CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
(Sound Transit)

Sounder Yard and Shops Facility Project
SEPA Addendum
to the
Sounder Yard and Shops Facility Project
SEPA Environmental Checklist (March 25, 2016)

Prepared Pursuant to the State Environmental Policy Act,
Chapter 43.21C RCW and WAC 197-11-625

Prepared
April 23, 2018

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Introduction

This State Environmental Policy Act (SEPA) Addendum describes the proposed design refinements to Sound Transit's proposed Sounder Yard and Shops Facility Project, now known as the Sounder Maintenance Base. The proposed project would be located at Sound Transit's Century Yard, which is in Lakewood, Washington (see Attachment A). The proposed project would support planned and future Sound Transit Sounder commuter rail service. The Sounder Maintenance Base Project as originally designed was to provide sufficient capacity to maintain the Sounder fleet expansion planned as part of the ST2 program (starting in 2017). Recent Sounder ridership forecasts, however, determined that the expansion of Sounder services associated with the 2016-adopted ST3 program would be faster than previously assumed (Sound Transit 2017a). As a result, where Sound Transit had not originally anticipated a need to expand the maintenance base facility in the foreseeable future, the new ridership forecast anticipates required expansion about 8 to 12 years after the initial start of operations at the Sounder Maintenance Base now planned for 2023. Considering the time it would take to prepare a conceptual plan to remodel the planned maintenance facility, complete the environmental review, obtain construction permits, and complete project construction, Sound Transit has decided it would be more efficient and less costly if the design of the Sounder Maintenance Base was refined at this time to accommodate anticipated maintenance services needed in 2023 and longer term through 2040, consistent with the ST3 program.

Purpose of this Addendum

Past projects proposed at the Century Yard site included the Sounder Yard Expansion Project, now near completion, which includes the construction of a third layover track, train and engine crew building, and other improvements; and the Sounder Yard and Shops Facility Project, which proposed the construction of a larger maintenance building. Sound Transit published a SEPA Environmental Checklist (SEPA Checklist) and Determination of Nonsignificance (DNS) for the Sounder Yard Expansion Project in August 2013. Subsequently, Sound Transit published a SEPA Checklist and DNS for the Sounder Yard and Shops Facility Project in March 2016.

The purpose of this SEPA Addendum is to update the environmental documentation previously completed on the proposed Sounder Yard and Shops Project, which Sound Transit has renamed the Sounder Maintenance Base.

Seven key elements to the design refinements are evaluated in this SEPA Addendum. These elements are listed below:

1. Building expansion of approximately 40,000 square feet to an approximate 60,000 square-foot footprint to accommodate more operations. Six bays with a total of ten repair positions (eight of which are "stacked," meaning two per bay with one in front of the other)
2. Parking lot expanded from 40 spaces up to 60 spaces and shifted to the south
3. New switching track located off of the shop lead track
4. New wheel truing facility located off of the shop lead track
5. Relocation of the existing transformer towards the interior of the site
6. Possible relocation of the existing Puget Sound Energy power line to the eastern property boundary
7. Maintenance-related train crossings of Steilacoom Boulevard SW for train units entering the maintenance yard directly via the north maintenance yard lead track

For comparison, Attachment B is a figure showing the project improvements evaluated in the SEPA Checklist in 2016, and Attachment C is a figure showing the proposed project improvements comprising the updated design evaluated in this SEPA Addendum. All other elements of the proposed project evaluated in the SEPA Checklist would remain unchanged. Construction of the Sounder Maintenance Base would be similar to what was described in this SEPA Checklist; however, the construction period has shifted from 2017–2021 to 2019–2023.

Sound Transit developed the design refinements considering factors such as construction efficiency, minimizing construction impacts to neighborhoods and buildings, reducing construction risks, and achieving a reduction in some environmental effects. Sound Transit considered temporary construction impacts, measures to achieve cost and schedule savings, and measures to avoid conflicts with utilities.

This SEPA Addendum describes the refined project design and provides an updated assessment of potential project-related environmental impacts. The original Sounder Maintenance Base Project accommodated required maintenance services for the planned ST2 81-vehicle fleet starting in 2017. The refined project would support the ST3 106-vehicle fleet planned by 2040. The addendum evaluates how the updated project design may change the impact analyses contained in the SEPA Checklist. In particular, the

agency has provided the following additional information: updated train operations analysis, updated threatened and endangered species lists, and updated noise and vibration and transportation analyses. Technical information supporting the conclusions in the Addendum include the following:

Attachment D. ESA Screening Checklist Update
Attachment E. Train Operations Technical Memorandum Update
Attachment F. Noise and Vibration Technical Memorandum Update
Attachment G. Transportation Technical Memorandum Update

Project Refinements

The following is a detailed discussion of the major changes in the updated design for the Sounder Maintenance Base Project. To help understand the changes in design, the schematic layout for the project presented in the SEPA Checklist in 2016 is provided in Attachment B. This figure can be compared to Attachment C, which is a figure showing the layout of the updated project. No additional property would be required to construct the updated design for the project.

