

# *Operations & Maintenance Facility South (OMF South)*

*System Expansion Committee Briefing*

3/14/2019

# Operations and Maintenance Facility South (OMF South)

- Included in ST3 Plan
- One of four OMFs planned for the region
- Supports the expanded light rail vehicle fleet for new extensions in King and Pierce counties as well as overall system expansion
- New vehicles will start to arrive in early 2027
- **Open in late 2026 and connected to active line to allow for “burn-in”**





# OMF South status



*Existing OMF in Seattle*

- Very early in the planning process
- A specific site has NOT been identified
- Preliminary sites identified during public Early Scoping in April 2018 and project team workshops
- Public comment scoping period February 19 through April 1

# Next steps

## Preliminary Schedule

*Feb 19 through April 1*

EIS Scoping  
Public Comment  
Period

*May 2019\**

Sound Transit  
Board  
determines  
which sites to  
study in EIS

*2nd/3rd Quarter 2021\**

Final EIS  
released &  
Sound Transit  
Board selects  
OMF South Site

*\*dates are subject to change*

# Next steps\*

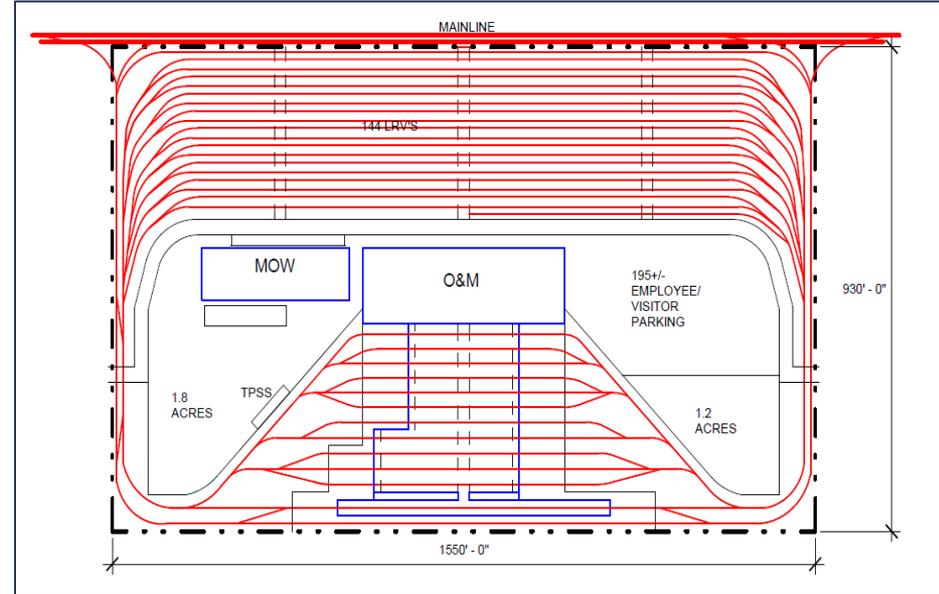
## Preliminary Schedule



*\*dates are subject to change*

# Typical OMF configuration

- 18 storage tracks for 2 sets of 4-car trains per track
- Maintenance building with 12 service lanes
- Track “yard leads” connecting to main lines
- Auto/truck access points
- Maintenance of way building
- Employee and visitor parking





## *OMF South requirements*

- Accommodate 130+ light rail cars
- 30+ acres or more based on site conditions
- For operational efficiency:
  - Needs to be located in South King County
  - Able to connect to operating track in 2026 (FWLE)

# Early scoping

April 2018; 24 sites identified

# Pre-screening

July 2018; Narrowed to 20 sites

- *Does not meet minimum size and shape*
- *Precludes funded roadway improvements*
- *Regulatory constraints (cultural resources, wetlands, and sensitive areas)*



# Evaluation Criteria

- **Environmental Factors**

- Examples: Property impacts, street/roads (access), community impacts, wetlands & streams, Floodplains, parks & open spaces, historic/cultural

- **Physical and operational**

- Examples: Size, maintenance window, Light rail vehicle site access, schedule risk, operability, operating and capital estimates

- **Plan Consistency**

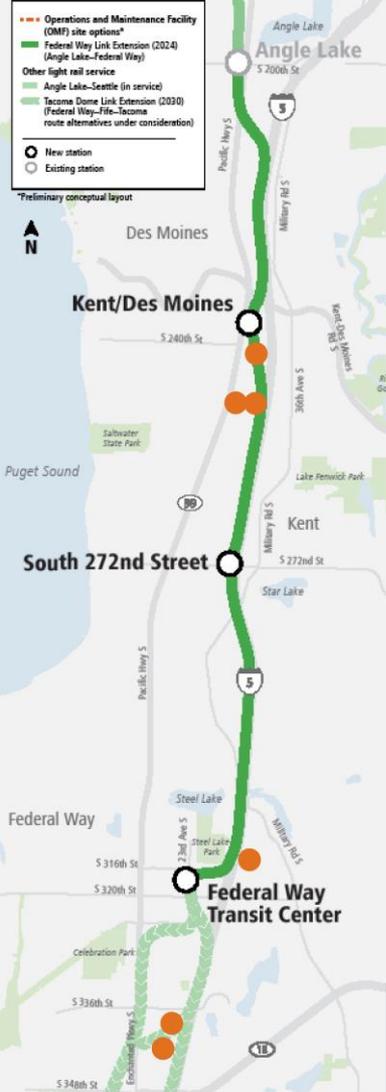
- ST3 Plan & Regional Transit Long-Range Plan

