



Operations and Maintenance Facility South

June 2024

We're planning a new light rail maintenance facility in South King County

Sound Transit and the Federal Transit Administration (FTA) have published a joint NEPA/SEPA Final EIS for the OMF South project after holding public comment periods for the 2021 State Environmental Policy Act (SEPA) Draft Environmental Impact Statement (EIS) and 2023 National Environmental Policy Act (NEPA) Draft/SEPA Supplemental Draft EIS. The Final EIS responds to all substantive comments from both Draft EIS comment periods.

What is an Operations and Maintenance Facility?

An OMF is where Link light rail trains go for cleaning, storage, and maintenance, 24 hours a day, 365 days a year. Sound Transit needs four strategically located OMF facilities to ease our planned service expansion. Two OMF facilities already exist (Seattle and Bellevue). We need this new OMF in the South Sound to receive, store, and service a larger train fleet to support future light rail extensions to Tacoma and throughout the region. To build this new facility, we need approximately 60-70 acres (for reference, one football field is 1.3 acres) near the Federal Way Link Extension (FWLE).



We service our current light rail trains at a central OMF on South Forest Street in Seattle.

The benefits of OMF South

- Creates high-skilled, living-wage jobs for more than 610 people in South King County. At our existing OMFs, the average employee wage is \$45 per hour, or \$85,000/year.
- Ensures thousands of passengers ride clean, well-maintained trains.



A worker at the existing OMF Central in Seattle conducts maintenance on a Link train

Final EIS now available

The Final EIS includes analysis of the alternatives studied in the Draft EIS and responds to substantive comments received on the Draft EIS. Learn how each alternative could affect air and water quality, historical and cultural resources, nearby properties, ecosystem resources, cost, schedule, and more.

The Final EIS is available for public review in a variety of formats and locations.

Online:

- It is available on the Sound Transit website: www.soundtransit.org/system-expansion/operations-maintenance-facility-south/documents

Public locations:

- Federal Way Library, 34200 1st Way S, Federal Way
- Federal Way 320th Library, 848 S 320th St, Federal Way
- Federal Way Community Center, 876 S 333rd St, Federal Way
- Federal Way City Hall, 33325 8th Ave S, Federal Way
- Kent Library, 212 2nd Ave N, Kent
- Kent Commons Community Center, 525 4th Ave N, Kent
- Kent City Hall, 220 4th Ave S, Kent
- Sound Transit Office, Union Station 401 S Jackson St, Seattle. Please call Sound Transit librarian at (206) 398-5344 from 8 a.m. to 5 p.m. to arrange an appointment.

Request a copy:

- For a free copy of the executive summary, flash drive of the documents, or to purchase a printed copy of the Final EIS and appendices, please contact Dominique Jones at (206) 689-4783 or dominique.jones@soundtransit.org.

After publication of the Final EIS, the Sound Transit Board considers the EIS analysis, comments received for the 2021 and 2023 Draft EIS documents, and other factors, then selects the project to be built. After the selection, we expect the Federal Transit Administration to issue a Record of Decision. Sound Transit will then begin the next phase of the project—design and construction of the facility!



