAS, after consideration of the FEIS for the West Seattle Link Light Rail Extension Project, on April 29, 2025, the FTA issued a Record of Decision finding that the federal environmental process is complete for the project; and

WHEREAS on February 20, 2025, Mayor Bruce Harrell issued Executive Order 2025-02 Supporting and Expediting Sound Transit 3 Investments - including the West Seattle Link Extension and Ballard Link Extension - in the City of Seattle; and

WHEREAS, the City reserves and retains its substantive authority under the State Environmental Policy Act to the full extent provided by law; and

WHEREAS, the West Seattle Link light rail line approved by the Sound Transit Board extends from a new

station at SODO to a new station at Alaska Junction, West Seattle; and

WHEREAS, City Council approval of the light rail alignment, station locations, and maintenance base location in the City is required by Seattle Municipal Code Chapter 23.80; NOW, THEREFORE,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR  
CONCURRING, THAT:**

Section 1. Pursuant to Seattle Municipal Code Section 23.80.004, the City approves the alignment of the Sound Transit light rail lines through The City of Seattle, including the location of light rail stations and maintenance base in the City of Seattle, all as generally described in Exhibit A and depicted in Exhibit B to this resolution. This approval does not waive the City's regulatory or permitting authority as to any permits or other approvals for the light rail line that are required by law.

Section 2. This resolution supersedes the approval of the alignment, station locations, and maintenance base location for Sound Transit's Link light rail lines as described in Resolution 31784.

Adopted by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by  
me in open session in authentication of its adoption this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

President \_\_\_\_\_ of the City Council

The Mayor concurred the \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Scheereen Dedman, City Clerk

(Seal)

**Attachments:**

Exhibit A - General Description of Link Light Rail Alignment, Station Locations, and Maintenance Base Location

Exhibit B - Link Light Rail Alignment, Station Locations, and Maintenance Base Location (Maps)

**Exhibit A:  
General Description of Light Rail Alignment, Station Locations, and  
Maintenance Facility Location**

**West Seattle Link Extension (SODO Station to West Seattle Junction Station)**

Route: At grade structure begins north of the existing SODO Station and travels west of and parallel to the existing Link light rail line in the SODO Busway and continues south under South Lander Street, which would be reconstructed as an overpass of the light rail tracks.

Tracks transition to an elevated guideway and the route continues south from South Forest Street. A connection to the Operations and Maintenance Facility Central would be provided from tracks between South Forest Street and South Spokane Street. The route continues southwest from South Forest Street to cross over to the south side of the West Seattle Bridge. Route runs along the south side of the West Seattle Bridge on a light rail only bridge. West of the Duwamish Waterway crossing, the route crosses the northern edge of Pigeon Point before turning southwest on an elevated guideway that crosses Delridge Way Southwest.

The route continues on an elevated guideway on the west side of Delridge Way Southwest, then west along Southwest Yancy Street before crossing Southwest Avalon Way in the vicinity of Southwest Yancy Street. The route crosses 32nd Avenue Southwest at-grade and continues south along the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest.

The route enters a tunnel at Southwest Genesee Street and 37th Avenue Southwest. It terminates at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest.

Stations:

SODO Station – Immediately west of the existing SODO Station, north of South Lander Street, at-grade

Delridge Station – North of Southwest Andover Street and west of Delridge Way Southwest, elevated

Avalon Station – South of Southwest Genesee Street, beneath 35<sup>th</sup> Avenue Southwest, lidded retained cut

Alaska Junction Station – Beneath 41<sup>st</sup> Avenue Southwest and Southwest Alaska Street, tunnel

**Lynnwood Link Extension (NE 145th St to Northgate)**

Route: Elevated structure begins north of Northgate Station and continues along the route of Interstate 5 (I-5) as combined retained cut/fill and elevated structure to NE 145th St.

Station:

NE 130<sup>th</sup> Street Station – West side of 5<sup>th</sup> Ave NE and north of NE 130<sup>th</sup> Street/Roosevelt Way NE, elevated side platform

**Northgate Link Extension (Northgate to University of Washington)**

Route: Elevated structure at Northgate, tunnel begins south of the Maple Leaf Portal at 94th Street.



Stations:

Northgate Station - East side of 1st Avenue NE, spanning NE 103rd Street, elevated (includes tail track)

Roosevelt Station - West side of 12th Avenue NE, north of NE 65th St, tunnel

U District Station - Brooklyn Ave NE, south of NE 45th Street, tunnel

**University Link (University of Washington to Pine Street Stub Tunnel)**

Route: Tunnel under University of Washington, Montlake Cut, and Capitol Hill

Stations:

University of Washington Station - East side of Montlake Boulevard NE, near Husky Stadium, tunnel (includes crossover)

Capitol Hill Station - East side of Broadway E, south of E John Street, tunnel

**Initial Segment (Pine Street Stub Tunnel to S. McClellan Street)**

Route: Use existing Downtown Seattle Transit Tunnel (DSTT). South of downtown, use E-3

Busway rising to elevated structure turning east along south side of S. Forest Street, and then to tunnel under Beacon Hill.

Stations:

Westlake - Tunnel

University Street - Tunnel  
Pioneer Square - Tunnel

International District/Chinatown - Tunnel

Stadium - E-3 Busway at S Royal Brougham Way, at-grade

SODO - E-3 Busway, north of S Lander Street, at-grade

Beacon Hill - Beacon Avenue S at S Lander Street, tunnel

**Initial Segment (S. McClellan Street to Boeing Access Road)**

Route: Elevated out of Beacon Hill tunnel, then turning south on Martin Luther King, Jr. Way S, at-grade in median

Stations:

Mount Baker - S McClellan Street, elevated

Columbia City - S Edmunds Street, at-grade

Othello - S Othello Street, at-grade

Rainier Beach - S Henderson Street, at-grade

**Maintenance Facility** Maintenance Facility site - extends from 7<sup>th</sup> Avenue S to Airport Way S, and from S Forest Street to south of S Hinds Street.

**East Link (International District/Chinatown Station to the west edge of Lake Washington along 1-90)**

Route: From the International District/Chinatown Station in the Downtown Seattle Transit Tunnel coming up at grade onto the Interstate 90 Express Lanes

Stations:

Judkins Park Station - on 1-90 center roadway east of Rainer Avenue S, at-grade

**Stadium  
Station**

S ATLANTIC ST

3RD AVE S

4TH AVE S

5TH AVE S



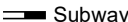
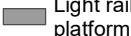
6TH AVE S

8TH AVE S

S MASSACHUSETTS ST

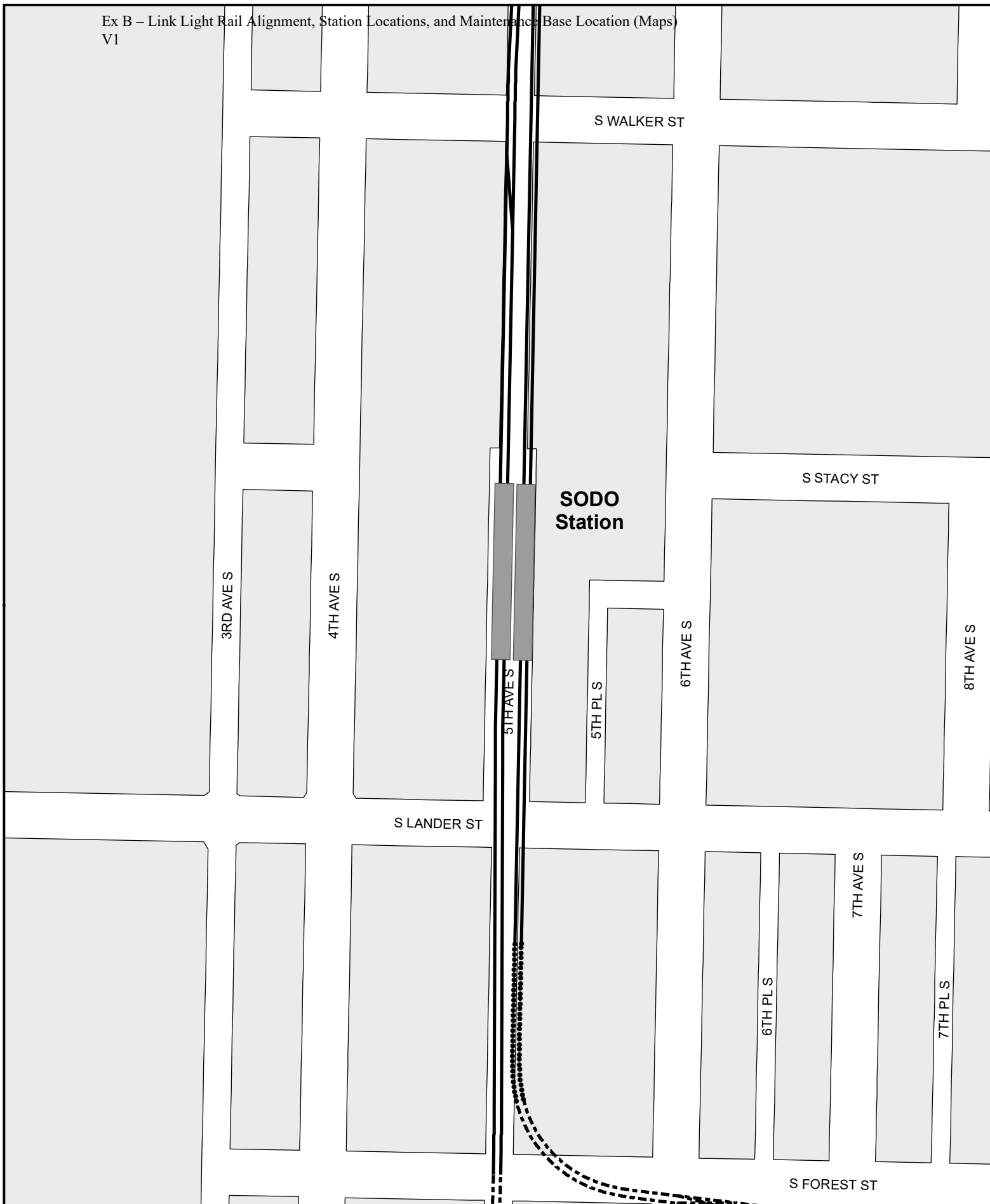
S HOLGATE ST

S WALKER ST

Legend	
<b>Light Rail Alignment</b>	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations  
Map 1 of 10**



