



Motion No. M2026-14

Contract Modification with David Evans & Associates for the Sounder South Capacity Expansion Project and Sounder DuPont Extension Project – Sounder Rail and Signals Improvement Project

Meeting:	Date:	Type of action:
System Expansion Committee	4/9/2026	Final Action

Staff name:	Staff title:
Terri Mestas	Capital Delivery Deputy CEO
John Martin	Delivery Team 4 Executive Director
Melissa Flores Saxe	High Capacity Transit Project Development Director
William Chow	Commercial Director

Proposed action

Authorizes the chief executive officer to execute a contract modification with David Evans & Associates to exercise a contract option for consultant services for the Sounder Rail Track & Signal Project's Phase 3 Preliminary Engineering and Sounder Project Management Services in the amount of \$12,680,410 with a 10% contingency of \$1,268,041 totaling \$13,948,451 for a new total authorized contract amount not to exceed \$40,761,348.

Key features summary

- The Sounder Planning & Preliminary Engineering consultant contract was competitively procured in 2017. This contract covers all planning and preliminary engineering efforts for Sounder South Capacity Expansion Project and Sounder DuPont Extension project, including the Sounder Rail Track & Signals Improvement Project. The David Evans & Associates (DEA) contract was originally executed under the CEO's authority and the System Expansion Committee has authorized subsequent modifications to advance the project.
- The Sounder Rail Track & Signals Improvement (SRTSI) project recently completed Phase 2 – Conceptual Engineering. Environmental review will be completed during Phase 3 – Preliminary Engineering.
- During the conceptual engineering phase, the project evaluated track, signals and civil improvements along the corridor. The purpose of these improvements is to improve reliability and reduce delays on the Lakewood Subdivision for existing Sounder, Amtrak and freight rail services, eliminate single track bottleneck train conflicts; and provide increased capacity for Sounder and Amtrak service along Sound Transit rail corridors in Pierce County. The design of three rail segments will continue to be developed during the PE phase:
 - Segment A – TR Junction to Portland Avenue
 - Segment B – South Pine Street to South 66th Street

- Segment C – Lakewood to DuPont (part of the DuPont Extension Project)
- The contract modification will also include consultant management services to provide project coordination support for the Sounder south projects in the planning and preliminary engineering phase.
- This project received a Federal Railroad Administration – Consolidated Rail Infrastructure & Safety Improvement (CRISI) grant of \$10 million for the conceptual engineering, environmental review and preliminary engineering phases. Sound Transit obligated a \$10 million local match for the grant. The SRTSI Project’s preliminary engineering phase is covered by this FRA grant, which has \$6 million grant dollars remaining to fund this phase. The Preliminary Engineering Phase will be completed by the end of 2028.

Background

The Sounder Rail Track & Signals Improvement project is a component of the ST3 Sounder South Capacity Expansion (SSCE) Project and the Sounder DuPont Extension Project and was identified as a Tier 3 Project (to proceed with a funding delay) in Resolution No. R2021-05 with affordable and target schedules to be completed by 2046 and 2045, respectively. The project elements are located on Sound Transit’s Lakewood sub-division rail corridor in Pierce County.

In 2022, Sound Transit was awarded a \$10M Federal Railroad Administration (FRA) Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant for matching funds to complete planning and preliminary engineering for double-track segments along Sound Transit’s and BNSF Railway’s rail corridor in Pierce County. The Sound Transit Board adopted the 2023 Annual Budget (Resolution No. R2022-35) that included the local match of the FRA CRISI grant in the Sounder South Capacity Expansion Program and DuPont Extension Project budgets. The FRA grant funds conceptual engineering, environmental review, and preliminary engineering. Once Sound Transit completes preliminary engineering, the project will be shovel-ready and be competitive for potential FRA grants for final design and construction, if the Board elects to advance final design or construction. The FRA grant program provides opportunities for Sounder projects prioritized in Tier 3 in Realignment Resolution No. R2021-05, and provides additional financial capacity in ST’s financial plan for other capital projects.

The Sounder Rail Track & Signals Improvement Project (SRTSI) completed the Phase 2 – Conceptual Engineering phase in late 2025. In Phase 3 – Preliminary Engineering phase, the SRTSI Project will evaluate the following track, signals and civil improvements along three rail segments on BNSF Railway and Sound Transit’s rail corridors in Pierce County:

- Track realignment and relocation of existing freight siding-track
- Track signal replacements and relocations
- New track crossovers and control points
- Bridge widening and replacements
- At-grade crossings and roadway work
- Retaining walls

In addition, the SRTSI Project will complete the FRA National Environmental Protection Act (NEPA) and State Environmental Protection Act (SEPA) environmental review.