1. Construction of a larger maintenance base building

The original design for a one-story, six-bay, and six-repair position maintenance base has been updated to a partial two-story, six-bay maintenance building with 10 repair positions. The size of the building has increased from approximately 40,000 square feet to an approximate 60,000 square-foot footprint, but the overall character of the building would remain unchanged. No vehicle washing would occur on the site, and vehicle fueling would continue to primarily occur at the existing Amtrak facilities located in the SODO south of downtown Seattle. To accommodate the 10 repair positions at ground level and minimize the footprint of the new maintenance building, the welfare space for workers would be located on a second floor. Because of equipment required to hoist the train vehicles and locomotives, the welfare area, including the meeting room, locker rooms, and restrooms, would be limited to the area above the building entrance lobby, the main office area, and the materials storage area in the northeast corner of the building. Two of the 10 repair positions include work pits to allow workers to have easy access to the underneath side of the train car vehicles. The work pits would be up to 19 feet deep and would require excavation to a depth of approximately 21 feet. As such, where the original design was a single-story building approximately 50 feet high, a portion of the updated building would be two stories, but the building height is set by the shops portion of the building, which would remain approximately 50 feet high. The loading docks would continue

to be located on the north side of the building, and delivery trucks would arrive either through the gated driveway off of Steilacoom Boulevard SW or the main site gated entrance off of 39th Avenue SW. The electrical substation and hazardous materials storage area also would continue to be located in the northeast corner of the site.

2. Relocation and expansion of parking lot

The original design placed the parking lot east of the maintenance building, but because of the slightly larger footprint of the larger maintenance building, the parking lot would be shifted to the south. A gated driveway off of 39th Avenue SW would continue to allow truck access to the loading dock on the north side of the maintenance building, and the second driveway with the guard booth would be shifted to the south to provide access to the relocated parking lot. The larger maintenance facility would employ more workers, so the parking lot also would be expanded from approximately 40 parking spaces to up to 60 parking spaces for workers and visitors. This larger parking lot would accommodate the anticipated 45 workers (41 dayshift, 4 nightshift) as well as about 15 spaces for Americans with Disabilities Act parking, Sound Transit security, Sound Transit staff, and visitor parking.

3. Construction of a new switching track to the maintenance base building

The original design of the Century Yard tracks included a single shop lead track added off of the existing tracks at the south end of the Century Yard site near 100th Street SW. The shop lead track would extend north through the Century Yard to the new maintenance building. To facilitate the movement of train cars into the repair positions at the maintenance building, the new switching track would be constructed adjacent to the shop lead track. The switching track allows trains comprised of vehicles requiring maintenance to move back and forth on the site tracks to get the vehicles into the repair positions and avoid additional crossings of local roadways. The new switching track may also require the construction of a retaining wall to create a level site.

4. Construction of a new wheel truing facility on a new spur track

The original design for the Sounder Maintenance Base did not include a wheel truing facility. The refined project includes a wheel truing facility to the south of the train and engine (T&E) building currently under construction as part of the Sounder Yard Expansion Project. A new spur track off the shop lead track in the southern portion of the Century Yard site would provide access to the wheel truing facility. The short spur track would be west of the shop lead track, and the wheel truing building would straddle the northern

portion of this spur track. Within the building, equipment would be used to grind down flat spots on vehicle wheels typically caused by hard braking. Without the grinding, the flat spots can increase wayside noise and vibration levels. Currently Amtrak provides wheel truing for Sound Transit at a facility located at the Holgate Yard in Seattle's SODO area.

The building would be approximately 200 feet long by 40 feet wide and 35 feet high and include exterior lighting at the eave line. Inside of the building, there would be work areas around the perimeter of the building and an 8-foot-deep pit to allow the wheel truing machine to be mounted to the wheels from below. Construction excavation of the 8-foot deep work pits would be approximately 10 feet deep. The building enclosing the work area would reduce noise from the wheel grinding work, and all wheel truing would occur during the day shift.

5. Possible Relocation of the Puget Sound Energy Power Line

The original design for the Sounder Maintenance Base included the relocation of an existing Tacoma Public Utilities power line in the northern portion of the Century Yard site; however, the updated Sounder Maintenance Base Project may also require the relocation of a Puget Sound Energy power line located in the southern portion of the site to make space for the new switching track.

The existing Puget Sound Energy power line enters the Century Yard site at 100th Street SW and generally travels north on an alignment that is 25 to 50 feet west of the eastern property boundary. Where the Tacoma Public Utilities power line enters the site, the alignment of the Puget Sound Energy power line continues north parallel to the Tacoma Public Utilities power line, approximately 40 feet to the west. If relocated to the east, the Puget Sound Energy power line would be as close as possible to the eastern edge of the property to preserve required vertical and horizontal clearances between the shop lead track, the switching track, the two power lines, and adjacent land uses. The relocation of the Puget Sound Energy power line would be coordinated with the utility, and the work would be performed by the utility company contractors at the beginning of the construction period to make room for the new switching track and construction equipment.

Additional minor communication utility relocations may also be required, including existing bundled fiber optic lines which would be coordinated with the fiber optic utility providers.

