



APPENDIX A

SEPA Register Notice

**SOUND TRANSIT
OPERATIONS AND MAINTENANCE FACILITY SOUTH PROJECT**

DETERMINATION OF SIGNIFICANCE AND
REQUEST FOR COMMENTS ON SCOPE OF EIS



Description of Proposal

The Central Puget Sound Regional Transit Authority (Sound Transit), as the lead agency under the State Environmental Policy Act (SEPA), is issuing this notice to advise other agencies, tribes, and the public that an Environmental Impact Statement (EIS) will be prepared to evaluate the proposed Operations and Maintenance Facility South (OMF South) project. Sound Transit is currently implementing a system-wide expansion of its Link light rail system throughout its service area, which covers much of the urbanized areas in King, Pierce, and Snohomish counties. The regional system expansion is part of the Sound Transit 3 (ST3) Plan of transit investments approved by voters in 2016. Two new light rail maintenance facilities were identified in the ST3 plan to support the expansion of light rail. In addition to the OMF South, a new facility is needed for the north service area in Snohomish County.

This Determination of Significance for the OMF South project starts formal scoping for the EIS. It invites participation in the EIS process, beginning with upcoming public scoping meetings. The Notice describes the purpose and need for the proposed project, includes a range of alternatives to be considered for evaluation in the EIS, and identifies potential environmental effects to be considered.

Sound Transit has developed the following Purpose and Need statement for the project. This statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review, and it assists with the identification of a Preferred Alternative.

The purpose of the OMF South is to support Sound Transit's Link light rail system expansion and the related increase in its light rail vehicle fleet and daily operations. The OMF South must:

- Provide a facility with the capacity to store, maintain, and deploy vehicles associated with system-wide light rail expansion.
- Support efficient and reliable light rail service that minimizes system operating costs.
- Support and connect efficiently to the regional system and be technically and financially feasible to build, operate, and maintain, consistent with Sound Transit's ST3 Plan and its Regional Transit Long-Range Plan.
- Preserve and promote a healthy and sustainable environment by minimizing adverse impacts to people and the natural and built environments.

The project is needed because:

- The regional system does not currently have the operations and maintenance facility capacity necessary to efficiently operate and maintain the long-term light rail vehicle fleet required for the next phase of light rail expansion in King and Pierce counties.
- Light rail maintenance and storage capacity needs to be available by 2026 to accept delivery of and commission new vehicles and/or to store existing vehicles while the new vehicles are tested and prepared.

- The current regional system lacks a facility with sufficient capacity that is located to support the efficient and reliable long-term operations for system-wide light rail expansion, including the next phase of expansion in King and Pierce counties.

Potential Alternatives

For the EIS, Sound Transit will evaluate a No Build Alternative, as required by SEPA, along with “build” alternatives for developing and operating the facility at sites in Kent, Federal Way, or an unincorporated area in King County. The No Build Alternative is the baseline the EIS will use to measure the impacts of the build alternatives. The expansion of light rail and the need for additional OMF sites were first identified in the update of the Sound Transit Regional Transit Long-Range Plan and the ST3 Plan. These plans included technical analysis, public engagement, and collaboration with state and local agencies and tribes.

Using suggestions from SEPA Early Scoping initiated in April 2018 as well as potential sites identified by Sound Transit, 24 potential OMF South sites were developed and evaluated. The evaluation considered system-wide operations needs, the system expansion schedule, capacity requirements, potential environmental impacts, preliminary cost estimates, and engineering risks. From the evaluation, six sites were identified to carry forward into scoping. After scoping concludes, the Sound Transit Board will consider public, tribal, and agency comments received during the scoping period and the results of the planning to date, and it will identify the alternatives to be evaluated in the Draft EIS.

The No Build Alternative reflects the existing transportation system plus the transportation improvements included in the Puget Sound Regional Council’s 2019-2022 Transportation Improvement Program.

The “build” alternatives involve sites that range from about 40 to 50 acres in size. The typical site layout includes light rail storage tracks as well as buildings, parking, storage areas, internal roads, landscaping, fencing, setbacks, stormwater facilities, electric transmission lines, and other utilities. The sites also feature two sets of connecting tracks to the Federal Way Link Extension.