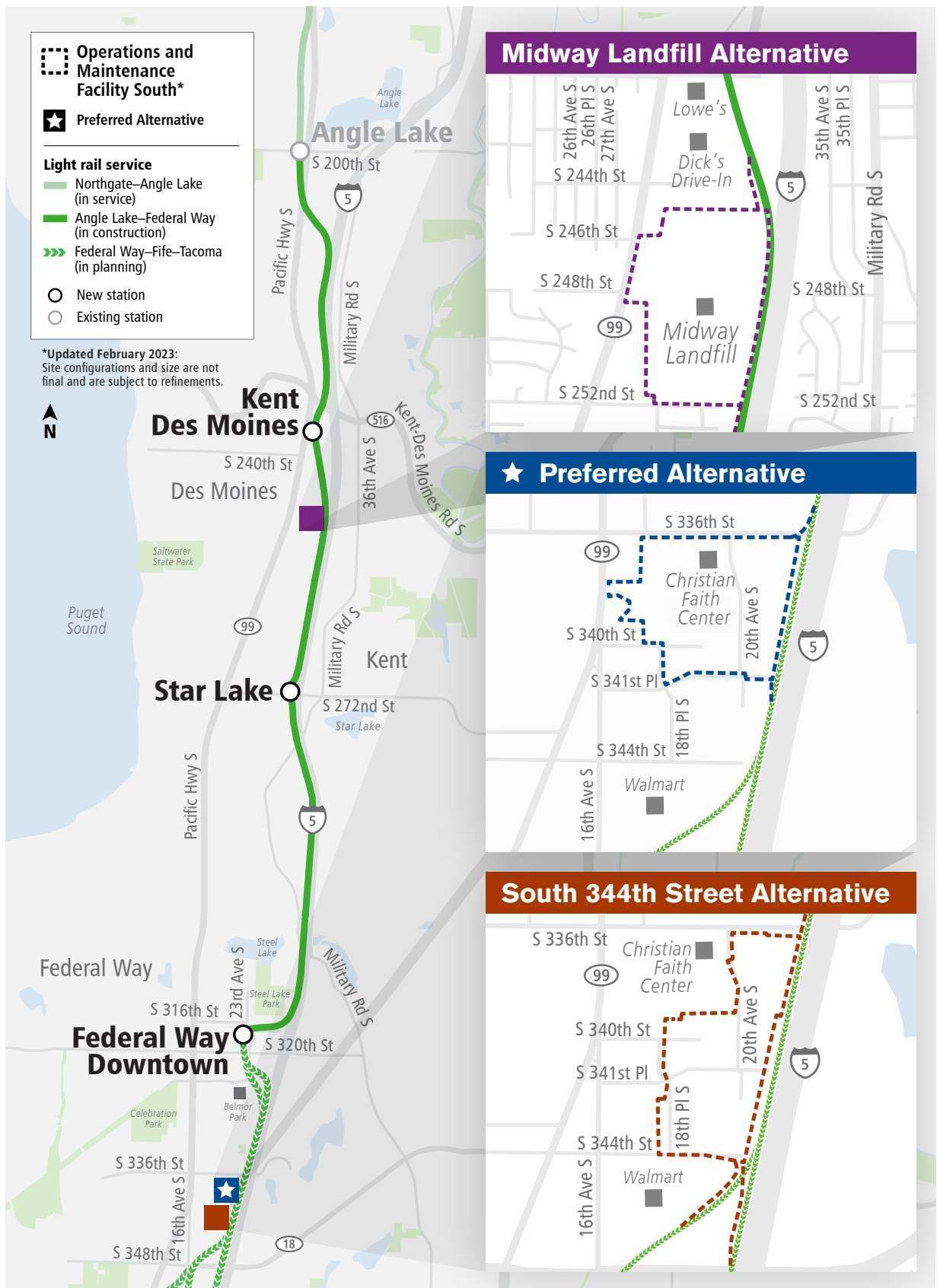
How to find the response to your Draft EIS comment in the Final EIS

To find your comment and the associated response, please visit the Final EIS documents webpage, navigate to Appendix L, and click the document that corresponds to you. There will be separate documents for those identified as an agency, business, community organization, or individual.

If you provided your name or organization name with your comment, you can find your comment by finding your name in the index or:

- Windows, PC: Typing CTRL + “F”, typing the name provided with your comment, pressing “Enter”.
- Mac: Typing CMD + “F”, typing the name provided with your comment, pressing “Enter”.

Alternatives



Operations and Maintenance Facility South site footprint maps.

In December 2021, the Sound Transit Board identified the South 336th Street alternative as the preferred alternative.

Preferred alternative (South 336th Street)

- The preferred alternative is in Federal Way, between South 336th Street and South 341st Place, and between I-5 and SR 99.
- The site footprint is approximately 66 acres.
- The preferred alternative includes about 1.4 miles of mainline light rail tracks. These tracks are necessary for the proposed Tacoma Dome Link Extension (TDLE) light rail alignment, which is undergoing environmental review.
- The preferred alternative includes a test track to prepare new vehicles for service. The test track would run parallel to the mainline tracks.

South 344th Street Alternative

- The South 344th Street alternative is in Federal Way, between South 336th Street and South 344th Street, and between I-5 and 18th Place South.
- The site footprint is approximately 64 acres.
- The South 344th Street alternative includes about 1.8 miles of mainline light rail tracks, which would be necessary for the TDLE.
- This site would include a test track. The test track would run parallel to the mainline light rail tracks.

Midway Landfill Alternative

- The Midway Landfill alternative is in Kent, between South 246th Street and South 252nd Street, and between I-5 and SR 99.
- The site footprint is approximately 68 acres.
- This site would not include a test track because of varying grades. A test track needs to be primarily at-grade and on relatively straight and flat terrain, making this location not suitable for meeting minimum operational and construction requirements.



Why do the sites in Federal Way require mainline light rail tracks?

We would need to construct 1.4-1.8 miles of additional track (also called “mainline” tracks) between the end of the Federal Way Link Extension (currently in construction) to the potential OMF sites in Federal Way—the preferred alternative at South 336th Street and the South 344th Street alternative—to transport light rail cars from the regional system to the OMF South.



How do you build on a landfill?






Building on top of a landfill is a unique and complex challenge. Sound Transit must address the likelihood that this ground will continue shifting and settling over time, which could affect the tracks, equipment, and other infrastructure. To prevent settlement, Sound Transit is considering three methods to prepare the Midway Landfill site for possible OMF construction: Platform, Hybrid, and Full Excavation.