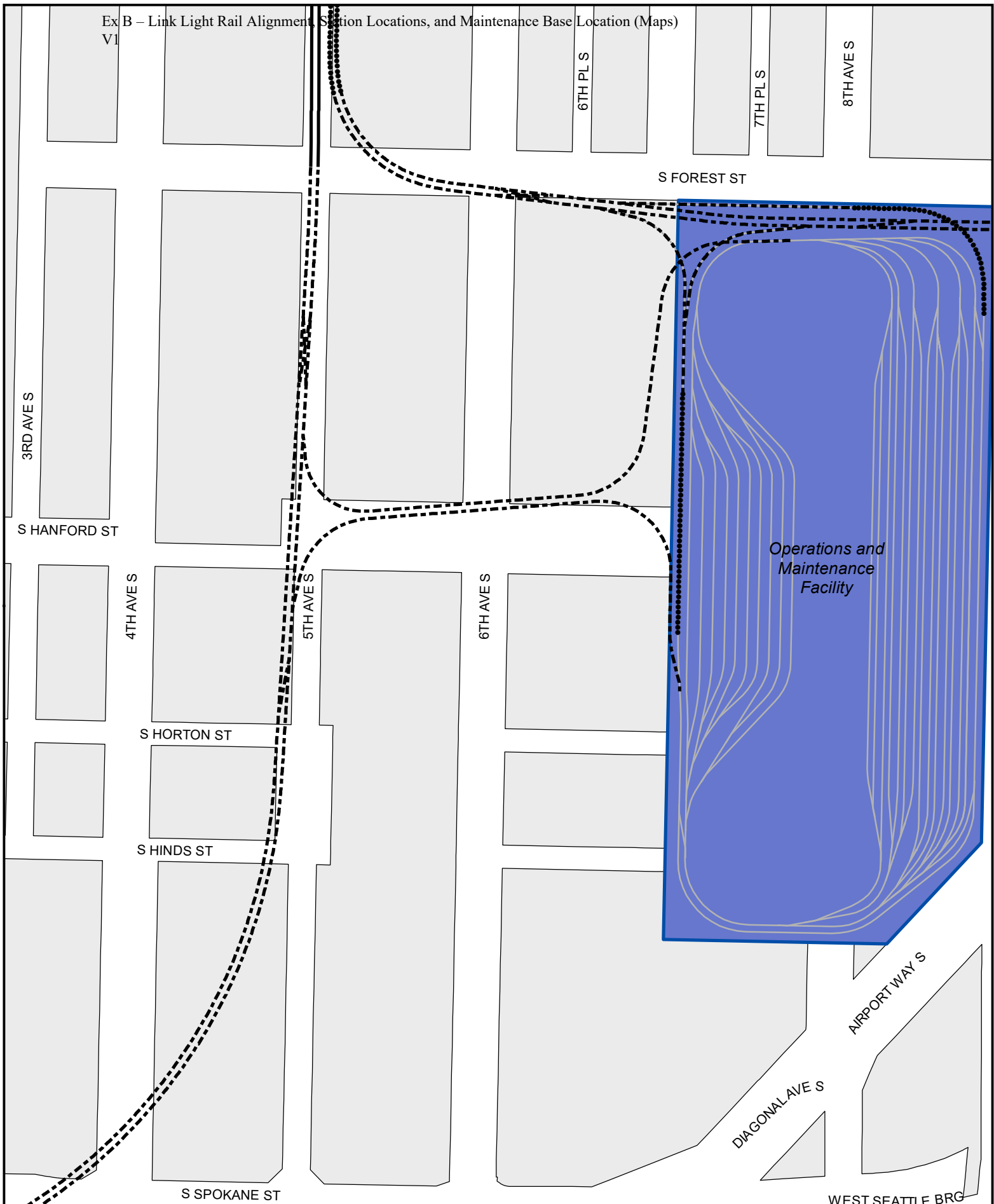


Legend	
<b>Light Rail Alignment</b>	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations**  
Map 2 of 10

 <b>SOUNDTRANSIT</b> March 2025	 0 200 Feet	 N	
	Data source: King County GIS, City of Seattle, Sound Transit No guarantee of any sort implied, including accuracy, completeness, or fitness for use.		
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Legend	
<b>Light Rail Alignment</b>	<b>Light rail station platform</b>
--- Aerial	■ Maintenance facility
— At Grade	□ Right-of-way
— Subway	

## Exhibit B: West Seattle Light Rail Alignment and Station Locations

### Map 3 of 10

**SOUND TRANSIT**  
March 2025

0 200  
Feet

N

Data source: King County GIS, City of Seattle, Sound Transit  
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
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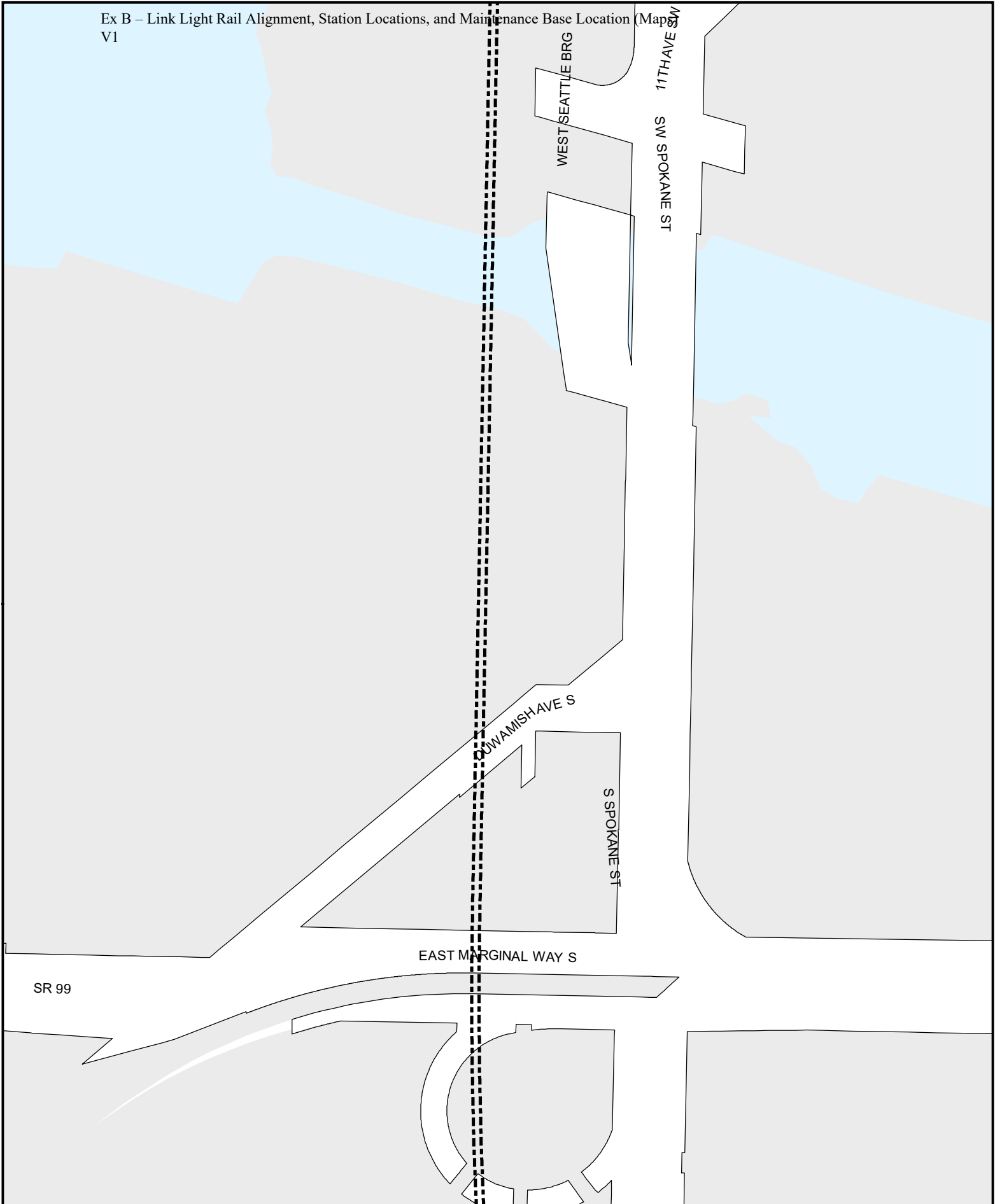
79



Legend	
<b>Light Rail Alignment</b>	<b>Light rail station platform</b>
--- Aerial	Light rail station platform
— At Grade	Maintenance facility
— Subway	Right-of-way

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations**  
Map 4 of 10

<p><b>SOUNDTRANSIT</b> March 2025</p>	<p>0 200 Feet</p>		
	<p>Data source: King County GIS, City of Seattle, Sound Transit</p>		
	<p>No guarantee of any sort implied, including accuracy, completeness, or fitness for use.</p>		



Legend	
<b>Light Rail Alignment</b>	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations  
Map 5 of 10**

 <b>SOUNDTRANSIT</b> March 2025	 0 200 Feet	 Data source: King County GIS, City of Seattle, Sound Transit No guarantee of any sort implied, including accuracy, completeness, or fitness for use. G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSL_8x11_24



18TH AVE SW

MARGINAL PL SW

17TH AVE SW

16TH AVE SW

WEST MARGINAL WAY SW

KLICKITAT AVE SW




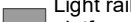

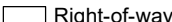
13TH AVE SW

SW KLICKITAT AVE

11TH AVE SW

WEST SEATTLE BRG

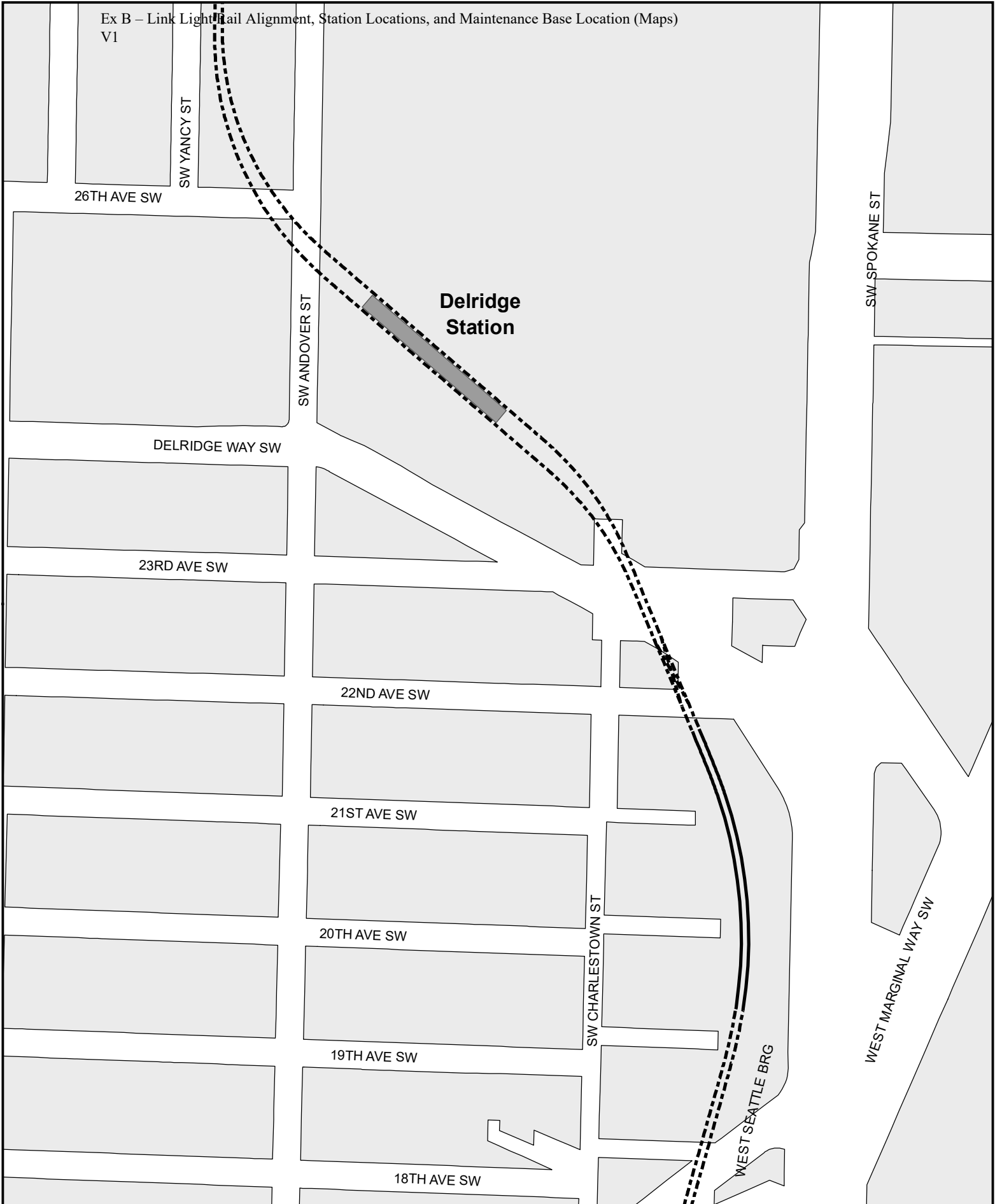
SW SPOKANE ST

Legend	
<b>Light Rail Alignment</b>	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way

