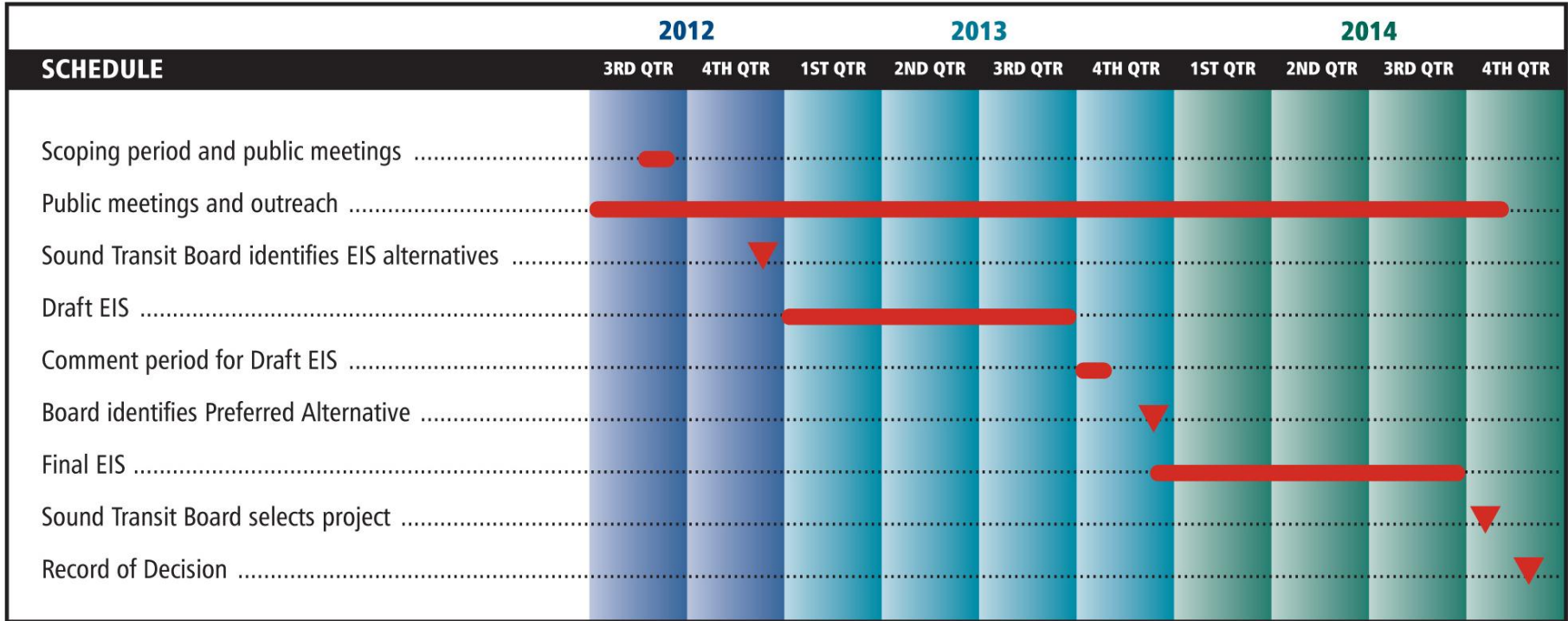


Link Operations and Maintenance Satellite Facility (OMSF)

