



Proposed amendment to Resolution No. R2023-26 for consideration at the September 28, 2023 Board meeting.

## Proposed Amendment to Resolution No. R2023-26

No.	Amendment
1	<p>Amend the key features section of the staff report for Resolution No. R2023-26 as follows:</p> <p><b>Key features summary</b></p> <ul style="list-style-type: none"><li>• Authorizes the early acquisition of five parcels of real property, held under two ownerships, located in the City of Federal Way.</li><li>• Four of the parcels, owned by the Christian Faith Center, are needed to accommodate the Operations and Maintenance Facility (OMF) South Preferred and South 344th Street alternatives. One of the parcels, owned by Belmor Mobile Home Park LP (“Belmor”), is needed for all Tacoma Dome Link Extension (TDLE) alternatives <a href="#">and OMF South Preferred and South 344th Street alternatives</a>.</li><li>• The properties subject to this action are identified in Exhibit "A" attached. Sound Transit seeks to acquire the Belmor property <a href="#">as an early acquisition for either the OMF South or TDLE to preserve the future TDLE corridor connection to the 1 Line following the completion of the Federal Way Link Extension</a>. Sound Transit also seeks to acquire the Christian Faith Center property to minimize hardship being experienced by the property owner and their tenant from the OMF South project.</li><li>• Sound Transit is scheduled to complete the Final Environmental Impact Statements for OMF South and TDLE in 2024 and 2026, respectively.</li><li>• Sound Transit staff has requested approval from the Federal Transit Administration (FTA) to acquire the properties prior to completion of environmental review. Staff initiating acquisitions after Board authorization to acquire is contingent on receiving all such necessary approvals. The FTA is evaluating the proposed <a href="#">Belmor OMF South</a> early acquisition and the proposed <a href="#">Christian Faith Center TDLE</a> early acquisition separately.</li><li>• Authorization of this action will not limit the Board's choice of alternatives under consideration for TDLE or OMF South.</li><li>• The TDLE and OMF South projects will require relocations, the extent of which will depend on the projects selected to be built. The acquisition of the property in and of itself will not require relocations. Relocations will not be initiated until after environmental review is complete for TDLE or OMF South, as applicable. However, should a hardship exist prior to completion of environmental review, Sound Transit will work with those impacted to assure they have access to relocation advisory services and other eligible relocation benefits.</li></ul> <p>And amend the background section of the staff report for Resolution No. R2023-26 as follows:</p> <p><b>Background</b></p> <p>A new OMF is needed in the South corridor to receive, store and service a larger light rail vehicle fleet to support future Link light rail extensions to Tacoma, West Seattle and throughout the region.</p> <p>An operations and maintenance facility is where light rail trains go 24 hours a day, 365 days a year for cleaning and care. To build this new facility, Sound Transit needs approximately</p>

60-70 acres near an operating light rail line.

As part of system expansion plans, Sound Transit plans to construct a total of four OMFs across the region. In addition to this future facility in South King County (OMF South), Sound Transit currently services the existing light rail vehicle fleet at a central facility on South Forest Street in Seattle, and at a second facility in Bellevue (OMF East). Sound Transit will also construct another OMF along the Everett Link Extension (OMF North).

Environmental review for the OMF South is currently underway. Sound Transit published a Draft Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA) in 2021 that studied three alternatives: Midway Landfill, South 336<sup>th</sup> Street, and South 344<sup>th</sup> Street. After considering the Draft EIS analysis and comments received, the Sound Transit Board identified the South 336<sup>th</sup> Street alternative as the Preferred Alternative. FTA and Sound Transit ~~published~~~~are currently preparing~~ a National Environmental Policy Act (NEPA) Draft EIS / SEPA Supplemental Draft EIS ~~which is anticipated to be published~~ in September 2023. A NEPA/SEPA Final EIS is anticipated to be published in 2024. The Sound Transit Board will select the project to be built following publication of the Final EIS. FTA is anticipated to issue its Record of Decision thereafter.

Environmental review for TDLE is also currently underway. TDLE would expand Link light rail transit service from the Federal Way Downtown station to the Tacoma Dome. The project corridor is approximately 10-miles long. Sound Transit is currently studying multiple alternatives along the corridor. The northern portion of the corridor includes a Preferred Alternative and a design option. Both alternatives impact the same parcels, but to different extents. Sound Transit and FTA are preparing a NEPA/SEPA Draft EIS for TDLE that is anticipated to be published in 2024. A Final EIS is planned to be published in 2026. The Sound Transit Board would select the project to be built following publication of the Final EIS. FTA is anticipated to issue its Record of Decision thereafter.

The Christian Faith Center property is necessary for both the OMF-South preferred alternative and the South 344<sup>th</sup> Street alternative. The Christian Faith Center sent a letter to the board earlier in the year outlining the hardship the OMF South project has caused, and it requested that Sound Transit begin the property acquisition process. A portion of the Belmor property is necessary for all TDLE project alternatives [and the OMF-South Preferred Alternative and south 344th Street Alternative](#).

Sound Transit has requested approval from the FTA for these early acquisitions. The FTA is evaluating the early acquisition requests for the respective projects separately. FTA approval would allow Sound Transit to proceed with acquisition of the property even though the environmental review process for the Tacoma Dome Link Extension and OMF South project are not yet complete. The early acquisition will not limit the Board's final choice of alternatives for either project. Documentation in support of the early acquisitions has been submitted to the FTA for consideration.

Following Board approval of necessity, and contingent on FTA approval of the early acquisitions, staff will pursue acquisition of the property.

Sound Transit will acquire the property, by condemnation, if necessary, as needed for the construction, operation, and maintenance of the Tacoma Dome Link Extension and the Operations and Maintenance Facility South. Sound Transit's authorizing legislation grants the agency the power of eminent domain to accomplish such acquisitions when efforts to reach agreement with property owners reach an impasse.