# *Results of Alternatives Evaluation*

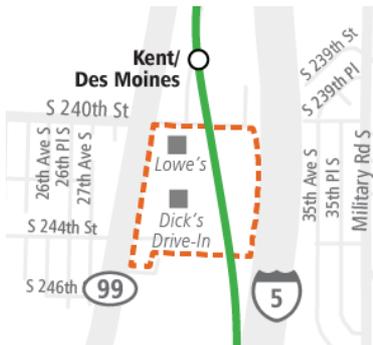
## **Narrowed to 6 sites**

- No ideal site!
- Sites in Federal Way, Kent, or unincorporated King County
- Six most promising sites included in Scoping to get public input on which sites to evaluate further in the Environmental Impact Statement

# Overview of sites for EIS scoping



**S 240th St and SR 99**



**Midway Landfill and I-5**



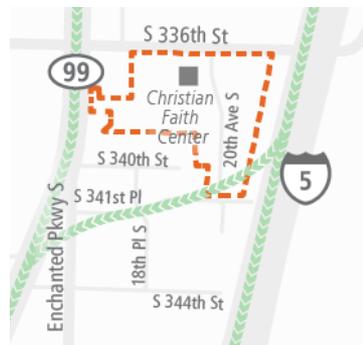
**Midway Landfill and SR 99**



**S 316th St and Military Rd**



**S 336th St and I-5**



**S 344th St and I-5**



# S 240<sup>th</sup> St and SR 99 comparison

## Advantages

- Adjacent to light rail track operating by 2026 (FWLE)
- Minimal impacts on the natural environment
- Lower preliminary estimate compared to other sites \$800 million\*

## Disadvantages

- Property impacts including Lowe's, Dicks Drive-In and mobile home park
- Access to light rail track requires spiraling tracks
- Less compatible with current and proposed zoning (mixed-use)



*\*Preliminary estimate (in 2018\$) are rounded and not project's budget. For comparison purposes between options only.*

# Midway Landfill and I-5 comparison

## Advantages

- Adjacent to light rail track operating by 2026 (FWLE)
- Limited impacts to private property
- No identified wetlands/streams

## Disadvantages

- Likely needs complex concrete platform/structure
- Superfund landfill site, hazardous materials concerns and ground settlement
- Regulatory requirements could impact schedule
- Higher preliminary estimate compared to other sites  
\$1,300 million\*



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# Midway Landfill and SR 99 comparison

## Advantages

- Adjacent to operating light rail track by 2026 (FWLE)
- No identified wetlands/streams

## Disadvantages

- Likely needs complex concrete platform/structure
- Superfund landfill site, hazardous materials concerns and ground settlement
- Regulatory requirements could impact schedule
- Property impacts, commercial/residential
- Higher preliminary estimate compared to other sites \$1,400 million\*



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# S 316<sup>th</sup> St and Military Rd comparison

## Advantages

- Across from light rail track operating by 2026 (FWLE)
- Lower preliminary estimate compared to other sites  
\$750 million\*

## Disadvantages

- Residential impacts
- Less compatible with current zoning
- Requires two track crossings of I-5
- Limited existing road access



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# S 336<sup>th</sup> St and I-5 comparison

## Advantages

- Light rail vehicle access and operating estimate better performing
- No impacts to parks, trails or open space
- Lower preliminary estimate compared to other sites \$750 million\*

## Disadvantages

- Potential property Impacts include Christian Faith Center
- Located 1.1 miles from light rail track operating by 2026 (FWLE)
- Less compatible with current zoning



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# S 344<sup>th</sup> St and I-5 comparison

