

Motion No. M2025-46

Design Services Multiple Award Task Order Contract (MATOC)

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	09/11/2025 09/25/2025	Recommend to Board Final action	Terri Mestas, Deputy CEO, Capital Delivery Bernadette McDermott, Executive Director – Center of Excellence Julie Montgomery, Director – Architecture and Art

Proposed action

Authorizes 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.

Key features summary

- A Multiple Award Task Order Contract (MATOC) is a type of indefinite delivery/indefinite quantity (ID/IQ) contract where multiple contractors are awarded a contract and then compete for individual task orders (specific projects or scopes of services) throughout the life of the contract.
- The MATOC program serves as a platform to build delivery capacity for upcoming projects, directly aligning with the Technical Advisory Group (TAG) recommendations and advancing the cost-efficiency goals outlined in Motion No. M2024-59.
- MATOC contracting will allow Sound Transit to have access to a pool of experts and streamline the agency's ability to perform design and engineering services.
- The MATOC will expand opportunities for small and medium-sized firms to perform as prime consultants, and to encourage participation from new firms.
- This action provides architecture and engineering services for Sound Transit's capital program, state of good repair projects, and facilities currently in operation. The scope of work includes civil, structural, mechanical, electrical engineering; architecture, urban design, landscape architecture, lighting design, interior design; design quality management; cost estimating, scheduling and value engineering; community and stakeholder engagement; track, signal and traction power engineering; bridge and tunnel engineering; environmental impact statement development; site investigations; and support for permitting, contracts, sustainability, transit-oriented development and staff augmentation.

- A MATOC will be awarded to each of the 19 prime consultant firms which have been determined most qualified to provide, at a minimum, a specified set of base services that support the Sound Transit capital and state of good repair programs.
- Each firm awarded a contract will be designated as part of a “bench” determined by the size of the prime consultant firm: Small, Medium or Large firm bench.
- Services will be ordered by issuing Task Orders under the various Contracts for specific scopes of services to the firm determined the most qualified to provide that specific scope of services.
- Sound Transit will issue a Request for Task Order Proposal for a specific scope of services to one or more MATOC consultants that Sound Transit determines are qualified to provide the requested services. Sound Transit will determine the most qualified firm based on qualifications provided in the Responses to the Request for Task Order Proposals, without consideration of price. Sound Transit will negotiate the price and final Task Order terms with the most qualified firm.
- Compensation will be either fixed price or not-to-exceed amount, based on negotiated level of effort at the agreed hourly rates by position; plus negotiated fee/profit, and any negotiated other direct costs. Hourly Rates by Position are Sound Transit provided all-in fixed rates for each position identified on a Sound Transit-provided list of positions, and are intended to be all-inclusive, including labor and overhead. All Contracts will use the same Hourly Rates by Position.
- Committee approval is required for task orders exceeding \$10,000,000 individually or cumulatively within a defined scope of work. Board approval is required for task orders greater than \$50,000,000 individually or cumulatively within a defined scope of work.
- Board approval is also required for task orders to provide services to support capital, operations, or maintenance for projects whose estimated total project cost is forecasted by the chief financial officer to be unaffordable under the Sound Transit Long-Range Financial Plan based on current updated estimates.
- The CEO is authorized to execute task orders provided that (1) the value does not exceed \$10,000,000; and (2) the task order award is managed by Procurement, Contracts and Agreements in accordance with agency policies and procedures for the development, award, execution, and modification of task orders.

Background

Design and engineering services at Sound Transit are currently provided through on-call Architect-Engineer (A/E) consultant contracts, as well as through project specific contracts. With the goal of achieving cost, time, and resource savings by reducing the number of procurements, Sound Transit initiated the procurement of a design A/E MATOC in 2024. Before issuing the Design MATOC Request for Qualifications (RFQ), Sound Transit held over 17 industry events across King, Pierce, and Snohomish counties drawing over 900 attendees, including over 425 Small Business (SBE) and Disadvantaged Business Enterprise (DBE) firms, to educate the contracting community on the MATOC contracting approach, solicit feedback, and encourage participation.

In response to the RFQ, statements of qualifications were submitted by 27 firms with the following notable metrics:

- 19 prime firms qualified for award of MATOC, comprised of 6 small, 7 medium, and 6 large firms
- 248 subconsultant firms were included in Statements of Qualifications (SOQs) submitted
- 3 prime and 74 subconsultant firms that are new to Sound Transit were included in SOQs submitted
- 149 firms included in SOQs submitted are local to Puget Sound

- 3 firms that were previously subconsultants with Sound Transit submitted proposals to be awarded prime MATOC contracts
- 118 firms included in SOQs are SBE/DBEs

The Design MATOC is intended to provide an efficient and flexible approach to procure design and engineering services required by Sound Transit's capital program and facilities in operations. This MATOC will establish a deep bench of qualified firms and subject matter experts to support capital program delivery, state of good repair initiatives, emergency projects, studies, and other agency needs, providing capacity-building resources available for use across the agency. The Design MATOC is intended to reduce the time and resources needed to award individual contracts and allow Sound Transit to issue task orders for various services without having to initiate a new procurement.

Procurement information

A qualifications-based selection process was used in accordance with the requirements for procurement of professional architect-engineer services where price was not a consideration or an evaluation factor. The solicitation indicated that Sound Transit could make multiple awards. A Multiple Award Task Order Contract (MATOC) is a type of indefinite delivery/indefinite quantity (ID/IQ) contract where multiple contractors are awarded a contract and then compete for individual task orders (specific projects or scopes of services) throughout the life of the contract. The term of each contract awarded is five years, with two one-year options to extend the term at Sound Transit's sole discretion. Each task order will include a not-to-exceed amount based on anticipated scope, and a total value of all related MATOC task orders not to exceed \$1 billion.