# **Exhibit B: West Seattle Light Rail Alignment and Station Locations** Map 6 of 10



Data source: King County GIS, City of Seattle, Sound Transit  
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
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**Legend**

<b>Light Rail Alignment</b>	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations  
Map 7 of 10**

**SOUNDTRANSIT**  
March 2025

0 200  
Feet

Data source: King County GIS, City of Seattle, Sound Transit  
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
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**83**

**Avalon Station**

35TH AVE SW

WEST SEATTLE BRG

SW ANDOVER ST

34TH AVE SW

33RD AVE SW

FAUNTLEROY WAY SW

SW GENESEE ST

32ND AVE SW

31ST AVE SW

SW BRADFORD ST

30TH AVE SW

SW AVALON WAY

SW NEVADA ST

SW ADAMS ST

SW DAKOTA ST

SW YANCY ST

28TH AVE SW

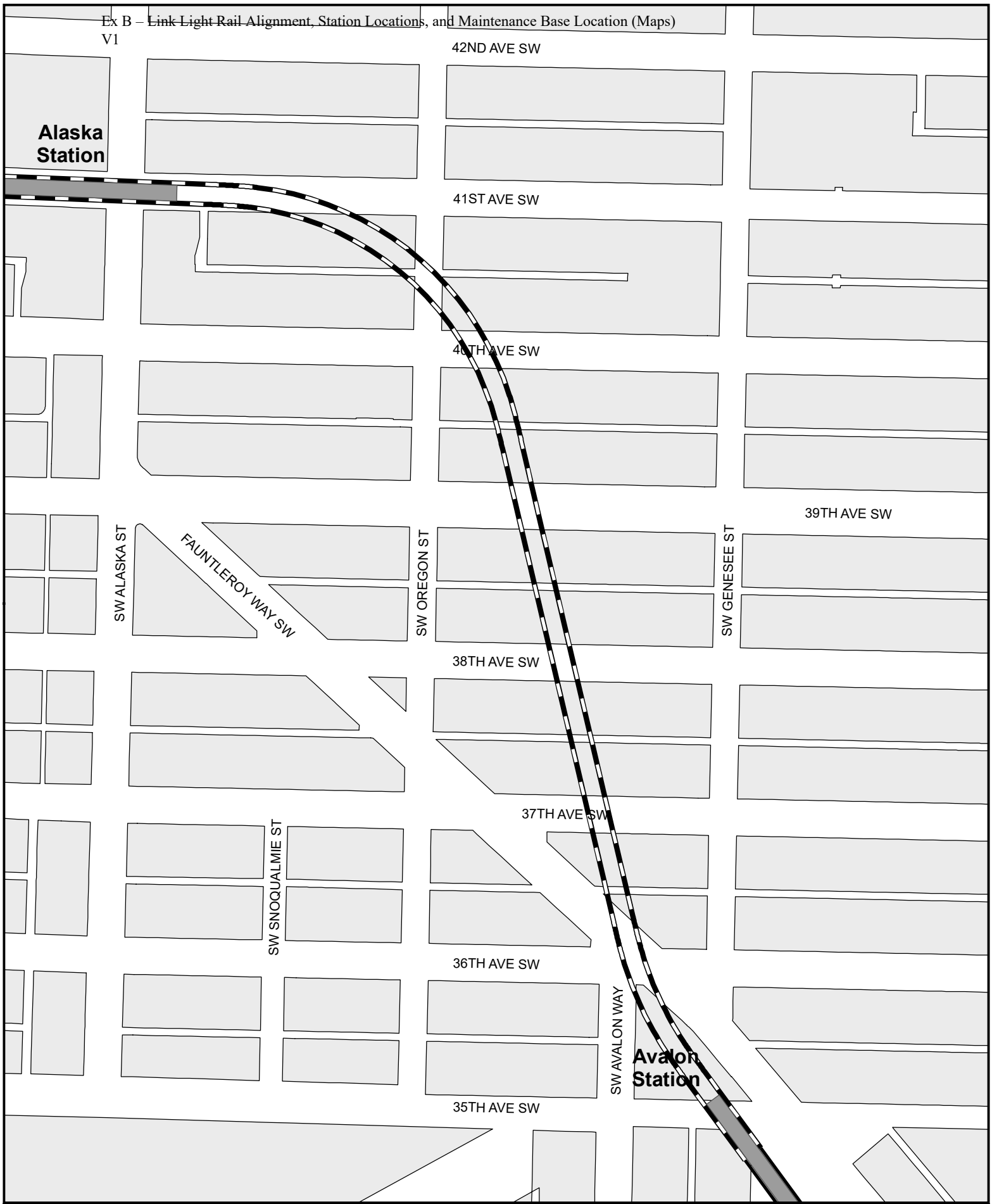
Legend	
Light Rail Alignment	Light rail station platform
	Maintenance facility
	Right-of-way
--- Aerial	
— At Grade	
— Subway	

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations**  
Map 8 of 10



Data source: King County GIS, City of Seattle, Sound Transit  
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
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**Legend**

<b>Light Rail Alignment</b>	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations  
Map 9 of 10**

**SOUNDTRANSIT**  
March 2025

0 200  
Feet

Data source: King County GIS, City of Seattle, Sound Transit  
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
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**85**



**Legend**

Aerial	Light rail station platform
At Grade	Maintenance facility
Subway	Right-of-way

**Exhibit B: West Seattle  
Light Rail Alignment and  
Station Locations  
Map 10 of 10**

**SOUNDTRANSIT**  
March 2025

0 200  
Feet

Data source: King County GIS, City of Seattle, Sound Transit  
No guarantee of any sort implied, including accuracy, completeness, or fitness  
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**86**

## **SUMMARY and FISCAL NOTE**

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
OWCPST	Sara Maxana	Saroja Reddy

### **1. BILL SUMMARY**

**Legislation Title:** A RESOLUTION approving the alignment, station locations, and maintenance base location for Sound Transit’s Link light rail lines in The City of Seattle, including the West Seattle Link Extension; and superseding the alignment, station locations, and maintenance base location approved in Resolution 31784.

#### **Summary and Background of the Legislation:**

This legislation approves the alignment and station locations for Sound Transit’s West Seattle Link Extension project, an approval which is complementary to the City’s right-of-way and permitting actions for the project.

This alignment resolution provides an approval of the alignment and location of the West Seattle Link transit facilities within the City, providing the policy context for the permitting of the facilities.

### **2. CAPITAL IMPROVEMENT PROGRAM**

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

### **3. SUMMARY OF FINANCIAL IMPLICATIONS**

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

#### **3.d. Other Impacts**

**Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.**

No. On March 23, 2023, the City provided a letter to Sound Transit indicating it would contribute toward the cost of the project through additional funding or cost savings opportunities. Any City financial commitments related to the light rail system are or will be addressed in separate agreements and legislation.



**If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.**

**Please describe any financial costs or other impacts of *not* implementing the legislation.**  
This legislation supports Sound Transit's federal grant process for West Seattle Link Extension.

**Please describe how this legislation may affect any City departments other than the originating department.**

This legislation approving the alignment for the West Seattle Link Extension does not directly affect other City Departments. Permitting and construction of the project will implicate other departments.

#### 4. OTHER IMPLICATIONS

**a. Is a public hearing required for this legislation?**

No.

**b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**

No.

**c. Does this legislation affect a piece of property?**

This legislation approves the alignment for the West Seattle Link Extension. This legislation does not directly affect property but the project will be located on various properties including City ROW and acquisitions of City property by Sound Transit may be required in addition to acquisitions of other property.

**d. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

The West Seattle Link Extension will provide increased transit access to racially diverse neighborhoods in the Delridge segment (38% People of Color), Duwamish segment (46% People of Color), and SODO segment (49% People of Color). (Source: WSLE FEIS App G (Environmental Justice) Table 3-1 Study Area Demographics (p 3-1).)

**i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

Research shows that people of color experience longer commutes than white people; access to the growing Sound Transit Link Light Rail network will allow for reduced commute times and better access to regionwide educational and job opportunities. City government employees and programs will also benefit from the increased access from Sound Transit's West Seattle Link Extension.

**ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

July 2022. Sound Transit and City of Seattle. West Seattle and Ballard Link Extensions Racial Equity Toolkit Report: Environmental Review Phase. [LINK](#)

**iii. What is the Language Access Plan for any communications to the public?**

Sound Transit has an Inclusive Public Participation Policy (Resolution 2011-15) that includes provisions for making information available to minority, low-income, and limited English proficient populations.

**e. Climate Change Implications**

**i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

Transit, particularly electrified high capacity transit like light rail, has substantially lower climate impacts compared with single occupancy autos or trying to meet growing transportation demand with new roadway capacity. Light rail is also more conducive to lower climate impacting land uses including denser multi-unit residential, mixed use development and the kind of “missing middle” housing increasingly harder to find in the Seattle area.

**ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle’s resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

N/A

**f. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program’s desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

N/A

**g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

No.

## 5. ATTACHMENTS

**Summary Attachments:** None.

# Recent State Legislative Actions

---

## **Agency Displacement – Moving and Relocation Expenses** ([SHB 1733](#), May 2025)

- Increases the maximum allowable expense for small business and non-profits from \$50,000 to \$200,000 (effective July 27, 2025).

## **State Transportation Budget** ([ESSB 5801, Part VI](#), May 2025)

- Clarifies that no local jurisdiction review is required for transit facilities located in WSDOT right-of-way.
- Restates that local jurisdictions cannot preclude the siting of light rail facilities.
- Requires that permit conditions and costs imposed by a local jurisdiction are reasonably necessary to mitigate the direct adverse impacts of the light rail facility.
- Requires that local jurisdictions commit to reasonable timelines for permits and that the permittee provides information necessary to make timely permit decisions.