6. Relocation of the existing transformer

The original design for the Sounder Maintenance Base Project did not include the relocation of the existing transformer located south of the T&E building currently under construction as part of the Sounder Yard Expansion Project. The transformer is in the middle of the site, about halfway between 100th Street SW and Steilacoom Boulevard SW, east of the existing rail tracks. The transformer would be relocated west toward the existing rail tracks to make space for the new shop lead track and switching track. The proposed location is south of the compressor building south of the T&E building, both of which are currently under construction as part of the Sounder Yard Expansion Project.

7. Train Crossings of Steilacoom Boulevard SW

The original design and operations of the Sounder Maintenance Base Project did not include additional maintenance-related crossings of Steilacoom Boulevard SW. only 100th Street SW. The proposed train switching operations for unscheduled maintenance activities may require crossings of Steilacoom Boulevard SW for train units entering the maintenance yard directly via the north maintenance yard lead track from the Amtrak Holgate Yard in South Seattle. The overall number and total duration of train blockages across either 100th Street SW or Steilacoom Boulevard SW would decrease.

Changes in Environmental Effects

The same elements of the environment evaluated in the SEPA Checklist have been re-evaluated to consider the updated design of the Sounder Maintenance Base Project. The refinements would not change environmental impacts for the following elements of the environment: air, hazardous materials, energy and natural resources, acquisitions and relocations, parks and recreation resources; therefore, these elements are not discussed further in this SEPA Addendum. The following sections describe potential changes in environmental impacts of the updated design for the following elements of the environment: transportation, land use, aesthetics, noise, ecosystems, water resources, cultural resources, public services, and utilities. Discussions of environmental justice and cumulative and indirect impacts are included. The refinements to the Sounder Maintenance Base Project would not alter the conclusions of the SEPA Checklist and DNS. No new probable significant adverse environmental impacts would arise.

Transportation

The larger maintenance base would employ more workers, and train movements across 100th Street SW and potentially Steilacoom Boulevard SW would be less under the updated project design. Attachment E

describes the updated train movements on the site, and Attachment G provides updated analysis on potential transportation impacts.

Existing transportation conditions for the Sounder Maintenance Base Project (reflecting year 2015) in terms of the roadway network, signals, transit service levels, crashes, non-motorized amenities, and freight activity within the study area are the same as previously described in the Transportation Technical Memorandum. Future impacts to non-motorized demands and/or freight movements are not expected to change.

The additional 15 entering trips estimated for the morning peak hour and 15 exiting vehicular trips for the evening peak hour would be distributed evenly to the three driveways serving the site to/from Steilacoom Boulevard SW and 100th Street SW. This would translate to a total of 10 additional trips to/from Steilacoom Boulevard SW and 5 additional trips to/from 100th Street SW for both the AM and PM peak hours. Because of the modest number of additional site-generated trips and the minor shift in the year of opening to 2023, no change in peak-hour delay or level of service for the study intersections is expected for the 2023 horizon year and area intersections would operate at acceptable levels.

The previous estimate for nighttime train crossings was up to 12 one-way train movements across 100th Street SW with blockage durations of up to 3 minutes for a total blockage time of up to 36 minutes. The updated site design and maintenance-related train movements would decrease train movements to 8 nighttime crossings but with blockage durations for either 100th Street SW or Steilacoom Boulevard SW that could increase to 3.5 minutes when the vehicle fleet is ultimately expanded to 106-vehicle fleet and 10-car trains are in operation by 2040. The total blockage time with the expanded fleet would be approximately 28 minutes over the 8-hour nighttime period. Despite the potentially longer crossing/blockage durations (3.5 minutes versus 3 minutes previously documented) for nighttime unscheduled maintenance train movements, the overall nighttime train blockage duration would be slightly reduced since the number of nighttime crossing movements would decrease. As previously documented, alternative routes are available via 100th Street SW, Steilacoom Boulevard SW or 108th Street SW for bikes, pedestrians, and general-purpose traffic.

The impacts of train blockage queues on east-west traffic flow and access along either 100th Street SW or Steilacoom Boulevard SW are expected to be modest overall. Compared to 100th Street SW, queues that

would form on Steilacoom Boulevard SW during train blockages would be slightly shorter than those on 100th Street SW due to the slightly lower nighttime traffic volumes on Steilacoom Boulevard SW.

With maintenance-related train crossings of both 100th Street SW and Steilacoom Boulevard SW, Pierce Transit bus routes would be affected by the road blockages. In spring 2017, Pierce Transit restructured some of its bus routes such that bus route 4 along 100th Street SW and bus route 48 along Steilacoom Boulevard SW would be affected by the blockages. These blockages would be slightly longer in duration but fewer in number under the updated Sounder Maintenance Base Project. Mitigation measures to reduce impacts will include coordination with Pierce Transit during final design.

Emergency responders (police, fire, and ambulance) using 100th Street SW or Steilacoom Boulevard SW could be disrupted as a result of nighttime train switching activity; however alternate routes via Lakeview Avenue SW, 100th Street SW, or Steilacoom Boulevard SW will be available and response times are not expected to increase substantially.

