

# ***Briefing on System Maintenance Facilities***

*System Expansion Committee*

*11/10/21*



# *Briefings on System Maintenance Facilities*

- Operational and Maintenance Facility (OMF) South
- North Maintenance of Way (MOW) Facility
- Needed to support system-wide operations
- Information in advance of actions for consideration in December

# Maintenance Facilities Overview

Four OMFs planned for system buildout:

- Open: Central (Forest Street) and East
- Planning: North and South

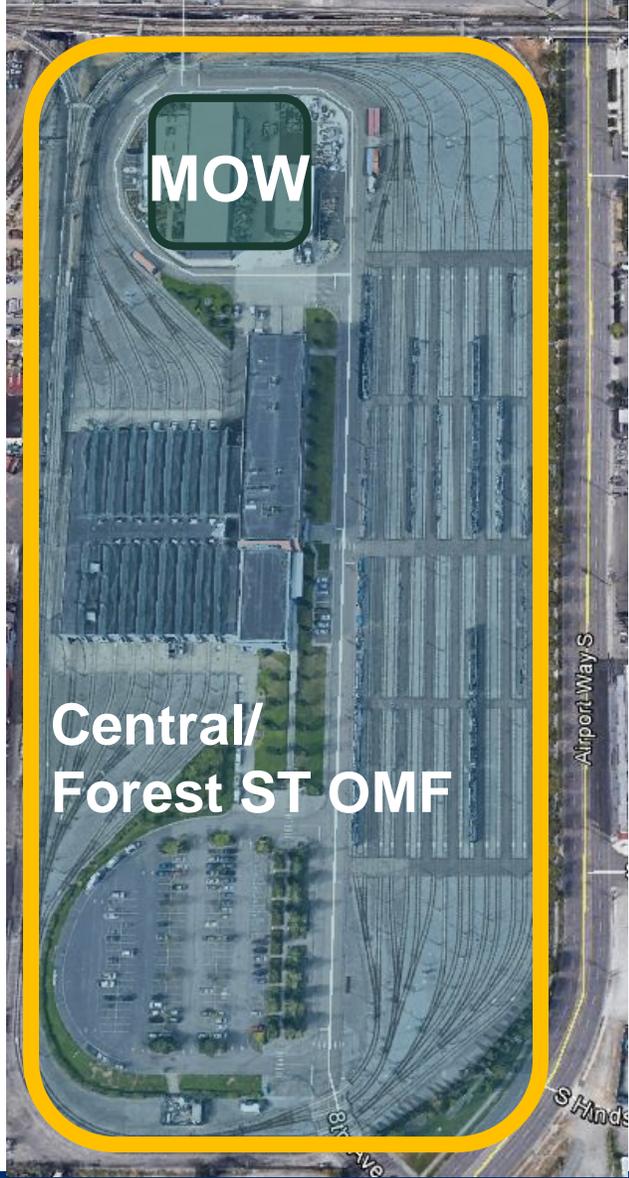
Five MOWs needed for efficient, timely maintenance of system

- Confirmed by facility analysis
- Each OMF has a Maintenance of Way (MOW)
- Fifth MOW needed for Lynnwood & Ballard Link



# MOW and OMF Comparison

	MOW	OMF
Total acreage	1-2 acres	40-60+ acres
Purpose & Uses	<p>Supports system (stations, guideway, rail) maintenance and repair:</p> <ul style="list-style-type: none"> <li>• 24/7 operation</li> <li>• Storage, Admin, workshops, MOW/facilities maintenance</li> <li>• Responds to in-service needs</li> </ul>	<p>Supports system <b>and vehicle</b> maintenance: and repair</p> <ul style="list-style-type: none"> <li>• 24/7 operation</li> <li>• Storage, Admin, workshops,</li> <li>• Contains an MOW</li> <li>• <b>Vehicle storage and maintenance</b></li> </ul>