Project status

Project Development Phase: Preliminary Engineering / Environmental review

Percent complete (measured to revenue service date): 1%

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

Procurement information

Sound Transit entered into Contract RTA/AE 0145-17 with David Evans and Associates, Inc. on November 30, 2018. The scope of work in the contract contains options for the completion of planning and project development for Sounder projects. Sound Transit may exercise an option at its sole discretion, by written change order, after the additional scope of work has been developed, negotiated and agreed upon.

The new scope of work added from exercise of a contract option with this modification for the Pierce County Rail Capacity and Reliability Improvements Phase 3 is within the scope of the contract. Both parties have agreed to the scope of work, estimated level of effort to complete the scope, and associated labor and overhead rates for this Change Order. For this new scope of work, the proposed price was compared with the independent cost estimate, and a cost analysis was performed. Sound Transit Procurement, in conjunction with the project team and independent estimator, have determined that the contract not to exceed amount is fair and reasonable.

Fiscal information

The most recent Sounder South Capacity Expansion project preliminary cost estimate from 2025 – representing the agency’s estimate at this stage of project development and design – has been projected to be \$1.4 billion (2025\$). The most recent Dupont Extension project preliminary cost estimate from 2025 – representing the agency’s estimate at this stage of project development and design – has been projected to be \$500 million (2025\$). To address rising project costs, the agency is developing a workplan to assess project affordability and explore programmatic, financial, and project level strategies to improve the agency’s financial position. The impact of the recent preliminary cost estimates is not yet known and will be evaluated as part of this process.

This action is funded by the current approved project authorized allocations, and there is sufficient budget projected to fund the remaining work. The current project authorized allocations are included in the existing Long Range Financial Plan.

The authorized project allocation for the Sounder South Capacity Expansion project is \$51,607,600. Within the \$32,862,600 Preliminary Engineering phase, \$16,477,060 has been allocated to the budget line item for FEIS / PE (Phase 3). The action would commit \$9,657,060 to this line item and leave a phase balance of \$3,814,982.

Souder South Capacity Expansion

(in thousands)

Project Phase	Authorized Allocation	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$13,088	\$6,792	\$	\$6,792	\$6,296
Preliminary Engineering	32,863	19,391	9,657	29,048	\$3,815
Final Design	-	-	-	-	-
Third Party	2,508	866	-	866	1,642
Right of Way	3,149	356	-	356	2,793
Construction	-	-	-	-	-
Construction Services	-	-	-	-	-
Total	\$51,608	\$27,405	\$9,657	\$37,062	\$14,545

Phase Detail - Preliminary Engineering					
FEIS / PE (Phase 3)	\$16,477	\$6,819	\$9,657	\$16,476	\$1
Other Preliminary Engineering	16,386	12,571	-	12,571	3,814
Total Phase	\$32,863	\$19,391	\$9,657	\$29,048	\$3,815

Notes:

Amounts are expressed in Year of Expenditure \$000s.
 For detailed project information, see page 116 of the 2026 Adopted Budget & Financial Plan.
 * Board Approvals = Commitment and PO Contingency Remaining as of 2/28/2026.

The authorized project allocation for the Dupont Extension project is \$12,496,000. Within the \$8,385,000 Preliminary Engineering phase, \$4,555,000 has been allocated to the budget line item for PE/FEIS (Phase 3). The action would commit \$4,291,391 to this line item and leave a phase balance of \$988,075.

DuPont Extension

(in thousands)

Project Phase	Authorized Allocation	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$3,227	\$1,006	\$	\$1,006	\$2,221
Preliminary Engineering	8,385	3,106	\$4,291	7,397	988
Final Design	-	-	-	-	-
Third Party	311	-	-	-	311
Right of Way	573	93	-	93	480
Construction	-	-	-	-	-
Construction Services	-	-	-	-	-
Total	\$12,496	\$4,205	\$4,291	\$8,496	\$4,000

Phase Detail - Preliminary Engineering					
PE/FEIS (Phase 3)	\$4,555	\$	\$4,291	\$4,291	\$264
Other Preliminary Engineering	3,830	3,106	-	3,106	724
Total Phase	\$8,385	\$3,106	\$4,291	\$7,397	\$988

Notes:

Amounts are expressed in Year of Expenditure \$000s.
 For detailed project information, see page 120 of the 2026 Adopted Budget & Financial Plan.
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Disadvantaged and small business participation –

For the original 2017 contract, Sound Transit determined the all-inclusive contract DBE/Small Business goals and the successful Proposer (DEA) Committed to the following DBE/Small Business participation:

SBE goal: 10%
 SBE commitment: 16.4%
 Current SBE Attainment: 14.32%

DBE Goal: 4%
 DBE commitment: 12.3%
 Current DBE Attainment: *11.97% (through end of September 2025)

*On October 3, 2025, U.S. Department of Transportation issued an Interim Final Rule (IFR) that removed race- and sex- based presumptions of social and economic disadvantage for purposes of Disadvantaged Business Enterprise (DBE) certification and implements new regulations in 49 CFR Part 26. The IFR temporarily prohibits the use of DBE goals in contracts receiving federal funding executed after October 3, 2025. Accordingly, DBE participation will not be counted toward a DBE goal at this time. Sound Transit promotes and encourages proposers to continue to solicit participation from, and honor commitments to, Small Businesses and firms that reflect all communities in the Sound Transit marketplace.

