



## Motion No. M2026-22

### Contract Modification for Jacobs Engineering Group for Engineering Design Services for the West Seattle Link Extension project

Meeting:	Date:	Type of action:
Committee name	06/11/2026	Recommend to Board
Board	06/25/2026	Final Action

Staff name:	Staff title:
Terri Mestas	Deputy CEO, Capital Delivery
<b>Brad Owen</b>	<b>Executive Director</b>
Dirk Bakker	Senior Design Manager

### Proposed action

Authorizes the chief executive officer to execute a contract modification with Jacobs Engineering Group, Inc. to exercise an option for Phase 2 Civil Engineering Design Services for the West Seattle Link Extension in the amount of \$238,740,159, with a 20 percent contingency of \$47,748,032, totaling \$286,488,191, for a total authorized amount not to exceed \$341,359,256, contingent upon adoption of Resolution No. R2026-14.

### Key features summary

- The Civil Engineering Design Services (EDS) contract will advance the West Seattle Link Extension Project from approximately 30% Preliminary Engineering design to Design Completion (100%) for all segments of the West Seattle Link Extension, in line with direction from Resolution No. R2026-11. As design progresses, efforts will continue to focus on identifying and implementing cost saving opportunities.
- This action authorizes a contract modification with Jacobs Engineering Group, Inc. (Jacobs), for Phase 2 of the Civil Engineering Design Services contract for the West Seattle Link Extension, with a term of twenty-two months. Phase 2 will advance the civil design of the Preliminary Engineering design as revised in Phase 1 and Phase 1B through completion of the final design.
- Phase 2 includes construction cost estimates, local, state and federal permitting, Right of Way plans for certification, and preparation of construction documents for all construction packages including Early Works packages.
- Phase 3 – Bid Support and Construction Administration Services consists of contract options that may be negotiated at Sound Transit's sole discretion and exercised after staff return for Board approval.
- Funding and execution of this contract modification is contingent upon Board adoption of Resolution No. R2026-14.

## **Background**

The West Seattle Link Extension will build the first operating segment of the 3 Line from the SODO neighborhood to the Alaska Junction neighborhood in West Seattle, adding 3.9 miles of light rail service to the Sound Transit system. The project includes three new stations, a bridge over the Duwamish West Waterway, elevated guideways, and a tunnel. The extension will eventually connect to the existing Downtown Seattle Transit Tunnel (DSTT) and provide light rail service between West Seattle and Everett. The West Seattle Link Extension Final Environmental Impact Statement (FEIS) was issued in September 2024. The Federal Transit Administration issued its Record of Decision for the project on April 29, 2025. On May 28, 2026, the Board of Directors adopted Resolution No. R2026-11 which defined the West Seattle Link Extension (no Avalon Station) as a fully funded project within existing resources.

The Civil Engineering Design Services (EDS) contract for West Seattle Link Extension anticipates three phases. This approach provides the Board with off-ramps between Phase 1 and Phase 1B and Phase 2 and then again between Phases 2 and 3. These off-ramps allow the Board to have greater oversight of Project funding and expenditures of the Project relative to the overall ST3 program.

In December 2025, upon completion of Phase 1, Sound Transit received an updated WSLE construction cost estimate that incorporated the cost-savings measures identified to date. At that stage, the estimate represented a preliminary range of potential project outcomes, pending stakeholder agreements and further refinement of project assumptions through the Enterprise Initiative and project levers. Beginning in January 2026, Phase 1B, Advanced Preliminary Engineering and Design Validation, further refined the Phase 1 outcomes, identified additional cost-savings opportunities, and advanced work plans with internal and external stakeholders to clarify and reach agreement on key topics affecting project scope, requirements, and cost.

Through a structured engagement process with Authorities Having Jurisdiction (AHJs), Phase 1B has placed a stronger emphasis on collaboration with key external stakeholders including King County Metro (KCM), the City of Seattle (CoS), Washington State Department of Transportation (WSDOT), and the Port of Seattle (PoS).

Similarly In Phase 1B, collaboration with internal Sound Transit stakeholders has continued with a focus on rail simulation studies, operational analysis, trackwork refinements, and power grid assessment, and load flow analyses.