***OMFS: Briefing to inform Board's  
Identification of a Preferred Alternative***

# *Why we are here*

- Support Board deliberations prior to December identification of preferred alternative site
- Summarize OMF South Draft EIS findings
- Review Draft EIS comment period engagement & public and agency comments
- Discuss findings of Title VI Facility Equity Analysis

**Operations and Maintenance Facility South site footprint\***

**Light rail service**

- Seattle–Angle Lake (in service)
- Angle Lake–Federal Way (in construction; opens 2024)
- Federal Way–Fife–Tacoma (in planning)

○ New station  
○ Existing station

\*Updated July 2020: Site configurations and size are not final and are subject to refinements.



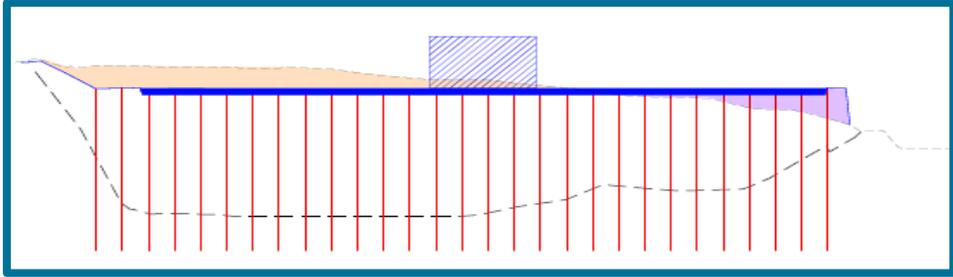
# Operations & Maintenance Facility South

- Supports TDLE and West Seattle openings
- Serves system-wide needs
- Supports 144 light rail vehicles
- Provides ~470 living wage jobs

Three Alternative sites:

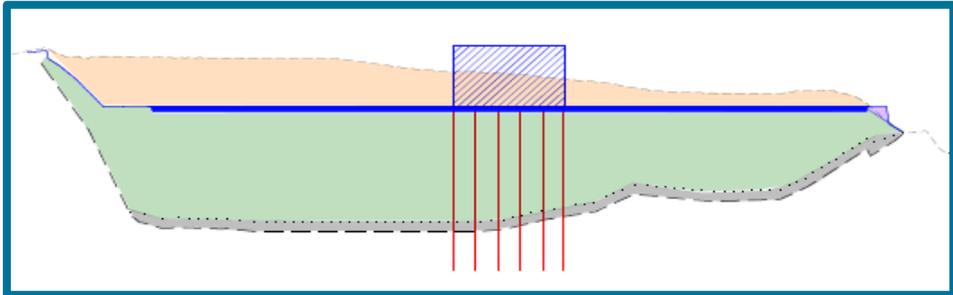
- **Midway Landfill** (Kent), includes 3 below ground design options
- **S. 336<sup>th</sup> St.** (Federal Way)
- **S. 344<sup>th</sup> St.** (Federal Way)

# Landfill Site Preparation Options – Overview



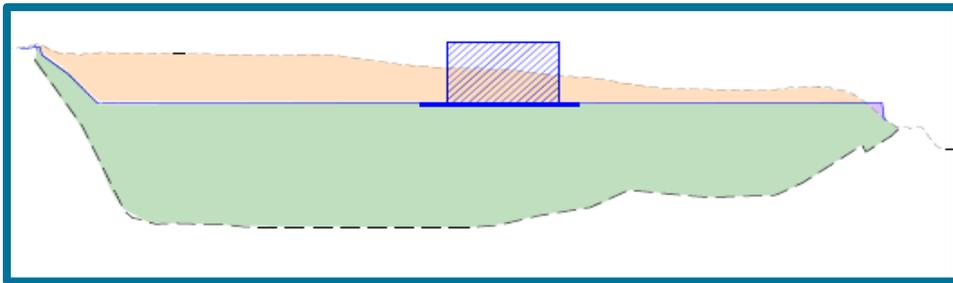
## Platform option

- Buildings and tracks supported by 3-foot-thick concrete slab (~35 acres) on ~700 drilled shafts at 120 – 180 feet deep



