

Resolution No. R2025-19

Budget Amendment for Operations and Maintenance Facility South Project Progressive Design-Build Project Management services

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	8/14/2025 8/28/2025	Recommend to Board Final action	Terri Mestas, Capital Delivery Deputy CEO Michael Morgan, Capital Delivery Executive Director Eza Agoes, Executive Project Director Supriya Kelkar, Deputy Executive Project Director

Proposed action

Amends the Adopted 2025 Budget to advance the Operations and Maintenance Facility South project by a) increasing the authorized project allocation by \$121,000,000 from \$403,729,393 to \$524,729,393 and b) increasing the adopted 2025 annual project budget by \$2,000,000 from \$156,672,390 to \$158,672,390.

Key features summary

- This action increases the Operations and Maintenance Facility South project (OMFS) budget to fund the consultant contract providing Design-Build Project management (DBPM) services to support the Progressive Design-Build (PDB) contract during procurement, design, and construction phases of the project.
- Related Motion No. M2025-40 would approve a contract modification with Mott MacDonald, LLC to provide DBPM Phase 2 services.
- Approval of this budget increase and the noted contract modification also allows for the advancement and incorporation of cost reduction ideas to improve project affordability.
- This action supports anticipated spending for these services at this phase of the project. This incremental budget increase is needed for system expansion projects performing pre-baseline work as the agency continues implementing the progressive design build project delivery.

Background

To expand the Link light rail system consistent with the voter-approved ST3 Plan, Sound Transit needs additional facilities to store, maintain, and deploy a larger fleet of light rail vehicles (LRVs). Sound Transit has an existing OMF at South Forest Street in Seattle and a second facility in Bellevue. Two more facilities, one in the North Corridor and one in the South Corridor, are needed as the system-wide fleet expands to over 400 total LRVs.

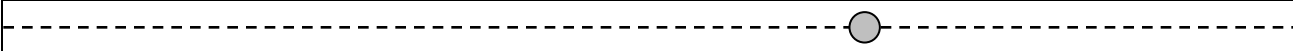
In June 2024, the Sound Transit Board of Directors approved Resolution No. R2024-16, identifying the S. 336th St. Alternative as the project to be built for the south corridor. In August 2024, the FTA Record

of Decision was received. Since that time, the project team has been advancing the project design and completion of the environmental review.

OMF South will be located on an approximately 70-acre site and will support service levels across all lines in the future. It will provide space to store, test, commission, and maintain at least 144, 95-foot-long LRVs, and will include a Maintenance-of Way Building and other support facilities. It will also provide mainline access to the building and yard.

Sound Transit intends to use progressive design build (PDB) delivery approach to procure and deliver this project.

Project status

				
Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Progressive Design-Build (Construction)

Projected completion date for Construction: Q2 2031

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

Fiscal information

This action increases the 2025 Annual Project Budget and Authorized Project Allocation for the OMF South project. This action funds OMF South design-build project management services by increasing the construction services phase of the 2025 annual project budget and authorized project allocation.

The current 2025 annual project budget for the OMF South project is \$156,672,390. This action increases the annual project budget by \$2,000,000, resulting in a revised total of \$158,672,390.

The current authorized project allocation for the OMF South project is \$403,729,393. This action increases the authorized project allocation by \$121,000,000, resulting in a revised total of \$524,729,393.

OMF South

(in thousands)

Project Phase	2025 Annual Project Budget			Authorized Project Allocation		
	Adopted Annual Project Budget	Budget Amendment	Revised Annual Project Budget	Current Authorized Project Allocation	Allocation Revision	Revised Authorized Project Allocation
Agency Administration	\$2,298		\$2,298	\$15,257		\$15,257
Preliminary Engineering	5,710		5,710	48,173		48,173
Final Design & Specifications	3,500		3,500	3,500		3,500
Right of Way	82,111		82,111	226,960		226,960
Construction	43,000		43,000	61,983		61,983
Construction Services	5,554	2,000	7,554	21,045	121,000	142,045
Third Parties	14,499		14,499	26,811		26,811
Vehicles						
Contingency						
Total	\$156,672	\$2,000	\$158,672	\$403,729	\$121,000	\$524,729

Notes:

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

For detailed project information, see page 144 of the 2025 Adopted Budget & Financial Plan.

The revised construction services phase project allocation reflects a 19% (\$23 million) increase over the corresponding phase estimate found within Financial Plan. It is reasonably assumed that this additional cost for construction services is not material to the completion or affordability of the remainder of the project and is a necessary expense to continue project development.

Within the Agency's Financial Plan, the current cost estimate for the OMF South project is \$2.0 billion in 2025\$ (\$2.3 billion in YOES\$) and is assumed to open in 2032. As this project is pre-baselined, both the authorized project allocation for project development work and a forecasted cost estimate for the remaining project delivery and construction work are reasonably assumed in the existing Long Range Financial Plan forecast.

In line with trends across other capital projects experiencing significant cost pressures, the agency is actively reassessing this project's cost outlook. As directed by the Board in Motion No. M2024-59, the agency is undergoing extensive work plan efforts to identify and mitigate rising cost drivers. This includes evaluating programmatic, financial, and project-level opportunities to improve affordability and strengthen the agency's overall financial position.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Not applicable to this action.

Time constraints

A one-month delay would not significantly impact the overall project schedule, proceeding now enhances staff ability to mitigate any potential delay.

Prior Board/Committee actions

Resolution R2024-25: Adopted an annual budget for the period from January 1 through December 31, 2025 and adopts the 2025 Transit Improvement Plan.

Resolution R2024-16: Selected the project to be built for the Operations and Maintenance Facility South project.

Environmental review – KH 7/28/25

Legal review – JSA 8/12/25

Resolution No. R2025-19

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the Adopted 2025 Budget to advance the Operations and Maintenance Facility South project by a) increasing the authorized project allocation by \$121,000,000 from \$403,729,393 to \$524,729,393 and b) increasing the adopted 2025 annual project budget by \$2,000,000 from \$156,672,390 to \$158,672,390.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, in November 2016, the voter-approved ST3 Plan included funding to extend Link Light Rail to Pierce and South King Counties and to construct a light rail operations and maintenance facility in the south corridor; and

WHEREAS, the Operations and Maintenance Facility South project needs to be operational prior to receiving, testing, and commissioning light rail vehicles for the Graham Street and Boeing Access Road Infill Stations, West Seattle Link Extension, Tacoma Dome Link Extension, and other system-wide needs; and

WHEREAS, Sound Transit and the Federal Transit Administration (FTA) published the Operations and Maintenance Facility South Final Environmental Impact Statement on June 7, 2024, the Board selected the Project to Be Built on June 27, 2024 via adoption of Resolution No. R2024-16, and the FTA issued the record of decision in August 2024; and

WHEREAS, the budget increase will fund Phase 2 Design-Build Project Management services, anticipated to run through the full term of a future Design-Build contract, and allow for the advancement and incorporation of cost reduction ideas to improve project affordability; and

WHEREAS, Motion No. M2025-40 is contingent upon adoption of this Resolution.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the Adopted 2025 Budget is amended to advance the Operations and Maintenance Facility South project by a) increasing the authorized project allocation by \$121,000,000 from \$403,729,393 to \$524,729,393 and b) increasing the adopted 2025 annual project budget by \$2,000,000 from \$156,672,390 to \$158,672,390.

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

Dave Somers
Board Chair

Attest:

Kathryn Flores
Board Administrator