



# Operations and Maintenance Facility South

March 2021

## Comment by April 19 on the OMF South Draft EIS

The Operations and Maintenance Facility South project is in the planning phase. After lots of study, we've published our Draft Environmental Impact Statement. The Draft EIS evaluates three possible OMF South sites and their potential impacts to the natural and built environment, and proposes ways to mitigate unavoidable impacts.

## What is an Operations and Maintenance Facility?

An OMF is where Link light rail trains go for cleaning, storage and care, and it's open 24 hours a day, 365 days a year. Sound Transit needs four strategically located OMF facilities. We need this new OMF in the South Sound to receive, store and service a larger train fleet to support future light rail extensions to Tacoma and throughout the region. To build this new facility, we need approximately 60-70 acres (for reference, one football field is 1.3 acres) near the Federal Way Link Extension (opening in 2024).



*We service our current light rail trains at a central OMF on South Forest Street in Seattle.*

## The benefits of OMF South

- Creates high-skilled, living-wage jobs for more than 470 people in South King County. At our existing OMF, the average employee wage is more than \$40 per hour, or \$80,000/year.
- Ensures thousands of passengers can rely on clean, well-maintained trains.
- We suspend service every night between 1-5 a.m. so we can properly service our Link trains.



*A worker at the existing OMF in Seattle conducts maintenance on a Link train.*

## Alternatives

Before Sound Transit builds projects, we study the potential impacts each project alternative may have on the natural and built environment in a document called an Environmental Impact Statement (EIS).

In the OMF South Draft EIS, which we prepared in compliance with the Washington State Environmental Policy Act (SEPA), we look at how the Midway Landfill, South 344th Street and South 336th Street site alternatives will each affect air and water quality, historical and cultural resources, property acquisition and land use, economic impacts, hazardous materials, ecosystem resources, cost, schedule and more.



Operations and Maintenance Facility South site footprint maps.

## Midway Landfill Alternative

- The Midway Landfill Alternative is located in Kent, between South 246th Street and South 252nd Street, and between I-5 and SR 99.
- The site footprint is 68 acres.

## South 336th Street Alternative

- The South 336th Street Alternative is located in Federal Way, between South 336th Street and South 341st Place, and between I-5 and SR 99.
- The site footprint is 59 acres.
- This site would require 1.4 miles of connecting light rail track from the Federal Way Link Extension that will be part of the Tacoma Dome Link Extension.

## South 344th Street Alternative

- The South 344th Street Alternative is located in Federal Way, between South 336th Street and South 344th Street, and between I-5 and 18th Place South.
- The site footprint is 65 acres.
- This site would require 1.8 miles of connecting light rail track from the Federal Way Link Extension that will be part of the Tacoma Dome Link Extension.



### How do you build on a Landfill?

Building on top of a landfill is a unique and complex challenge. Sound Transit has to address the likelihood that this ground will continue shifting and settling over time, which could affect the tracks, equipment and other infrastructure. To prevent settlement, Sound Transit is considering three methods to prepare the Midway Landfill site for possible OMF construction: Platform, Hybrid and Full Excavation.

Due to the presence of contaminated material, material removed from the Midway Landfill during construction would require disposal at another landfill facility equipped to accept contaminated waste. The material would be hauled by truck to a regional transfer facility and sent on by rail for disposal.








### Why do the sites in Federal Way require Light Rail tracks?

We would need to construct 1.4-1.8 miles of additional track (also called “mainline” track) between the end of the Federal Way Link Extension (currently in construction) to the potential OMF sites in Federal Way—South 336th Street and South 344th Street—to transport light rail cars from the regional system to the OMF South. We’re also studying this track in the environmental review for the Tacoma Dome Link Extension (TDLE) as part of the route.

Because of this track requirement, the environmental impacts for South 336th Street and South 344th Street are shown as two numbers, representing the impacts for the site and the additional tracks. If the Midway Landfill Alternative is selected as the project to be built, these tracks in Federal Way will be built as part of TDLE.



