SOUNDTRANSIT

Motion No. M2026-40

Contract Modification with Mott MacDonald to provide Engineering and Inspection Services for the Series 3 Light Rail Vehicle project

Meeting:	Date:	Type of action:
System Expansion Committee	10/08/2026	Final Action

Staff name:	Staff title:
Ed Cobean	DCEO – Transit Operations
Shankar Rajaram	**Executive Director – Infrastructure & Asset Management**

Proposed action

Authorizes the chief executive officer to increase the contract contingency to fund continued services under the Series 3 Light Rail Vehicle project engineering and inspection consultant services contract with Mott MacDonald in the amount of $8,700,000, for a new total authorized contract amount not to exceed $16,528,700, within the existing project approved pre-baseline budget.

Key features summary

- In August 2023, the System Expansion Committee approved Motion No. M2023-64 to authorize the execution of a three-year base contract with Mott MacDonald with six three-year options to extend the consultant contract for the design, manufacture and delivery phases of the Series 3 Light Rail Vehicle (LRV) project.
- The $7,117,000 base contract anticipated that the Request for Proposal (RFP) and car builder selection would be completed within 3 years, by Q2 2026.
- However, as a result of multiple additional iterations of draft RFP review and industry interactions the contractors were required to (1) add Communications Based Train Control (CBTC) scope, (2) value engineer and align with changes from the System Plan update, and (3) incorporate Technical Support and Spare Parts Agreement features. The additional scope and efforts required use of authorized contingency and exercise of the first 3-year extension of the term to August 31, 2029.
- This motion requests additional $8,700,000 in contract contingency that is expected to fund the Series 3 LRV project engineering and inspection consultant services for another three years until October 2029. The work that will be performed by the consultant during this period will support (1) the selection of a car builder through Notice to Proceed (NTP) and (2) the first two years of Series 3 LRV car builder design phase.
- The specific tasks during the first year of the option period, through August 2027, include support for evaluating car builder proposals, cost estimates, project baseline and negotiation strategy, and other LRV-3 procurement-related efforts and preparation of initial contract efforts.

- The funding requested in this Motion is anticipated to be used in part for additional scope of services negotiated with Mott MacDonald for onsite and offsite services to manage the car builder's early design phase work through August 2029.
- Once the design and manufacturing plans of the top-ranked car builder are clearer, a full estimate of anticipated cost for engineering and inspection services will be provided to the Board in 2027 to establish a Baseline Budget and Schedule for the Series 3 LRV project.

Background

On November 8, 2016, voters approved the Sound Transit 3 (ST3) ballot measure. ST3 provided the next phase of high-capacity transit improvements for central Puget Sound. In accordance with the ST3 plan, the light rail system will approximately double.

Procurement of additional LRVs is necessary and authorized in the ST3 plan to provide service across the expanded system. Sound Transit has typically established one light rail vehicle order in support of each ballot measure or long-range plan. The existing LRV fleet is made up of two types of LRV that are referred to as Series 1 or Series 2 vehicles. The new Series 3 LRVs currently being procured are required to support ST3 Link expansion projects and the planned retirement of the Series 1 fleet.

The current planning work calls for procurement of approximately 140 vehicles (that will be procured as 70 double-length Series 3 LRVs, each 190-feet long) in the base order, with contract options to order up to 80 additional 190-foot Series 3 LRVs. Additional options for 25 LRVs are included in the total contract capacity to accommodate changes or future need to replace a subset of existing fleet, subject to the Board's discretion and approval. Acquisition of rail vehicles for previously approved functions or programs (like ST3) is exempt from review under the State Environmental Policy Act (SEPA) and National Environmental Policy Act, per the FTA's NEPA Regulations 23 CFR 771.118(c)(7).

The Mott MacDonald Engineering & Inspection Services contract will supply the consultant engineering and inspection services required for Sound Transit to oversee and administer the LRV-3 car-builder contract that will design and commission a base order of 70 Series 3 LRVs to support the future operations of the West Seattle Link Extension, Tacoma Dome Link Extension, and Everett Link Extension. This contract will also support the delivery of option LRVs for the Ballard Link Extension and South Kirkland to Issaquah Link Extension. The delivery of the new Series 3 LRVs may also allow for the retirement of a subset of Series 1 LRVs by 2041.

This motion covers the anticipated amounts required to increase the Contract value after negotiation of specific scopes of work during the current term, ending in August 2029. The work that will be performed by the consultant during this period shall support (1) the selection of car builder up to NTP, and (2) the first two years of Series 3 LRV car builder design phase.

The Series 3 LRVs will play a key role in providing customer-focused, high-quality, safe, and proven light rail services to the region. If this motion is approved, a Notice to Proceed (NTP) will be issued to Mott MacDonald for the provision of project management oversight, requirements definition, design review, and inspection of the vehicles through 2036 (or longer if options for additional vehicles are exercised by Sound Transit).

