

Operations and Maintenance Facility South

*Motion No. M2026-11
Resolution No. R2026-05*

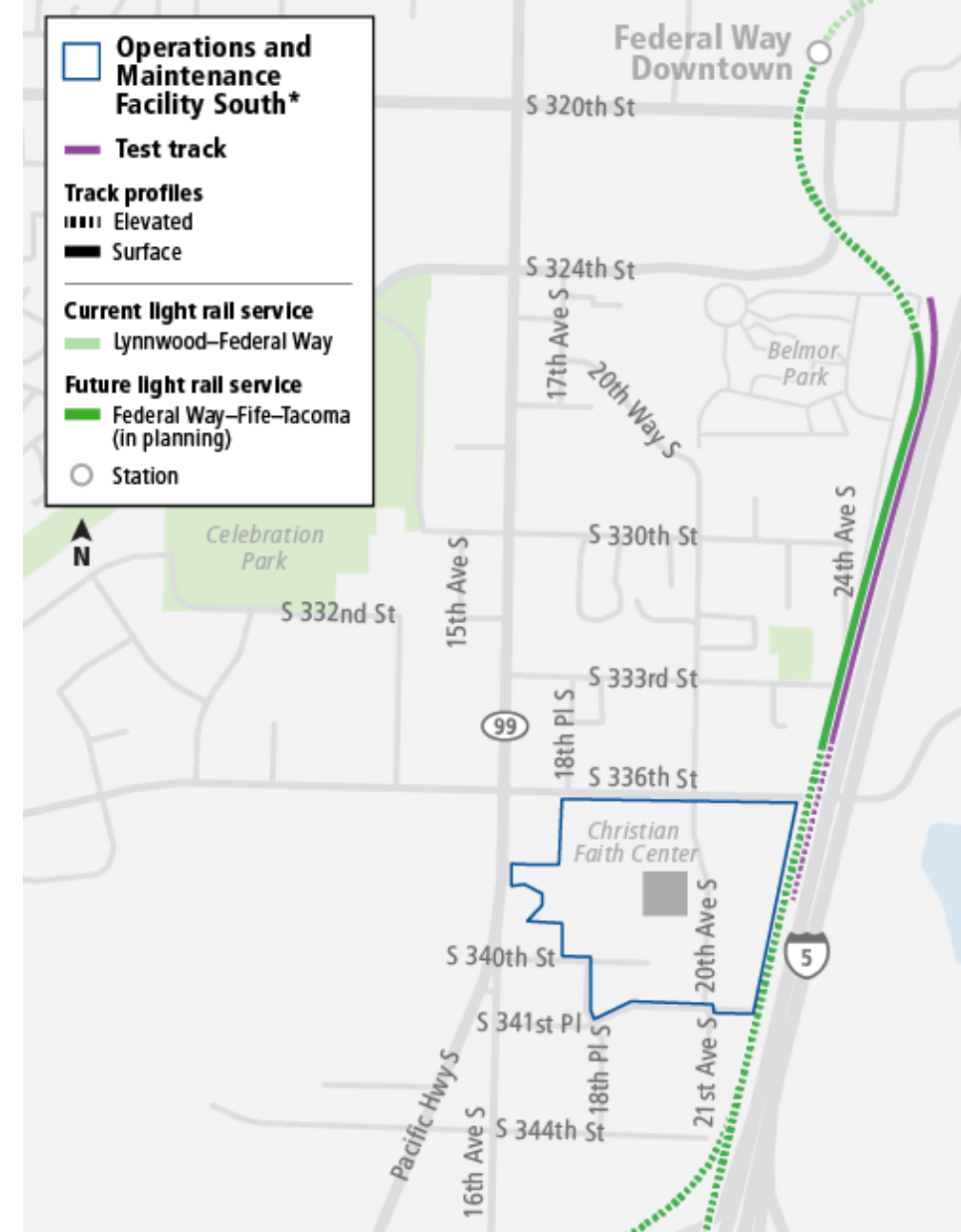
*Board of Directors
03/26/2026*



Why we are here

Operations & Maintenance Facility South (OMF South)

- **Award Progressive Design-Build (PDB) Contract** to progress the OMF South project (**Motion No. M2026-11**), which is contingent on the below Budget Amendment Resolution.
- **Budget Amendment (Resolution No. R2026-05)** to increase the authorized budget allocation in an amount of not to exceed \$350M to fund the final design and preconstruction services of the PDB Contract.

