

Motion No. M2026-01

Contract Modification with Kimley-Horn & Associates for Project Development Services for the South Graham Street and South Boeing Access Road Infill Stations

Meeting:	Date:	Type of action:
System Expansion Committee	01/08/2026	Final Action

Staff name:	Staff title:
Terri Mestas	Capital Delivery Deputy CEO
Brad Owen	Capital Delivery Executive Director
Brian Macik	Senior Project Manager

Proposed action

Authorizes the chief executive officer to execute a contract modification with Kimley-Horn & Associates, Inc. to exercise a contract option for Phase 3 project development services for the South Graham Street Infill Station and South Boeing Access Road Infill Station projects in the amount of \$11,677,861, with a 10 percent contingency of \$1,167,786 totaling \$12,845,647, for a new total authorized contract amount not to exceed \$19,587,693.

Key features summary

- This action authorizes Sound Transit to exercise a contract option in this consultant services contract with Kimley-Horn & Associates and to provide funding for services identified for Phase 3 – Preliminary Engineering for the South Graham Street Infill Station and South Boeing Access Road Infill Station projects (“Infill Stations”).
- This action modifies the project development services contract to include the third of the following three phases of project development for the Infill Stations:
 - Phase 1 – Alternatives Development (Motion No. M2023-101)
 - Phase 2 – Conceptual Engineering and Environmental Review (Motion No. M2023-101)
 - Phase 3 – Preliminary Engineering (this action)
- Sound Transit is managing the S Graham St and S Boeing Access Rd Infill Station projects together to deliver them efficiently. The projects may be managed separately when advanced into Final Design and/or Construction.
- Phase 3 is expected to take approximately 12 months to complete, with completion anticipated by the beginning of 2027. The Board-adopted schedule for opening both projects is 2031.
- This action also fits within the financial and schedule assumptions laid out in Resolution No. R2021-05. Moving ahead at this point does not create new pressures on program affordability or on any other system expansion project. This action stays aligned with the agency affordability work underway and keeps project development advancing responsibly.

Background

The South Graham Street Infill Station and South Boeing Access Road Infill Station projects (“Infill Stations”) are part of the Sound Transit 3 Plan (ST3) of regional transit system investments, approved for funding by voters in the region in 2016. The South Graham Street Infill Station project would add a new at-grade station in Seattle on MLK Jr Way S, just south of S Graham St along the existing Link 1 Line. The South Boeing Access Road Infill Station project would add a new elevated station in Tukwila on the west side of E Marginal Way, just north of S 112th St, along the existing Link 1 Line. This project includes a bus transfer facility and 300-stall at-grade parking lot. Both projects include allowances for system access improvements, sustainability, and transit-oriented development. In the 2026 adopted Budget, the forecasted in-service date for both projects is 2031.

The project development process has three phases. Phase 1 included alternatives development and identification of one station location for each project to study in environmental review. For South Graham Street Infill Station, the Board was briefed in March 2025 on the project advancing one design option into environmental review. For the South Boeing Access Road Infill Station project, the Board identified in March 2025 the East Marginal Way location as the proposed location of the South Boeing Access Road Infill Station for environmental review, consistent with staff’s recommendation (Motion No. M2025-14). Phase 2 included environmental review and conceptual engineering of one station location for each project. Phase 3 will include preliminary engineering of one station location for each project.

To maintain eligibility for potential federal funding and obtain required federal approvals, the Infill Stations projects will comply with the requirements of the National Environmental Policy Act (NEPA). As the public agency proposing the project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). FTA has preliminarily concurred with Sound Transit that each project qualifies as a Documented Categorical Exclusion (DCE) as the NEPA class of action because the projects are not expected to result in significant environmental impacts. This determination is contingent on FTA’s review of documentation and completion of federal environmental consultations as required. Sound Transit expects to submit the DCE package for each project to FTA in early 2026 and anticipates completing its SEPA determinations for the projects thereafter.

Approval of this action to exercise the option for Phase 3 services does not require an associated budget amendment. Funding for this action was included in the 2026 Budget, adopted via Resolution No. R2025-29. This action is consistent with the schedule and financial plan adopted by the Board in Resolution No. R2021-05 and does not impact the affordability of any other system expansion project.

