SOUNDTRANSIT

Motion No. M2026-48

Contract Modification for Phase 2 Systems Engineering Designs Services under a Design MATOC Task Order for the West Seattle Link Extension Project

Meeting:	Date:	Type of action:
System Expansion Committee	11/12/2026	Final Action

Staff name:	Staff title:
Brad Owen	Acting Chief Capital Delivery Officer
Michael Morgan	Executive Director, Capital Delivery
Linneth Riley-Hall	**Executive Project Director**
Dirk Bakker	**Design Director**

Proposed action

Authorizes the chief executive officer to execute a contract modification to the Task Order for Systems Engineering Designs Services under the Design Multiple Award Task Order Contract with David Evans and Associates to exercise Phase 2 Final Design Services for the West Seattle Link Extension project in the amount of $24,723,367 with a 10 percent contingency of $2,472,337 totaling $27,195,704, for a new total authorized Task Order amount not to exceed $29,195,150.

Key features summary

- The initial Task Order (Phase 1 – validation and refinement of rail systems designs) was awarded using the Design Multiple Award Task Order Contract (MATOC) with David Evans and Associates (DEA) on September 14, 2026 in the not to exceed amount of $1,999,446 with a six-month term. Approval of the initial Task Order was authorized under the provisions of Motion No. M2025-46.
- This action would authorize staff to modify the Systems Engineering Design Services (EDS) contract with DEA to exercise Phase 2, Option 1: Rail Systems Engineering and Design Services and Option 2: Signaling and Train Control Design Services under the existing Rail Systems Engineering Design Services MATOC Task Order.
- Execution of the Phase 2 options would:
    - Advance the rail systems engineering from design validation activities into final design development;
    - Provide engineering and design services for signaling and train control systems, traction electrification, communication systems, SCADA, systems integration and requirements management;
    - Develop 60%, 90%, and 100% final rail systems design deliverables supporting WSLE construction contract procurements; and

    - Support utility power service applications, systems interface coordination, and other engineering activities required to advance project readiness and support construction procurement.
- If necessary, the team will return to the Board for Option 3, which consists of rail systems engineering services support during construction.

Background

The West Seattle Link Extension (WSLE) Project will extend Link light rail approximately 3.9 miles from SODO to West Seattle and include three new stations, a new crossing of the Duwamish Waterway, and associated guideway, tunnel, and rail systems infrastructure. The project will ultimately connect with the existing regional light rail system and expand reliable transit access to West Seattle.

Phase 1 Systems EDS work is currently underway under a six-month task order and includes advanced preliminary engineering, systems requirements validation, interface management, and design optimization activities. The work supports validation and refinement of rail systems designs and prepares the project for final rail systems design and engineering. Exercising Phase 2 (Option 1 and Option 2) will provide continuity of services and enable progression from design validation activities into final rail systems engineering and design.

Phase 2 will provide final design services for the WSLE rail systems elements. This work will advance the design from current validation and optimization efforts into 60%, 90%, and 100% design development and will include systems integration, interface management, technical specifications, design reviews, and preparation of contract documents supporting future construction activities.

Project status

Project Development Phase: Design Development / Final Design preparation

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

Current project status, performance metrics, and additional information are located on page 19 of the August 2026 System Expansion Monthly Status Report.

Procurement information

This Task Order (Task Order 029) is being administered under the Sound Transit MATOC program for architect and engineering services. David Evans and Associates was previously identified as the most qualified vendor in accordance with MATOC's procurement procedures. Option 1 and Option 2 were included in the original procurement and are being exercised consistently with the terms and conditions of the Task Order.

The base Task Order services were procured with a competitive process using the Design MATOC. Sound Transit issued a Request for Task Order Proposal (RFTOP) on May 15, 2026 to the seventeen consultants who were qualified to perform the services required by the RFTOP under the MATOC's scope. The RFTOP did not contain a subconsultant goal. Five of the consultants provided proposals, and all five were determined to be responsive. The proposals were evaluated to determine the most qualified firm to perform the Task Order's scope of services based on qualifications only, without regard to price. David Evans and Associates (DEA) was determined to be the highest ranked firm. Task Order 029 (Phase 1) was awarded on September 14, 2026 with a not to exceed amount of $1,999,446.

Negotiations for Phase 2 (Options 1 and 2) were held with DEA regarding the specific scope of services, staffing, level of effort, and fixed fee for Options 1 and 2. The Independent Cost Estimate (ICE) that was developed was inclusive of Phase 1 (base Task Order work) in the amount of $1,813,478 without

contingency and $1,994,826 including contingency. Subtracting the base Task Order ICE value, the ICE for Options 1 and 2, without contingency, is $25,143,626. Inclusion of a 10 percent contingency increases the ICE to $27,458,505.

Compensation will be actual hours at hourly rates by position published in the contract, for agreed positions and level of effort with no other direct costs. The term is 18 months, which will run concurrently with the base Task Order services upon notice to proceed. The proposed price was broken down into its cost elements, including level of effort for the corresponding contractual hourly rates by position; they were then compared with the ICE to reach a determination that the price is fair and reasonable.

Fiscal information

This action is within the authorized project allocation, and sufficient monies remain after approval of this action to fund the remaining work in the final design phase. The authorized project allocation for the West Seattle Link extension is $1,503,613. Within the final design phase, $27,500,000 has been allocated to the budget line for System Final Design services. The action would commit $27,195,704 to this line item and leave a budget balance of $304,296.