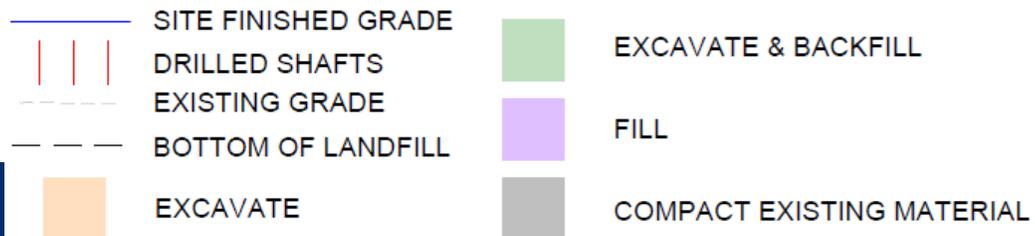
## Hybrid option

- Partial excavation, tracks supported by 4-foot-thick concrete slab/beam system (~30 acres), buildings supported on ~110 drilled shafts at ~140 feet deep



## Full Excavation option

- Complete excavation/ replacement with imported soil



# Project Milestones to meet realignment schedule

*Public participation throughout*

**2021**

**2022**

**2023-2029**

**2030-2032**

- March/ April: DEIS comment period
- December: ST Board identifies Preferred Alternative
- Mid/ Late 2022: Final EIS issued
- Late 2022: ST Board selects project to be built
- Procurement
- Property Acquisition
- Final Design
- Construction
- Facility testing
- **Open and ready to accept LRVs**
- LRV delivery, testing & commissioning
- **TDLE & WSLE openings**

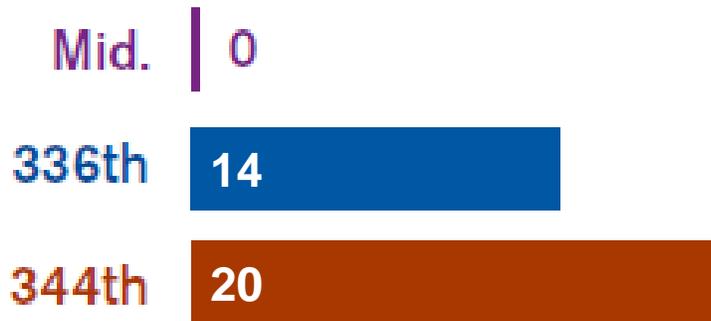
***Draft Environmental Impact Statement -  
Differentiating and Key Results***

# Comparison of Key Site Characteristics



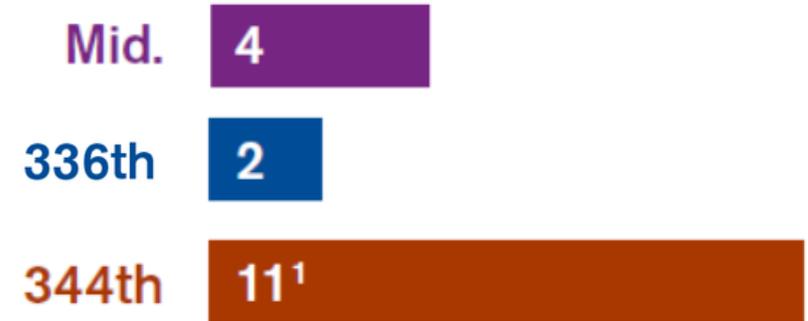
## Residential Displacements

(Units)



## Business Displacements

(Units)



