

MOTION NO. M2012-82

Identifying the Link Operations and Maintenance Satellite Facility site alternatives to be studied in the project Environmental Impact Statement

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	11/08/2012	Recommend to Board	Ric Ilgenfritz	206-398-5239
Board	11/15/2012	Final Action	PEPD Executive Director Michael Williams Light Rail Project Development Director	206-398-5145

PROPOSED ACTION

(1) Identifies Link Operations and Maintenance Satellite Facility site alternatives to be studied in detail in the project Environmental Impact Statement, and (2) approves Gate 2 within Sound Transit's Phase Gate process.

KEY FEATURES SUMMARY

- This action identifies which Link Operations and Maintenance Satellite Facility (OMSF) site alternatives to advance for detailed study in the project EIS. Possible locations include:
 - East of 52nd Ave W and north of I-5 and 208th Street SW in Lynnwood
 - East of the old BNSF right-of-way and west of 120th Ave NE in Bellevue
 - South of SR520 and north of Northup Way/NE 20th Street in Bellevue
 - West of 148th Ave NE and north of NE 20th Street in Bellevue
 - West of 130th Ave NE and south of NE 20th Street in Bellevue
- The proposed action approves Gate 2 for Link Operations and Maintenance Satellite Facility. Gate 2 authorizes the project to advance to identify alternatives and conceptual engineering.

BACKGROUND

The 2008 voter-approved ST2 Plan included funding to locate, design and construct additional operations and maintenance facility capacity to accommodate future Link light rail fleet requirements. ST2 did not specify locations for additional Link O&M facilities. The project is now ready to begin environmental review which includes conceptual engineering and identification of alternatives. Board approval of Gate 2 will advance the project to conceptual engineering which is required to complete the environmental work

To implement the ST2 Link expansion, Sound Transit will increase its light rail vehicle fleet of 62 vehicles to approximately 180 vehicles by 2023. The existing Link Operations and Maintenance Facility (OMF) is located on a 25-acre site south of S. Forest Street and west of Airport Way in the industrial area south of Downtown Seattle. It is configured to store and maintain up to 104 light rail vehicles. Sound Transit must construct additional operations and maintenance facility capacity to support ST2's light rail vehicle storage and maintenance needs. The vehicle acquisition and delivery schedule requires the additional capacity to store and maintain the light rail vehicles be in place by the end of 2020.

As the public agency proposing the OMSF project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA) and since Sound Transit may pursue funding from the Federal Transit Administration (FTA), it must also undertake environmental review in compliance with National Environmental Policy Act (NEPA). Sound Transit as the state lead agency under

SEPA, and FTA as the federal lead agency under NEPA, have each determined that the proposed project may have probable significant adverse environmental impacts. To satisfy both SEPA and NEPA requirements, the agencies are preparing a combined NEPA/SEPA Environmental Impact Statement (EIS) for the project. Sound Transit and the FTA conducted environmental scoping from September 17, 2012 through October 22, 2012. Public and agency input from the scoping process informed the identification and definition of the OMSF sites which should be advanced for study in the project EIS. The Scoping Information Report published in September 2012 included potential site alternatives for the OMSF that met the project purpose to:

- Accommodate expansion of the Link system to Lynnwood Transit Center in the north, Overlake Transit Center in Redmond and Kent/ Des Moines in the south;
- Provide efficient and reliable light rail service and minimize system operating costs; and
- Support regional long-range plans, including the Puget Sound Regional Council's VISION 2040 and Transportation 2040 Plans and Sound Transit's Regional Transit Long-Range Plan.

The following criteria were developed based on the project purpose and were used to identify site alternatives included in environmental scoping:

- Physical requirements: able to accommodate at least 80 light rail vehicles, 20-25 acres in size, generally rectangular in shape and adjacent to an existing or future ST2 light rail line.
- Operational requirements: located within a transit corridor that minimizes the overall system operating costs, the ability to maintain the nightly maintenance and inspections window of 1:00 a.m. to 5:00 a.m., and minimize excessive vehicle maneuvering to position trains for morning deployment
- Long range plan consistency: consistent with adopted regional transportation and land use planning documents, the Sound Transit Regional Transit Long-Range Plan, PSRC Vision 2040, and the Key Strategies of the PSRC Transportation 2040 plan

The application of the physical, operational and long-range plans consistency requirements resulted in the identification of the following sites to be considered for detailed analysis in the project EIS:

- East of 52nd Ave and north of I-5 and 208th Street SW in Lynnwood
- East of the old BNSF right-of-way and west of 120th Ave NE in Bellevue
- South of SR520 and north of Northup Way/NE 20th Street in Bellevue
- West of 148th Ave NE and north of NE 20th Street in Bellevue
- West of 130th Ave NE and south of NE 20th Street in Bellevue

Potential OMSF site alternatives south of the junction where the north-south Link light rail line and the north-east Link light rail line meet at the International District Station were found to be operationally infeasible.

Staff has further evaluated the sites based on public input received during scoping and information provided in the accompanying Sound Transit Board Memo – OMSF Site Evaluation and requests Board direction on which site alternatives to advance for further study in the EIS.