As such, the project refinements would not result in any greater impacts than what was previously documented.

Land Use

Proposed project refinements are consistent with existing zoning. No additional property would need to be acquired for the updated layout for the proposed project, but some of the proposed Century Yard facilities would be located along the eastern property boundary and closer to the adjacent commercial and light industrial uses. The Sounder Maintenance Base is compatible with adjacent uses, and no impacts are anticipated. Additional temporary construction easements may be required for facilities proposed to be constructed along the eastern property boundary, and as described in the SEPA Checklist, property would be restored to its previous condition following the completion of construction. No impacts to land use are anticipated.

Aesthetics

The maintenance building was previously described as a single-story building, although the height of the building over the repair positions would be approximately 50 feet. The updated plan for the maintenance building would be two stories over the main building entrance, reception area, and office space. The second story would be the worker lockers, meeting rooms, and a kitchenette area. The maximum height of

the building, however, would remain approximately 50 feet. As described in the SEPA Checklist, the project may include landscaping along Steilacoom Boulevard SW, east of the existing drive, in and around the parking lot, and around the maintenance building per the City of Lakewood Municipal Code as determined through the permit process.

The other new features of the updated design for the Sounder Maintenance Base Project would not substantially alter views in the immediate vicinity of the site.

The updated layout of the Sounder Maintenance Base includes additional buildings and structures, some of which would be have exterior lighting. Lighting of the parking lot would be increased because of the increased size of the parking lot from about 40 spaces to up to 60 spaces. General site lighting would need to cover the alignment area for the new switching track, and the new wheel truing facility would have exterior lighting around the building eave at approximately 35 feet. As described in the SEPA Checklist, lighting fixtures would be shielded and directed toward the interior of the site to minimize light or glare spill-over to adjacent properties, and LED lamps would be used to conserve energy and reduce glare.

The visual character and scale of the proposed elements of the updated layout for the Sounder Maintenance Base Project would be compatible with the existing character of the project site and the surrounding commercial and industrial land uses. No light and glare impacts are anticipated and no additional measures would be required.

Noise

The updated design for the Sounder Maintenance Base Project involves different train operations and movements in and out of the site for scheduled and unscheduled maintenance work on the fleet vehicles. Attachment E provides a detailed description of the train operations and movements at Century Yard, and Attachment F provides an updated analysis of noise impacts.

The previous estimate for nighttime train crossings was up to 12 one-way train movements across 100th Street SW with blockage durations of up to 3 minutes. Moderate noise impacts under the FTA criteria were predicted at one location because of the wayside horns and crossing bells, and an evaluation of residential sound insulation was a recommended measure to reduce the impact. The updated site design and operations would decrease train movements to 8 nighttime crossings of either 100th Street SW or Steilacoom Boulevard SW between 8 p.m. and 4 a.m. However, train crossing durations could increase up

to 3.5 minutes when the vehicle fleet is ultimately expanded to 106-vehicle fleet and 10-car trains are in operation by 2040. Despite the fewer number of maintenance-related crossings of 100th Street SW, these maintenance-related nighttime train crossings could continue to adversely affect 12 multifamily and 4 single-family residences. No residences or other noise-sensitive land uses would be adversely affected by nighttime maintenance-related train crossings of Steilacoom Boulevard SW.

The truing facility in the updated design would not pose any additional noise impacts as all wheel grinding activities would occur during daytime hours.

There is no change to the construction noise effects or the proposed measures to reduce impacts during the required occasional nighttime construction.

Ecosystems

The updated design for the Sounder Maintenance Base Project would require increased disturbance of the site during construction. There are no known listed threatened or endangered species on or near the site nor any designated critical habitat for listed species (Attachment D). Site clearance during construction would be minimized, and the site would be restored and revegetated at the end of construction. The patch of Garry oak at the south end of the site will be protected during construction consistent with commitments in the SEPA Checklist. There is no other habitat or significant vegetation on site. Agency consultation would occur to identify potential measures to avoid or minimize impacts to migratory birds. There would be no substantial change in impacts to animals.

Water Resources

The project is located within the Federally designated Central Pierce County Sole Source Aquifer, which means the aquifer supplies 50 percent or more of the drinking water for the area with no economically viable alternative source for drinking water. In addition, the aquifer is designated a Critical Recharge Area, per Title 18E of the Pierce County Code. The SEPA Checklist (March 25, 2016) identified the project area as located within a critical area aquifer recharge area in response to Question 8(g) (page 27). A critical recharge area designation, per Title 18E of the Pierce County Code, are those areas that have a critical recharge effect on groundwater and/or demonstrate a high level of susceptibility or vulnerability to groundwater contamination from land use activities. Per the Aquifer Recharge and Wellhead Protection Area Standards in Title 18E.50.040 Part D, Non-Hazardous Sites, the project and associated activities are

allowed in the Critical Recharge Area, subject to standards listed including stormwater treatment and control. The project adheres to these standards as described in Section B Environmental Elements, Part 3 Water in the SEPA Checklist. A geotechnical report, prepared by GeoEngineers, for the Sounder Yard and Shop Facilities (December 17, 2014) reported groundwater was encountered at the northwest corner of the intersection of 100th Street SW and SW Lakeview Boulevard when drilling at depths of 30 feet below the surface. Groundwater conditions, however can vary as a result of season, precipitation, and other factors.

