

December 18, 2025

Ryan Abraham
AECOM Technical Services, Inc.
1111 Third Avenue, Suite 1600
Seattle, WA 98101

Re: PCN-00093 PSE Power to the SR 522 Transit HUB

Dear Ryan,

The following is a response to WSDOT's Serial Letter No. 9727-203 entitled "RE: Design Related Delays & Impacts for SR-522 Transit Hub Power Source Location" and dated November 21, 2025 as well as WSDOT's Serial Letter No. 9727-211 entitled "RE: Notice of Protest – Issue 0230 – Revised PSE Power Routing to Transit HUB" and dated December 8, 2025. In accordance with the protest procedures outlined in Section 1-04.5 of the RFP: Procedure, Protest, and Dispute by the Design-Builder, Perteet hereby disputes WSDOT's denial stating the additional design effort by Perteet is not an owner-initiated change. As required by the agreement between Skanska USA Civil West California District Inc. ("Skanska") and AECOM Technical Services, Inc. ("AECOM"), dated October 25, 2022 (the "Design Subcontract"), please forward this to WSDOT as soon as possible, but no later than the deadline provided by WSDOT in their Serial Letter No. 9727-211 of December 19, 2025.

a. The date and nature of the protested order, direction, instruction, interpretation, determination:

Date of Protested Order: December 8, 2025

Nature of Protested Order: On November 21, 2025 WSDOT advised in Serial Letter No. 9727-203 with the subject line "RE: Design Related Delays & Impacts for SR-522 Transit Hub Power Source Location" that "The Design-Builder shall install electrical services or utilize existing services to provide power for all signal systems, in accordance with the Contract." While the subject line for Serial Letter No. 9727-203 suggests a response to Perteet's request for additional compensation associated with changing the original permanent power source from UW Bothell to the North Creek Business Park for the SR-522 Transit Hub Power Source Location, the response from WSDOT does not address Perteet's request for additional compensation. We are protesting WSDOT's determination in Serial Letter No. 9727-203 that no additional compensation or time is due.

On December 8, 2025, WSDOT advised in Serial Letter No. 9727-211 with the subject line "RE: Notice of Protest – Issue 0230 – Revised PSE Power Routing to Transit HUB" that "WSDOT is denying Skanska's request for an additional 60 calendar days; the submission date for supplemental information will be Friday, December 19, 2025." The WSDOT response in Serial Letter No. 9727-211 does not include any reference to Skanska's Serial Letter #289, Notice of Protest – Issue 0230 – Revised PSE Power Routing to Transit HUB, dated December 5, 2025, or Skanska's Serial Letter #273 "Design Related Delays & Impacts for SR-522 Transit Hub Power Source Location" dated November 7, 2025 which sought additional design and construction costs associated with changing the original permanent power source from UW Bothell to the

North Creek Business Park. Perteet has and will continue to incur additional design costs associated with changing the original permanent power source from UW Bothell to the North Creek Business Park. The purpose of this letter is to provide additional information as to why Perteet is due additional compensation.

- b. A full discussion of the circumstances which caused the protest, including names of Persons involved, time, duration and nature of the Work involved, and a review of the Contract Documents/Design Documents referenced to support the protest.

Section 2.27.6.2.2. of the RFP Technical Requirements states: *The Design-Builder shall coordinate with the Utility Owner to install a power connection point within the interior of the transit hub.* It does not say that the Design-Builder (DB) is to design or construct power to that power connection point. The power connection point is the Utility Owner (Puget Sound Energy (PSE)) transformer in the interior of the transit hub. The Utility Owner up to the power connection point at the transformer for the SR522 Transit Hub is PSE. PSE owns and maintains the power line up to the transformer.

During the RFP process, the DB team met with WSDOT and PSE to discuss the location of the power feed for the SR522 Transit Hub location. The DB team submitted a question to confirm the location of the power feed for bidding. WSDOT replied on April 19, 2023, with “*PSE has confirmed that the line near the UW Bothell campus is the connection point to use for the 522 Transit Hub and that it has adequate capacity for the load demands of the bus charging yard.*” For bidding purposes, PSE said they would be serving the HUB station from the UW campus via a primarily overhead feed. PSE would own and maintain the power line up to the connection point. The power connection point was the transformer in the interior of the SR522 Transit Hub.

The Preliminary Design was submitted on May 17, 2024, showing overhead routing of the power by PSE from UW Bothell to the transformer at the SR522 Transit Hub. There were no comments on the preliminary routing that would require a change, and the design was compliant with the contract requirements.

During the September 11, 2024 *I-405, Brickyard to SR 527 Improvement Project - PSE Utilities* meeting PSE provided direction that “*Between PSE access and WSDOT/environmental permitting issues, we’ve agreed that the current design showing an overhead line extension is infeasible.*” PSE and WSDOT determined that the route from UW Bothell to the SR522 Transit Hub was not preferred, and they directed the team to explore additional alternatives.