The six potential sites Sound Transit is considering are:

- S 240th St and State Route (SR) 99. A potential site located to the east of SR 99, just south of S 240th Street in the City of Kent with approximately 0.5 mile of connecting tracks to the Federal Way Link Extension.
- Midway Landfill and Interstate 5 (I-5). A potential site south of S 246th Street partly adjacent to SR 99 and mostly on the former landfill site, with approximately 0.1 to 0.3 mile of connecting tracks to the Federal Way Link Extension.
- Midway Landfill and SR 99. A potential site south of S 246th Street and east of and adjacent to SR 99, and partly on the former landfill site, with approximately 0.5 mile of connecting tracks to the Federal Way Link Extension.
- S 316th St and Military Rd. A potential site east of I-5 in unincorporated King County, with approximately 1.3 miles of connecting tracks to and from the site bridging over I-5 to the Federal Way Link Extension.
- S 336th St and I-5. A potential site in the City of Federal Way, west of I-5 and south of S 336th Street, with approximately 1.1 miles of connecting tracks to the Federal Way Link Extension terminus. The connecting tracks could potentially be along I-5 or SR 99.

- S 344th St and I-5. A potential site in the City of Federal Way, west of I-5 and north of S 344th Street, with approximately 1.3 miles of connecting tracks to the Federal Way Link Extension terminus. The connecting tracks could potentially be along I-5 or SR 99.

The results of SEPA early scoping and alternatives planning, as well as other background information on the sites, are summarized in the Operations and Maintenance Facility South Scoping Information Report, which is available on the project website: www.soundtransit.org/OMFS.

Proponent: Sound Transit

Location of Proposal: The proposed project is located in south King County, potentially in the cities of Kent or Federal Way, or in unincorporated King County, depending on which site is ultimately selected.

Lead Agency: Sound Transit

EIS Required

The lead agency has determined this proposal is likely to have significant adverse impacts on the environment. An EIS will be prepared as required under RCW 43.21C.030(2)(c).

In the EIS, Sound Transit will evaluate the potential adverse or beneficial impacts of the alternatives, including to the physical, human, and natural environment. The details of the analysis will be informed by scoping comments from agencies, tribes, and the public. Potential areas of investigation include transportation, land use and consistency with applicable plans, land acquisition and displacements, socioeconomic impacts, park and recreation resources, historic and cultural resources, visual and aesthetic qualities, air quality, water quality, noise and vibration, hazardous materials, energy use, safety and security, and ecosystems. The EIS will evaluate the impacts of short-term construction, long-term operations, and indirect and cumulative conditions. The EIS will also propose measures to avoid, minimize, or mitigate significant adverse impacts.

Sound Transit will comply with all applicable environmental laws, regulations, and executive orders relevant to the proposed project during the environmental review process.

Scoping

Agencies, tribes, and members of the public are invited to comment on the scope of the EIS, including the proposed range of alternatives, the purpose and need for the project, the environmental effects and benefits to be analyzed, probable significant adverse impacts, mitigation measures, and license or other approvals that may be required. Two scoping meetings and one agency meeting are scheduled. The method and deadline for providing comments is as follows:

Comment Deadline: April 1, 2019

Comment Online: <http://omfsouth.participate.online/>

Mail: OMF South (c/o Hussein Rehmat, Environmental Planner)

Sound Transit

401 S Jackson St., Seattle, WA 98104

Email: OMFSouthScoping@soundtransit.org

At a public scoping meeting:

1. March 12, 2019, 6:00 pm – 8:00 pm
Federal Way Performing Arts and Events Center
31510 Peter Von Reichbauer Way South
Federal Way, WA
2. March 20, 2019, 6:00 pm – 8:00 pm
Highline College
2400 S 240th Street
Des Moines, WA

Agency and Tribal Meeting

March 12, 2019, 1:00 pm – 2:30 pm
Federal Way Performing Arts and Events Center
31510 Peter Von Reichbauer Way South
Federal Way, WA

All public meeting locations are accessible to persons with disabilities. To request materials in alternate formats, please call (206) 903-7522 at least 48 hours in advance of the meeting. Persons who are deaf or hard of hearing may call (888) 713-6030 TTY.


Responsible SEPA Official: Perry Weinberg

Position/title: Deputy Executive Director, Environmental Affairs and Sustainability

Address: 401 S. Jackson St., Seattle, WA 98104

For more information on the scoping process contact Hussein Rehmat, Environmental Planner:
hussain.rehmat@soundtransit.org.

Next Steps. Following the close of the scoping comment period, Sound Transit will publish a scoping summary report documenting the public, agency, and tribal comments it has received. In the 2nd Quarter of 2019, the Sound Transit Board is expected to consider a motion addressing the purpose and need for the project, the scope of environmental review, and the alternatives to be considered in the Draft EIS. Sound Transit plans to publish the Draft EIS in 2020, with a Final EIS and Sound Transit Board selection of the project to be built in 2021. Final design, construction, and testing of the facility would occur from about 2021 to 2026, when operations would begin.

Date: Feb. 19, 2019 Signature: 

Perry Weinberg, Deputy Executive Director
Office of Environmental Affairs and Sustainability
SEPA Responsible Official