Proposed construction of the wheel truing facility is not expected to exceed depths of approximately 10 feet below the surface; however, excavation for the work pit in the maintenance building would require excavation to approximately 21 feet in depth. No vehicle washing would occur on the site, and vehicle fueling would continue to primarily occur at the existing Amtrak facility in the SODO area south of downtown Seattle. As such, impacts to the groundwater may occur during construction.

On April 19, 2018, Sound Transit consulted with Susan Eastman of the Environmental Protection Agency Region 10. After the meeting, Sound Transit agreed take pro-active steps to develop project design, preliminary construction methods, and construction specifications that would notify the construction contractor of the sensitive nature of the aquifer resources and require Best Management Practices (BMPs) be implemented during construction to protect it. A construction de-watering plan or other methods may be needed for the construction of the work pits to prevent mobilization of possible contamination. In addition, Sound Transit agreed to include information about the Central Pierce County Sole Source Aquifer in the construction and maintenance contracts and will post signs in the completed facility educating workers about the sole source aquifer and its importance to local drinking water supplies. As such, the Central Pierce County Sole Source Aquifer is not anticipated to be impacted.

The updated design for the Sounder Maintenance Base Project would increase impervious surface at the site. The updated layout includes a larger footprint for the maintenance building and parking lot, a new switching track, a new location for the existing transformer, and a new wheel truing facility. Together, the updated layout at the project site would increase impervious surface from 65 percent of the site to approximately 73 percent consisting of approximately 199,800 square feet of compacted gravel, pavement, concrete, and rooftops. This is an increase from the estimated 118,000 square feet calculated for the original layout for the proposed project. Consistent with the original project, stormwater from project improvements will be collected and treated using BMPs approved by Washington Department of Ecology

prior to infiltration into the subsurface.. A Construction Stormwater Management Pollution Prevention Plan, including pollution prevention BMPs such as spill reporting and cleanup and temporary erosion and sediment control BMPS, will be developed and implemented during construction to avoid or minimize other potential impacts.

As such, the effects described in this SEPA Addendum are similar to what was described in the SEPA Checklist.

Cultural Resources

The wheel truing facility is approximately 200 feet long by 40 feet wide and 35 feet high as well as an 8-foot-deep pit to allow the wheel truing machine to be mounted to the wheels from below. The *Cultural Resources Assessment for the Sounder Yard Expansion Project, Lakewood, Washington* conducted by Historical Research Associates, Inc (HRA) in 2013 included review of archival information, a cultural resource survey, and subsurface investigations (15 shovel probes). The DAHP predictive model for probabilities for prehistoric cultural resources indicates the APE extends across Moderate and High risk areas. Based on their archival research, HRA determined there was a low to moderate probability for ethnohistoric period cultural remains and a Moderate to High probability of finding historic-period archaeological remains associated with the Northern Pacific Railroad. The historic Northern Pacific Railroad alignment was identified within the APA; however, no other landmarks, features or other evidence of Indian or historic use or occupation was found within the APE or any material evidence, artifacts, or areas of cultural importance on or near the site. Table 7-1 of the HRA report indicates that most of the shovel probes reached glacial outwash and that the glacial outwash begins well above the depth that would be excavated for the wheel truing building. On page 47 of the HRA report, the findings of the shovel probes identified sediments that were either: 1) highly disturbed and represented no potential to contain significant undisturbed archaeological deposits, or 2) were glacially deposited and therefore had no potential to contain deeply buried archaeological deposits. The HRA report recommends that all ground-disturbing activities be halted in the event archaeological deposits or human remains are inadvertently discovered during project construction to allow for further investigation. Section 106 consultation was completed during environmental review of the Sounder Yard Expansion Project and concurrence of no effect was obtained from SHPO on October 1, 2013.

Public Services

The proposed Sounder Maintenance Base Project is not expected to increase the need for public services. However, the operation of the trains in and out of the Century Yard for purposes of both planned and unscheduled maintenance services under the updated layout has changed from the train operations previously described in the SEPA Checklist. Attachment E and Attachment G provide updated analysis of train movements on the site and potential effects on transportation, respectively.

Despite the potentially longer crossing/blockage durations (3.5 minutes versus 3 minutes previously documented) for nighttime unscheduled maintenance train movements, the overall nighttime train blockage duration would be slightly reduced since the number of nighttime crossing movements would decrease from 12 crossings (previously documented) to 8 crossings. Additionally, alternate routes via Lakeview Avenue SW, 100th Street SW, or Steilacoom Boulevard SW would be available; therefore, there is no increase in impacts to public services or emergency response times.