## **Project status**

Project Development Phase: Post Record of Decision/Preliminary Engineering

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

Current project status, performance metrics, and additional information are located on page 18 of the April 2026 System Expansion Monthly Status Report.

## **Procurement information**

A solicitation (RFQ) was advertised on May 1, 2024, in accordance with requirements for Architect/Engineer contracts. Statements of Qualifications were due June 11, 2024. Sound Transit received four proposals. On January 16, 2025, after the completion of the evaluation process, Jacobs Engineering Group, Inc. was determined to be the highest qualified firm. Notice to Proceed for the EDS contract Phase 1 was July 14, 2025. Phase 1B Notice to Proceed was issued on Jan 1, 2026 to continue costs saving efforts as authorized by Resolution 2025-29. Phase 1A and Phase 1B were each negotiated as fixed price lump sum amounts. Notice to Proceed for Phase 2, which is Option1 of the

EDS Contract, is anticipated July 1, 2026. The duration for the Phase 2 scope of services is approximately 22 months.

This action approves exercise of Contract Option 1 for Phase 2 Design Development Services and Construction Administration Services. Sound Transit received Jacobs' first Phase 2 price submission in March 2026. Between March and April 2026, for the proposed level of effort for actual hours worked reimbursed at fixed hourly rates by position. The not to exceed amount also includes a negotiated fixed fee and agreement to reimburse certain specific other direct costs. Sound Transit and Jacobs conducted seven formal negotiation sessions, supported by open book analysis and detailed investigation. These sessions focused on scope clarity, task specific discipline level of effort, design schedule, risk reduction, commercial alignment, and cost efficiency.

The negotiated amount for the Phase 2 services of \$238,740,159 was deemed fair and reasonable by Procurement after reviewing submitted labor rates, audited overhead rates, negotiated level of effort, estimated other direct costs and other factors, proposed profit, in conjunction with the project team; and after evaluation of and comparison to the Independent Cost Estimate. Phase 2 of the Contract will be administered as a not-to-exceed Hourly Rates by Position with a not-to-exceed maximum amount of \$238,740,159.

### Fiscal information

This is a concurrent action with Motion No. M2026-21: Contract Modification WSBLE Program Management Support Services (Contract Extension) and Resolution No. R2026-14: Budget Amendments for West Seattle Link Extension and Ballard Link Extension Consultant Services Contracts.

Following the passage of Resolution No. R2026-14 the authorized allocation for the West Seattle Link Extension project is \$738,612,735. Within the \$345,513,830 final design phase, \$286,488,191 has been allocated to the budget line item for Civil EDS. This action would commit \$286,488,191 to this line item and leave a phase budget balance of \$59,025,639.

**West Seattle Link Extension**  
(in thousands)

Project Phase	Authorized Allocation	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$108,596	\$98,455	\$	\$98,455	\$10,141
Preliminary Engineering	146,234	123,845		123,845	22,389
Final Design	345,514	-	\$286,488	286,488	59,026
Third Party	40,287	3,826	-	3,826	36,461
Right of Way	97,982	16,016	-	16,016	81,965
Construction	-	-	-	-	-
Construction Services	-	-	-	-	-
<b>Total</b>	<b>\$738,613</b>	<b>\$242,142</b>	<b>\$286,488</b>	<b>\$528,630</b>	<b>\$209,982</b>
<b>Phase Detail - Final Design</b>					
Civil EDS	\$286,488	\$	\$286,488	\$286,488	\$
Systems EDS	0	-	-	0	0
Other Final Design	59,026	-	-	0	59,026
<b>Total Phase</b>	<b>\$345,514</b>	<b>\$</b>	<b>\$286,488</b>	<b>\$286,488</b>	<b>\$59,026</b>

**Notes:**  
 Amounts are expressed in Year of Expenditure \$000s.  
 For detailed project information, see page 128 of the 2026 Adopted Budget & Financial Plan.  
 \* Board Approvals = Commitment and PO Contingency Remaining as of 4/30/2026.

In May 2026, the Board approved R2026-11 updating the ST3 system plan and identifying West Seattle Link (no Avalon Station) as a fully funded project. This commitment is within the total cost estimate by phase for the affordable project included in R2026-11. This commitment does not materially impact other projects within the updated system plan.

## **Disadvantaged and small business participation**

### **Participation by small businesses and disadvantaged business enterprises (DBEs)**

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.

