

Operations & Maintenance Facility South

Preferred Alternative Update

Board of Directors

11/18/21



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

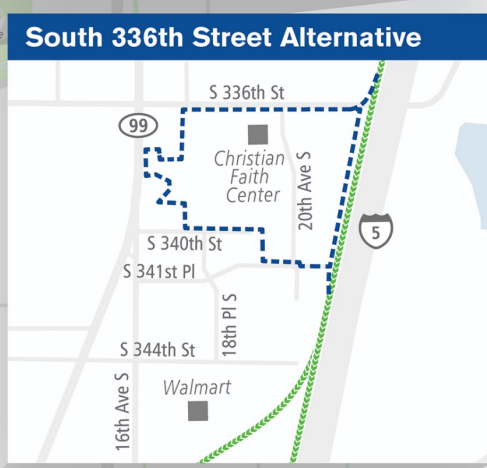
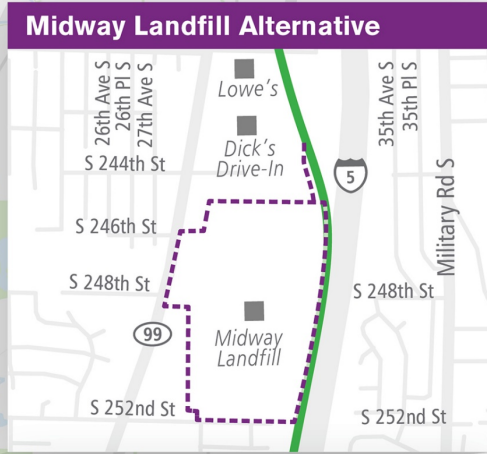
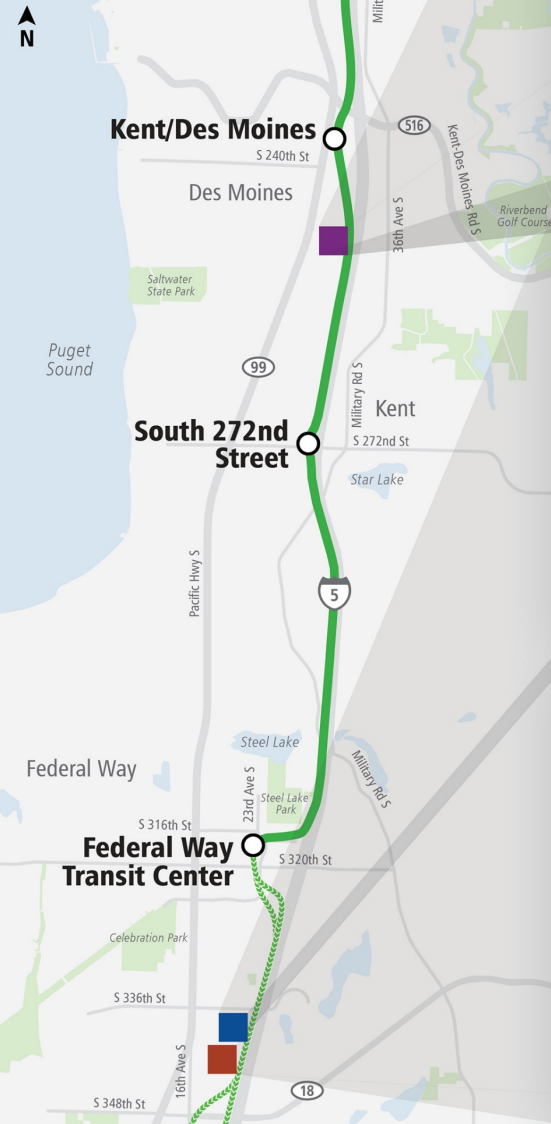
Operations and Maintenance Facility South site footprint*

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.