Utilities

To make room for the proposed new switching track proposed as part of the updated layout, a Puget Sound Energy power line at the southern portion of the site may need to be relocated, most likely eastward along the property boundary. The possible relocation of the power line would occur at the beginning of the construction period by the utility's contractor. The specific alignment will be coordinated with Puget Sound Energy during final design. The alignment, number, and type of poles, as well as the height of the power line would be coordinated to ensure adequate horizontal and vertical clearances are maintained for safe operations of the power lines. Additional minor communication utility relocations may also be required, including existing bundled fiber optic lines which would be coordinated with the fiber optic utility providers. No impacts to utilities are anticipated, and no additional measures would be required.

Environmental Justice

The original project did not have disproportionately high and adverse impacts on minority or low-income populations. The project refinements do not increase impacts. Therefore, the project with identified mitigation does not have disproportionately high and adverse impacts on minority or low-income populations.

Cumulative and Indirect Impacts

The primary cumulative impacts are associated with the recent and proposed site development at the Century Yard. Under the original design for the Sounder Yard Expansion Project to be completed in late 2017, the maintenance facility would employ an estimated 31 workers, and the updated design would employ an estimated 45 workers through 2040. This is 45 additional workers above those employed with the completion of the Sounder Yard Expansion Project currently under construction, but only an increase in 14 additional workers over the original design for the project. These workers would be added over a number of years from the start of operations in 2023 through 2040, and would not substantially affect traffic congestion (Attachment G). The revised site layout and updated train operations plan for the maintenance activities would not increase impacts over those described in the SEPA Checklist.

Conclusion

The refinements to the Sounder Maintenance Base Project would not alter the conclusions of the SEPA Checklist and DNS. Mitigation will include residential noise mitigation and coordination with Pierce Transit to reduce impacts to bus routes. No new probable significant adverse environmental impacts would arise.

References

GeoEngineers. 2014. *Sounder Yard & Shops Facilities Sounder Lakewood Layover Third Track, Lakewood, Washington*. Prepared for Sound Transit and Parsons Brinckerhoff. December 17, 2014.

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Sound Transit. 2017a. ST Sounder Maintenance Base, Ridership Forecast and Fleet Size Analysis Technical Memorandum. Prepared by WSP USA. May 18, 2017.

Sound Transit. 2017b. Sounder Yard and Shops Facility Project, ESA Screening Checklist Update. Prepared by WSP USA Inc. December 2017.

Sound Transit. 2017c. Sounder Yard and Shops Facility Project, Noise and Vibration Technical Memorandum Update. Prepared by WSP USA Inc. December 2017.

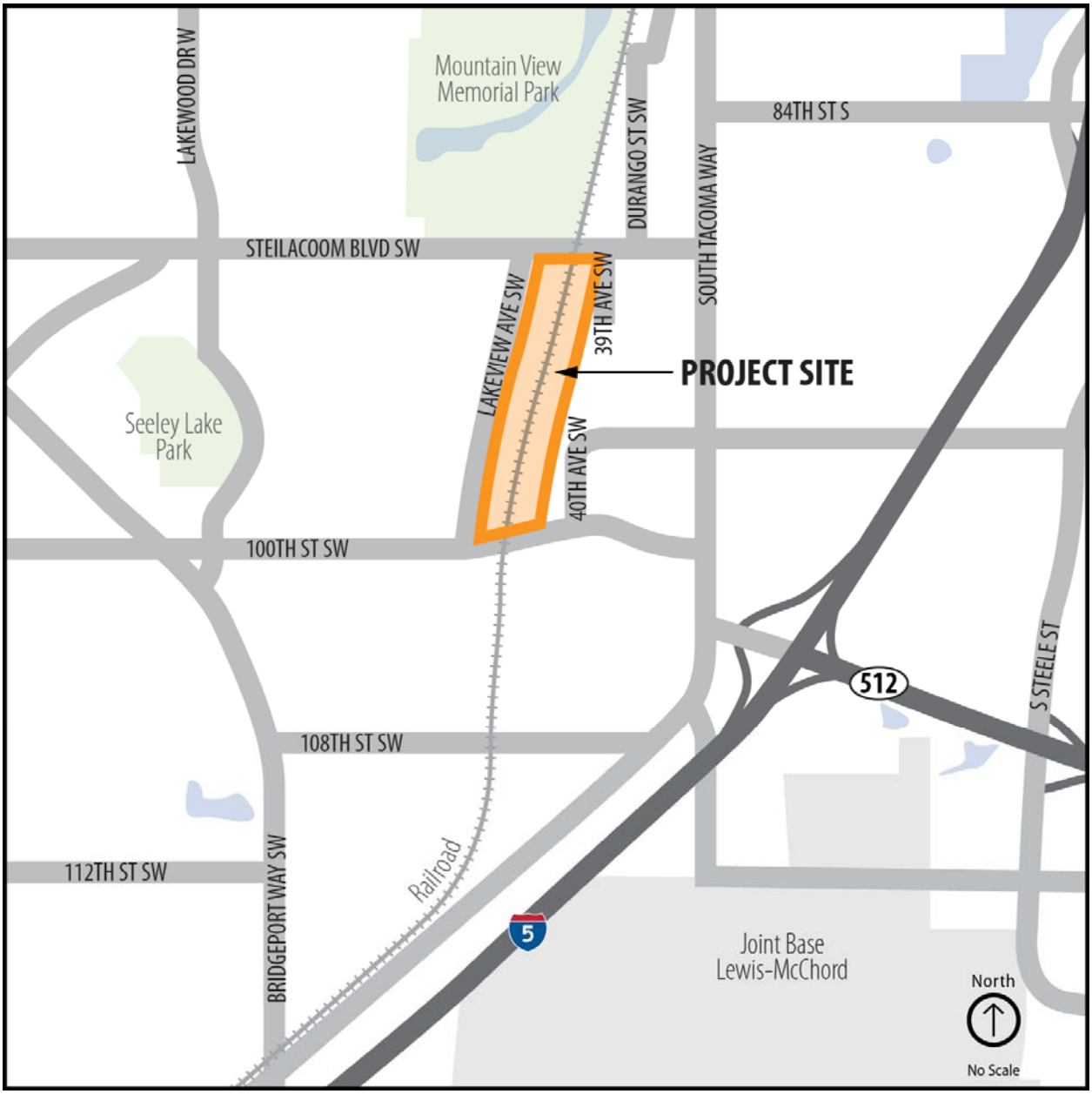
Sound Transit. 2017d. Sounder Yard and Shops Facility Project, Train Operations Technical Memorandum Update. Prepared by WSP USA Inc. December 2017.