At the September 24, 2025 *I-405, Brickyard to SR 527 Improvement Project - PSE Utilities* meeting, three options were discussed for alternative underground routes to provide power to the SR522 Transit Hub. Two alternatives included routing that matched the direction received during bidding to get service from UW Bothell. The third option routed from a connection point at the North Creek Business Park in the NE quadrant of the I405/SR522 interchange to the SR522 Transit Hub.

On September 25, 2024, PSE stated in their meeting notes that “*Shared the findings of the environmental team on the possible routes, coming from the North is now preferred.*” The reference to the environmental team is the PSE environmental team. The reference to the “North” route is a route from a connection point at the North Creek Business Park in the NE quadrant of the I405/SR522 interchange to the SR522 Transit Hub.

At the October 16, 2024 *Brickyard - Utilities Task Force* meeting, Skanska was asked by WSDOT to request a design from PSE for proposed routing of power from the North Creek Business Park in the NE quadrant of the I405/SR522 interchange to the SR522 Transit Hub.

At the January 22, 2025 *Brickyard - Utilities Task Force* meeting, PSE's conceptual routing of power from the North Creek Business Park in the NE quadrant of the I405/SR522 interchange to the SR522 Transit Hub was discussed as well as need for easement from Home Depot at the North Creek Business Park if that route was to be used.

At the February 20, 2025 *Brickyard - Utilities Task Force* meeting, it was discussed how a bore under I405 was not included in the permit PSE submitted to WSDOT for the routing of power from the North Creek Business Park in the NE quadrant of the I405/SR522 interchange to the SR522 Transit Hub. Skanska was to send an inquiry to PSE to confirm who would provide the design for any bore under I405.

At the March 18, 2025 *Brickyard - Utilities Task Force* meeting, it was noted that the Utilities RFC design package for the SR 522 Transit Hub would have routing for the PSE power to the SR522 Transit Hub greyed out because of uncertainty of alignment for the power. It was at this meeting that it was first mentioned that the construction of the PSE owned power line might become the responsibility of the DB.

At the June 11, 2025 *Brickyard - Utilities Task Force* meeting, it was noted that negotiations were still on-going for an easement near Home Depot that would enable routing of power from the North Creek Business Park in the NE quadrant of the I405/SR522 interchange to the SR522 Transit Hub.

At the September 17, 2025 *Brickyard - Utilities Task Force* meeting, it was noted that negotiations had reached tentative agreement for an easement near Home Depot that would enable routing of power from the North Creek Business Park in the NE quadrant of the I405/SR522 interchange to the SR522 Transit Hub.

At the October 1, 2025 *Brickyard - Utilities Task Force* meeting, it was noted that negotiations were nearly complete for the easement near Home Depot that would enable routing of power from the North Creek Business Park in the NE quadrant of the I405/SR522 interchange to the SR522 Transit Hub. At this meeting requests were made to assess design and construction that would enable routing of power from the North Creek Business Park in the NE quadrant of the I405/SR522 interchange to the SR522 Transit Hub.

On November 7, 2025 WSDOT was sent Skanska's Serial Letter #273 - Design Related Delays & Impacts for SR-522 Transit Hub Power Source Location. In the letter, Skanska brought to WSDOT's attention impacts associated with the finalizing of the easement location of the PSE power connection (near the North Creek Business Park in the NE quadrant of the I405/SR522 interchange) for the SR522 Transit Hub. The letter asked for the opportunity to further discuss time and cost impacts associated with providing power to the SR522 Transit Hub.

In summary, Perteet believes additional compensation is due for the design of the power line from a connection point at the North Creek Business Park in the NE quadrant of the I405/SR522 interchange to the SR522 Transit Hub. Section 2.27.6.2.2. of the RFP Technical Requirements required the DB to coordinate with the Utility Owner to install a power connection point within the interior of the transit hub. This was originally confirmed during the RFP stage to be at the transformer at the SR522 Transit Hub. Primary power to that transformer was confirmed during the RFP stage to be provided by PSE from a location at the UW Bothell campus and was not the responsibility of the DB.

- c. The estimated dollar cost, if any, of the protested Work and a detailed breakdown showing how that estimate was determined.

Due to this change in direction, Perteet will now have additional design costs and time related to providing primary power to the SR 522 Transit Hub area. Perteet has provided a breakdown of this estimated cost to AECOM.

- d. An analysis of the progress schedule showing the schedule change or disruption if the Design-Builder is asserting a schedule change or disruption.

Perteet has provided the information regarding schedule to AECOM.

Sincerely,



Peter De Boldt, PE
Principal
Perteet Inc.