# Comparison of Key Site Characteristics



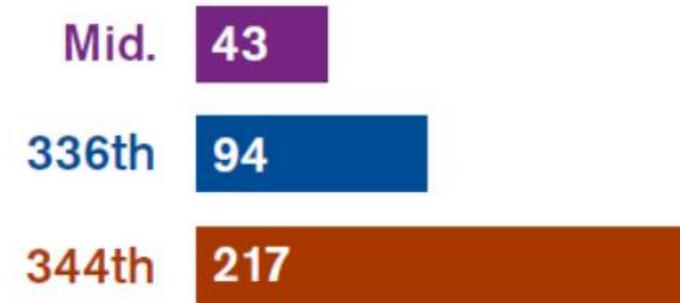
## Community and Social Resource Impacts

(Churches)



## Estimated Employee Displacements

(People)



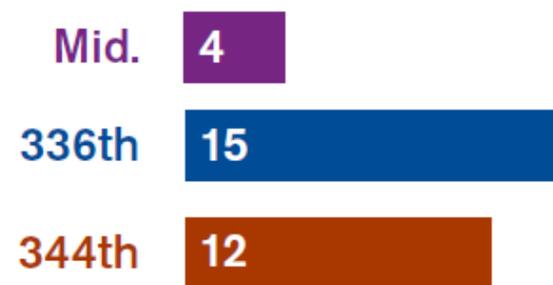
# Comparison of Key Site Characteristics



## Wetland Impacts (Acres)



## Forest Impacts (Acres)



## Stream Impacts (Linear Feet)

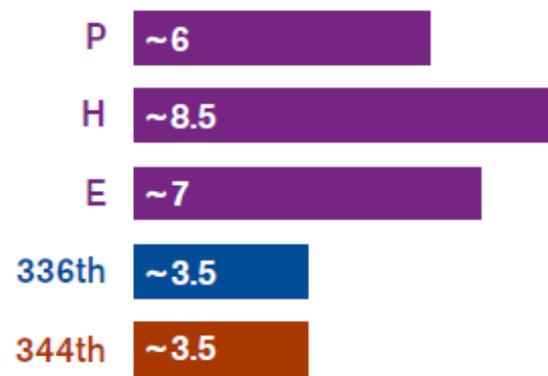


# Comparison of Key Site Characteristics



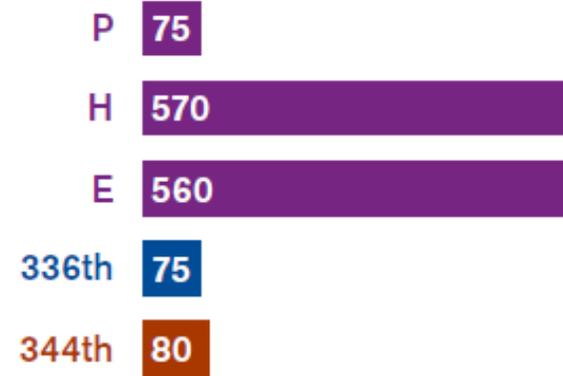
## Construction Duration

(Years)



## Daily Construction Truck Trips

(Maximum Trips)