Project status

Boeing Access Road Infill Station

Project Development Phase: Environmental review / Conceptual Engineering

Percent complete (measured to revenue service date): 2%

Current project status, performance metrics, and additional information are located on page 13 of the November 2025 System Expansion Monthly Status Report.

Graham Street Infill Station

Project Development Phase: Environmental review / Conceptual Engineering

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

Current project status, performance metrics, and additional information are located on page 14 of the November 2025 System Expansion Monthly Status Report.

Procurement information

A request for qualifications (RFQ) for three phases of the project development process (Phase 1 Alternative Development, Phase 2 Environmental Review & Conceptual Engineering, and Phase 3 Preliminary Engineering) was advertised on May 1, 2023, for Graham Street and Boeing Access Road Infill Stations Project Development in accordance with requirements for Architect/Engineer contracts. Statements of Qualifications (SOQ) were due May 26, 2023. Sound Transit received four proposals. On June 23, 2023, after the completion of the evaluation process, Kimley-Horn and Associates, Inc. was determined to be the highest qualified firm. Notice to proceed was issued to Kimley-Horn & Associates on December 13, 2023. This is a cost plus fixed fee contract, with not-to-exceed amounts authorized for each work phase exercised.

Phase 3 (Preliminary Engineering) was included as an option in the original scope of work. The cost for this additional phase was not included in the original contract amount. This proposed Board action increases the contract not to exceed amount for all analysis and engineering required for completion of Phase 3 of the project: development of Preliminary Engineering for the Infill Stations. The work funded by this proposed motion falls within the contract's intended scope of work. A cost analysis was performed comparing the ICE to the proposal and looked specifically at direct labor rates, indirect cost rates, other direct costs, and fixed fee (profit). Sound Transit subject matter experts met with their counterparts on the consultant team to negotiate from the initial consultant cost proposal. The final hours submitted by the consultant team were reduced based on negotiations and reflect the agreed-upon level of effort by Sound Transit and the consultant team for what is needed to complete the work. Based on the cost analysis performed, the Contract Specialist determined that the final negotiated not to exceed amount is fair and reasonable.

Fiscal information

The cost and budget of this contract modification – totaling \$12,845,647 – is distributed across the following projects:

- **Graham St. Infill Station:** \$5,584,391
- **Boeing Access Rd. Infill Station:** \$7,261,256

This action is funded by the 2026 Proposed Budget approved by the Board in Resolution No. R2025-29. As these projects are pre-baselined, both the authorized project budget for project development work and forecasted cost estimate for remaining project delivery and construction work are reasonably assumed in the Long Range Financial Plan forecast.

The 2026 Proposed Budget for the **Graham St. Infill Station** project is \$12,154,000. Within the \$9,458,000 preliminary engineering phase, \$7,813,066 has been allocated to the Kimley-Horn & Associates, Inc. contract. The proposed action would commit \$5,584,391 to this line item and leave a phase balance of \$1,435,855.

Graham St. Infill Station

(in thousands)

Project Phase	2026 Proposed Budget	Board Approvals*	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$2,126	\$907	\$	\$907	\$1,219
Preliminary Engineering	9,458	2,438	5,584	8,022	1,436
Final Design	-	-	-	-	-
Third Party	255	-	-	-	255
Right of Way	315	84	-	84	231
Total Current Budget	\$12,154	\$3,429	\$5,584	\$9,013	\$3,141

Phase Detail - Preliminary Engineering

Kimley-Horn & Associates, Inc.	\$7,813	\$2,229	\$5,584	\$7,813	\$
Other Preliminary Engineering	1,645	209	-	209	1,436
Total Phase	\$9,458	\$2,438	\$5,584	\$8,022	\$1,436

Notes:

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

For detailed project information, see page 131 of the 2026 Proposed Budget & Financial Plan.

* Board Approvals = Commitment and PO Contingency Remaining as of 11/30/2025.

The 2026 Proposed Budget for the **Boeing Access Rd. Infill Station** project is \$20,438,000. Within the \$16,684,000 preliminary engineering phase, \$11,774,627 has been allocated to the Kimley-Horn & Associates, Inc. contract. The proposed action would commit \$7,261,256 to this line item and leave a phase balance of \$4,654,814.

