



## Resolution No. R2026-05

### Budget Amendment for Operations and Maintenance Facility South Project Progressive Design-Build Contract

Meeting:	Date:	Type of action:
System Expansion Committee	03/12/2026	Recommend to Board
Board	03/26/2026	Final Action

Staff name:	Staff title:
Terri Mestas	Capital Delivery Deputy CEO
Michael Morgan	Capital Delivery Executive Director
<b>Eza Agoes</b>	<b>Executive Project Director</b>
Supriya Kelkar	Deputy Executive Project Director

### Proposed action

Amends the Adopted 2026 Budget to progress the Operations and Maintenance Facility South project by a) increasing the authorized project allocation by \$350,000,000 from \$524,729,393 to \$874,729,393 and b) increasing the adopted 2026 annual project budget by \$32,000,000 from \$175,471,265 to \$207,471,265.

### Key features summary

- This action increases the authorized budget allocation to fund a portion of the progressive design-build (PDB) contract providing the final design and preconstruction services for the Operations and Maintenance Facility South (OMF South) Project.
- Related Motion No. M2026-11 would approve a PDB contract with Hoffman Construction Company of Washington.
- Approval of this budget increase and the noted PDB contract 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, being delivered using PDB.
- A future Board action is anticipated in 2028 to consider increasing the authorized project allocation to fund modifying the PDB contract to add construction services and establish the project's baseline budget.

## **Background**

To expand the Link light rail system consistent with the voter-approved ST3 Plan, Sound Transit requires additional facilities to store, maintain, and deploy a larger fleet of light rail vehicles (LRVs). Sound Transit currently operates an Operations and Maintenance Facility (OMF) at South Forest Street in Seattle and a second facility in Bellevue. As the system-wide fleet expands to more than 400 LRVs, two additional facilities, one in the North Corridor and one in the South Corridor, are needed.

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 Federal Transit Administration (FTA) issued a Record of Decision for the project. Since that time, the project team has been advancing preliminary engineering and federal and state environmental permitting activities.

OMF South will be located on an approximately 70-acre site and will support future service levels across all Link lines. The facility 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. Mainline track will provide access to the facility building and yard.

Sound Transit is using Progressive Design-Build (PDB) contracting method to deliver the OMF South project. This action would allocate funds toward the award of a PDB contract and advancement of design and preconstruction work through incrementally authorized work packages as they reach readiness. The preconstruction work includes site preparation, roadway improvements, long-lead materials procurement, and construction staging and facilities.

The contract includes two defined options and defined off-ramps, preserving the agency's ability to discontinue with the PDB contractor and determine the appropriate path forward if performance, cost, or project conditions require. This action only includes funding for the scope and activities authorized in the PDB by Motion No. M2026-11.

## **Project status**

Project Development Phase: Final Design

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

Current project status, performance metrics, and additional information are located on page 16 of the January 2026 Systems Expansion Monthly Status Report.

## **Fiscal information**

This action increases the project budget without adding scope. The current authorized project allocation for the Operations and Maintenance Facility South is \$524,729,393. This action would increase the authorized project allocation by \$350,000,000 to \$874,729,393 to support the final design and preconstruction services of the Progressive Design-Build contract.

The proposed 2026 annual project budget for the Operations and Maintenance Facility South is \$175,471,265. This action increases the annual project budget by \$32,000,000, resulting in a revised total of \$207,471,265.

## OMF South

(in thousands)

Project Phase	2026 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	\$7,338		\$7,338	\$23,760		\$23,760
Preliminary Engineering	948		948	46,964		46,964
Final Design & Specifications						
Right of Way	96,578		96,578	232,960		232,960
Construction	24,343	32,000	56,343	48,896	350,000	398,896
Construction Services	42,200		42,200	157,853		157,853
Third Parties	4,064		4,064	14,296		14,296
Vehicles						
Contingency						
<b>Total</b>	<b>\$175,471</b>	<b>\$32,000</b>	<b>\$207,471</b>	<b>\$524,729</b>	<b>\$350,000</b>	<b>\$874,729</b>

### Notes:

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

For detailed project information, see page 127 of the 2026 Proposed Budget & Financial Plan.

After approval of this action, adequate budget will be available to fund the remaining work in the affected phases. The current projected cost of the project is \$2.18B in 2025\$.

This Resolution is being submitted in conjunction with Motion No. M2026-11.

## Disadvantaged and small business participation

Not applicable to this action.

## Public involvement

Not applicable to this action.

## Time constraints

While 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 R2025-29: Adopted an annual budget for the period from January 1 through December 31, 2026 and adopts the 2026 Transit Improvement Plan.

Resolution No. R2025-19: Amended 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

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

Resolution No. R2024-15: Split the Tacoma Dome Link Extension project into two projects, Tacoma Dome Link Extension (TDLE) and Operations and Maintenance Facility South (OMF South), for budgetary, planning, and reporting purposes by (a) amending the TDLE authorized project allocation in the Transit Improvement Plan from \$506,748,000 to \$112,388,021 and the annual Adopted 2024 Budget from \$258,212,000 to \$30,347,000, and (b) establishing the OMF South authorized project allocation at \$394,359,979 and the annual 2024 Budget at \$227,865,000

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**Environmental review – KH 2/25/26**

**Legal review – MT 3/10/26**



## Resolution No. R2026-05

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the Adopted 2026 Budget to progress the Operations and Maintenance Facility South project by a) increasing the authorized project allocation by \$350,000,000 from \$524,729,393 to \$874,729,393 and b) increasing the adopted 2026 annual project budget by \$32,000,000 from \$175,471,265 to \$207,471,265.

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 design services under a Progressive Design-Build contract, as well as individual preconstruction work packages as authorized in Motion No. M2026-11; and

WHEREAS, Motion No. M2026-11 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 progress the Operations and Maintenance Facility South project by a) increasing the authorized project allocation by \$350,000,000 from \$524,729,393 to \$874,729,393 and b) increasing the adopted 2026 annual project budget by \$32,000,000 from \$175,471,265 to \$207,471,265.

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 \_\_\_\_\_.

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Dave Somers  
Board Chair

**Attest:**

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Kathryn Flores  
Board Administrator