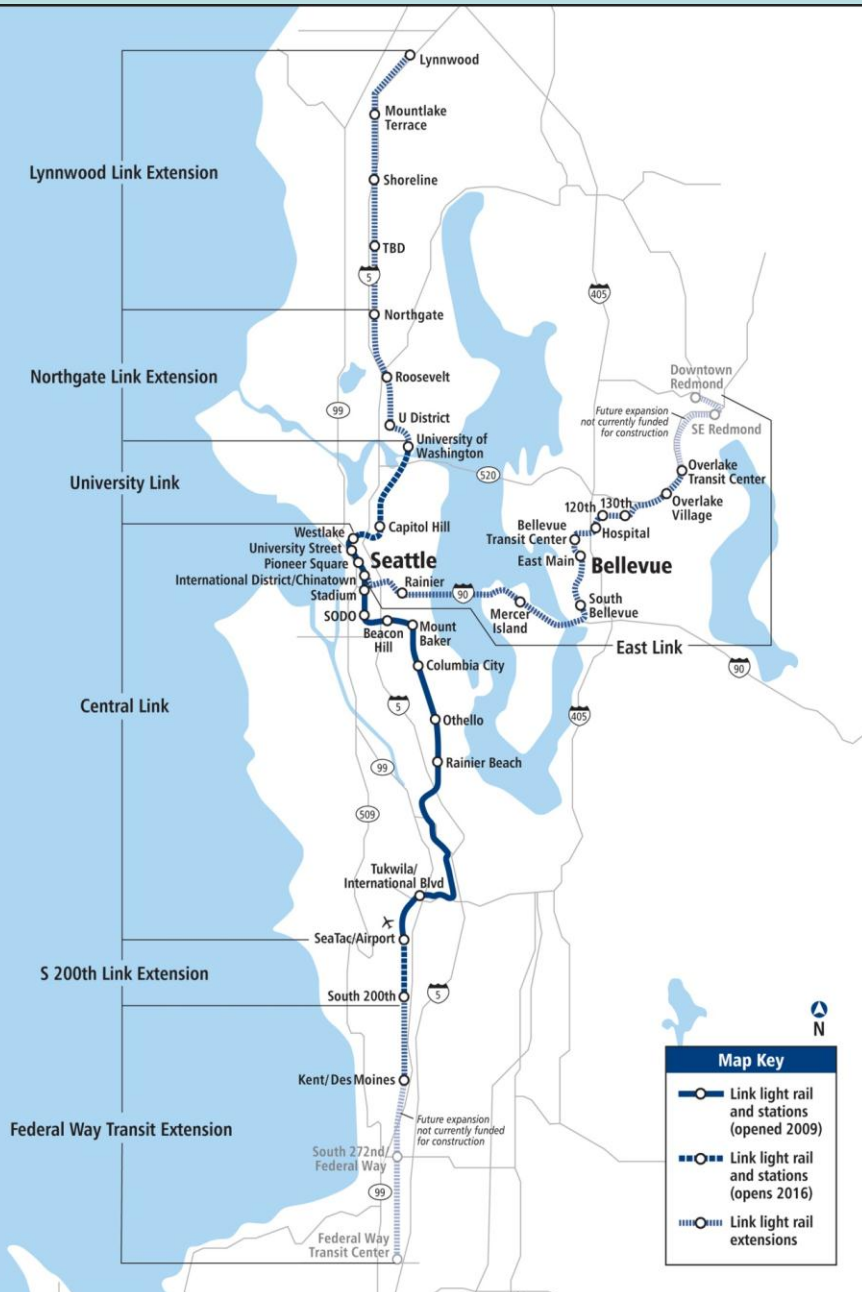
Environmental Scoping

- Start of a two-year environmental process
- Scoping is the first step in that process
- Opportunity for public to comment on project
- Ways to provide comments:
 - Public meetings (Bellevue Oct 8th; Lynnwood Oct 11th)
 - Sound Transit Website
 - Email: omsf@soundtransit.org
 - Mail: 401 So. Jackson Street, Seattle, WA 98104 (Attn: Kent Hale, OMSF)

OMSF EIS Schedule



Link Light Rail System Expansion



- Central Link/Airport – 2009
- U-Link/S 200th – 2016
- Northgate Link – 2021
- East Link – 2022/23
- Lynnwood Link – 2023
- Kent/Des Moines - 2023

50 Miles of Light Rail by 2023

Link O&M Satellite Facility (OMSF) Project

- The ST2 light rail expansion requires fleet of 180 light rail vehicles
- Sound Transit's existing 25 acre Forest Street O&M Facility can store and service up to 104 light rail vehicles
- A secondary O&M satellite facility is needed within the Link service area
- Fleet delivery schedule requires OMSF be open by late 2020

Existing Link O&M Facility (OMF)