## Annual Operating Cost Estimate\*

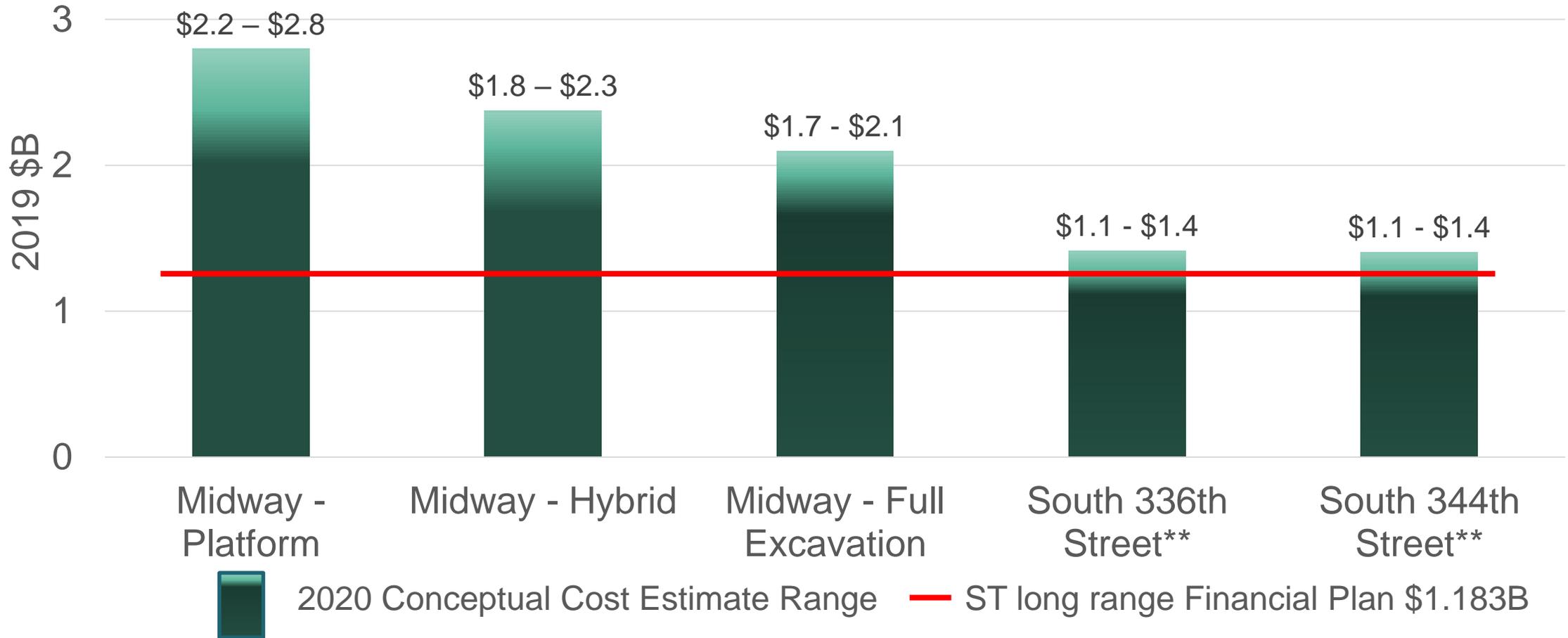
(Millions)



### Midway Landfill Construction Options

- P Platform
- H Hybrid
- E Full Excavation

# Conceptual Cost Estimate\*



<sup>15</sup>\*Estimates are to be used for comparisons between alternatives only.

\*\*Site only. Does not include TDLE related cost for extension of mainline to sites in Federal Way

***Engagement and Comment  
Report Summaries***

# Briefings

## *Agencies*

- City of Federal Way
- City of Kent
- Ecology, Environmental Protection Agency and Seattle Public Utilities (joint briefing)

## *Potentially affected properties*

- Belmor Park leadership & residents
- Pacific Christian Academy
- Christian Faith Center
- GarageTown

## *Organizations*

- Des Moines City Council
- Federal Way Black Collective
- Federal Way Chamber of Commerce
- Federal Way City Council
- Federal Way Planning Commission
- Kent Chamber of Commerce
- Kent City Council
- Multi-Service Center

# Draft EIS engagement by the numbers

Comment period: March 5 – April 19, 2021

 270+ public communications received

 120+ attendees at 2 online public meetings and hearings

 2,400+ participants in the online open house

 ~9,000 mailers to the project corridor

 14,000+ impressions on Facebook and Twitter

 7,000+ recipients received 3 project email updates

# *Comments from tribes, agencies, jurisdictions and elected officials*

## *Tribes*

- Puyallup Tribe of Indians

## *Elected officials*

- Representative Jesse Johnson, 30th Legislative District

## *Agencies and jurisdictions*

- Washington State Department of Ecology
- Washington State Department of Transportation
- King County Metro Transit Department
- City of Des Moines
- City of Kent
- City of Federal Way
- Federal Way Public Works Department
- Seattle Public Utilities