Sound Transit. 2017e. Sounder Yard and Shops Facility Project, Transportation Technical Memorandum Update. Prepared by WSP USA Inc. December 2017.

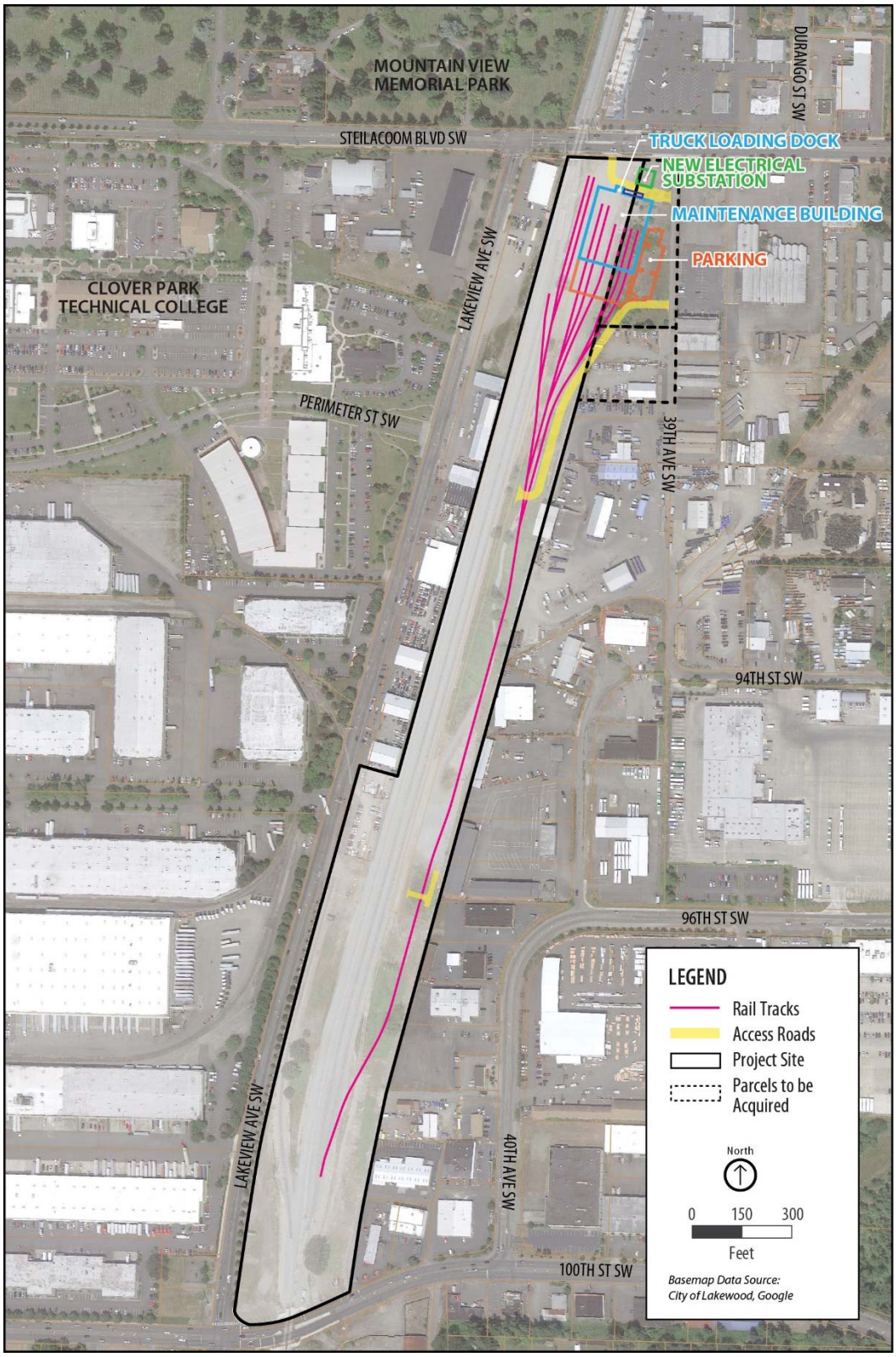
ATTACHMENTS

A. Project Vicinity Map
B. Site Layout and Configuration (March 25, 2016)
C. Updated Site Layout and Configuration
D. ESA Screening Checklist Update
E. Train Operations Technical Memorandum Update
F. Noise and Vibration Technical Memorandum Update
G. Transportation Technical Memorandum Update