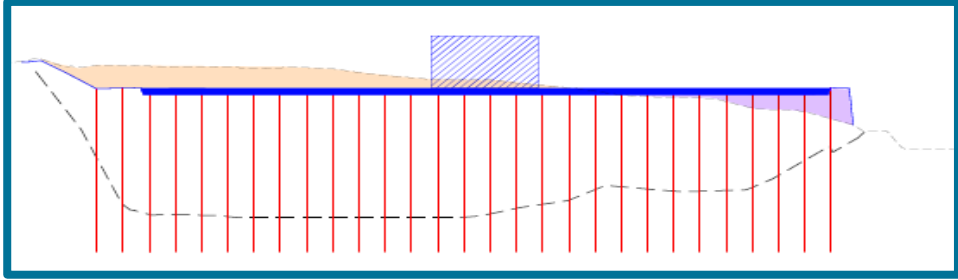
Operations & Maintenance Facility South

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

Three Alternative sites:

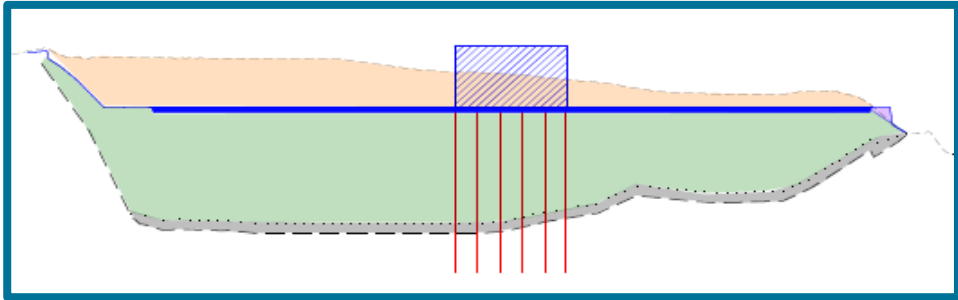
- **Midway Landfill** (Kent), includes 3 below ground design options
- **S. 336th St.** (Federal Way)
- **S. 344th St.** (Federal Way)

Landfill Site Preparation Options – Overview



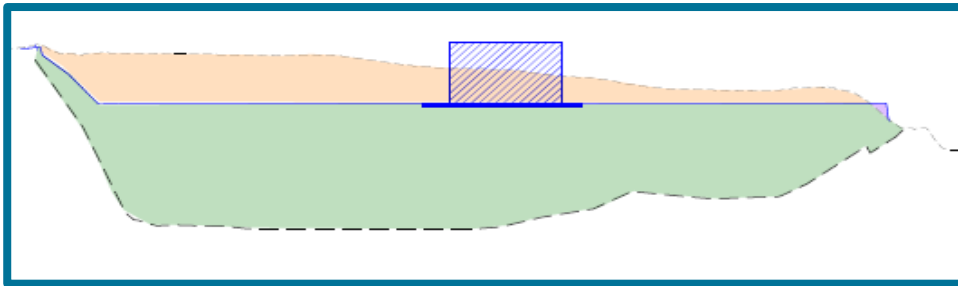
Platform option

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



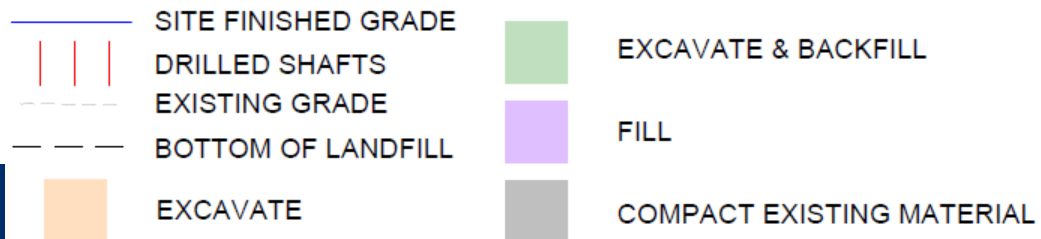
Hybrid option

- 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**

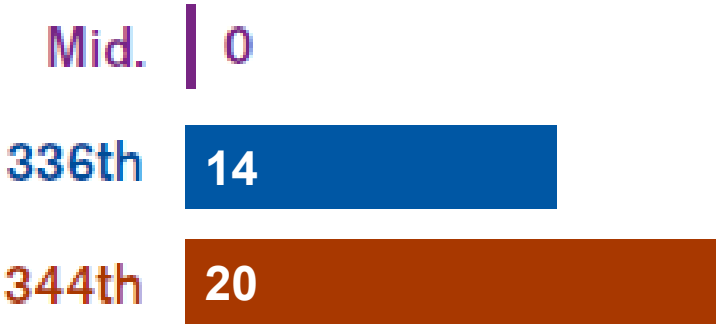
***Draft Environmental Impact Statement -
Differentiating and Key Results***