# *Comment Summary: Tribes and agencies*

## *General preference for Midway Landfill Alternative:*

- Fewest number of businesses/employees and residents displaced
- Fewest impacts to streams and wetlands

## *Other comments relate to:*

- Midway Landfill alternative
  - Questions about calculation of construction estimate
  - Impacts to views from I-5
  - Potential conflicts with concurrent construction of SR 509 project (2024 to 2028)
  - Construction poses impacts to KC Metro operations
- DEIS assumes Federal Way will support/ approve street vacations
- How will Environmental Justice will be considered by the Board in identification of the PA?
- Questions about how DEIS evaluates roadway level of service impacts?

# *Comments from businesses and community groups*

## *Businesses*

- Ellenos Yogurt and Schindler Family Limited Partnership
- GarageTown
- Red Canoe Credit Union
- Federal Way Custom Jewelers
- Northwest Equipment and Sales
- Race King, LLC
- 1910 and 1934 South 344th Street

## *Churches & Community groups*

- Christian Faith Center
- Pacific Christian Academy
- Federal Way Chamber of Commerce
- Protect Federal Way

# ***Public Comment Themes***

## ***Job/Employee displacement concerns***

- Potential displacement of Ellenos Yogurt and GarageTown and other living wage jobs
- Concern that methodology counts GarageTown as one business, not 60+ separate properties

## ***Resident relocations and lack of affordable housing comments***

- Concerns with S. 344th St. alternative residential displacements
- Midway Landfill alternative far fewer housing impacts noted
- Concerns with affordable housing displacement, particularly at Belmor Park

## ***Community and Neighborhood changes***

- Impacts to churches, area residential zoning, community cohesion
- Noted benefit of developing underutilized landfill site
- Some support for Federal Way alternatives as opportunity to improve residential neighborhood character

# Public Comment Themes

## *Stream and wetland impacts*

- Concerns about Federal Way alternatives' impacts to Hylebos Creek and wetlands
- Support for Midway Landfill Alternative due to lack ; no stream or wetland impacts

## *Concerns over traffic impacts*

- Majority concerned with traffic associated with the Federal Way alternatives
- Construction traffic impacts from Midway Landfill Alternative acknowledged

## *Concerns about project cost*

- Those who opposed Midway Landfill Alternative because of cost supported S. 336th St. Alternative
- Questions about methodology for cost and schedule estimates
- ~ 1/3 comments support the Midway Landfill Alternative regardless of cost
- Concerns about S. 344th St. Alternative relocation costs

# *Equity Analysis*

# ***Title VI Facility Equity Analysis (FEA)***

## ***Purpose***

- To determine whether any of the OMF South locations would result in a disparate impact to populations based on race, color, or national origin

## ***Key Findings\****

- Higher percentage of minority population than in the Sound Transit Service District around each alternative
- Any alternative would result in traffic and noise during construction and displacements. Sound Transit would mitigate for these impacts.

## ***Conclusion\*: No disparate impacts for any OMF South Alternative***

- Benefits would compensate for/ outweigh temporary and long-term negative impacts
  - Improved transit service in the South Corridor as a whole
  - ~470 permanent living wage jobs and construction jobs

# Key Points

- Most agency and public comments support Midway Landfill Alternative
- Alternatives in Federal Way require street vacation and code deviation
- Equity Analysis did not identify a disparate impact to communities of color for any alternative site
- Schedule and cost are key differentiators between Federal Way and Midway Landfill alternatives
  - Midway Landfill cost exceeds realignment financial plan allocation by ~\$0.6B to \$1.1B (depending on design option)
  - Midway Landfill construction schedule could postpone TDLE and WSLE openings by 2.5 to 5 years