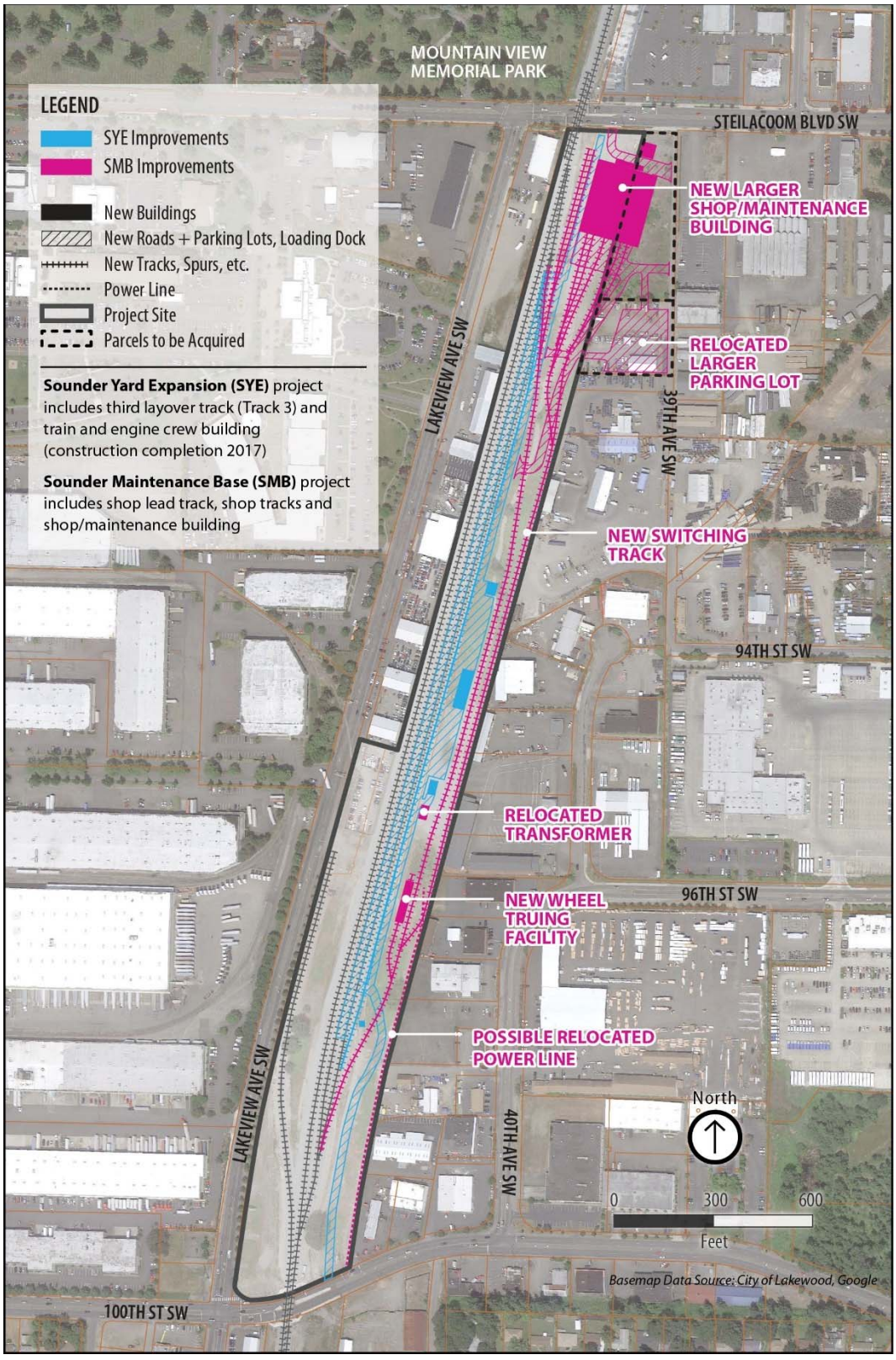
ATTACHMENT A. Project Vicinity Map



ATTACHMENT B. Site Layout and Configuration (March 25, 2016)



ATTACHMENT C. Updated Site Layout and Configuration



ATTACHMENT D

ESA Screening Checklist Update

ATTACHMENT E

Train Operations Technical Memorandum Update

ATTACHMENT F

Noise and Vibration Technical Memorandum Update

ATTACHMENT G

Transportation Technical Memorandum Update