# Recent City Legislative Action

---

## **Permit Streamlining** ([CB 120975](#), passed June 10, 2025)

- Establishes consistent development standards for Sound Transit stations and facilities.
- Streamline and clarify various permit processes related to advisory design review, environmental critical areas, tree and vegetation management, construction noise variance, and bicycle parking requirements.

## **City Staffing Plan** (anticipated)

- 2025 Adopted Budget included \$5.2 million reserve to support City staffing on West Seattle and Ballard Light Rail Extension projects.
- Future legislation is necessary to establish positions and transfer appropriations.



# Planning for Light Rail: **Adopting the West Seattle Link Extension Project**

CB 121003 | Res 32172

Seattle City Council Transportation Committee | June 17, 2025

# Agenda

1. **ST3 City Team:** City Legislation to Support ST3 Projects
  - Transit Way Agreement
2. **Sound Transit:** Project Overview
  - Alignment of guideway and stations
  - Community engagement & property acquisition highlights
3. **Next Steps**



# Sound Transit 3 in Seattle

In 2016, over 70% of Seattle voters said yes to ST3.

ST3 is the largest infrastructure investment program in Seattle's history. These projects, including the West Seattle and Ballard Link Extensions, bring tremendous opportunity to transform how people reach their homes, jobs, and destinations.

The **ST3 City Team** is an interdepartmental *One Seattle* effort that partners with Sound Transit to help deliver these investments to Seattle communities. Led by the Office of the Waterfront, Civic Projects, and Sound Transit, the ST3 City Team relies on leadership and subject matter expertise across dozens of City departments.





# City Legislation to Support ST3 Projects

## 2025

- Land use code amendments for light rail facilities (*Leads: SDCI, OWCP&ST*)
- **Adoption of the West Seattle Link Extension project** (*Lead: OWCP&ST, SDOT*)
- ST3 City Team staff and resource plan (*Leads: OWCP&ST, SDOT, CBO*)

## 2026-2027

- Adoption of the S Graham Street infill station project and the Ballard Link Extension project (*Lead: OWCP&ST, SDOT*)
- Various agreements for property/ROW transfers, joint development, other partnerships (*Leads: FAS, SPR, OPCD, others*)





# Adopting the WSLE Project

City departments may not issue permits to Sound Transit for construction until City Council adopts the project. Necessary steps:

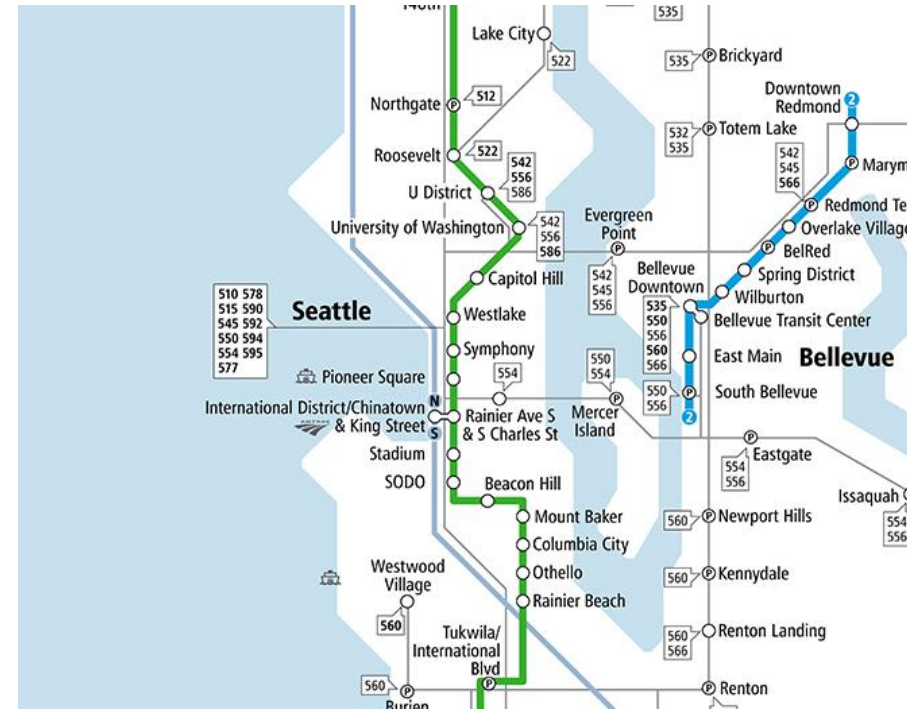
- Sound Transit Board adopts a Project to Be Built.
- Federal Transit Administration publishes a Record of Decision.
- **Seattle City Council appends the project into the Transit Way Agreement by ordinance and adopts the project alignment by resolution.**
- City departments may issue permits.



# Adopting the WSLE Project

## What is the Transit Way Agreement?

- Agreement under which the City grants Sound Transit the non-exclusive use of a light rail transit way within City right-of-way.
- Grant of City right-of-way is defined in attachments describing each link and providing maps and drawings.
- Agreement has been amended four times to include alignments for the initial light rail and the addition of new links.



## TWA Legislative History

[Ord 119975](#) (2000) established the original Transit Way Agreement for the Central Link

[Ord 120788](#) (2002): Technical Corrections

[Ord 122504](#) (2007): Amendment 1 revising Central Link to include University and North Link Extensions

[Ord 124289](#) (2013): Amendment 2 adding Northgate Link Extension and portion of East Link Segments

[Ord 125500](#) (2017): Amendment 3 adding Lynnwood Link Extension

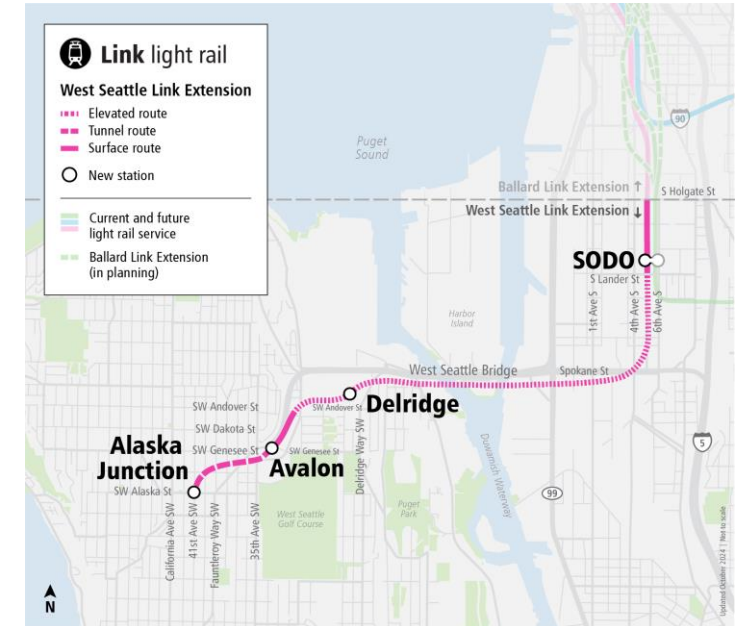
[Ord 126701](#) (2022): Amendment 4 adding NE 130<sup>th</sup> St Infill Station as part of Lynnwood Link Extension

# Adopting the WSLE Project

## What is before City Council today?

- The proposed Resolution formally approves the West Seattle Link Extension alignment, as adopted by the Sound Transit Board ([R2024-22](#), October 2024). The Resolution adds the new West Seattle Link alignment, specifying the locations of stations and guideways.
- The proposed Ordinance authorizes the SDOT Director to execute an amendment to the Transit Way Agreement (Amendment No. 5) to incorporate the West Seattle Link Extension into the existing Transitway Agreement. This Amendment allows City departments to begin the permitting process.

## WSLE Project Alignment



## Future project changes

*If the Sound Transit Board modifies the project in the future, the City will need to amend the Transit Way Agreement to attach new exhibits.*

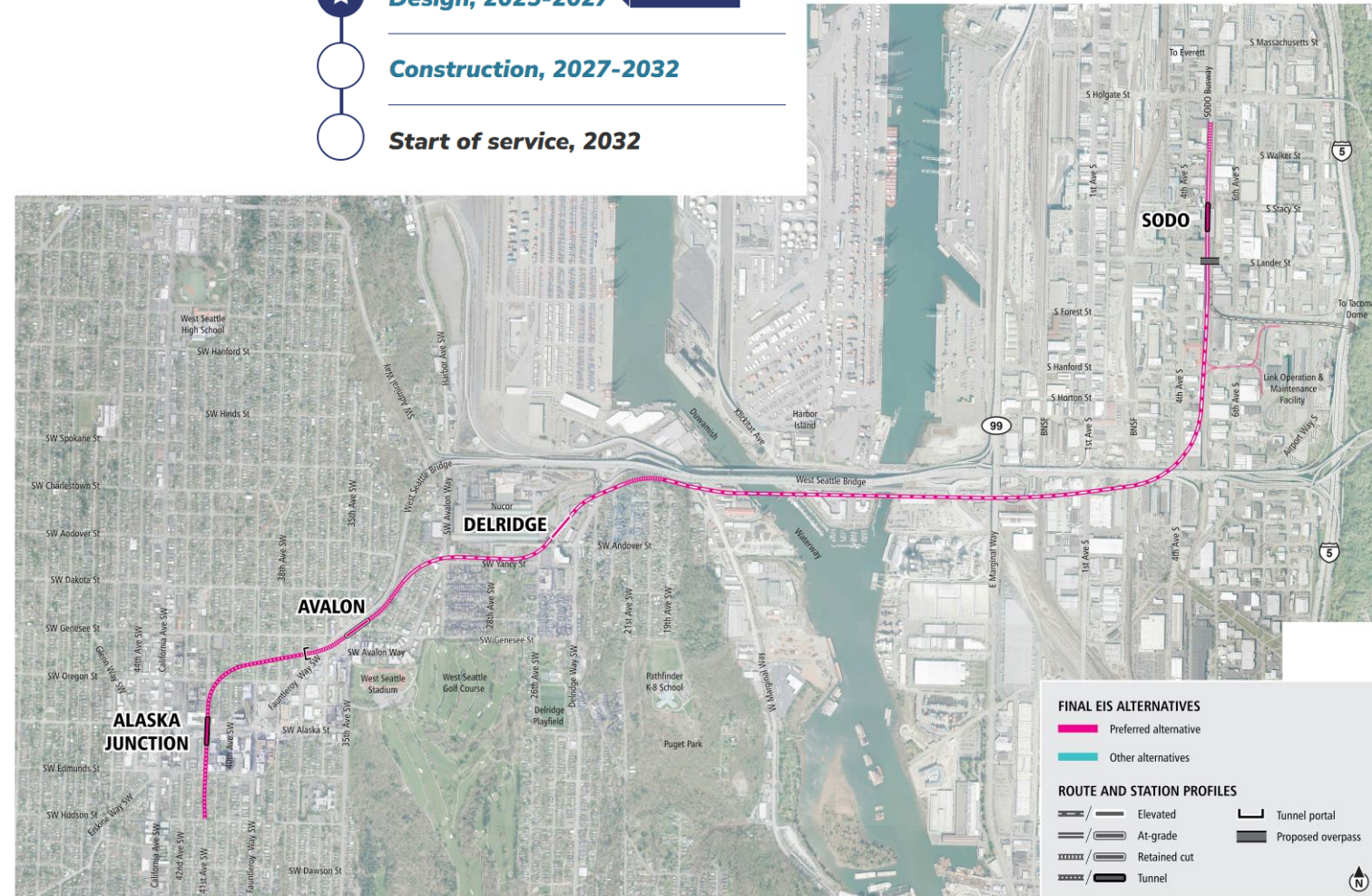


# WSLE Project Overview

WSLE will provide fast, reliable light rail connections to dense residential and job centers in the SODO, Delridge, and West Seattle neighborhoods.