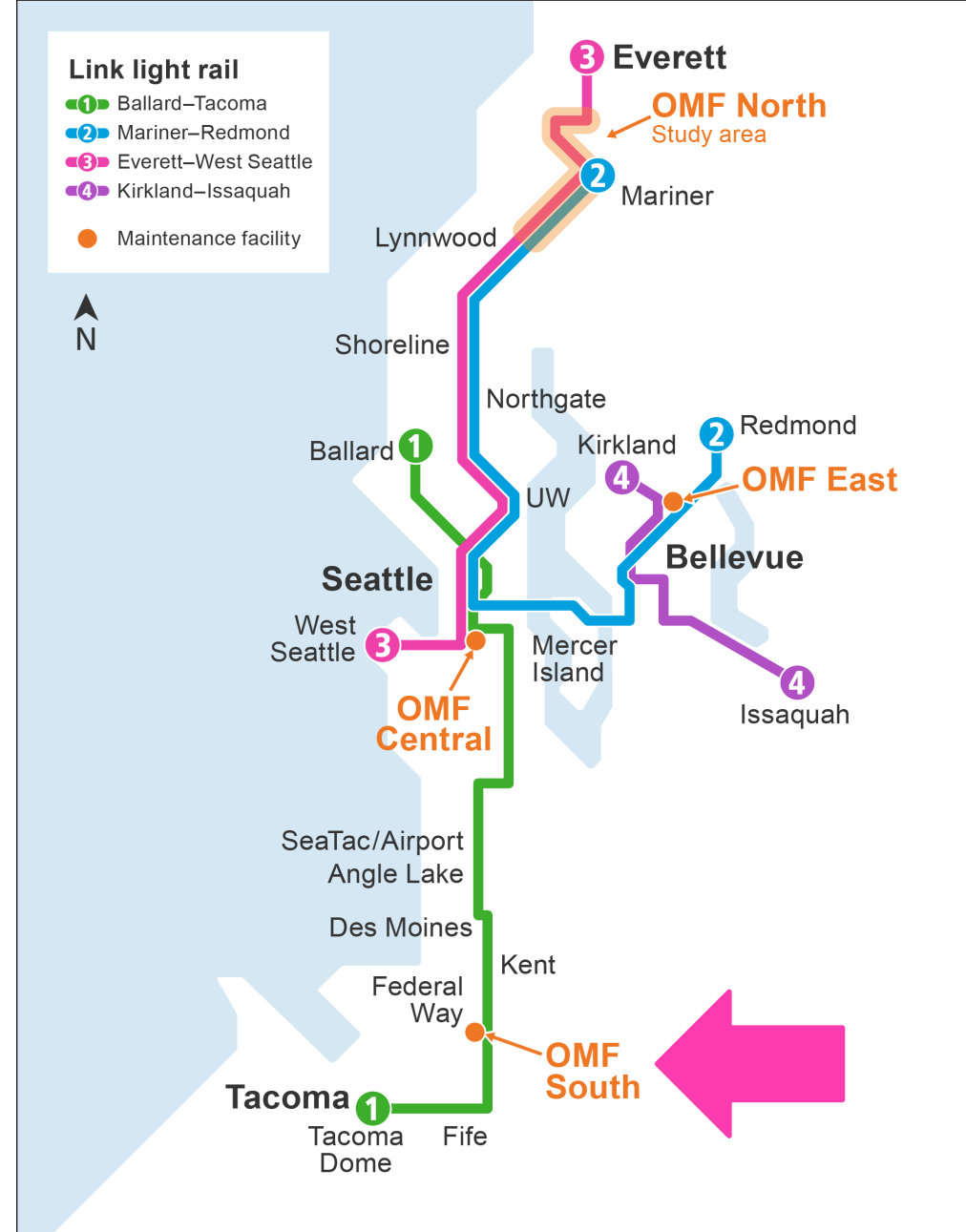


Operations & Maintenance Facility South (OMF South)

Essential facility for system maintenance, storage, and operations

- Support of new Series 3 LRV fleet
- Support of existing LRV fleet
- Support of light rail system
- Maintenance and operations staff

Generates over 4 million construction labor hours
Creates 600+ living-wage jobs in South King County



