EXISTING LINK OPERATIONS & MAINTENANCE FACILITY
The Link Operations and Maintenance Satellite Facility will:

- Accommodate expansion of the Link system to Lynnwood, Overlake and South King County (Kent or Des Moines).
- Provide efficient and reliable light rail service and minimize system operating costs.
- Support regional long-range plans, including the Puget Sound Regional Council’s (PSRC) VISION 2040 and Transportation 2040 plans, and Sound Transit’s Regional Transit Long-Range Plan.

The Link Operations and Maintenance Satellite Facility is needed because:

- The ST2 light rail expansion requires a 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.
- An O&M Satellite Facility is needed for at least 80 additional light rail vehicles by the end of 2020 to maintain and store the additional ST2 fleet.
- An O&M Satellite Facility must be sited to support efficient and reliable operations and deployment of vehicles to serve the entire Link system.
PROJECT SCHEDULE
LINK OPERATIONS & MAINTENANCE SATELLITE FACILITY

Site Alternatives Identified
2012

Environmental Review
2012-2014

Record of Decision & Permitting
2014-2016

Construction
2016-2020

Project Completion
2020
### LINK OPERATIONS & MAINTENANCE SATELLITE FACILITY

#### PROJECT ENVIRONMENTAL IMPACT STATEMENT (EIS) SCHEDULE

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<tr>
<th>SCHEDULE</th>
<th>2012</th>
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<td>EIS Scoping period and public meetings</td>
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<td>Public meetings and outreach</td>
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<tr>
<td>Sound Transit Board identifies EIS alternatives</td>
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<td>Develop Draft EIS/Conceptual Engineering</td>
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<td>Final EIS/Preliminary Engineering</td>
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<td>Federal Record of Decision</td>
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The Board also identified a route for a further extension to Downtown Redmond in the future that was not funded in the Sound Transit 2 ballot measure.

* Central Link Alignment and Station
* University Link Under Construction
* Final Design
* (December 2011)

**Sound Transit**
RIDE THE WAVE
LYNNWOOD LINK EXTENSION
MAP & PROJECT SCHEDULE

ROUTE AND STATION ALTERNATIVES

PROJECT SCHEDULE

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Schedule and funding subject to Board approval.

Legend
- Potential Stations
- Potential Added Parking
- Potential Routes (grade separation, elevated surface or a combination of both will be evaluated for each route option.)

SOUNDTRANSIT
RIDE THE WAVE
Operations & Maintenance Satellite Facility

- Storage track for up to 80-90 light rail vehicles
- Up to eight service bays
- Bay for exterior and interior cleaning
- Daily and weekly preventative maintenance (PM) inspections
- Component replacement capabilities (glass, electrical parts, air conditioning, etc.)

- Parts storage (track and signal and vehicle replacement parts)
- Operator report and dispatch facility
- Staff offices
- Employee and visitor parking

Heavy maintenance functions, like vehicle overhauls, wheel truing, frame straightening and painting will continue to be performed at the existing Link Operations & Maintenance Facility in Seattle.
Environmental Elements to be Evaluated

Impacts of a Link light rail OMSF related to the environmental elements listed below will be considered. Input from the public and agencies may result in a narrower scope of elements analyzed in the EIS.

- Transportation
- Land Use and Economic Activity
- Property Acquisition and Relocation
- Neighborhoods
- Aesthetics
- Air Quality
- Noise and Vibration
- Wetlands and Streams
- Energy

- Geology and Soils
- Hazardous Materials
- Electromagnetic Fields
- Public Services
- Utilities
- Historic & Archeological Resources
- Parks
- Construction Impacts
Physical site requirements:
• Size: 20 - 25 usable acres and accommodate 80 - 90 vehicles
• Configuration: Generally rectangular in shape
• Location: Proximate to the operating light rail track

Operational requirements:
• Operating cost: located within a transit corridor that minimizes the overall system operating costs
• Reliability: Maintains nightly maintenance window (1:00 a.m. to 5:00 a.m.)
• Efficiency: Minimize excessive vehicle maneuvering to position the trains for morning deployment
Physical site requirements:
• Size: 20 - 25 usable acres and accommodate 80 - 90 vehicles
• Configuration: Generally rectangular in shape
• Location: Proximate to the operating light rail track

Operational requirements:
• Operating cost: located within a transit corridor that minimizes the overall system operating costs
• Reliability: Maintains nightly maintenance window (1:00 a.m. to 5:00 a.m.)
• Efficiency: Minimize excessive vehicle maneuvering to position the trains for morning deployment
EXISTING LINK OPERATIONS & MAINTENANCE FACILITY

Program functions
- Storage track for 104 light rail vehicles
- Nine service bays plus bay for exterior and interior cleaning
- Daily preventative maintenance inspections
- Paint booth
- Vehicle overhaul and frame straightening
- Component replacement (glass, electrical parts, etc.)
- Parts storage
- Operator report facility
- Staff offices and employee parking
- Wheel truing

Key
1. Vehicle Maintenance
2. Administration, Operations, and Dispatch
3. Component Shop
4. Storage Track
5. Employee Parking
6. Storage Area