- Adds 4.1 miles of light rail service from SODO to West Seattle's Alaska Junction neighborhood.
- Includes four new stations from SODO to Alaska Junction.
- Start of service scheduled for 2032.

## Timeline and milestones

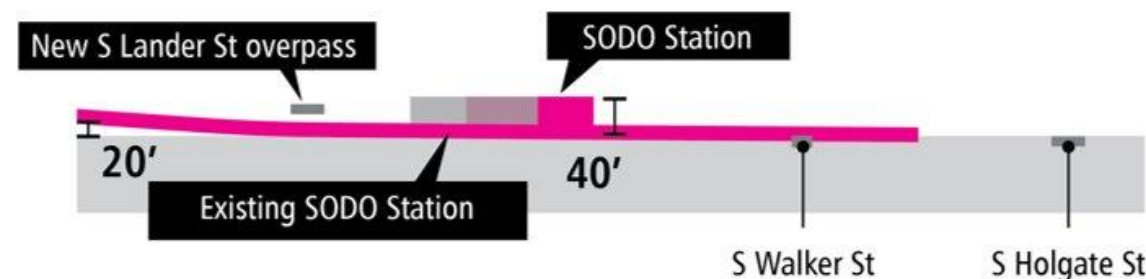




# SODO Segment

## ALIGNMENT of GUIDEWAY & STATIONS:

- At-grade guideway from South Walker Street to South Forest Street
- New at-grade station immediately west of existing SODO station, north of Lander Street
- Future transfer between 3-Line (West Seattle to Everett) and 1-Line (Ballard to Tacoma)



### ROUTE AND STATION PROFILES

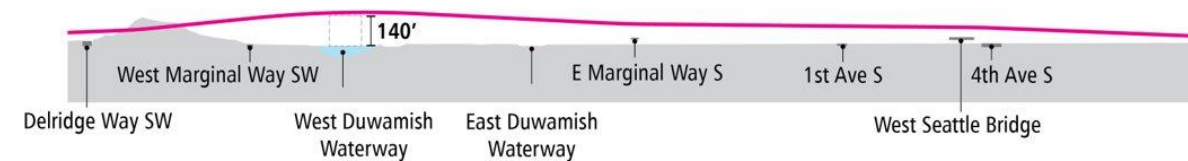
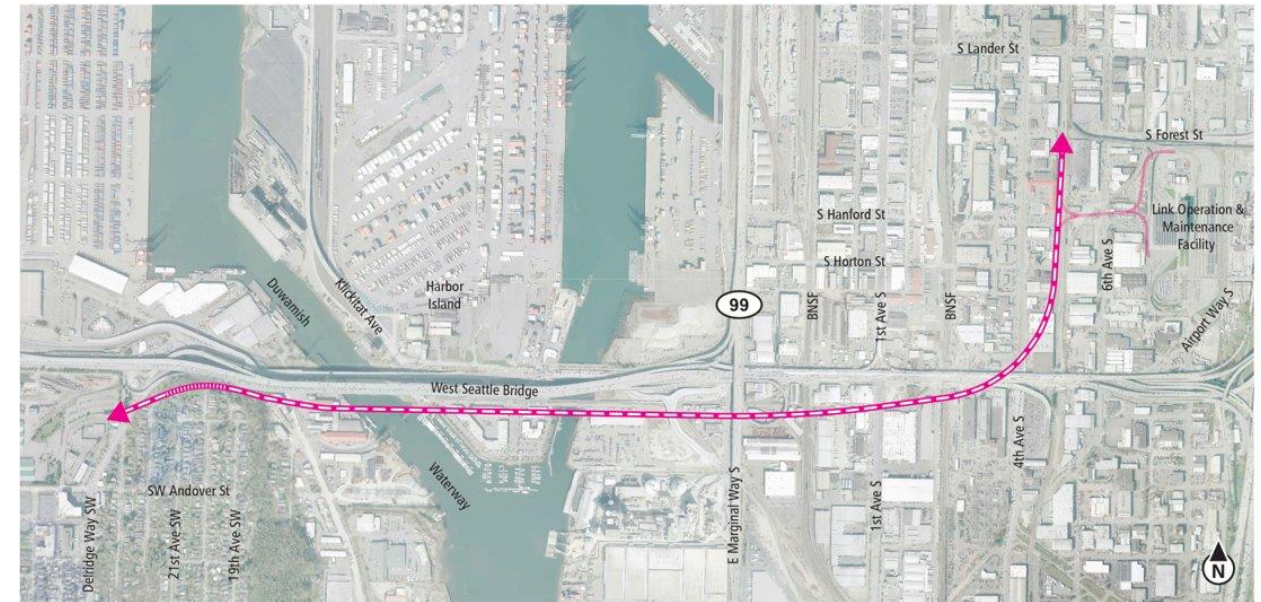
	Elevated		Tunnel portal
	At-grade		Proposed overpass
	Retained cut		
	Tunnel		

Diagrams are not to scale, and all measurements are approximate for illustration purposes only.

# Duwamish Segment

## ALIGNMENT of GUIDEWAY & STATIONS:

- Tracks transition to an elevated guideway south from S Forest Street.
- Connection to the Operations and Maintenance Facility Central provided between S Forest St and S Spokane St.
- The route continues southwest to cross over to the south side of the West Seattle Bridge on a light rail only bridge.
- The route crosses the north edge of Pigeon Point, then turns southwest on an elevated guideway that crosses Delridge Way SW.



## ROUTE AND STATION PROFILES

 Elevated
  Tunnel portal

 At-grade
  Proposed overpass

 Retained cut

 Tunnel

Diagrams are not to scale, and all measurements are approximate for illustration purposes only.



# Delridge/WS Junction

## ALIGNMENT of GUIDEWAY & STATIONS:

- Elevated Delridge station north of SW Andover Street and west of Delridge Way SW.
- Tracks transition from elevated guideway along SW Yancy St to an at-grade and then retained cut guideway at Avalon.
- Lidded retained cut Avalon station south of SW Genesee St and beneath 35<sup>th</sup> Ave SW.
- Retained cut guideway continues to tunnel portal west of Avalon station.
- Tunnel Alaska Junction station beneath 41<sup>st</sup> Ave SW and SW Alaska Street.



### ROUTE AND STATION PROFILES

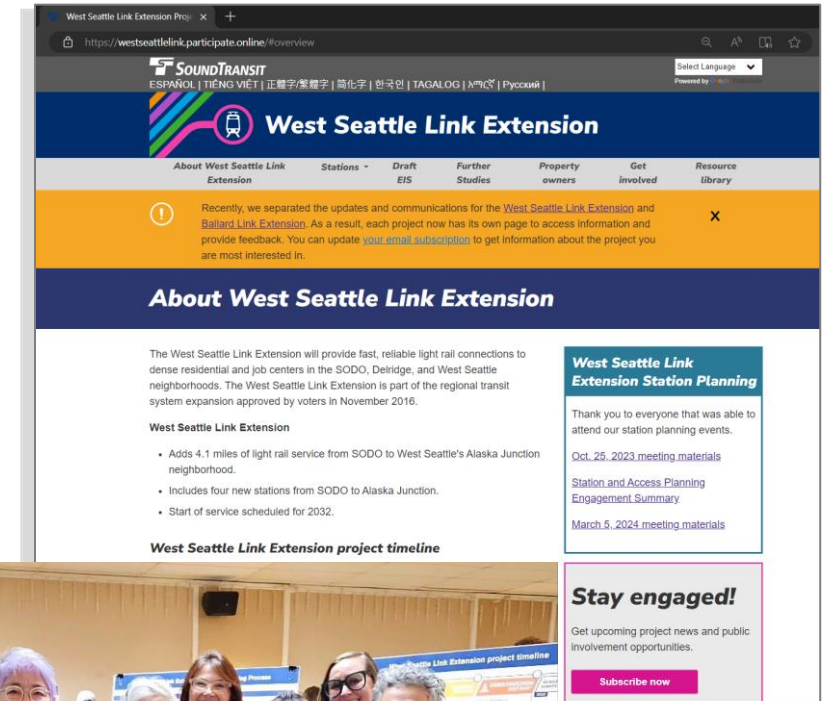
	Elevated		Tunnel portal
	At-grade		Proposed overpass
	Retained cut		
	Tunnel		

Diagrams are not to scale, and all measurements are approximate for illustration purposes only.