OMF South Project Scope

Mainline connection

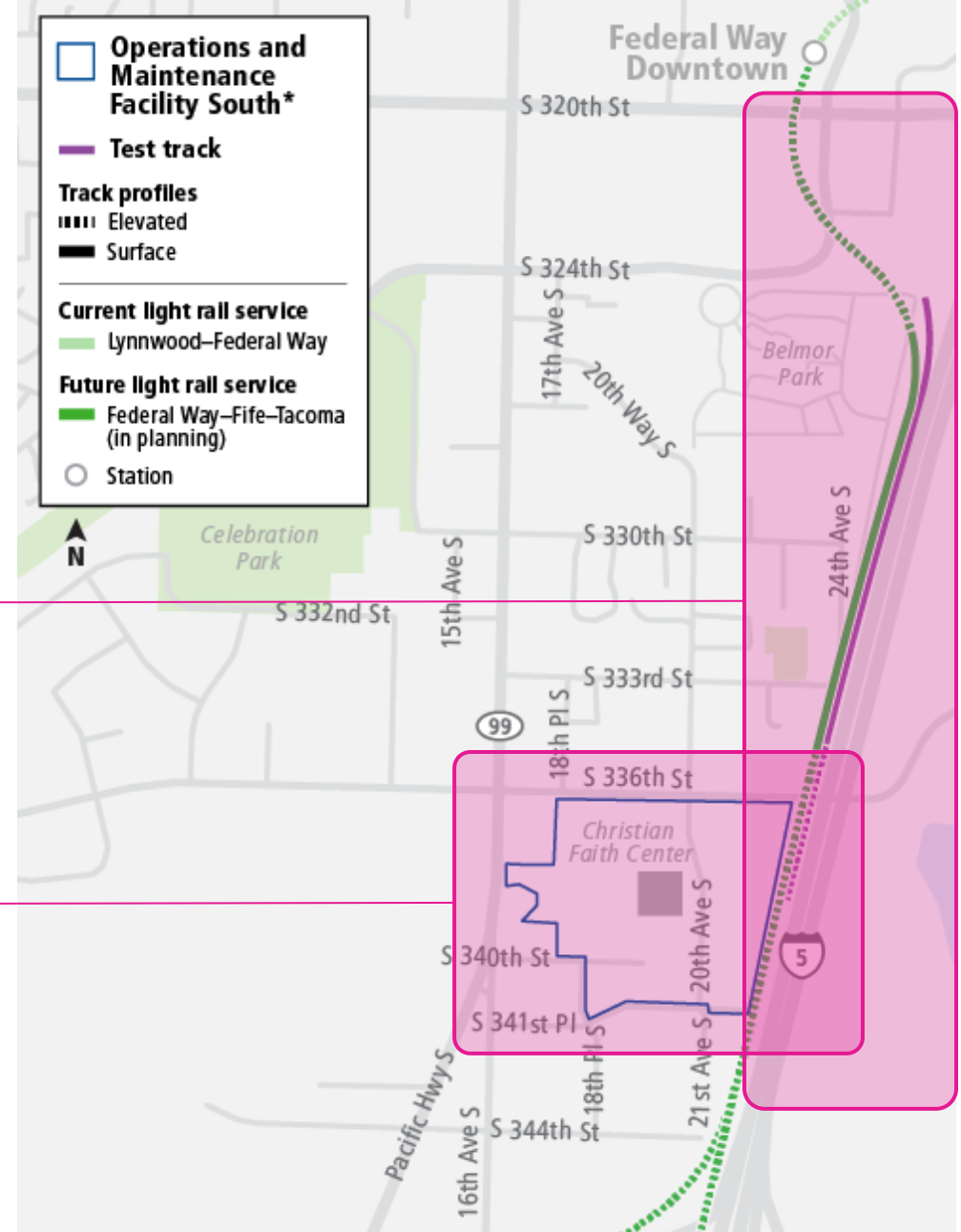
New test track, facility, and storage yard

Connecting Track & Test Track

- Extension of mainline track from Federal Way end of line to new OMF South yard
- Dedicated test track for testing and commissioning of light rail vehicles

Operation and Maintenance Facility South

- Storage for 72 long Series 3 vehicles
- Light and heavy maintenance
- Maintenance of Way (MOW) facility
- Operator facilities
- Administration



