

Motion No. M2019-50

Identifying Link Operations and Maintenance Facility South Site Alternatives for Study in a Draft Environmental Impact Statement

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	05/09/2019 05/23/2019	Recommend to Board Final action	Don Billen, PEPD Executive Director Chelsea Levy, South Corridor Director Curvie Hawkins, Project Development Director

Proposed action

Identifies Link Operations and Maintenance Facility South site alternatives for study in the Draft Environmental Impact Statement.

Key features summary

- This action identifies which Link Operations and Maintenance Facility South (OMF South) alternatives to study in the Draft Environmental Impact Statement (EIS) from the range of alternatives evaluated during the alternatives analysis and environmental scoping phases of project development.
- The potential sites are:
 - South 240th Street and State Route (SR) 99
 - Midway Landfill and Interstate 5 (I-5)
 - Midway Landfill and SR 99
 - South 316th Street and Military Road
 - South 336th Street and I-5
 - South 344th Street and I-5
- To support the delivery and commission of vehicles for light rail extensions scheduled to open in 2030 the OMF South needs to open by 2026 and include tracks connecting to the Federal Way Link Extension.
- After considering this motion, Sound Transit will continue towards publishing the Draft EIS in 2020, with a Final EIS and Sound Transit Board selection of the project to be built in 2021.

Background

To expand the Link light rail system consistent with the voter approved ST3 Plan, Sound Transit needs additional facilities to store, maintain, and deploy a larger fleet of light rail vehicles. Sound Transit has an existing OMF at South Forest Street in Seattle and is building a second facility in Bellevue. Two additional OMFs, one in the North Corridor and one in the South Corridor, are needed as the system wide fleet expands to more than 400 total light rail vehicles.

To support the delivery and commissioning of vehicles for light rail extensions scheduled to open in 2030 the OMF South needs to open by 2026 and include tracks connecting to the Federal Way Link Extension. The site for the proposed OMF South needs to have the capacity to store and maintain over 140 light rail vehicles. The current schedule to complete the OMF South by 2026 is driven by the rate at which new light rail vehicles are anticipated to be delivered for the projects, and the lack of capacity for those vehicles at existing facilities.

No federal funds are planned to be used for this project. As the State Environmental Policy Act (SEPA) lead agency, Sound Transit determined that the proposed project may have probable significant adverse environmental impacts. Therefore, Sound Transit will prepare an Environmental Impact Statement (EIS) for the project. Sound Transit conducted environmental scoping in compliance with SEPA from February 19 through April 1, 2019.

Twenty-four potential sites were identified and evaluated prior to the EIS scoping period. The initial 24 candidate sites were identified in two ways: (1) through a series of internal workshops with Sound Transit staff and the consultant team, and (2) by the public during early scoping for the Tacoma Dome Link Extension (TDLE) project and the OMF South project, which was initiated on April 2, 2018.

Using the project Purpose and Need statement as a starting point, several categories were identified to develop the evaluation criteria for the alternatives evaluation. These included environmental factors, operational and cost factors, and other factors. Under these categories, the evaluation criteria, their measures, and methods of applying those measures were developed and shared with the TDLE Elected Leadership Group and the TDLE Interagency Group (technical advisory group) for review and comment.

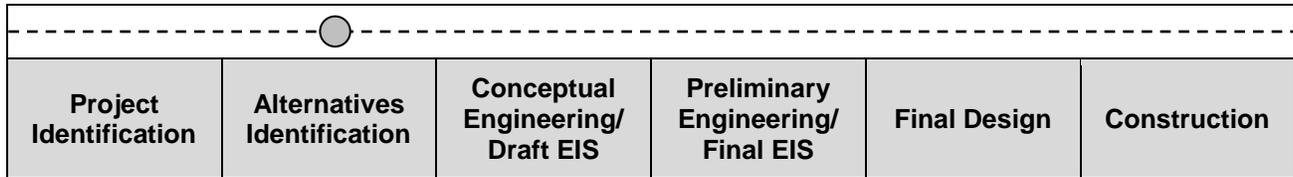
From the evaluation, six sites were identified to continue into public scoping. The Scoping Information Report published on February 19, 2019, included these six potential site alternatives for the OMF South:

- South 240th Street and State Route (SR) 99. A potential site located to the east of SR 99, just south of South 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 South 246th Street, west of and adjacent to I-5 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 South 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.
- South 316th Street and Military Road. A potential site east of I-5 in unincorporated King County, with approximately 0.5 mile of connecting tracks to and from the site bridging over I-5 to the Federal Way Link Extension.
- South 336th Street and I-5. A potential site in the City of Federal Way, west of I-5 and south of South 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 and will serve as future TDLE guideway tracks.
- South 344th Street and I-5. A potential site in the City of Federal Way, west of I-5 and north of South 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 and will serve as future TDLE guideway tracks.

After considering this motion, Sound Transit will prepare conceptual engineering and environmental review of the alternative sites identified by the Board for continued study. A Draft EIS would be published in 2020. After considering the Draft EIS findings, and public and agency comments on the

Draft EIS, the Sound Transit Board would be expected to identify a preferred alternative. After publication of a Final EIS in 2021, the Sound Transit Board would be expected to select the project to be built. Final design, construction, and testing of the facility would occur from about 2021 to 2026, when operations would begin.

Project status



Projected completion date for construction: December 2026.

Project scope, schedule and budget summary are located on page 95 of the February 2019 Link Light Rail Program Progress Report.

Procurement information

Not applicable

Fiscal information

Although there is no direct fiscal action associated with the proposed action, the final alternative selection may have fiscal impacts as to the design and construction of the project. Those impacts will be addressed during future actions as they are presented.