Project status

This action will authorize a contingency that may be used to fund the first three-year extension of the of the Series 3 LRV Engineering and Inspection Services contract to Mott MacDonald. If approved,

staff will begin working with the consultant to prepare a change order for services that support the project up to issuing NTP to the selected car builder. The subsequent timeline for the LRV-3 project is projected as follows:

- Q4 2026: Change Order to Mott MacDonald for support until car builder NTP
- Q2 2027: Car builder proposal evaluation
- Q3 2027: Project baseline (future Board Resolution)
- Q4 2027: Car builder NTP and contract execution (future Board Motion)
- Q4 2031: Prototype LRV substantial test completion
- Q2 2032: Delivery of 1st Series 3 LRV to Sound Transit
- Q2 2033: 1st Series 3 LRV ready for revenue service
- Q3 2038: Final Acceptance of Series 3 LRV base order

Procurement information

Contract AE 0078-22 is for Series 3 Light Rail Vehicle (LRV) Engineering and Inspection Services. An RFQ was issued on October 28, 2022, consistent with architect and engineering procurement requirements, and five responsive SOQs were received on January 9, 2023. Following evaluation and interviews, Mott MacDonald was selected as the most qualified firm.

Mott MacDonald was determined responsible following financial, debarment, and tax-registration checks. Negotiations established a contract amount not to exceed $7,117,000. Compensation is on a cost plus fixed fee basis, with a maximum not to exceed amount. The contract was executed on 9/1/2023 and includes federal clauses and is anticipated to be funded in part with federal funds.

Change Order 001 was executed on May 20, 2026, adding scope and increasing the contract amount by $710,000, for a revised amount, within the Board authorized not-to-exceed amount, of $7,827,000. The Change Order also exercised the contract's three-year option, extending the contract term through August 31, 2029.

Staff anticipate additional scope for continued services, which will be addressed through mutually agreed upon change orders. The scope, level of effort, costs, and a fixed fee will be negotiated on a not-to-exceed basis for each change order. Staff will also perform a cost analysis for each change order to determine that the agreed pricing is fair and reasonable.

Fiscal information

This action is within the authorized project allocation, and sufficient monies remain after approval of this action to fund the remaining work in the construction services phase.

The authorized project allocation for the Series 3 LRV project is $33,000,000. Within the construction services phase, $16,565,000 has been allocated to the budget line item for LRV Engineering Inspection services. The action would commit $8,700,000 to this line item and leave a budget balance of $36,000.

Series 3 LRV
(in thousands)

Project Phase	Authorized Allocation	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	$8,243	$2,566		$2,566	$5,677
Construction Services	18,786	9,111	8,700	17,811	975
Vehicles	5,971	1,695	-	1,695	4,276
Total	**$33,000**	**$13,372**	**$8,700**	**$20,377**	**$6,652**
Phase Detail - Construction Services General					
LRV Engineering & Inspection	$16,565	$7,829	8,700	$16,529	$36
Construction Services Misc	$2,096	$1,282		1,282	$814
Contingency	$125		-	0	125
Total Phase	**$18,786**	**$9,111**	**$8,700**	**$17,811**	**$975**

Mott MacDonald	Board Approvals to Date	Proposed Action	Proposed Total for Board Approval
Contract Amount	$7,117		$7,117
Contingency	712	$8,700	9,412
Total Contract Amount	**$7,829**	**$8,700**	**$16,529**
Percent Contingency	10%		132%

Notes:
Amounts are expressed in Year of Expenditure $000s.
For detailed project information, see page 127 of the 2026 Adopted Budget & Financial Plan.
* Board Approvals = Commitment and PO Contingency Remaining as of 8/30/2026.

In May 2026, the Board approved R2026-11 updating the ST3 system plan and identifying Series 3 LRV 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

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

Sound Transit set a DBE goal of 20% for this solicitation and the successful Bidder's/Proposer's DBE participation commitment of 25.50% was accepted, at the time of award in 2023.

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 to this action.

Public involvement

Not applicable to this action.

Time constraints

A one-month delay would have an impact on the project by delaying support to the car builder procurement and delivery activities.

Prior Board/Committee actions

Motion No. M2023-64: Authorized the chief executive officer to execute a three-year contract, with six three-year options to extend, with Mott MacDonald to provide engineering and inspection consultant services for the Series 3 Light Rail Vehicle project in the amount of $7,117,000, with a 10% contingency of $711,700, for a total authorized contract amount not to exceed $7,828,700.

Environmental review – KH 9/24/26

Legal review – JSA 10/1/26

Motion No. M2026-40

A motion of the System Expansion Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to increase the contract contingency to fund continued services under the Series 3 Light Rail Vehicle project engineering and inspection consultant services contract with Mott MacDonald in the amount of $8,700,000, for a new total authorized contract amount not to exceed $16,528,700, within the existing project approved pre-baseline budget.

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Once the design and manufacturing plans of the top-ranked car builder are clearer, a full estimate of anticipated cost for engineering and inspection services will be provided to the Board in 2027 to establish a Baseline Budget and Schedule for the Series 3 LRV project.

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 increase the contract contingency to fund continued services under the Series 3 Light Rail Vehicle project engineering and inspection consultant services contract with Mott MacDonald in the amount of $8,700,000, for a new total authorized contract amount not to exceed $16,528,700, within the existing project approved pre-baseline budget.

APPROVED by the System Expansion Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 8, 2026.

Ryan Mello
Chair Pro Tem

Attest:

Kathryn Flores
Board Administrator