OMF South Project Scope

Operations & Maintenance Facility

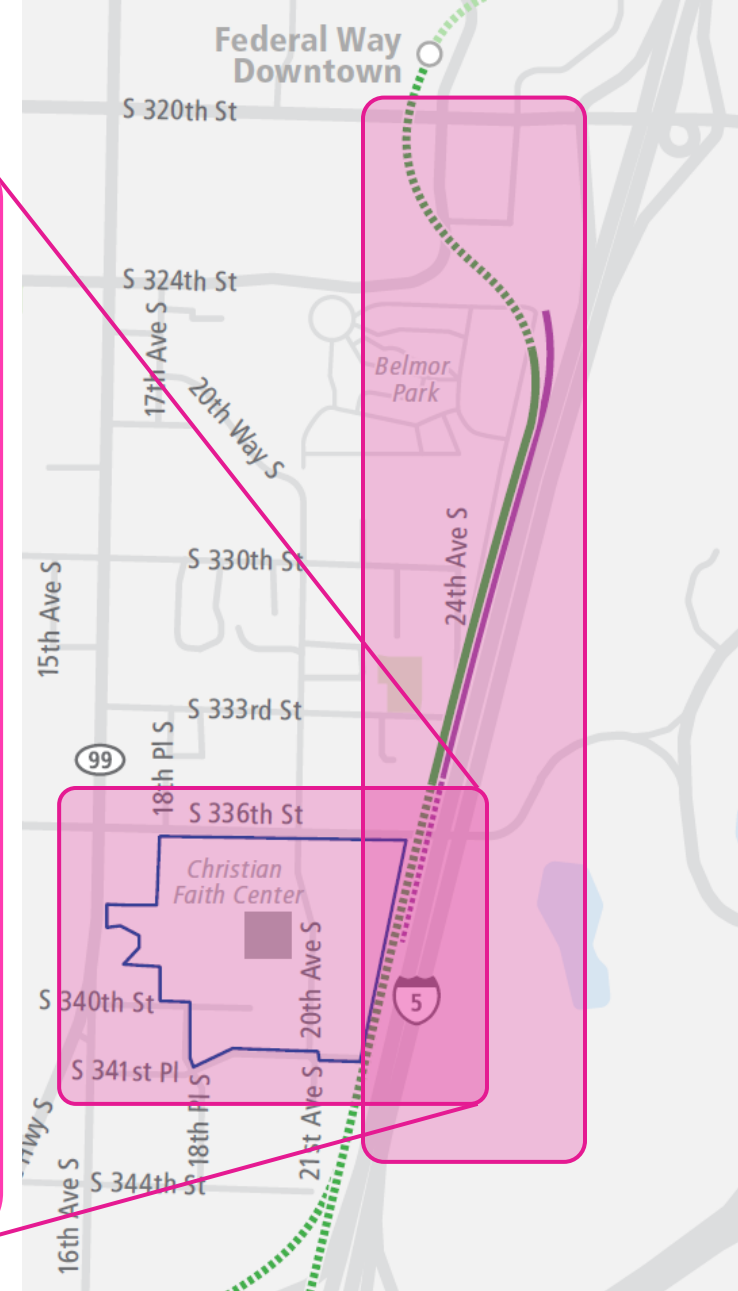
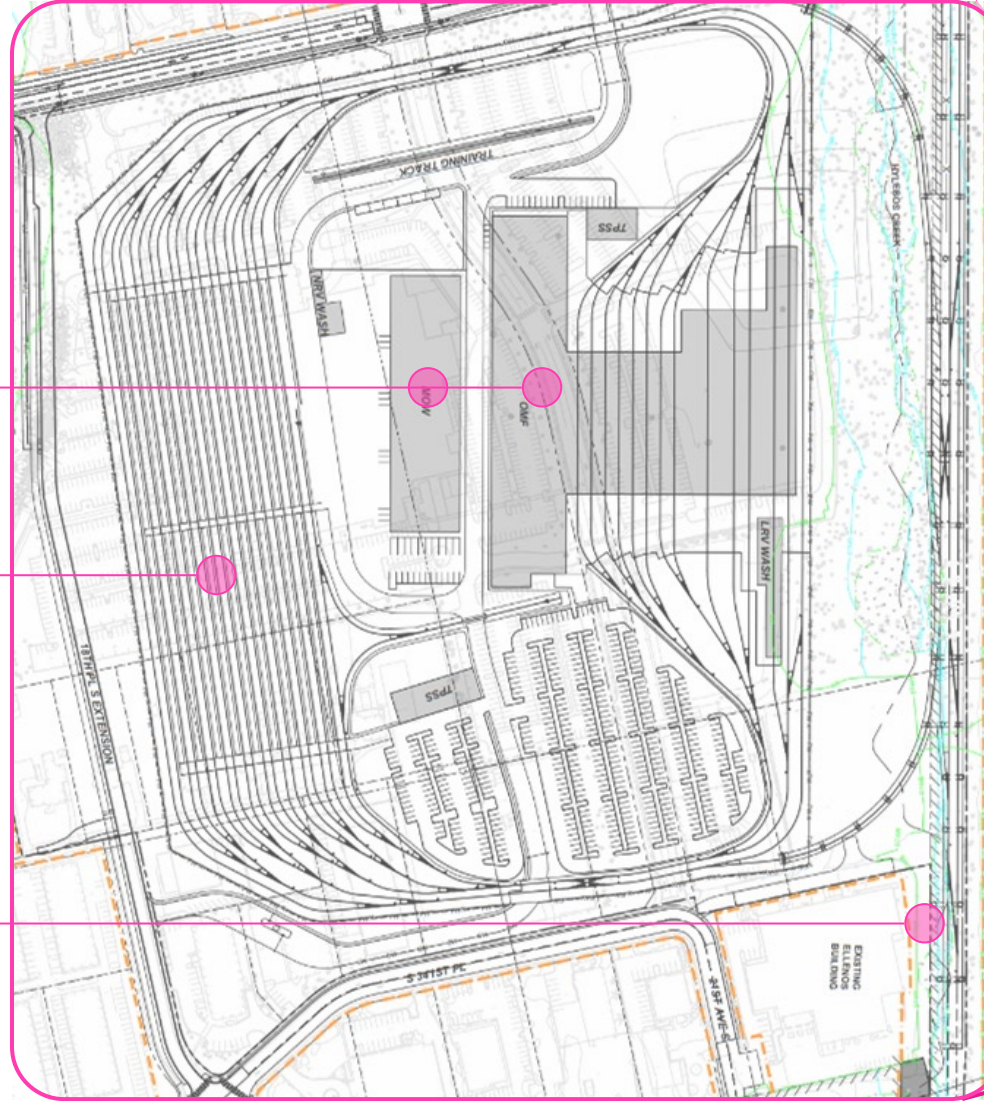
- Light and heavy maintenance shops
- Service bays and equipment for Series 3 LRVs
- Operator spaces, crew rooms, offices, and parking