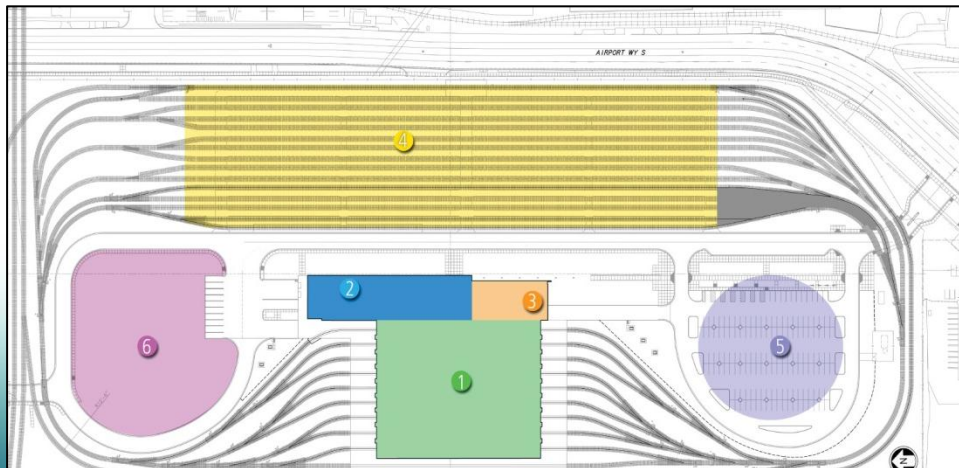
OMF Yard and Shops



OMF Office and Shops



Existing OMF Facility Site Layout



OMF Shop and Service Bays



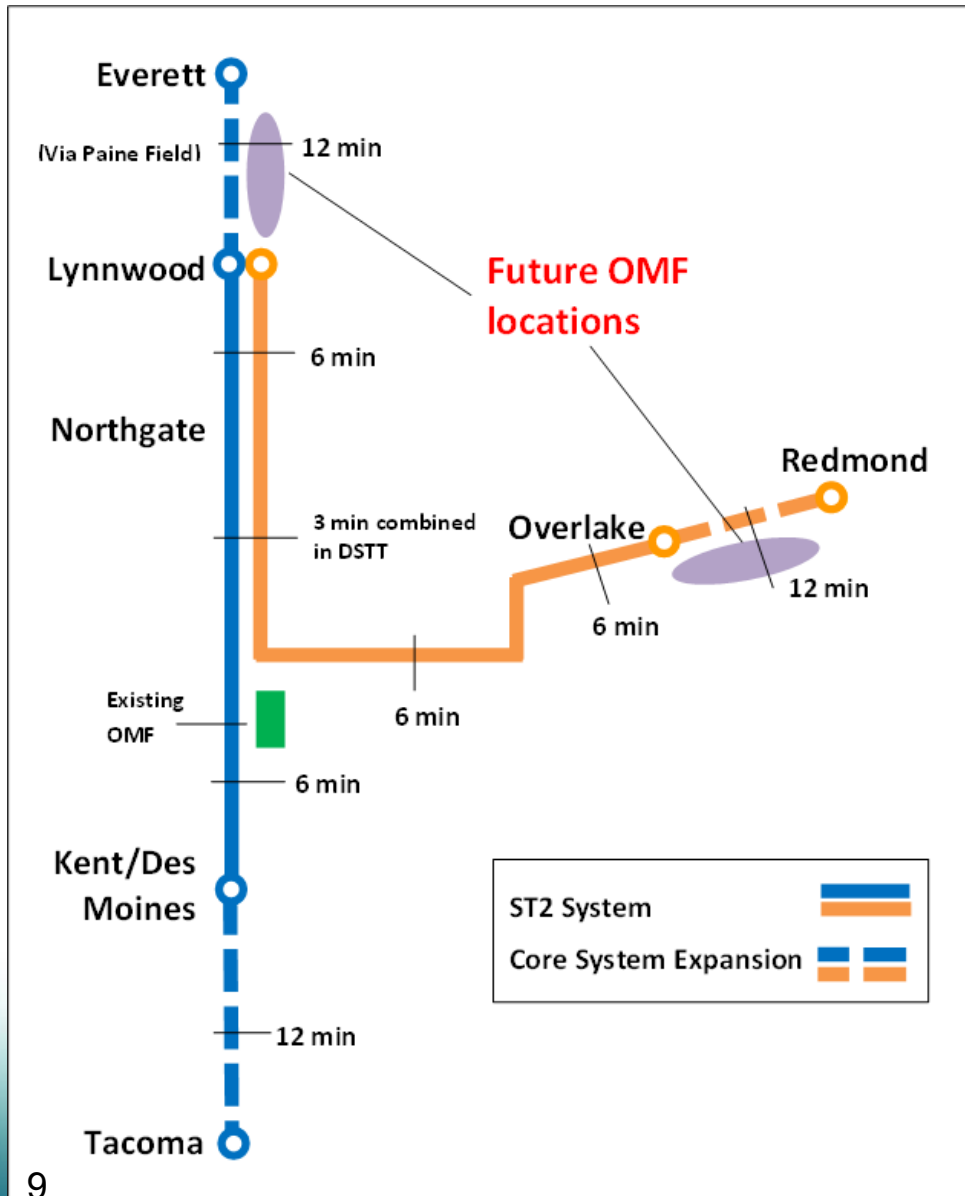
OMSF Program Functions

- Storage track for 80-90 light rail vehicles
- Up to 8 service bays plus exterior & interior cleaning
- Daily and weekly preventative maintenance inspections
- Component replacement (glass, electrical parts, etc.)
- Parts storage (track/signals/vehicle)
- Operator report facility
- Staff offices
- Employee/visitor parking (apx.150 spaces)
- Staffing – 230 employees

Existing OMF Facility (Heavy Maintenance Functions)

- Same functions as satellite facility, plus
- Storage track for 104 light rail vehicles
- Frame straighten
- Paint booth
- Wheel truing
- Vehicle overhaul capability
- Staffing – 300 employees