West Seattle Link Extension
(in thousands)

Project Phase	Authorized Allocation	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	$108,596	$100,429	$	$100,429	$8,167
Preliminary Engineering	146,234	129,215	-	129,215	17,019
Final Design	345,514	286,488	27,196	313,684	31,830
Third Party	40,287	7,691	-	7,691	32,596
Right of Way	562,982	17,473	-	17,473	545,509
Construction	-	-	-	-	-
Construction Services	300,000	-	-	-	300,000
Total	**$1,503,613**	**$541,296**	**$27,196**	**$568,491**	**$935,121**

Phase Detail - Final Design

SYSTEM FD	$27,500	$	$27,196	$27,196	$304
Other Final Design	318,014	286,488	-	286,488	31,526
Total Phase	**$345,514**	**$286,488**	**$27,196**	**$313,684**	**$31,830**

David Evans and Associates	Board Approvals to Date	Proposed Action	Proposed Total for Board Approval
Contract Amount	$	$24,723	$24,723
Contingency	0	2,472	2,472
Total Contract Amount	**$**	**$27,196**	**$27,196**
Percent Contingency	0%	10%	10%

Notes:
Amounts are expressed in Year of Expenditure $000s.
For detailed project information, see page 128 of the 2026 Adopted Budget & Financial Plan. Authorized allocation was increased from the 2026 Adopted Budget by Resolution Nos. R2026-14 and R2026-19.
* Board Approvals = Commitment and PO Contingency Remaining as of 9/30/2026.

In May 2026, the Board approved Resolution No. R2026-11 updating the ST3 system plan and identifying West Seattle Link Extension, no Avalon station, as a fully funded project. This commitment is within the total cost estimate by phase for the affordable project included in Resolution No. R2026-11. This commitment does not materially impact other projects within the updated system plan.

Disadvantaged and small business participation

Sound Transit promotes and encourages small business participation, which also includes disadvantaged business enterprises (DBEs). Small business and DBE goals are based upon an examination of subcontracting opportunities contained in the scope of work of this task order and the number of small businesses available to perform such subcontracting work. However, there was no goal established for this Task Order.

MATOC contracts were executed with 0% DBE target, and DBE goals will not be set on Task Orders until a DBE recertification process is established by Washington OMWBE and DBEs are certified under

the new standards in the US DOT regulations issued October 3, 2025, and related FTA guidance. Sound Transit will continue to collect subcontractor information.

Public involvement

Not applicable to this action.

Time constraints

A one-month delay in approval of this action would result in a gap in rail systems engineering services and could impact the overall project schedule.

Prior Board/Committee actions

Resolution No. R2026-14: (1) Amended the Adopted 2026 Budget to advance the West Seattle Link Extension project through the completion of the Preliminary Engineering phase into the Final Design phase by a) increasing the authorized project allocation by $406,872,063 from $331,740,863 to $738,612,926 and b) increasing the adopted 2026 annual project budget by $51,654,900 from $135,243,175 to $186,898,075; and (2) amended the Adopted 2026 Budget to advance the Ballard Link Extension project through submission of the Draft Environmental Impact Statement and continue advancement through the Preliminary Engineering phase by a) increasing the authorized project allocation by $16,397,708 from $814,019,999 to $830,417,707 and b) increasing the adopted 2026 annual project budget by $6,000,000 from $192,448,359 to $198,448,359.

Resolution No. R2025-29: Adopted an annual budget for the period from January 1 through December 31, 2026, and adopting the 2026 Transit Improvement Plan.

Motion No. M2025-46: Authorized the chief executive officer to execute 19 individual Multiple Award Task Order Contracts for five years, each with two one-year options to extend, with AECOM Technical Services Inc; Chudgar Engineering Company, Inc.; David Evans and Associates, Inc.; D'Leon Consulting Engineers Corporation; DOWL, LLC; Gall Zeidler Consultants, LLC; Hatch Associates Consultants, Inc.; Hewitt Architects Inc.; Huitt-Zollars, Inc.; M. Arthur Gensler Jr. & Associates, Inc.; O'Bunco Engineering International Inc.; Pacific Railway Enterprises, Inc.; PacRim Engineering, Inc; Parametrix, Inc.; Parsons Transportation Group Inc.; RailPros, Inc.; Signal Architecture & Research, PLLC; Toltz, King, Duvall, Anderson and Associates, Inc.; and WSP USA Inc. to provide Sound Transit with design and engineering services such that the aggregate total amount of the 19 contracts does not exceed $1,000,000,000 over the potential seven-year period, and that task orders exceeding $10,000,000 or are restricted by Resolution No. R2021-05 are subject to Committee or Board approval.

Environmental review – LS 10/21/2026

Legal review – GP 11/02/2026

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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 to the Task Order for Systems Engineering Designs Services under the Design Multiple Award Task Order Contract with David Evans and Associates to exercise Phase 2 Final Design Services for the West Seattle Link Extension project in the amount of $24,723,367 with a 10 percent contingency of $2,472,337 totaling $27,195,704, for a new total authorized Task Order amount not to exceed $29,195,150.

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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 to the Task Order for Systems Engineering Designs Services under the Design Multiple Award Task Order Contract with David Evans and Associates to exercise Phase 2 Final Design Services for the West Seattle Link Extension project in the amount of $24,723,367 with a 10 percent contingency of $2,472,337 totaling $27,195,704, for a new total authorized Task Order amount not to exceed $29,195,150.

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

_____

Angela Birney
System Expansion Committee Chair

Attest:

_____

Kathryn Flores
Board Administrator