Vehicle Storage & Yard

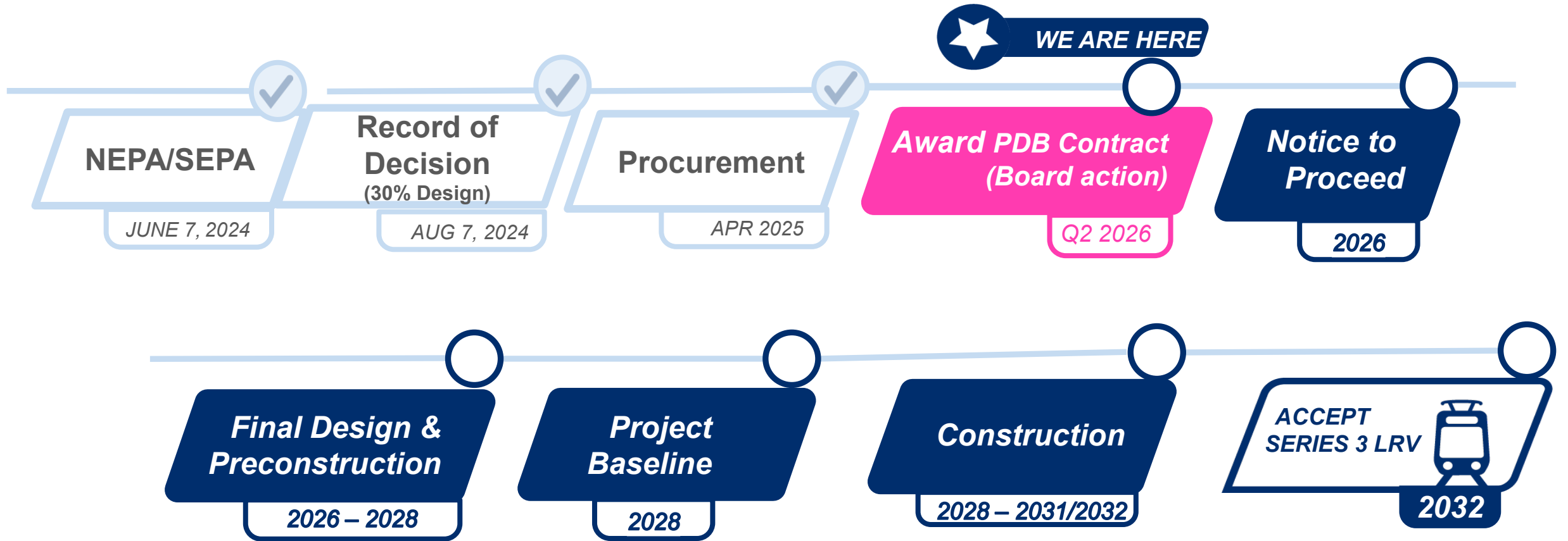
- Storage for 72 Series 3 LRVs
- Yard tracks, circulation, and staging areas