Disadvantaged and small business participation

Not applicable to this action.

Title VI compliance

Sound Transit’s community engagement procedures, Executive Order 12898, U.S. Department of Transportation Order 5610.2(a), and Federal Transit Administration Circular C 4703.1 require Sound Transit to provide meaningful opportunities for minority, low-income, and limited-English-proficiency groups to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. These directives make environmental justice a part of the decision-making process by identifying and addressing disproportionately high and adverse human health and environmental effects of Sound Transit’s programs, policies, and activities on minority and low-income populations. Sound Transit conducted a preliminary demographic analysis to identify low-income, minority, and limited-English-proficiency populations. Based on this analysis, Sound Transit used the following strategies to engage these populations during scoping:

- Provided translated text on posters in Spanish and Korean.
- Provided translated meeting handouts in Spanish, Korean, Vietnamese, Khmer, and Russian.
- Publicized events online and in print with language-specific media publications.
- Provided translated text on the online open house web pages, as well as the embedded Google Translate tool that can translate text into over 100 languages.

As the project moves forward, Sound Transit will continue to engage community leaders, jurisdictions, and social service providers to seek input, assess outreach methods, and identify additional ways to reach low-income, minority, and limited-English-proficiency populations.

Public involvement

The OMF South project initially underwent early scoping along with the Tacoma Dome Link Extension (TDLE) project in April 2018. Over 40 comments were received primarily related to the potential location of the OMF South. As they moved forward, the projects each conducted scoping as part of their separate EIS processes.

The comment period for scoping was February 19 through April 1, 2019. During this time, open public meetings helped to inform and obtain input from agencies, tribes, and the public. Two community open houses (public meetings) were conducted and an online open house was available the duration of the scoping period. Approximately 2,500 comment statements were made within the over 1,400 public communications submitted by the general public during the scoping period.

Comments received during scoping are summarized in the OMF South Scoping Summary Report, which includes appendices with all comments received both during and prior to the scoping period.

Time constraints

To support the delivery and commissioning of vehicles for light rail extensions scheduled to open in 2030, the OMF South needs to open by 2026 and include tracks connecting to the Federal Way Link Extension. The current schedule to complete the OMF South by 2026 is very tight and is driven by the rate at which new light rail vehicles are anticipated to be delivered for the projects. A one-month delay could negatively impact the project schedule.

Prior Board/Committee actions

Motion No. M2017-159: Authorized the chief executive officer to execute a contract with HDR Engineering, Inc. to provide project development services for the Tacoma Dome Link Extension project in the amount of \$10,289,907, with a 10% contingency of \$1,028,991, for a total not to exceed amount of \$11,318,898, contingent upon Board approval of the 2018 Budget.

Environmental review – KH 5/3/19

Legal review – AJP 5/3/19

Motion No. M2019-50

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying Link Operations and Maintenance Facility South site alternatives for study in the Draft Environmental Impact Statement.

Background

To expand the Link light rail system consistent with the voter approved ST3 Plan, Sound Transit needs additional facilities to store, maintain, and deploy a larger fleet of light rail vehicles. Sound Transit has an existing OMF at South Forest Street in Seattle and is building a second facility in Bellevue. Two additional OMFs, one in the North Corridor and one in the South Corridor, are needed as the system wide fleet expands to more than 400 total light rail vehicles.

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No federal funds are planned to be used for this project. As the State Environmental Policy Act (SEPA) lead agency, Sound Transit determined that the proposed project may have probable significant adverse environmental impacts. Therefore, Sound Transit will prepare an Environmental Impact Statement (EIS) for the project. Sound Transit conducted environmental scoping in compliance with SEPA from February 19 through April 1, 2019.

Twenty-four potential sites were identified and evaluated prior to the EIS scoping period. The initial 24 candidate sites were identified in two ways: (1) through a series of internal workshops with Sound Transit staff and the consultant team, and (2) by the public during early scoping for the Tacoma Dome Link Extension (TDLE) project and the OMF South project, which was initiated on April 2, 2018.

Using the project Purpose and Need statement as a starting point, several categories were identified to develop the evaluation criteria for the alternatives evaluation. These included environmental factors, operational and cost factors, and other factors. Under these categories, the evaluation criteria, their measures, and methods of applying those measures were developed and shared with the TDLE Elected Leadership Group and the TDLE Interagency Group (technical advisory group) for review and comment.

From the evaluation, six sites were identified to continue into public scoping. The Scoping Information Report published on February 19, 2019, included these six potential site alternatives for the OMF South:

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After considering this motion, Sound Transit will prepare conceptual engineering and environmental review of the alternative sites identified by the Board for continued study. A Draft EIS would be published in 2020. After considering the Draft EIS findings, and public and agency comments on the Draft EIS, the Sound Transit Board would be expected to identify a preferred alternative. After publication of a Final EIS in 2021, the Sound Transit Board would be expected to select the project to be built. Final design, construction, and testing of the facility would occur from about 2021 to 2026, when operations would begin.

Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that based on the Board’s review of the documentation from the alternatives development process; public and agency scoping comments; tribal comments, and other information developed to date, the following Link Operations and Maintenance South site alternatives will be studied in the Draft Environmental Impact Statement:

- Midway Landfill and Interstate 5 (I-5). A potential site south of South 246th Street, west of and adjacent to I-5 and mostly on the former landfill site, with approximately 0.1 to 0.3 mile of connecting tracks to the Federal Way Link Extension.
- South 336th Street and I-5. A potential site in the City of Federal Way, west of I-5 and south of South 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 and will serve as future TDLE guideway tracks.
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APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on May 23, 2019.



 John Marchione
 Board Chair

Attest:


 Kathryn Flores
 Board Administrator