# Engaging community throughout planning

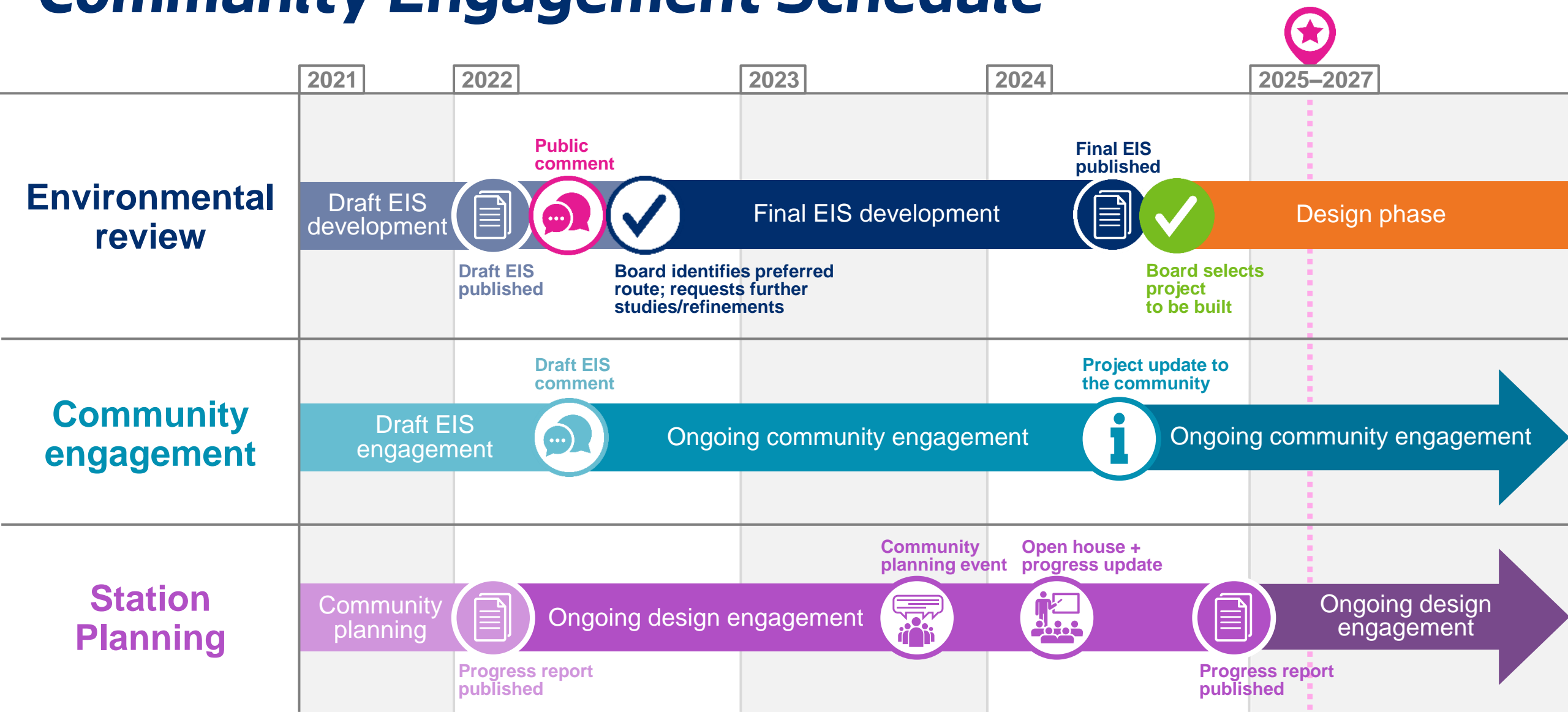
## Ways we've engaged

- **Stakeholder and Community Advisory groups**
- **Community briefings** with residents, businesses, community organizations, property owners and more
- **Public meetings:** Neighborhood forums, open houses, drop-in sessions
- **Online:** Project website, online open house, email updates, social media
- **Community liaisons**
- **Translated materials and interpretation**
- **Door-to-door business outreach**
- **Fairs, festivals and other events**





# Community Engagement Schedule



# Acquisition and relocation timeline



## Pre-Draft EIS release (Fall 2021)

Sound Transit **contacts potentially affected property owners**



## Draft EIS release (Early 2022)

Sound Transit Board **confirms or modifies preferred alternative**



## Final EIS release (2024)

Sound Transit Board **selects project to be built**



## Final design (2025-2027)

- Sound Transit **identifies property rights needed to construct, operate and maintain the system**
- Sound Transit Board **authorizes property acquisition**
- Sound Transit will **prepare an appraisal** to determine fair market value of property needed for the project
- Sound Transit will provide **relocation assistance** to people and businesses displaced by the project, including referrals to comparable properties and payment of moving costs
- Sound Transit **staff are available to support property owners and tenants** through this process

# Next Steps

July 2025: Transportation Committee and Full Council consideration and vote

Q3/Q4 2025: WSLE permitting begins

## Additional questions or comments?

### Office of the Waterfront, Civic Projects, & Sound Transit

- Sara Maxana, *Sound Transit Program Director*
- Saranya Rajan-Gujuluva, *West Seattle Link Extension Project Manager*
- Chris Gregorich, *ST3 Government and Community Relations Manager*

### Sound Transit

- Jason Hampton, *High-Capacity Transit Development Manager*
- Leda Chahim, *Deputy Executive Director – Government & Community Relations*



A blue-tinted photograph of a city street scene. In the foreground, a group of pedestrians is walking on a sidewalk. A tram is moving along the street, featuring a colorful advertisement for the 'Jim Henson Exhibition' and 'MUSEUM OF POP CULTURE'. The tram has the number '802' on its front. In the background, there are modern buildings, a construction crane, and traffic lights.

# From the entire ST3 City Team: Thank you!





## Legislation Text

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**File #:** Inf 2691, **Version:** 1

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Revive I-5 Project Update

# **Revive I-5:**

# **Ship Canal Bridge Preservation**

## **Project briefing**

Brian Nielsen, Northwest Regional Administrator, WSDOT  
Ganth Lingam, Interim Director, Interagency Program, SDOT  
June 17, 2025

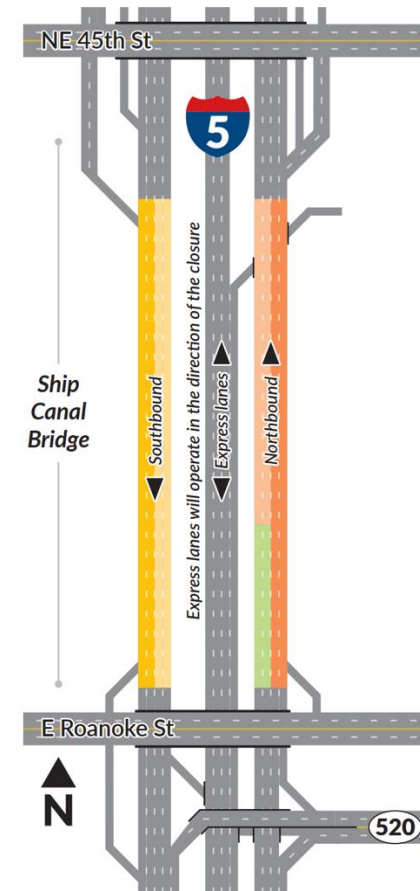
# Focus on the Ship Canal Bridge

- Narrowed scope of work from Yesler Way to Northgate Vicinity to focus on Ship Canal Bridge (2025-2027).
- Most critical need – bridge is 60 years old and hasn't seen a major preservation effort in over 40 years.
- One of the busiest stretches of I-5 with almost 240,000 vehicles traveling across the bridge each day.
- WSDOT has completed over 200 emergency repairs on the bridge since 2019. As the deck ages, failures become more frequent and extensive, resulting in more unplanned travel impacts.



# Multiple years of work coming

- Work will take place starting summer 2025 and is expected to last through 2027.
- General schedule\*
  - 2025: northbound I-5 bridge deck repair and resurfacing, expansion joint replacement and drainage work in both directions.
  - 2026: northbound I-5 bridge deck repair and resurfacing and expansion joint replacement. All lanes will be open for 2026 FIFA World Cup.
  - 2027: southbound I-5 bridge deck repair and resurfacing and expansion joint replacement.
- Express lanes are running 24/7 in the direction of the lane reductions.



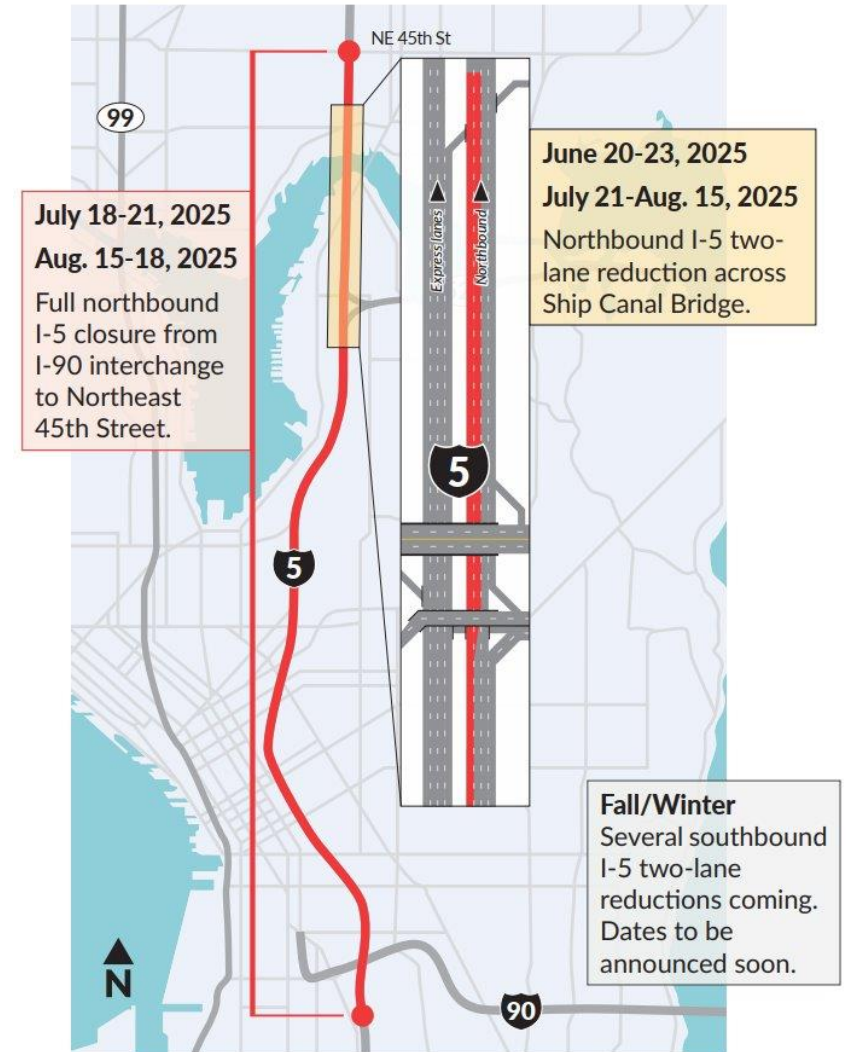
- 1 July-August 2025
- 2 Winter-June 2026\*  
July\*-Fall 2026
- 3 Spring-Summer 2027  
Summer-Fall 2027

\* Schedule and scope still being negotiated with contractor and is subject to change.



# 2025 work schedule

- **June 20 – 23:** Weekend lane reduction to prepare for the four-week summer two-lane reduction.
- **July 21 – Aug. 15:** Four-week summer two-lane reduction across the Ship Canal Bridge.
- **July 18 – 21** and **Aug. 15 – 18:** Full northbound I-5 closure from I-90 to Northeast 45th Street to set up and pick up work zone for four-week lane reduction.
- **TBA:** Several two-lane reductions on southbound I-5 this fall/winter.



\* Schedule and scope still being negotiated with contractor and is subject to change.