Operations Plan for Future Light Rail System Expansion



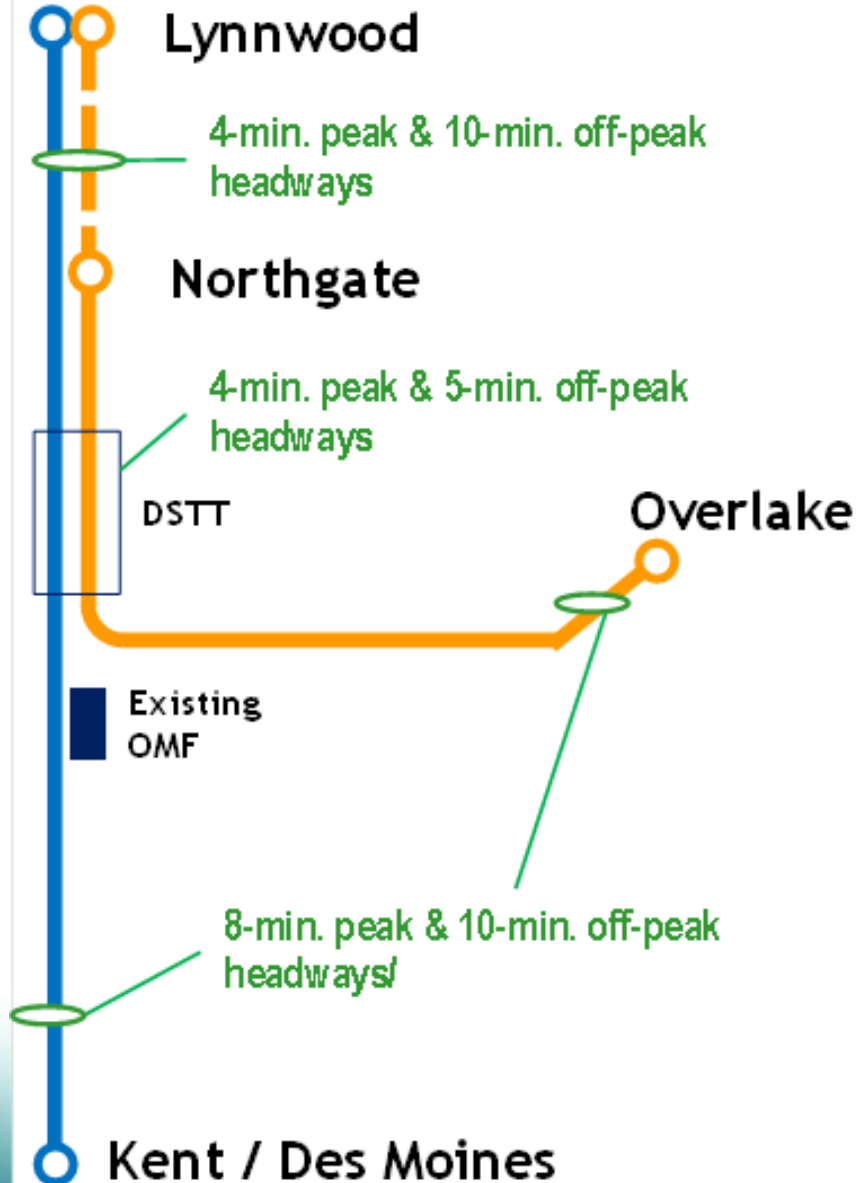
Assumptions

- North/South line: Everett to Tacoma
- North/East line: Lynnwood to downtown Redmond

Requirements

- 3-minute peak headways in DSTT
- 4-car trains
- Fleet of approximately 300 light rail vehicles
- 3 O&M facilities, 2 for heavy maintenance, and 1 satellite
- Existing OMF plus OMF sites in the North and East corridors