## Advantages

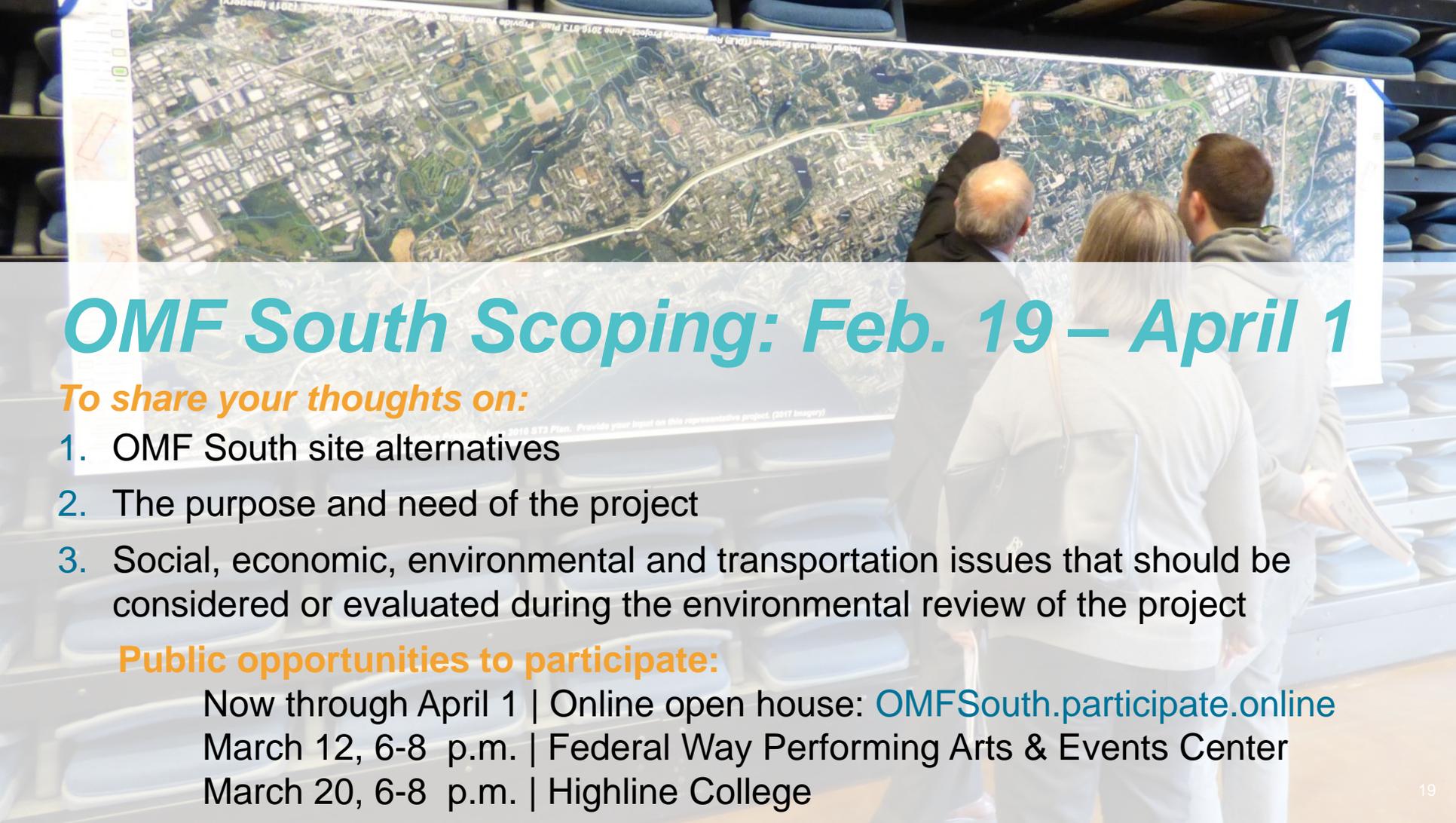
- Light rail vehicle access better performing
- No impacts to parks, trails or open space
- Lower preliminary estimate compared to other sites \$800 million\*

## Disadvantages

- Potential impacts to industrial and residential properties
- Hazardous materials
- Located 1.3 miles from light rail track operating by 2026 (FWLE)



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An aerial photograph of Seattle, Washington, showing a green line that traces a path through the city, likely representing a proposed transit or infrastructure project. Three people are seen from behind, looking at the map. One man on the left is pointing at a specific location on the green line. The background shows the city's grid, parks, and water bodies. The map has some text at the top, including "Regional Area Study (RAS) Regional Study Project, June 2016 ST3 Plan. Provide your input on this representative project. (2017 Imagery)".

# OMF South Scoping: Feb. 19 – April 1

## *To share your thoughts on:*

1. OMF South site alternatives
2. The purpose and need of the project
3. Social, economic, environmental and transportation issues that should be considered or evaluated during the environmental review of the project

## **Public opportunities to participate:**

Now through April 1 | Online open house: [OMFSouth.participate.online](https://OMFSouth.participate.online)  
March 12, 6-8 p.m. | Federal Way Performing Arts & Events Center  
March 20, 6-8 p.m. | Highline College

# *Notifications*

- Mailer
- Email listserv
- Press releases
- Posters
- Print and online ads
- Targeted door-to-door
- Website
- Social media
- SEPA official notice



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*Thank you.*



 [soundtransit.org](https://www.soundtransit.org)