# Work calendar snapshot\*

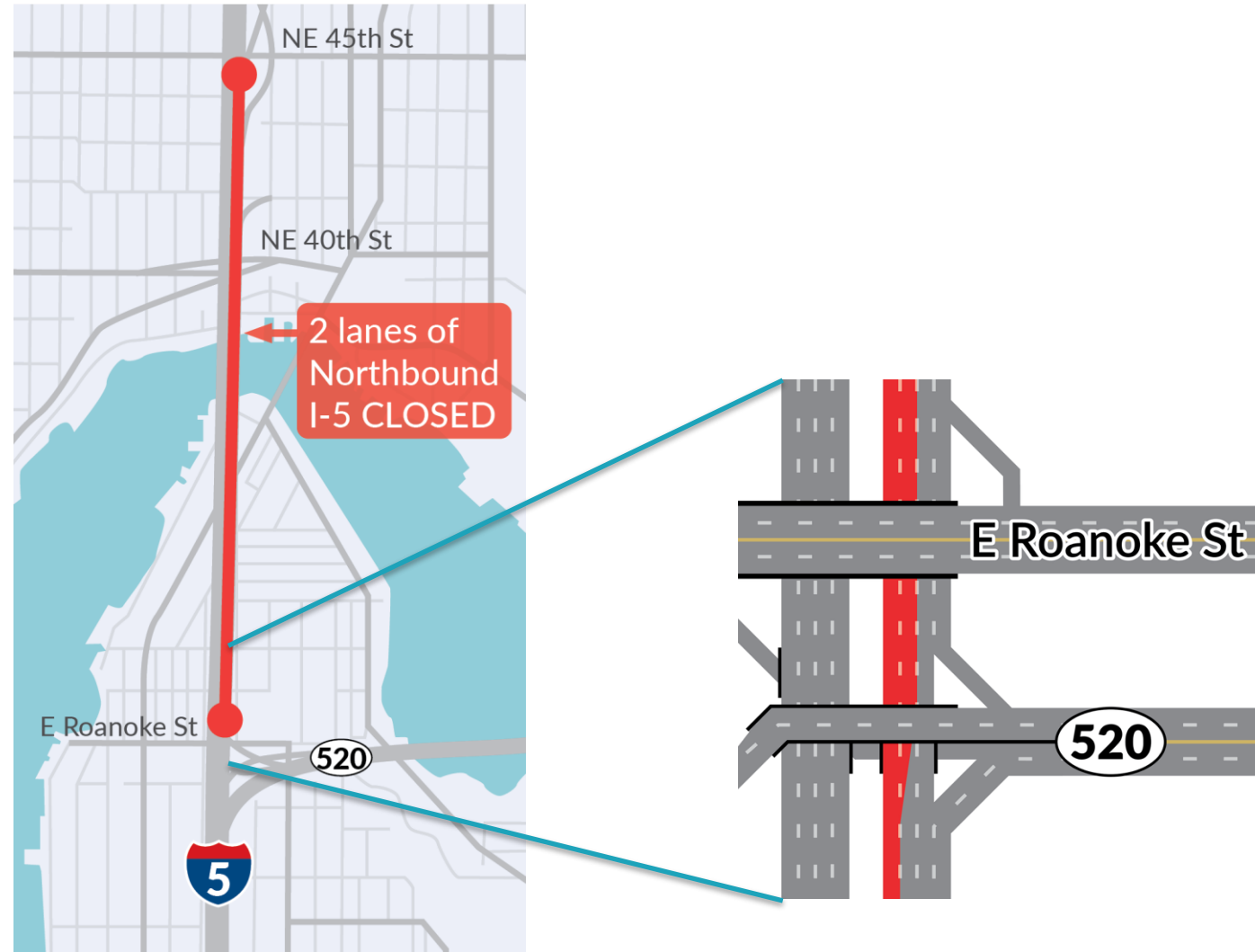
July 2025																	Weekend closure to set up work zone Express Lanes open northbound 24/7 until work complete																															
4				5				6				7-10			11			12			13			14-17						18			19			20												
Independence Day  Mariners				Mariners				Mariners  Sounders							T-Mobile Park Concert Storm			Lumen Field Concert MI Summer Cele.			Storm									Mariners			Mariners  Sounders			Mariners  Climate Pledge Concert												
SB I-5 closed at Conv. Center																				SB 167 closed in Kent/Auburn																												
EB SR 520 closed I-5 to Montlake Blvd.																				SB I-5 reduced to 2 lanes in FW/Kent																												
NB I-405 closed in Renton																																																
SB SR 167 closed in Kent/Auburn																																																
SB I-405 closed in Kirkland																				NB I-5 fully closed I-90 to NE 45th St																												
														August 2025																																		
21-24				25				26				27				28-31			1			2			3			4-7			8			9			10			11-14								
				Bite of Seattle Bellevue Arts Fair  Lumen Field Concert				Bite of Seattle Bellevue Arts Fair  Lumen Field Concert  Torchlight Parade				Bite of Seattle Bellevue Arts Fair							Mariners Reign Storm  Seafair/ Blue Angels			Mariners Climate Pledge Concert  Seafair/ Blue Angels			Mariners Sounders Storm  Seafair/ Blue Angels						Ichiro Hall of Fame Weekend																	
NB I-405 closed in Kirkland																				SB I-405 closed in Renton																												
SB I-5 reduced to 2 lanes in FW/Kent																				SB I-5 reduced to 2 lanes in FW/Kent																												
																				SB I-5 reduced to 2 lanes in FW/Kent																												
																				SB I-405 closed in Kirkland																												
														NB I-5 reduced to 2 lanes across Ship Canal Bridge																																		
Weekend closure to remove work zone																																																
15				16				17				18-21			22			23			24			25-28			29			30			31			1												
Seahawks				T-Mobile Park Concert Climate Pledge Concert				Storm							Mariners			Mariners			Mariners Sounders Climate Pledge Concert						Reign			Bumbershoot UW Football Sounders Storm			Bumbershoot			September 1, Labor Day												
NB I-5 fully closed I-90 to NE 45th St																				SB I-405 closed in Renton																												
																				NB I-405 closed in Kirkland *																												

\* Note: the calendar is not comprehensive and some closures may move.

# Northbound two-lane reductions

Dates: June 20-23

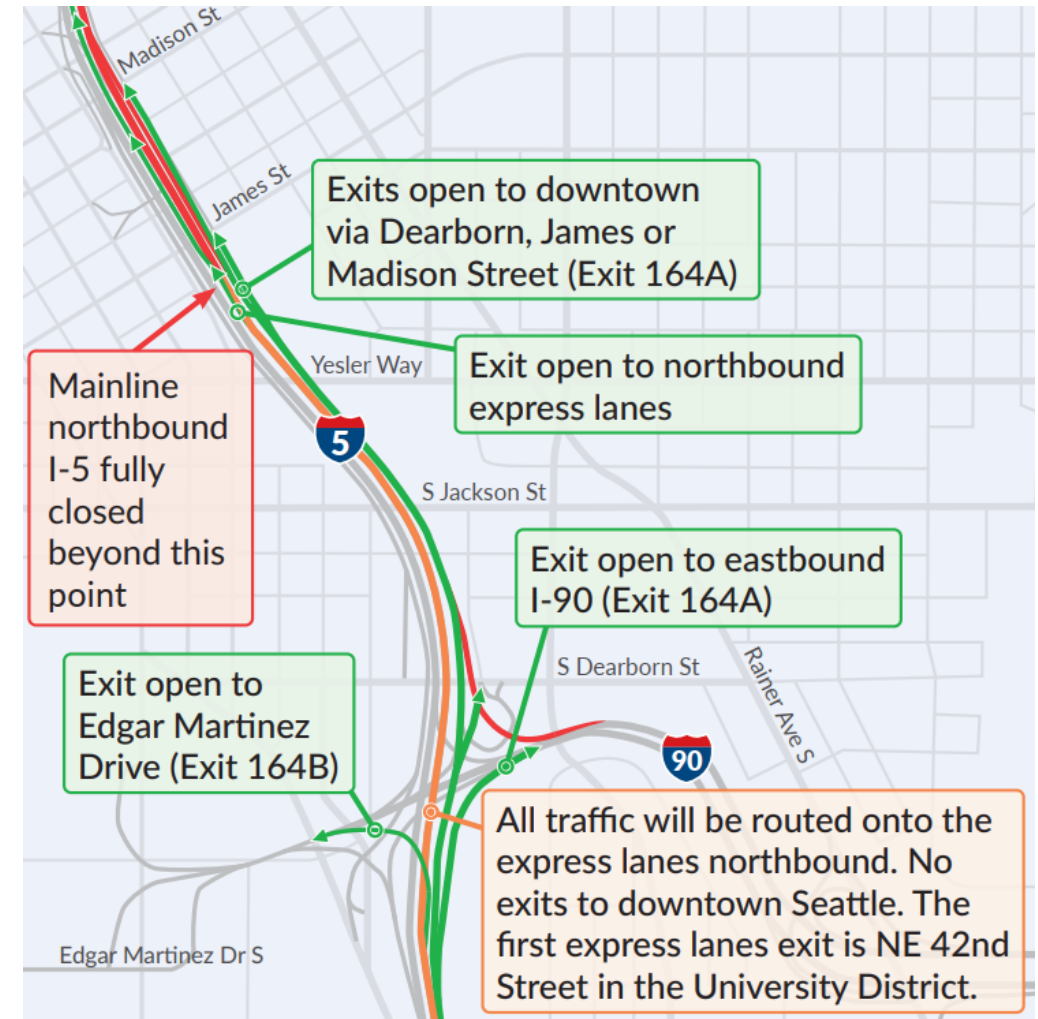
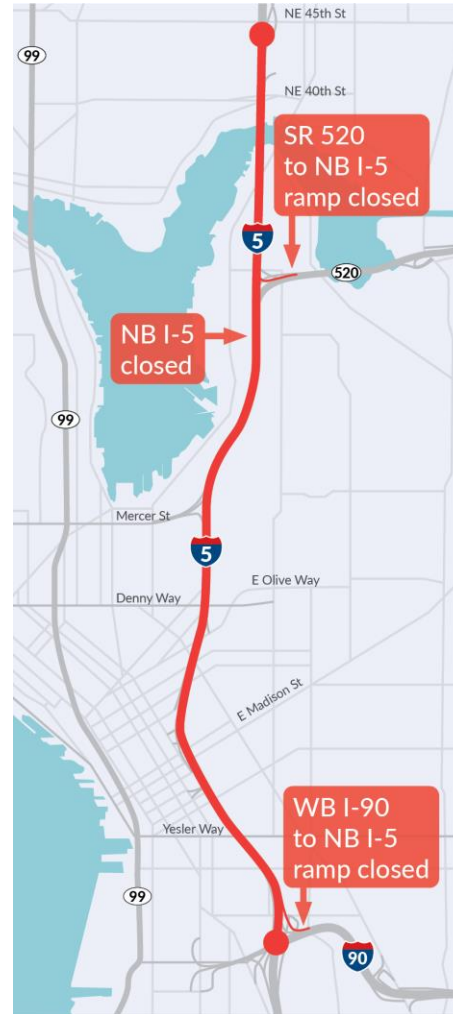
- Northbound I-5 will see a two-lane reduction across the Ship Canal Bridge. That reduction occurs near the SR 520 interchange and extends to Northeast 45th Street.
- A brief two-hour (starting between 12:01 a.m. and 1 a.m.) full northbound closure will be required to stripe to create a second thru lane using the shoulder.
- Drivers wishing to avoid this area can use the express lanes which will be open northbound 24/7 during this period of work.



# Full northbound closures

Dates: July 18-21 and Aug. 15-18

- Mainline I-5 will be closed from the I-90 interchange to Northeast 45th Street Friday night through Monday morning the dates of full northbound closures.
- Drivers on northbound I-5 will have the following options:
  - Exit onto the northbound I-5 express lanes.
  - Exit to eastbound I-90.
  - Exit at Edgar Martinez Drive.
  - Use the exits at Dearborn, James or Madison streets.