Mainline Connection & Test Track

- New mainline link from Federal Way end-of-line to OMF South
- Dedicated test track for vehicle commissioning and testing



OMF South Project Timeline



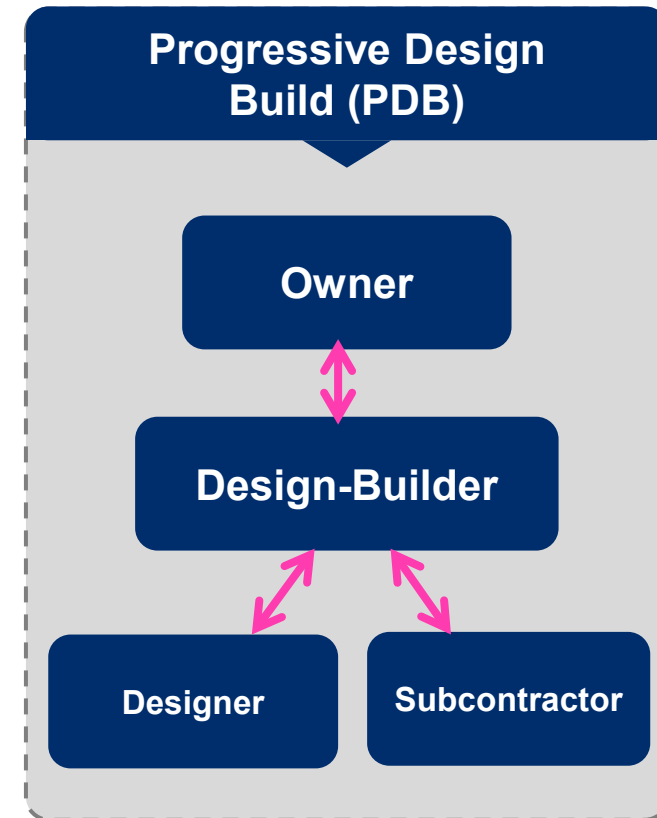
Schedule development pending Progressive Design Build award.

Progressive Design Build

A **single entity** delivers a project in a collaborative method involving the owner, builder, and designer

- Iterative approach with construction efficiency focus
- Increased collaboration during design
- Design responsibility shifts to contractor
- Cost and schedule control with the contractor from day one
- Streamlined decision-making thru one contract

Responds to the TAG recommendation to adopt industry best practices and tools



Progressive Design Build

Delivery method widely used by public owners

Partial list of organizations that use PDB

Washington State Local & Regional Agencies

WSDOT
King County
Port of Seattle
University of Washington
Washington State University
Western Washington University
Cities – Redmond, Everett, Spokane, Wenatchee
Other Counties – Whatcom, Benton
School Districts – Auburn, Bremerton, Eastmond

State Transportation Departments (National)

Caltrans, TxDOT, CDOT, ADOT, UDOT

Major Transit Agencies (National)

LA Metro
Metropolitan Transportation Authority (MTA, New York)
Washington Metropolitan Area Transit Authority (WMATA, DC)
Chicago Transit Authority