# *Next Steps*

**November 18:** Board briefing

**December 9:** SEC Recommendation

**December 16:** Board identification of Preferred Alternative

**Late 2022:** Board selection of Project to be Built

# *North Maintenance of Way Facility*

# *Why we are here*

- Outline agency need for North MOW Facility
- Describe available property option
- Inform potential December System Expansion Committee action

# Response Time Need

## 1) Industry best practice response time is ~15 min

- NMOW in North Seattle to meet response time goal
- Stations serviced:
  - LLE: NE 130th, Shoreline North and South, MLT, Lynnwood
  - WSBLE: Smith Cove, Interbay, Ballard
  - Support Northgate



# Capacity Need

## 2) Existing planned MOW capacity is fully subscribed

- Forest Street MOW at full capacity supporting Central, Northgate and Federal Way extensions
- MOW East at full capacity supporting East Link
- NMOW needed prior to OMF North is built. OMF South > 15 min



# *Need for North MOW*

- **LLE:** MOW needed by Q4 2023, 6 months prior to LLE pre-revenue service; (Supports Northgate and future Ballard extension)
- **Funding in 2021 budget;** current project allocation: \$22,857,000

# NMOW Facility Uses

*NMOW provides office space, storage of materials and workspace to support operations staff reporting to incidents along the Link Light Rail system. Majority of activities will be conducted within the warehouse*



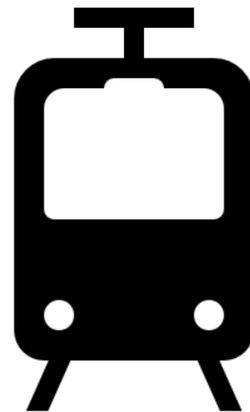
Office Space



Welding & Fabrication



Delivery & Storage



Support for Link Light Rail



Repair Area



Maintenance Equipment



Parking & Storage for Incident Response



Tool Cleaning

# Site Search Criteria

## 54 Sites

### General Criteria

- Location
- Size 1 – 3 acres
- Zoning

## 19 Sites

### Refined Criteria

- Location
- Restricted Size 1.5 – 2 acres
- Zoning
- Proximity to I-5/99
- Ease of ingress/egress

## 4 Sites

### Detailed Criteria

- North Seattle
- Restricted Size 1.5 – 2 acres
- Zoning + Compatible Land Uses
- Proximity to I-5/99
- Ease of ingress/egress
- No known environ issues
- Predictable permitting

# Current Site Opportunity: Lease with Option to Purchase

## North Seattle Site

- On market, meets timeline of Q4 2023
- Ideal location
- Shape and size: 2.14 acre; 51,565 SF
- Reuse existing buildings
- Commercial zoning; No known environmental issues
- Suitable for both near-term use and long-term use
- Lease secures site now; option to purchase

**FOR SALE**  
**LINDEN BUILDING**  
920 NORTH 137<sup>TH</sup> STREET | SEATTLE, WA

**51,565 SF TOTAL**  
(8,114 SF OFFICE / 1,872 SF MEZZ)

Available Now  
33,167 SF  
(4,694 SF Office / 1,872 SF Mezz)

Available Now  
18,398 SF  
(3,418 SF Office)

**BRODERICK GROUP**

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# Current Focus

## *Due diligence to confirm site suitability*

- Review site documents
- Outline permitting approach
- Environmental review

## *Lease negotiations*

- Negotiating terms of the lease
- Lease for 5 years with option to purchase

## *System Expansion Committee*

- December 9, 2021
- Consider authorizing CEO to execute lease



# *Future Focus*

## *Facility Design & Environmental*

- Design NMOW facility
- Draft permitting designs for submittal
- Conduct environmental review

## *Purchase*

- Conduct appraisal
- Negotiate terms of purchase

## *Future Board Action*

- Consider authorizing execution of purchase & sale agreement

*Thank you.*



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