Boeing Access Rd. Infill Station

(in thousands)

Project Phase	2026 Proposed Budget	Board Approvals*	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$3,079	\$1,579	\$	\$1,579	\$1,500
Preliminary Engineering	16,684	4,768	7,261	12,029	4,655
Final Design	-	-	-	-	-
Third Party	400	-	-	-	400
Right of Way	275	84	-	84	191
Total Current Budget	\$20,438	\$6,432	\$7,261	\$13,693	\$6,745

Phase Detail - Preliminary Engineering

Kimley-Horn & Associates, Inc.	\$11,775	\$4,513	\$7,261	\$11,775	\$
Other Preliminary Engineering	4,909	255	-	255	4,655
Total Phase	\$16,684	\$4,768	\$7,261	\$12,029	\$4,655

Notes:

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

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

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The proposed action’s total contract modification of \$12,154,000 results in a revised authorized contract amount of \$19,587,693.

Contract Detail			
Kimley-Horn & Associates, Inc.	Current Contract	This Action	Revised Contract
Graham St. Infill Station	\$2,229	\$5,584	\$7,813
Boeing Access Rd. Infill Station	4,513	7,261	11,775
Total Contract Amount	\$6,742	\$12,846	\$19,588

Notes:
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Disadvantaged and Small Business Participation

Sound Transit promotes and encourages small business participation, which also includes disadvantaged business enterprises (DBEs). Consistent with Sound Transit Policies and federal regulations, Sound Transit has established DBE goals for this contract. These goals were based upon an examination of subcontracting opportunities contained in the work of this contract and the number of DBEs available to perform such subcontracting work at the time the contract was solicited.

New regulations issued by the U.S. Department of Transportation (US DOT) on October 3, 2025, and new Federal Transit Administration (FTA) guidance, require Sound Transit to stop counting DBE participation toward contract and agency DBE goals (effective October 2025) until a DBE recertification process is established by the Washington State Office of Minority & Women’s Business Enterprises (OMWBE) and DBEs are certified under the new standards in the US DOT regulations and FTA guidance. Sound Transit will continue to collect subcontractor information.

AE 0073-23: Graham Street/Boeing Access Rd
Prime: Kimley-Horn and Associates, Inc.

Sound Transit small business goal: 0%
Small business commitment: 10%
Current Small Business Attainment: 14.47%
Sound Transit DBE goal at time of award: 8%
DBE commitment: 10%
DBE Attainment through September 2025: 14.47%

Time constraints

A delay in the Board’s action on the Kimley-Horn and Associates, Inc. contract modification risks jeopardizing timely completion of Preliminary Engineering. This additional analysis will support the Board’s potential future action to advance the project. A delay to the Preliminary Engineering would likely affect downstream milestones, including initiating Final Design and entering into construction.

Prior Board/Committee actions

Motion No. M2025-14: Identified the East Marginal Way location as the proposed location of the South Boeing Access Road Infill Station for environmental review, consistent with staff’s recommendation.
Motion No. M2023-101: Authorized the chief executive officer to execute a contract with Kimley-Horn and Associates, Inc. to provide Project Development Services for the South Graham St. Infill Station and South Boeing Access Road Infill Station projects in the amount of \$6,129,133, with a 10 percent contingency of \$612,913, for a total authorized contract amount not to exceed \$6,742,046.

Environmental review – KH 12/24/25

Legal review – JSA 1/2/26

Motion No. M2026-01

A motion of the System Expansion Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract modification with Kimley-Horn & Associates, Inc. to exercise a contract option for Phase 3 project development services for the South Graham Street Infill Station and South Boeing Access Road Infill Station projects in the amount of \$11,677,861, with a 10 percent contingency of \$1,167,786 totaling \$12,845,647, for a new total authorized contract amount not to exceed \$19,587,693

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Motion

It is hereby moved by the System Expansion Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract modification with Kimley-Horn & Associates, Inc. to exercise a contract option for Phase 3 project development services for the South Graham Street Infill Station and South Boeing Access Road Infill Station projects in the amount of \$11,677,861, with a 10 percent contingency of \$1,167,786 totaling \$12,845,647, for a new total authorized contract amount not to exceed \$19,587,693.

APPROVED by the System Expansion Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Claudia Balducci
System Expansion Committee Chair

Attest:

Kathryn Flores
Board Administrator