ST2 Light Rail Operations Plan



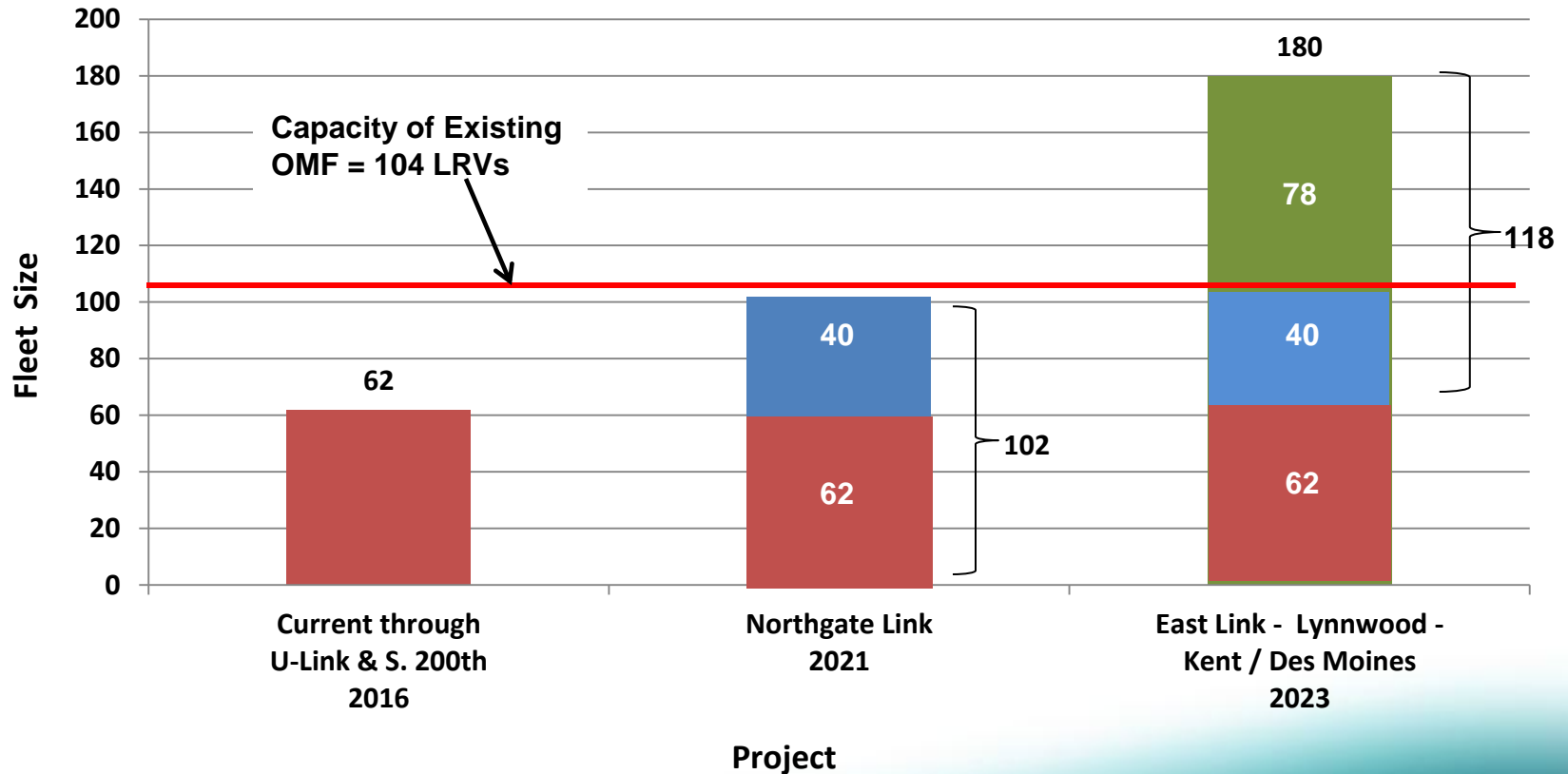
Assumptions

- Two operating lines: North/South & North/East
- Peak load point is in the DSTT

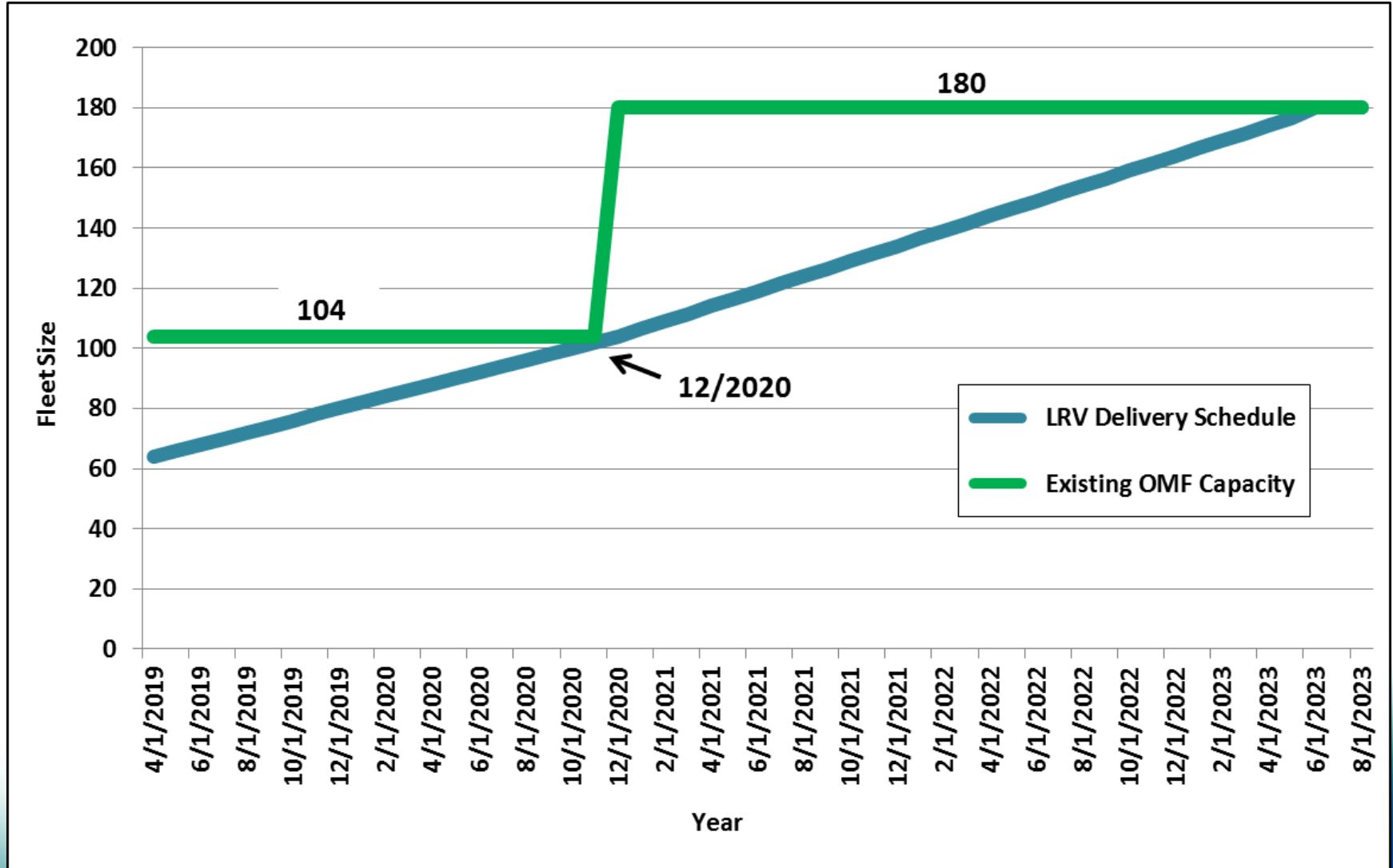
Requirements

- 4-minute peak between the DSTT and Lynnwood
- 4-car trains
- 180 light rail vehicles
- NB trains from the south & eastside arrive at DSTT on schedule

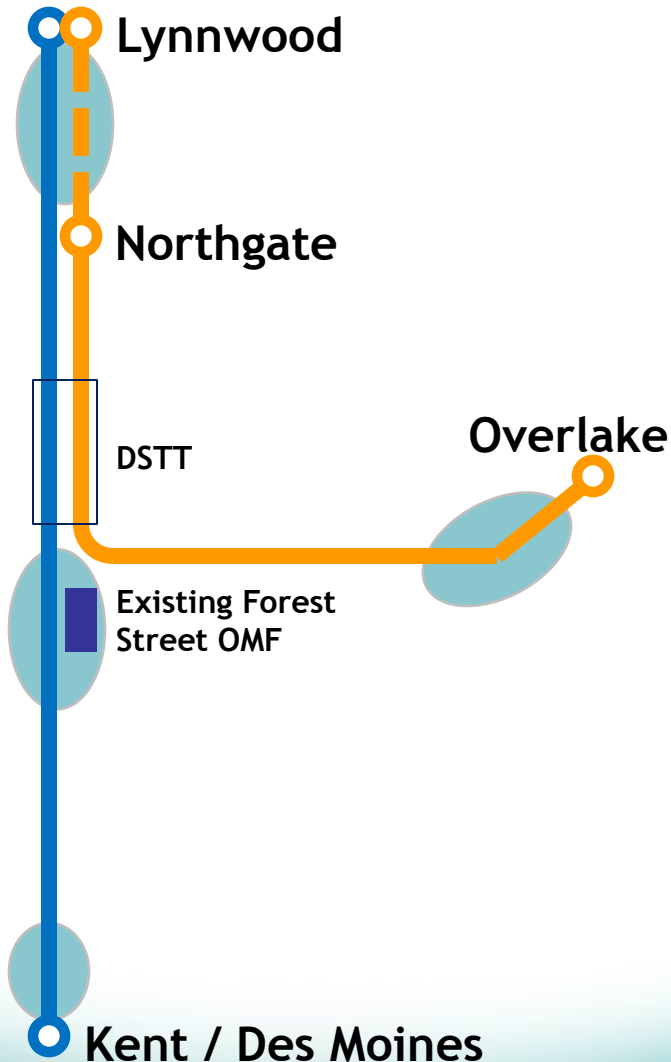
ST2 Fleet Size Requirement by Project



Fleet Delivery Schedule and O&M Facility Storage Requirements



ST2 Light Rail OMSF Corridor Options



Potential OMSF locations to serve the ST2 operating plan:

- Expansion of existing Forest Street OMF
- Along Federal Way Transit Extension (south corridor)
- Along Lynnwood Link Extension (north corridor)
- Along East Link Extension (east corridor)

OMSF Physical & Operational Requirements

Physical site requirements:

- **Size:** 20-25 usable acres to accommodate 80-90 vehicles
- **Configuration:** Generally rectangular in shape
- **Location:** Proximate to the operating light rail track