FISCAL IMPACT

Not applicable to this action.

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

PUBLIC INVOLVEMENT

Since the start of the project in May 2012, staff has conducted briefings with local jurisdiction staff, city council's and other stakeholders in both the north and east corridors. Sound Transit established a project website prior to the start of environmental scoping which included ways for the public to comment on the project. Sound Transit and the FTA gathered public and agency comments through the environmental scoping comment period conducted from September 17, 2012 through October 22, 2012. The scoping period included public scoping meetings on October 8th in Bellevue and October 11th in Lynnwood, and an agency and tribal scoping meeting on October 9th. The scoping period and meetings were advertised through a variety of online and print publications and through direct mailings to over 11,000 parties. The public scoping meetings were attended by over 100 participants and 5 agencies attended the agency/tribal coordination meeting. Over 120 comments were submitted by the public, local jurisdictions, businesses and stakeholders either at the scoping meetings, by mail or e-mail, or on the ST project website. Comments received during scoping are summarized in Appendix A of the Sound Transit Board Memo – OMSF Site Evaluation.

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

ENVIRONMENTAL REVIEW

JI 10/30/2012

LEGAL REVIEW

PW 11/2/12

MOTION NO. M2012-82

A motion of the Board of the Central Puget Sound Regional Transit Authority (1) identifying the site alternatives to be studied in detail in the Link Operations and Maintenance Satellite Facility project Environmental Impact Statement, and (2) approving Gate 2 within Sound Transit's Phase Gate process.

BACKGROUND:

The 2008 voter-approved ST2 Plan included funding to locate, design and construct additional operations and maintenance facility capacity to accommodate future Link light rail fleet requirements. ST2 did not specify locations for additional Link O&M facilities. The project is now ready to begin environmental review which includes conceptual engineering and identification of alternatives. Board approval of Gate 2 will advance the project to conceptual engineering which is needed to complete the environmental work.

To implement the ST2 Link expansion, Sound Transit will increase its light rail vehicle fleet of 62 vehicles to approximately 180 vehicles by 2023. The existing Link Operations and Maintenance Facility (OMF) is located on a 25-acre site south of S. Forest Street and west of Airport Way in the industrial area south of Downtown Seattle. It is configured to store and maintain up to 104 light rail vehicles. Sound Transit must construct additional operations and maintenance facility capacity to support ST2's light rail vehicle storage and maintenance needs. The vehicle acquisition and delivery schedule requires the additional capacity to store and maintain the light rail vehicles be in place by the end of 2020.

As the public agency proposing the Operations and Maintenance Satellite Facility (OMSF) project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA) and since Sound Transit may pursue funding from the FTA, it must also undertake environmental review in compliance with National Environmental Policy Act (NEPA). Sound Transit as the state lead agency under SEPA, and the FTA as the lead federal agency under NEPA, have each determined that the proposed project may have probable significant adverse environmental impacts. To satisfy both SEPA and NEPA requirements, the agencies are preparing a combined NEPA/SEPA Environmental Impact Statement (EIS) for the project. Sound Transit and the FTA conducted environmental scoping from September 17, 2012 through October 22, 2012. Public and agency input from the scoping process informed the identification and definition of the OMSF sites that should be advanced for study in the EIS.

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The following criteria were developed based on the project purpose and were used to identify site alternatives included in environmental scoping:

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Staff has further evaluated the site alternatives based on public input received during scoping and information provided in the accompanying Sound Transit Board Memo – OMSF Site Evaluation.

MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that (1) the following Link Operations and Maintenance Satellite Facility site alternatives will be studied in detail in the project Environmental Impact Statement, and (2) Gate 2 within Sound Transit's Phase Gate process is approved.

Name(s) of site alternative(s):

- Lynnwood Link Corridor: Site 1 (52nd Avenue and SW 208th Street)
- East Link Corridor: Site 1 (East of BNSF)
- East Link Corridor: Site 1 modified (Both sides of BNSF)
- East Link Corridor: Site 2 (South of SR 520)

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 20, 2012.



Pat McCarthy
Board Chair

ATTEST:



Marcia Walker
Board Administrator

PHASE GATE ACTION

Link Operations and Maintenance Satellite Facility Project

MEETING	DATE	STAFF CONTACT	PHONE
Capital Committee	11/08/2012	Ric Ilgenfritz, Executive Director, PEPD	206-398-5239
Board	12/20/2012	Michael Williams, Light Rail Project Development Director	206-398-5145

GATE 1 Enter Project Development	GATE 2 Identify Alternatives	GATE 3 ID Preferred Alternative	GATE 4 Enter Final Design	GATE 5 Establish Baseline	GATE 6 Proceed to Construction	GATE 7 Transition to Operations	GATE 8 Close Out Project

ACTION REQUESTED

Approve Phase Gate 2 for the Link Operations and Maintenance Satellite Facility Project.

BUDGET

Preliminary Engineering Budget: \$9,432,000

Estimated Final Project Cost: \$228,234,000

PROJECT DESCRIPTION

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ACTION APPROVED

Board Chair

Date

12-20-2012