Apprentice utilization commitment

Not applicable

Public involvement

The project conducted external stakeholder coordination with meetings with Cities of Lakewood and Tacoma, Tacoma Rail, WSDOT Rail, Amtrak and the BNSF Railway during the development of conceptual engineering designs.

In addition, the external engagement team provided project updates to the general public through our Sound Transit project website, updated project fact sheet, and participated in community and neighborhood outreach events providing information about the project and general Sound Transit service information

Time constraints

A one-month delay would not create a significant impact on the project schedule.

Prior Board/Committee actions

Motion No. M2025-29: Authorized the chief executive officer to execute a contract modification with David Evans & Associates to exercise a contract option for consultant services for the King Street Station Platform Area Improvements project Phase 3 Preliminary Engineering within the Sounder South Capacity Expansion Program in the amount of \$6,199,326 with a 10 percent contingency of \$619,933, totaling \$6,819,259, for a new total authorized contract amount not to exceed \$26,812,897.

Motion No. M2023-37: Authorized the chief executive officer to execute a contract modification with David Evans & Associates, Inc. to exercise contract options for conceptual engineering and environmental assessment for the Sounder South Capacity Expansion Program for updating the Sounder South Strategic Plan and for the DuPont Sounder Extension Project double track & signal projects in the amount of \$8,864,646, with a 10 percent contingency of \$886,464 totaling \$9,751,110, for a new total authorized contract amount not to exceed \$22,277,031.

Motion No. M2022-76: Authorized the chief executive officer to execute a contract modification with David Evans & Associates to exercise a contract option for consultant services for Phase 2 Conceptual Engineering and Environmental for the King Street Station Platform Area Improvements project in the amount of \$2,850,970 with a 10 percent contingency of \$285,097, for a new total authorized contract amount not to exceed \$12,525,919.

Motion No. M2022-19: Authorized the chief executive officer to execute a contract modification with David Evans & Associates to exercise a contract option for consultant services for the South Tacoma Access Improvements Project and Lakewood Access Improvements Project in the amount of \$4,759,995 with a 10 percent contingency, for a new total authorized contract amount not to exceed

\$9,389,853.

Motion No. M2020-68: Authorized the chief executive officer to execute contract modifications with David Evans and Associates Inc. for Phase 1 Alternatives Analysis for the Lakewood Station Access Improvements project and the South Tacoma Access Improvements project in an amount of \$1,448,853 with a 10 percent contingency of \$144,885 totaling \$1,593,738, for a new total authorized contract amount not to exceed \$3,312,627, contingent upon Board approval of Resolution No. R2020-19 and Resolution No. R2020-20.

Motion No. M2018-120: Authorized the chief executive officer to execute a Sounder Planning and Preliminary Engineering consultant contract with David Evans & Associates to provide planning and engineering consultant services for the Sounder South Capacity Expansion program in the amount of \$1,562,626, with a 10% contingency of \$156,263, for a total authorized contract amount not to exceed \$1,718,889 plus applicable taxes, and contingent on Board approval of Resolution No. R2018-36 authorizing the Sounder South Capacity Expansion program and establishing program allocation and a 2018 annual budget.

Environmental review – LS for KH 3/26/26

Legal review – JW 4/2/26



Motion No. M2026-14

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 with David Evans & Associates to exercise a contract option for consultant services for the Sounder Rail Track & Signal Project's Phase 3 Preliminary Engineering and Sounder Project Management Services in the amount of \$12,680,410 with a 10% contingency of \$1,268,041 totaling \$13,948,451 for a new total authorized contract amount not to exceed \$40,761,348.

Background

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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 with David Evans & Associates to exercise a contract option for consultant services for the Sounder Rail Track & Signal Project's Phase 3 Preliminary Engineering and Sounder Project Management Services in the amount of \$12,680,410 with a 10% contingency of \$1,268,041 totaling \$13,948,451 for a new total authorized contract amount not to exceed \$40,761,348.

APPROVED by the System Expansion Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 9, 2026.



Angela Birney
System Expansion Committee Chair

Attest:



Katie Flores,
Board Administrator