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.

For this specific contract, the following goals were set and the successful Bidder/Proposer has committed to the following small business/DBE participation:

Sound Transit small business goal: 0%  
Small business commitment: 8.5%  
Current Small business attainment: 0.13%

Sound Transit set a DBE goal of 8% for this solicitation and the successful Bidder's/Proposer's DBE participation commitment of 8.01% was accepted.(at this time participation is not counted toward a DBE goal)

### **Public involvement**

Sound Transit is committed to actively seeking public feedback at all project stages for the West Seattle Link Extension Project with the overarching goal of fostering public trust through transparent communication, meaningful involvement and being responsive to concerns and issues. The project team will continue reaching out to communities, businesses, stakeholders, and agencies to shape the project by asking questions, holding conversations with project staff, and seeking out ideas and comments.

Under this contract the EDS consultant will support Sound Transit with its continued extensive community engagement and outreach for the West Seattle Link Extension project during Phase 2, including public meetings, briefings, community workshops and drop-in sessions.

### **Time constraints**

A delay in this action will result in a gap of services and would further delay the Project. This contract execution and corresponding budget authority is required to continue critical path activities for the Project and Enterprise Initiative, including design, right of way engineering, and permitting.

### **Prior Board/Committee actions**

Resolution No. R2026-11: Updated the Sound Transit 3 System Plan to be affordable within available and projected financial capacity.

Resolution No. R2025-29: Adopted an annual budget for the period from January 1 through December 31, 2026 and adopts the 2026 Transit Improvement Plan (TIP).

Motion No. M2025-36: Adopted principles and a process to help guide the Board on how best to achieve the planned outcomes of the Enterprise Initiative work, including an update to the current system plan (Sound Transit 3) and long-range finance plan.

Resolution No. R2025-10: (1) Amended the Adopted 2025 Budget to advance the West Seattle Link Extension project through the completion of the Preliminary Engineering phase into the Final Design phase by a) increasing the authorized project allocation by \$61,400,000 from \$270,340,863 to \$331,740,863 and b) increasing the adopted 2025 annual project budget by \$44,350,000 from \$94,926,236 to \$139,276,236; and (2) amended the Adopted 2025 Budget to advance the Ballard Link Extension project through the completion of the Preliminary Engineering phase by a) increasing the authorized project allocation by \$7,400,000 from \$806,619,999 to \$814,019,999 and b) increasing the adopted 2025 annual project budget by \$3,700,000 from \$96,298,561 to \$99,998,561.

Motion No. M2025-17: Authorized the chief executive officer to execute a contract with Jacobs Engineering Group, Inc for Phase 1 Civil Engineering Design Services for the West Seattle Link Extension in the amount of \$24,791,877, with a 10 percent contingency of \$2,479,188 for a total authorized amount not to exceed \$27,271,065, contingent upon adoption of Resolution No. R2025-10.

Resolution No. R2024-22: Selected the route, profile, and stations to be built for the West Seattle Link Extension project

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**Environmental review** – KH 6/1/26

**Legal review** – JSA 6/9/26



## Motion No. M2026-22

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract modification with Jacobs Engineering Group, Inc. to exercise an option for Phase 2 Civil Engineering Design Services for the West Seattle Link Extension in the amount of \$238,740,159, with a 20 percent contingency of \$47,748,032, totaling \$286,488,191, for a total authorized amount not to exceed \$341,359,256, contingent upon adoption of Resolution No. R2026-14.

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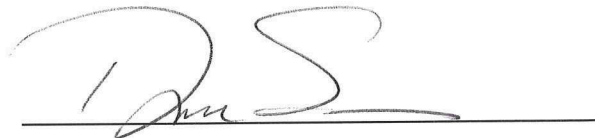
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**Motion**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract modification with Jacobs Engineering Group, Inc. to exercise an option for Phase 2 Civil Engineering Design Services for the West Seattle Link Extension in the amount of \$238,740,159, with a 20 percent contingency of \$47,748,032, totaling \$286,488,191, for a total authorized amount not to exceed \$341,359,256, contingent upon adoption of Resolution No. R2026-14.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 25, 2026.



Dave Somers  
Board Chair

**Attest:**



Kathryn Flores  
Board Administrator