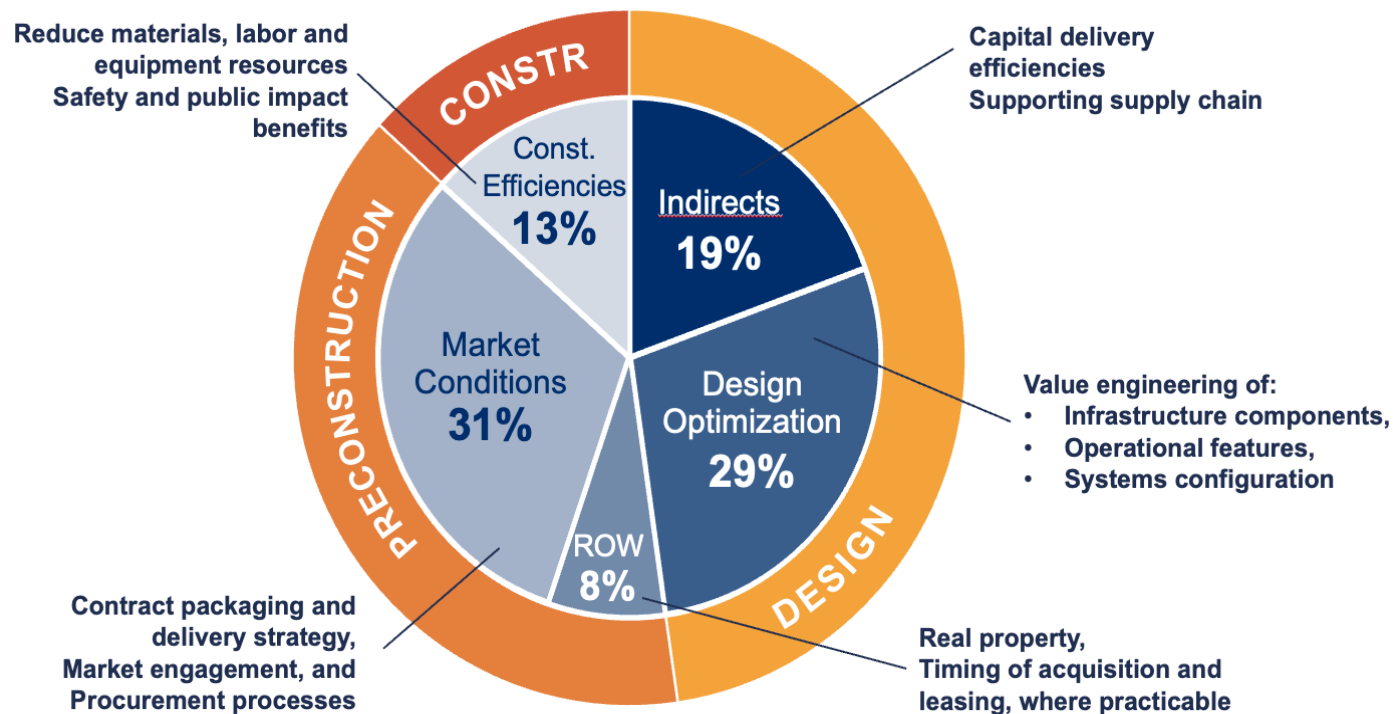
Airport Authorities

Dallas/Fort Worth International Airport
Los Angeles World Airports
San Francisco International Airport
Denver International Airport

PDB Contracting Mechanics

OMF South Key PDB Strategies:

- **Qualifications-based selection**
- **Design to budget**
- **Iterative cost estimating by contractor and subcontractors**
- **Early construction efficiency strategies**
- **Allows for implementation of cost savings opportunities (OMFs as an ecosystem)**
- **Early risk allocation**
- **Off ramps**



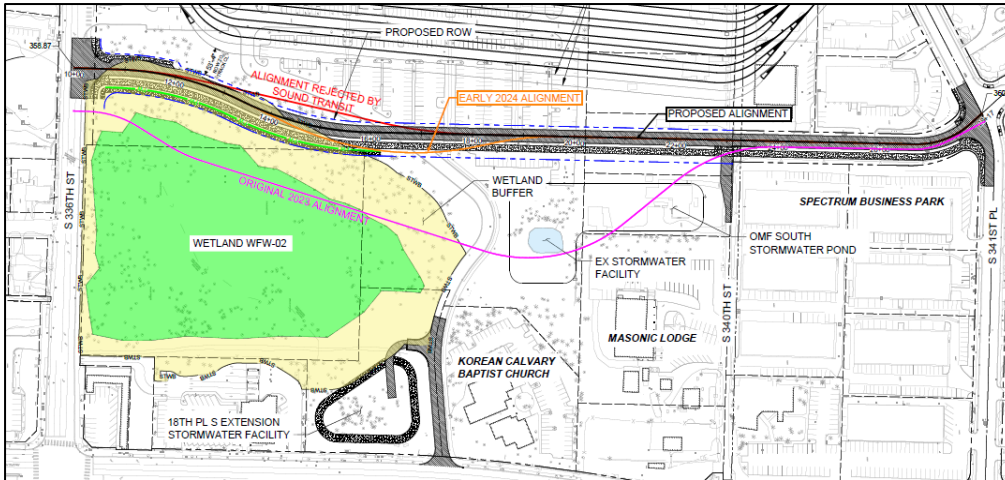
Cost Workplan Opportunity Categories responding to Motion Nos. M2024-59 and M2025-36