Comparison of Key Site Characteristics



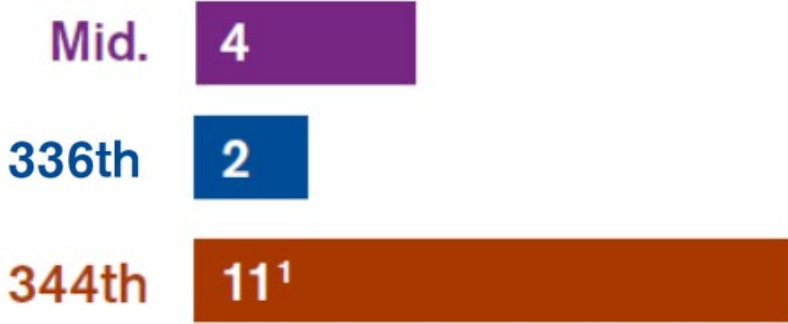
Residential Displacements

(Units)



Business Displacements

(Units)



Comparison of Key Site Characteristics



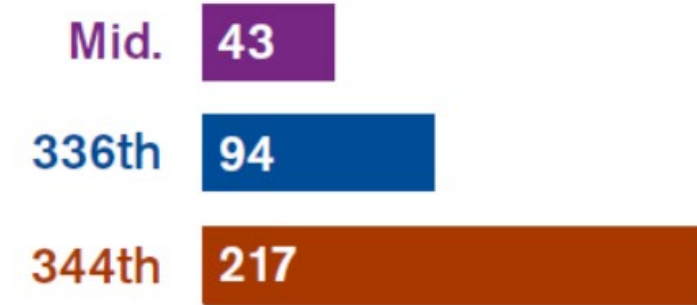
Community and Social Resource Impacts

(Churches)



Estimated Employee Displacements

(People)



Comparison of Key Site Characteristics



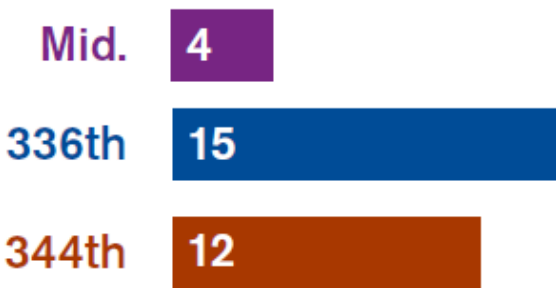
Wetland Impacts

(Acres)



Forest Impacts

(Acres)



Stream Impacts

(Linear Feet)

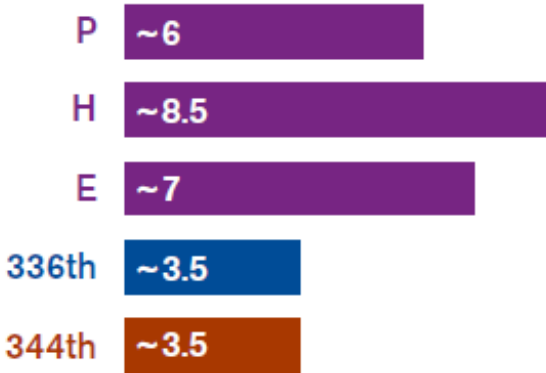


Comparison of Key Site Characteristics



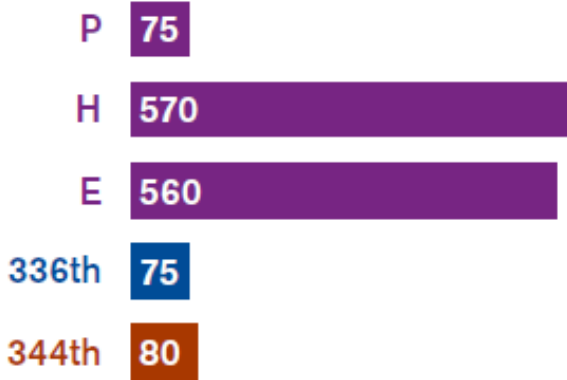
Construction Duration

(Years)