Operational requirements:

- **Operating Cost:** Minimizes the overall system operating costs
- **Reliability:** Maintains 1:00 a.m. to 5:00 a.m. nightly maintenance window
- **Efficiency:** Minimizes vehicle maneuvering to position the trains for morning deployment

Potential OMSF Site in South Corridor

- Not operationally feasible because:
 - Trains need to travel 17 miles to reach the junction of the north/east line
 - Deployment of peak trains would extend beyond the 6:00 am to 10:00 am morning peak period
 - The 1:00 am to 5:00 am nightly system inspection and maintenance window could not be maintained

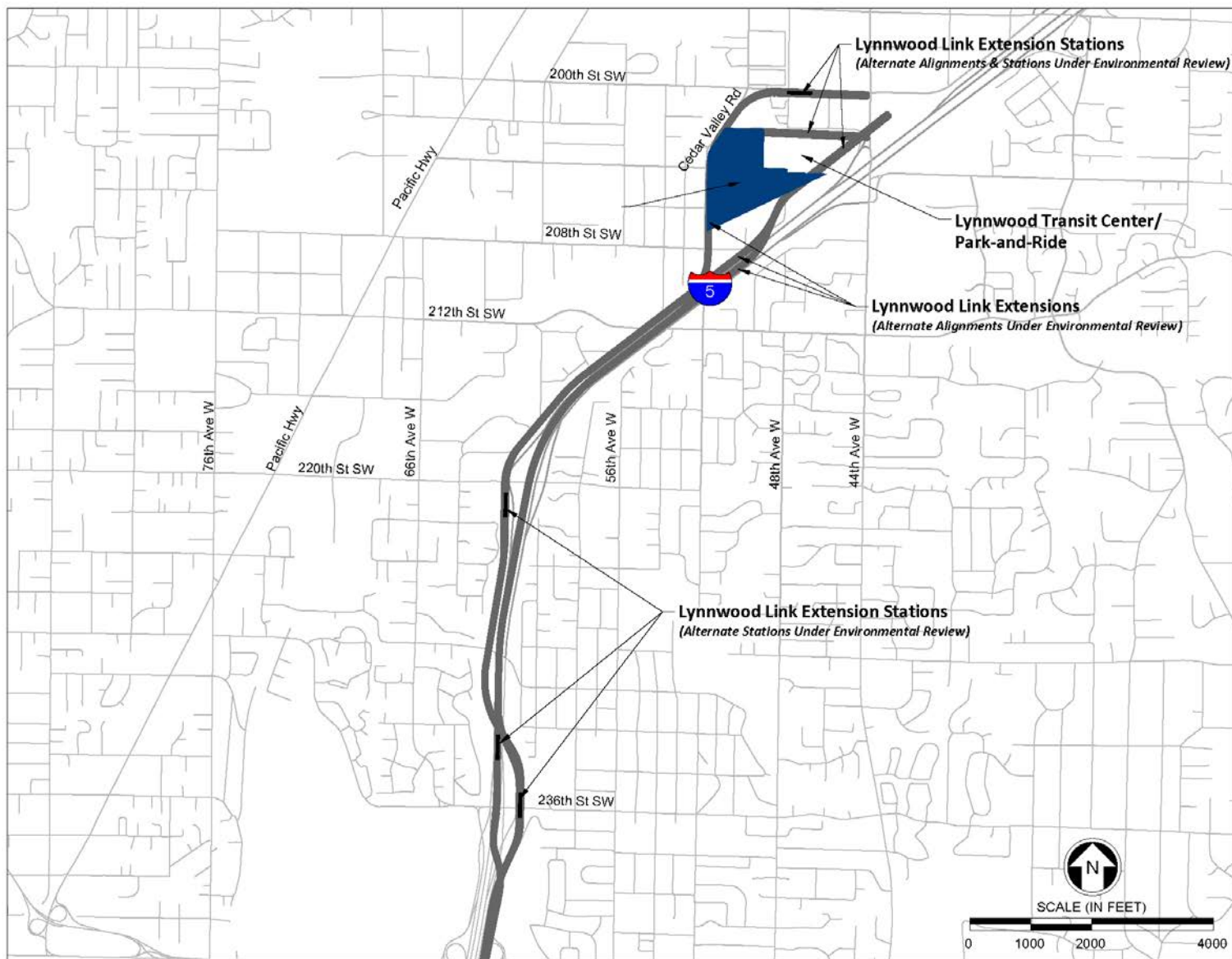
Expansion of the Existing Forest Street OMF

- Current Board policy prohibits expansion of the existing OMF (R-99-34)
- Not operationally feasible because:
 - The existing OMF lacks capacity to provide maintenance needs for the entire fleet
 - Deployment of peak trains would extend beyond the 6:00 am to 10:00 am morning peak period
 - Deploying trains east to Bellevue requires trains reverse direction at Northgate
 - System failure could result in entire fleet being unable to be deployed