Cost Saving Opportunities

Example #1: Shift road alignment

Benefits

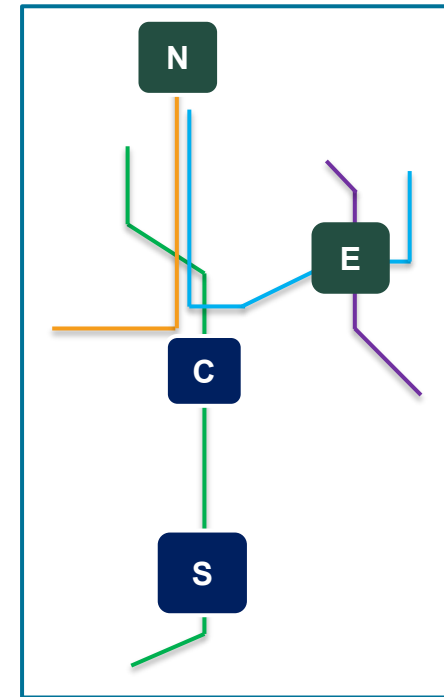
- **Eliminates** approximately one acre of fill into existing wetlands
- **Avoids** costly wetland mitigation costs



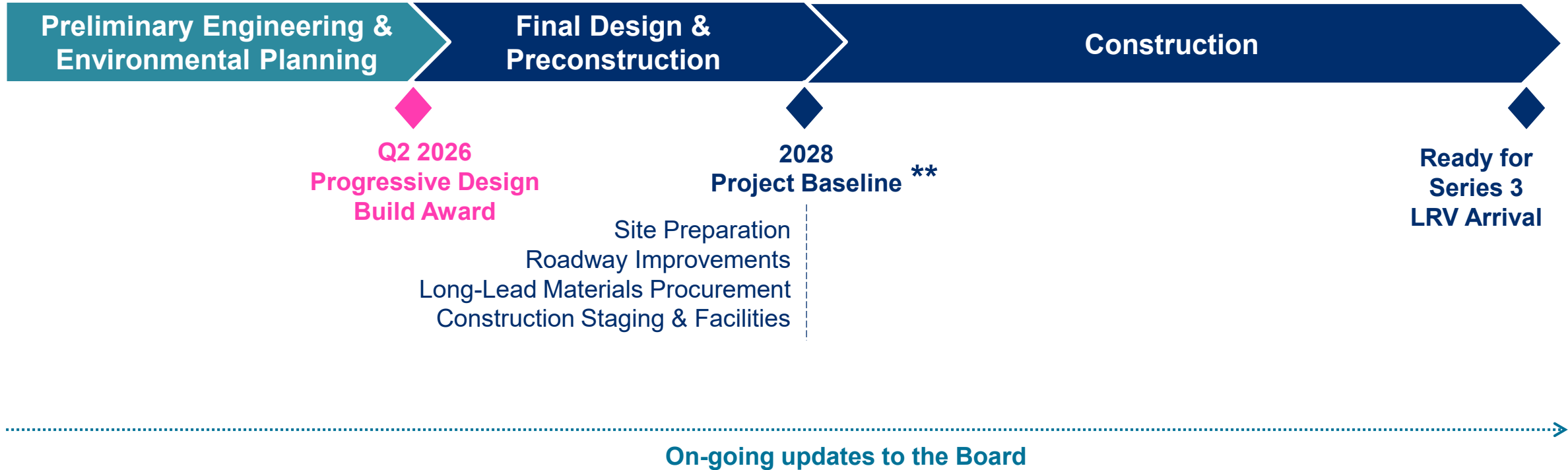
Example #2: Optimize functionality across network of facilities

Benefits

- **Avoids** excess or redundant specialized equipment across the network of sites
- **Reduces** long term costs for operations and maintenance of specialized equipment
- **Concentrates** maintenance operations to improve resource allocation



OMF South Delivery Steps



****Scope, schedule and budget are established.**

Project is performing and trending within project budget and schedule

OMFS Budget Amendment

Requesting authorized allocation increase of \$350M

Current Authorized Allocation	Proposed Amendment	Revised Authorized Allocation
\$525M	\$350M	\$875M
- Sound Transit Administration - Preliminary Engineering - Environmental Planning - Third Parties - Property Acquisition - Project Management Services <i>(Spent and Future Allocations)</i>	- Final Design (\$128M) - Preconstruction Services (\$190M Allowance) - Site Preparation - Roadway Improvement - Long-Lead Materials Procurement - Construction Staging & Facilities - Contingency (\$32M)	

Staff Recommendation

- **Award Progressive Design-Build (PDB) Contract** to progress the OMF South project (**Motion No. M2026-11**), which is contingent on the below Budget Amendment Resolution.
- **Budget Amendment (Resolution No. R2026-05)** to increase the authorized budget allocation in an amount not to exceed \$350M from \$525M to \$875M to fund the final design and preconstruction services of the PDB Contract.

Thank you.



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Thank you.



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