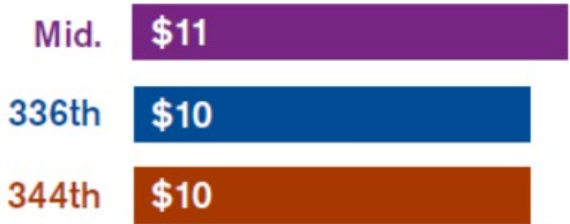
Daily Construction Truck Trips

(Maximum Trips)



Annual Operating Cost Estimate*

(Millions)



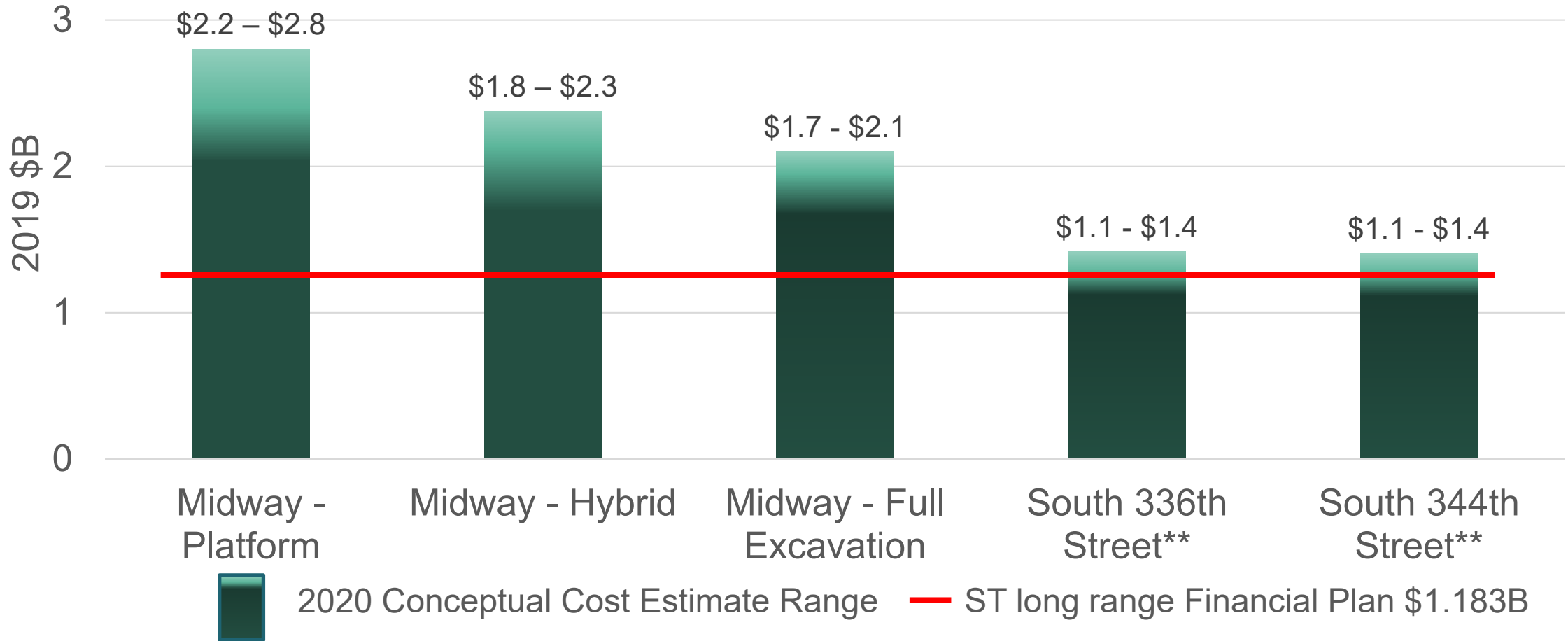
Midway Landfill Construction Options

- P Platform
- H Hybrid
- E Full Excavation

10 Some results rounded from the Draft EIS.

*These estimates are to be used for comparisons between alternatives only.

Conceptual Cost Estimate*



11 *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

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

Elected officials

- Representative Jesse Johnson, 30th Legislative District

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
- Federal Way Alternatives 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

Thank you.



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