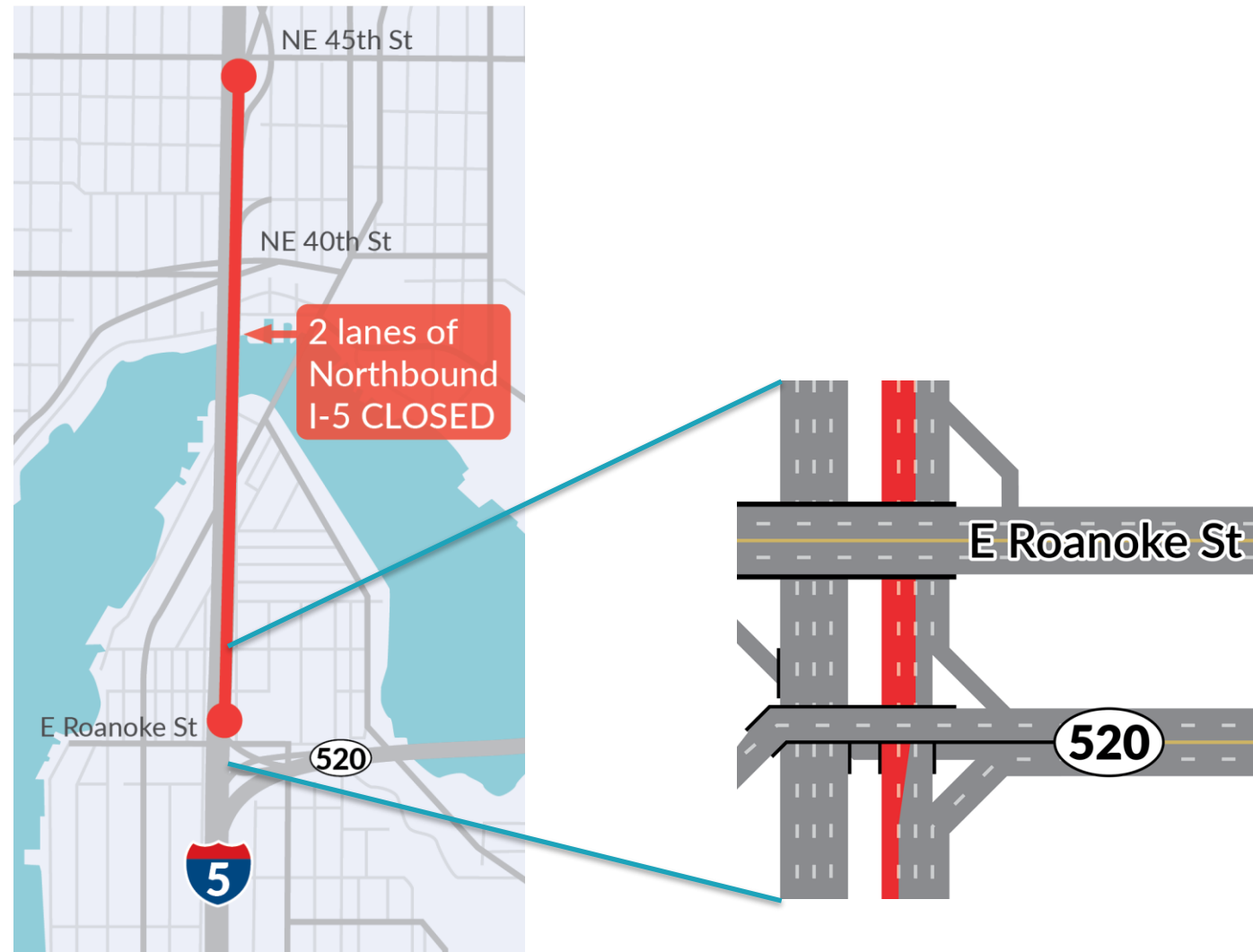




# Northbound two-lane reductions

Dates: July 21-Aug. 15

- Northbound I-5 will see a two-lane reduction across the Ship Canal Bridge. That reduction occurs near the SR 520 interchange and extends to Northeast 45th Street.
- Drivers wishing to avoid this area can use the express lanes which will be open northbound 24/7 during this period of work.



# Regional engagement efforts

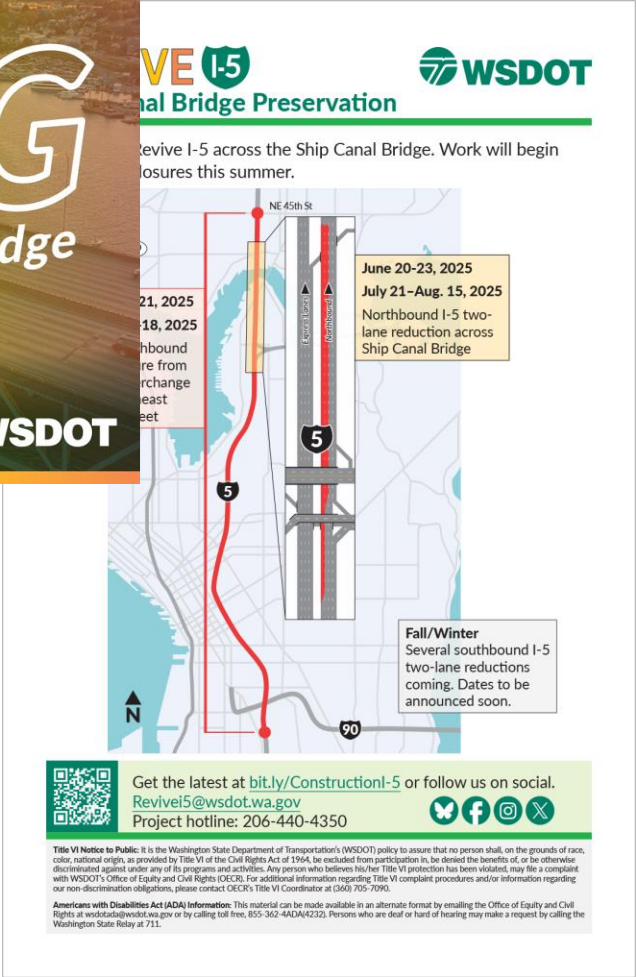
- **Community:** Centering our engagement efforts on overburdened and vulnerable populations per the HEAL Act:
  - BIPOC, LEP, LGBTQIA+
  - Those with disabilities, low incomes, and experiencing homelessness
- **Partner:** Interagency working groups are at the center of where the coordination of this work happens across agencies.
- **Business:** Partnering with King County Metro's ORCA Business Program and Intentionalist to business associations and support local, small businesses.




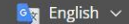
# Project communications



Project flyer



 **Seattle**

 English


**SDOT Blog**  
Seattle Department of Transportation

Home / Traffic and Construction

[Previous](#)

## WSDOT's Revive I-5 work kicks off this summer – here's how you can keep moving in Seattle

by [Ethan Bancroft](#) on May 29, 2025

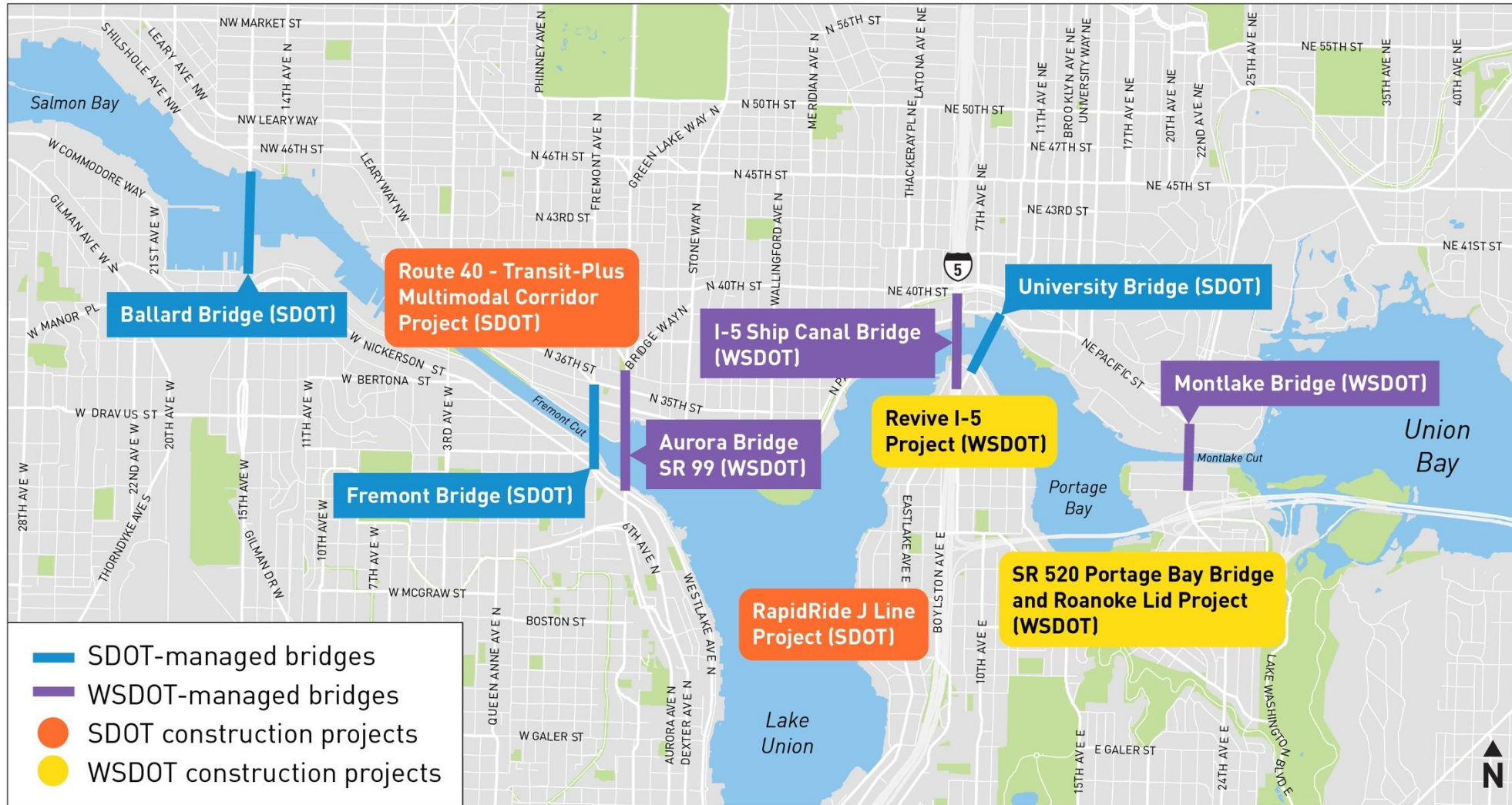


Blog stats: 750 words | 4-minute read

## SDOT Revive I-5 message



# Coordination with City and WSDOT projects is critical





# Seattle's approach

1



Monitor and  
operate the  
transportation  
system

2



Reduce  
drive-alone  
trips, with focus  
on transit

3



Collaborate with  
regional  
transportation  
partners

4



Manage and  
maintain the  
public right  
of way

5



Communicate  
with the public

This is the story of how the City is helping travelers get to Seattle destinations

# Questions?