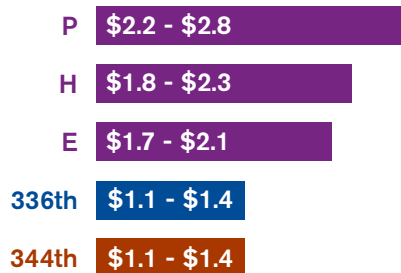
# Key Characteristics and Impacts

	Midway Landfill	<b>Midway Landfill</b> <b>Construction Options</b> <b>P Platform</b> <b>H Hybrid</b> <b>E Full Excavation</b>
	South 336th Street	
	South 344th Street	
	Site	
		



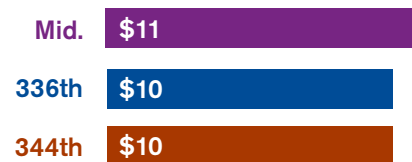
## Construction Cost Estimate\*

(Billions)



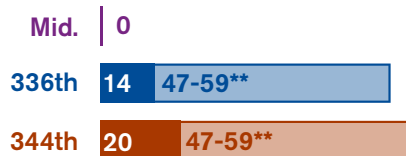
## Annual Operating Cost Estimate\*

(Millions)



## Residential Displacements

(Units)



## Business Displacements

(Units)



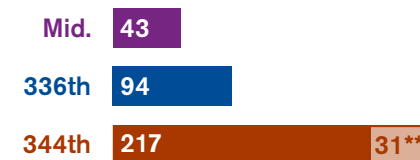
## Community and Social Resource Impacts

(Churches)



## Estimated Employee Displacements

(People)



Some numbers have been rounded from the Draft EIS findings for simplicity.

\* Estimates are to be used for comparisons between alternatives only. The South 336th Street and South 344th Street estimates are for the sites only. There is potential increased construction cost risk for the Midway Landfill Alternative due to the low level of design completed at this phase and the uncertain nature of underground conditions at the landfill.

\*\* These track impacts in Federal Way would occur as part of TDLE if the Midway Landfill Alternative were selected as the project to be built.

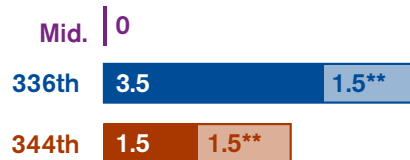
<sup>1</sup> Includes GarageTown, comprised of ~60 owners.

# Key Characteristics and Impacts



## Wetland Impacts

(Acres)



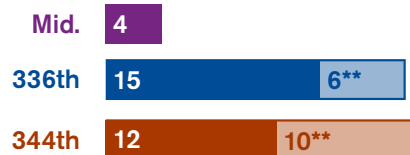
## Stream Impacts

(Linear Feet)



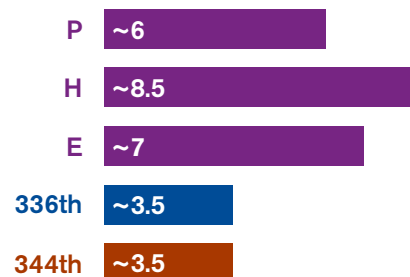
## Forest Impacts

(Acres)



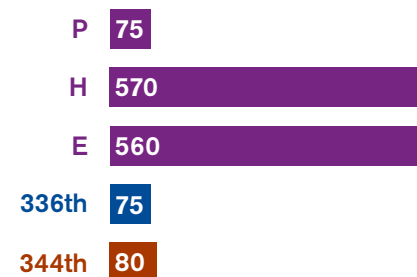
## Construction Duration

(Years)



## Daily Construction Truck Trips

(Maximum Trips)



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<sup>1</sup> Includes GarageTown, comprised of ~60 owners.

## Comment by April 19

What do you think about the possible impacts, benefits and mitigation our analysis identified? Which of our three potential sites should the Sound Transit Board advance as the “preferred alternative?” Here are ways to submit your comments:

- **Website:**  [omfsouth.participate.online](https://omfsouth.participate.online)
- **Online public meetings and hearings:**  
March 24, 2021 at 5:30 p.m. and March 30, 2021 at 11:00 a.m.  
For more information, please visit [omfsouth.participate.online](https://omfsouth.participate.online)
- **Email or voicemail:** [OMFSouthDEIS@soundtransit.org](mailto:OMFSouthDEIS@soundtransit.org) or 206-257-2135
- **Mail:** OMF South, c/o Hussein Rehmat  
Sound Transit, 401 S. Jackson St. Seattle, WA 98104



Link light rail trains are parked on maintenance platforms in the Link Maintenance Building.

## What comes next for the OMF South

After the Draft EIS comment period closes on April 19, 2021, we'll compile and evaluate all comments and provide a summary to the Sound Transit Board and the public in about June 2021. Comments will be made available to the public at that time. Then the Board will identify a preferred alternative click for definition, which we will evaluate along with other alternatives in the Final EIS click for definition. The Final EIS, which will include responses to Draft EIS comments and evaluation of the preferred and other alternatives, is scheduled to be issued in mid-2022. After that, the Board will select a project to be built.

## Contact

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