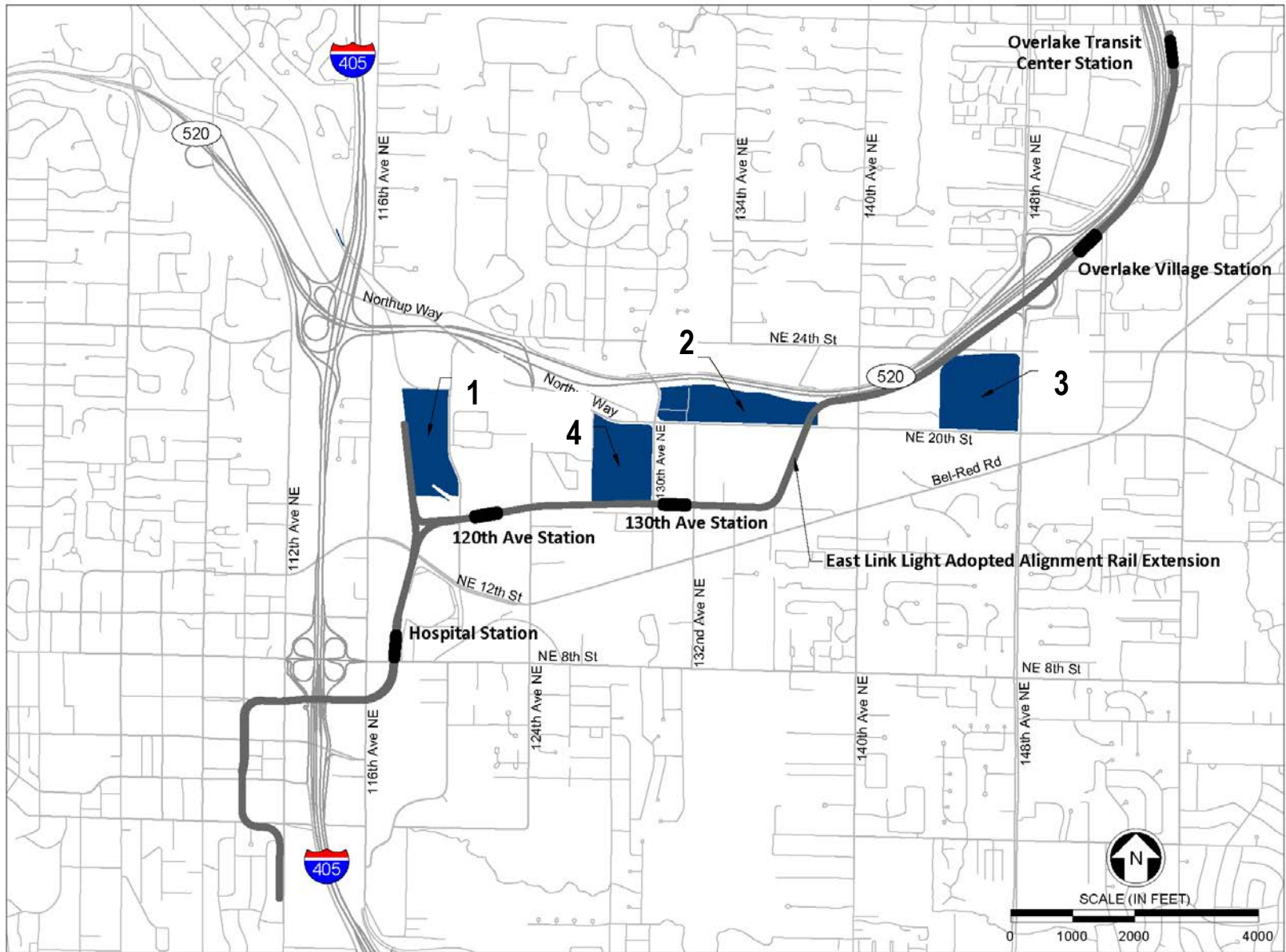
Corridor and Site Identification Process

- Identified and evaluated a number of sites in each corridor
- Sites were identified using the physical and operational criteria discussed previously:
 - Size
 - Configuration
 - Proximity to operating line
 - System operating costs
 - Reliability
 - Efficiency
- Sites meeting these criteria are shown on the following slides

Lynnwood Link Corridor OMSF Site



East Link Corridor OMSF Sites



Next Steps

- Environmental Scoping ends – Oct 22
- Capital Committee – Nov 8
- Board identifies sites to include in Draft EIS – Nov 15
- DEIS published – Late 2013
- ST Board identifies preferred site – Late 2013
- FEIS published – Late 2014
- ST Board selects project site – Late 2014
- Federal Record of Decision (ROD) – Late 2014

Questions?