What's a test track?

Before a new light rail vehicle can start carrying passengers, we test how it performs on the track. Since we have light rail service running on the mainline tracks most of the day, we currently do all vehicle testing during the short service window, generally between 1-5 a.m. Building a test track will allow us to test vehicles faster, readying them for service. After analyzing the best location for a test track in our system, we found that placing it near OMF South was the best fit technically and operationally.

Key Impacts

	Preferred Alternative	Midway Landfill Construction Options
	South 344th Street	
	Midway Landfill	
	Site	P Platform
	Mainline	H Hybrid
		E Full Excavation

Because of the need for the mainline tracks, the environmental impacts for the preferred and South 344th Street alternatives are shown as two numbers, representing the impacts for the site and the mainline tracks.



Opinion of Probable Cost*

(Billions)



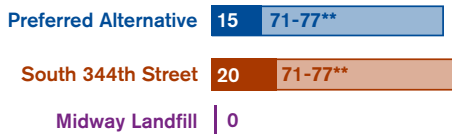
Annual Operating Cost Estimate*

(Millions)



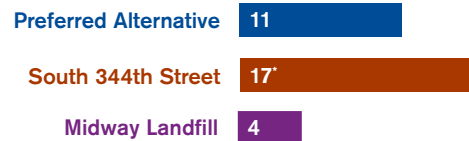
Residential Displacements

(Units)



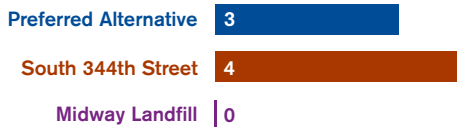
Business Displacements

(Units)



Community and Social Resource Impacts

(Churches, schools, daycares)



Estimated Employee Displacements

(People)



*Estimates are to be used for comparisons between alternatives only and do not represent the project budget. The preferred alternative and South 344th Street alternative estimates are for the sites only and do not include costs for mainline tracks.

** If neither Federal Way alternative (the preferred alternative or South 344th Street alternative) is selected to be built and the Tacoma Dome Link Extension (TDLE) is constructed as proposed, impacts from the mainline tracks could occur later in time. TDLE is currently under environmental review.

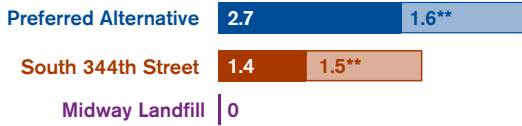
†Includes GarageTown, comprised of ~60 owners.

Key Impacts



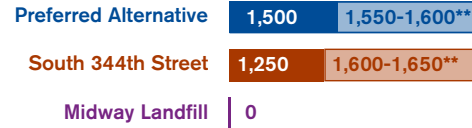
Wetland Impacts

(Acres of long-term impacts)



Stream Impacts

(Linear feet of long-term impacts)



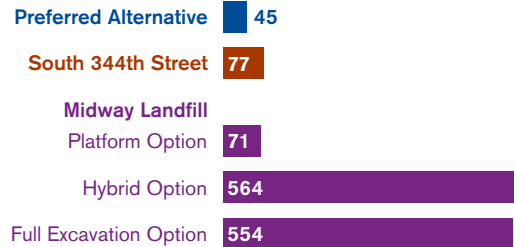
Forest Impacts

(Acres mature native forest)



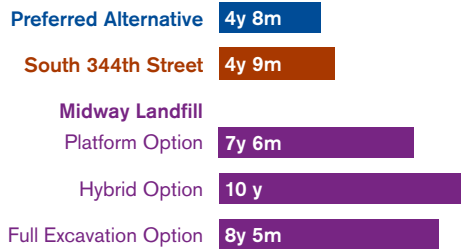
Daily Truck Trips During Site Prep

(Maximum Trips)



Final Design / Construction Duration

(Years: y) (Months: m)



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What comes next for the OMF South

The Sound Transit Board is scheduled to select the project to be built as soon as June 27. The decision will be based on findings from the Final EIS, public and agency comments on the 2021 and 2023 Draft EIS documents, and other factors. Board meetings are open to the public and public comment is accepted on action items. The Federal Transit Administration (FTA) is anticipated to issue a Record of Decision later in 2024 under NEPA. After this, the project will begin detailed design work and construction planning.

June 7

- Final EIS published

As soon as June 27

- Sound Transit Board selects the project to be built

Summer 2024

- FTA issues Record of Decision

2025

- Begin final design and construction

2032-2037

- Forecasted in-service date



Link light rail trains are parked on maintenance platforms in the Link Maintenance Building.

Contact

Sound Transit Community Outreach

Phone: 206-398-5453

Email: OMFSouth@soundtransit.org

Web: soundtransit.org/omfs

Information in alternative formats: 800-201-4900 / TTY: 711 or accessibility@soundtransit.org.

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