The Request for Qualifications was advertised in April 2025. Twenty-seven firms submitted statements of qualifications (SOQ) and evaluations were held in June. Nineteen teams were determined to be the most qualified firms. Interviews were not conducted.

Compensation for task orders will be based on "Hourly Rates by Position," or fixed price. The Request for Qualifications included a list of positions with descriptions and minimum qualifications for each position listed. All 19 awardees were asked to submit their actual direct labor rates for each position and the company indirect cost rates (overhead) for the prime consultant and any positions anticipated to be filled by subconsultants.

Sound Transit created a compilation of fully-burdened Hourly Rates by Position for each position, using information provided by all companies, and performed a cost analysis of direct labor rates and overhead. The final Sound Transit Hourly Rates by Position to be used by all consultants were determined to be fair and reasonable. As anticipated by the solicitation and resulting Contract documents, these same Sound Transit Hourly Rates by Position are intended to be used as the required fully burdened rates for each of the MATOC contracts executed, and to be used for prime or subconsultant personnel performing the services. Future annual rate escalation will be at the sole discretion of Sound Transit.

Sound Transit will issue a Task Order Request for Proposal to one or more MATOC consultants for the procurement of each task order scope of services. Sound Transit will determine the most qualified consultant for the task order scope of services requested based on qualifications only, without consideration of price. Specific scope of work, level of effort, other direct costs, and a fixed fee/profit will be negotiated with the Consultant determined by Sound Transit to be the most qualified consultant to provide the services requested for each task order.

A separate Contract will be executed with each of the 19 listed consultants for the Multiple Award Task Order Contract. The Contract value of each contract will be equal to the Task Order amounts awarded under the Contract.

Each Contract includes opportunity for an annual minimum task order amount to complete certain reports or tasks requested. The total value of all Contracts, including all task orders, will not exceed the Board authorized amount of \$1,000,000,000.

The Procurement, Contracts, & Agreement division will oversee the process of competing and awarding each task order to the most qualified firm to perform the services requested.

Sound Transit acknowledges that MATOC delivery carries certain risks for both the agency and consultants. Task order procedures are designed to proactively manage and mitigate challenges such as ongoing competition management, avoiding organizational conflicts of interest, contractor coordination, utilization and transparency to firms, and administrative burden.

Fiscal information

The design and engineering services described in the proposed action will be assigned on a task order basis. Funding for the task orders will come from existing, board-approved project budgets. As services will be rendered as needed, cost distribution will be determined as each task order is executed.

This action does not impact the affordability of Sound Transit’s Long-Range Financial Plan, because it does not authorize task orders for capital, operations, or maintenance on projects whose total estimated project cost is forecasted by the chief executive officer to be unaffordable under the Sound Transit Long-Range Financial Plan based on current cost estimates.

Disadvantaged and small business participation

Participation by small businesses and disadvantaged business enterprises (DBEs)

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 small business/DBE goals for this contract. These goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of small businesses/DBEs available to perform such subcontracting work.

Based on initial availability analysis, Sound Transit anticipates reaching DBE participation of 18% for all scopes of services for the entirety of all MATOC contracts awarded. A DBE goal is not set for this procurement and the resulting contracts, only a DBE target. A DBE goal will be set on a task order by task order basis at the time of issuing Request for Task Order Proposals, with consideration of DBE availability for the specific task order scope of services. A goal for a particular scope of services may be zero or higher or lower than the anticipated 18% total participation for all contracts. In addition, this solicitation was structured to incentivize DBE/Small Business prime consultant participation through the incorporation of a small business bench.

DBE Benchmark	
Overall DBE Target 18%	DBE Commitment: DBE Goals to be set on a task-order by task-order basis.

Public involvement

Not applicable to this action.

Time constraints

A one-month delay would not create a significant impact to any project schedule.

Environmental review – KH 8/27/25

Legal review – DLB 9/9/25

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A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing 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.

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Committee approval is required for task orders exceeding \$10,000,000 individually or cumulatively within a defined scope of work. Board approval is required for task orders greater than \$50,000,000 individually or cumulatively within a defined scope of work.

Board approval is also required for task orders to provide services to support capital, operations, or maintenance for projects whose estimated total project cost is forecasted by the chief financial officer to be unaffordable under the Sound Transit Long-Range Financial Plan based on current updated estimates.

The CEO is authorized to execute task orders provided that (1) the value does not exceed \$10,000,000; and (2) the task order award is managed by Procurement, Contracts and Agreements in accordance with agency policies and procedures for the development, award, execution, and modification of task orders.

Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized 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 with the following limitations: (a) the aggregate total amount of the 19 contracts will not exceed \$1,000,000,000 over the potential seven-year period, (b) Board approval is required for task orders greater than \$50,000,000, individually or cumulatively within a defined scope of work, and for task orders that provide services to support capital, operations, or maintenance for projects whose estimated total project cost is forecasted by the chief financial officer to be unaffordable under the Sound Transit Long-Range Financial Plan based on current updated estimates, (c) appropriate Committee approval is required for task orders exceeding \$10,000,000, individually or cumulatively within a defined scope of work, and (d) CEO approval is authorized for task orders that do not exceed \$10,000,000 in value when the task order is awarded by Procurement, Contracts and Agreements in accordance with agency policies and procedures for the development, award, execution, and modification of task orders.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 25, 2025.



Dave Somers
Board Chair

Attest:



Kathryn Flores
Board Administrator