



Operations and Maintenance Facility South

**Final Environmental Impact Statement –
Executive Summary**



June 2024



June 7, 2024

Dear Recipient:

The U.S. Department of Transportation Federal Transit Administration (FTA) and Sound Transit (the Central Puget Sound Regional Transit Authority) have prepared this Final Environmental Impact Statement (EIS) on the proposed Operations and Maintenance Facility (OMF) South project. The OMF South would receive, test, commission, store, maintain, and deploy light rail vehicles as part of Sound Transit's Link light rail system expansion. FTA is the National Environmental Policy Act (NEPA) lead agency. Sound Transit is the project proponent and State Environmental Policy Act (SEPA) lead agency.

FTA and Sound Transit prepared this Final EIS pursuant to NEPA (42 United States Code 4321 et seq.) and SEPA (Chapter 43.21C Revised Code of Washington) to inform the public, agencies, and decision makers about the potential environmental impacts and benefits of building and operating the OMF South in the city of Kent or Federal Way, Washington.

The major choice for the project involves the location of a light rail OMF in the South corridor of the Link light rail system. The Sound Transit Board will consider the alternatives evaluated in the Final EIS, public and agency comments on the 2021 SEPA Draft EIS and 2023 NEPA Draft/SEPA Supplemental Draft EIS, and other information before selecting the project to be built. After the Sound Transit Board selects the project to be built, FTA will issue a Record of Decision, which will state FTA's decision on the project and list Sound Transit's mitigation commitments to reduce or avoid impacts.

Enclosed is an Executive Summary of the Final EIS. The full EIS and separately bound appendices and technical reports are available online at: <https://www.soundtransit.org/system-expansion/operations-maintenance-facility-south/documents>. Please see the Fact Sheet of this Executive Summary regarding how to obtain hard copies and who to contact for further information on the Final EIS.

Sincerely,

Erin Green
Environmental Manager, South Corridor

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King County Executive

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Goran Sparrman

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Sound Transit and the United States Department of Transportation - Federal Transit Administration are committed to ensure that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact FTAWebAccessibility@dot.gov.

**OPERATIONS AND MAINTENANCE FACILITY SOUTH
KING COUNTY, WASHINGTON**

FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted pursuant to
the National Environmental Policy Act (NEPA) (42 United States Code 4321)
and the State Environmental Policy Act (SEPA) (Ch. 43.21C Revised Code of Washington)
by the

UNITED STATES DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION

and

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)

In cooperation with

FEDERAL HIGHWAY ADMINISTRATION
UNITED STATES ARMY CORPS OF ENGINEERS
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
CITY OF FEDERAL WAY
CITY OF KENT

May 7, 2024
Date of Approval

SUSAN KAY FLETCHER Digitally signed by
SUSAN KAY FLETCHER
Date: 2024.05.07
09:01:35 -07'00'

Susan Fletcher
Regional Administrator
NEPA Responsible Official
For Federal Transit Administration, Region 10

May 6, 2024
Date of Approval

Perry Weinberg
Perry Weinberg (May 6, 2024 11:40 PDT)

Perry Weinberg
Deputy Executive Director
Office of Environmental Affairs and Sustainability
SEPA Responsible Official
For Sound Transit

Operations and Maintenance Facility South Final Environmental Impact Statement

National Environmental Policy Act (NEPA) lead agency: Federal Transit Administration

State Environmental Policy Act (SEPA) lead agency: Central Puget Sound Regional Transit Authority (Sound Transit)

Cooperating agencies: Federal Highway Administration, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Washington State Department of Transportation, City of Federal Way, City of Kent

Abstract: The Central Puget Sound Regional Transit Authority (Sound Transit) proposes to construct and operate a Link light rail operations and maintenance facility in its South Corridor (OMF South). The facility would meet agency needs for an expanded fleet of light rail vehicles (LRVs). The need to expand LRV maintenance capacity was identified in Sound Transit 3: The Regional Transit System Plan for Central Puget Sound. OMF South would be used to store, maintain, and deploy about 144 LRVs for daily service. It would provide facilities for vehicle storage, inspections, maintenance and repair, interior vehicle cleaning, and exterior vehicle washing. Additionally, the facility would receive, test, and commission new LRVs for the entire Link light rail system.

This Final Environmental Impact Statement (EIS) considers three site alternatives in King County, Washington for the OMF South: two in the City of Federal Way and one in the City of Kent. These alternatives are named the South 336th Street Alternative, South 344th Street Alternative, and Midway Landfill Alternative. The Sound Transit Board of Directors identified the South 336th Street Alternative as the Preferred Alternative.

FTA and Sound Transit are issuing this Final EIS as a joint document under the National Environmental Policy Act (NEPA) (42 United States Code 4321 et seq.) and the Washington State Environmental Policy Act (SEPA) (Chapter 43.21C Revised Code of Washington). This Final EIS analyzes the OMF South project environmental effects and responds to comments received on the March 2021 SEPA Draft EIS and September 2023 NEPA Draft/SEPA Supplemental Draft EIS.

Contacts for Additional Information

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NEPA review period ends: July 8, 2024

Estimated EIS Cost

Pursuant to 40 CFR 1502.11, the estimated cost to prepare both the draft and final environmental impact statement is \$118,916.

Tribal Acknowledgement

As we plan and build one of the largest transit expansions in North America, which includes the first light rail transit extensions on reservation lands in the history of the United States, we would like to acknowledge the people who have been here since time immemorial: the Puyallup Tribe of Indians, the Muckleshoot Indian Tribe, the Nisqually Indian Tribe, the Suquamish Tribe, the Squaxin Island Tribe, the Snoqualmie Indian Tribe, and the Confederated Tribes and Bands of the Yakama Nation. We would like to thank each Tribe for their partnership.

Fact Sheet

Project Title

Operations and Maintenance Facility South (OMF South)

Proposed Action

The Central Puget Sound Regional Transit Authority (Sound Transit) proposes to construct and operate a Link light rail operations and maintenance facility in its South Corridor (OMF South). The facility would meet agency needs for an expanded fleet of light rail vehicles (LRVs). The need to expand LRV maintenance capacity was identified in Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (Sound Transit 3). OMF South would be used to store, maintain, and deploy about 144 LRVs for daily service. It would provide facilities for vehicle storage, inspections, maintenance and repair, interior vehicle cleaning, and exterior vehicle washing. Additionally, the facility would receive, test, and commission new LRVs for the entire Link light rail system. OMF South would create high-skilled, living-wage jobs for more than 610 people in south King County.

OMF South would include three primary buildings: the Operations and Maintenance Facility (OMF) building, Maintenance of Way (MOW) building, and the Link System-Wide Storage building. The OMF building includes service lanes for vehicle maintenance, repair, carwash, cleaning, painting, spare parts storage, operations, and administration. The MOW building includes areas for maintenance and storage of spare parts for tracks, vehicle propulsion equipment, train signals, and other infrastructure. The Link System-Wide Storage building includes areas for receiving and storing all parts for the Link light rail system. The buildings could include offices, locker rooms, lunchrooms, and other spaces for employees.

OMF South would include runaround tracks to maneuver vehicles, storage tracks, a yard area for outside storage, a training track, traction power substations, and parking for employees, visitors, and nonrevenue vehicles. Additionally, OMF South would need to have tracks connecting it to an operating light rail line when the facility opens. In southern King County the OMF will need to connect to the Federal Way Link Extension (FWLE). The length and location of these connecting tracks varies by site alternative.

Three site alternatives for the proposed project are evaluated in this Final Environmental Impact Statement (EIS): two in the city of Federal Way and one in the city of Kent. These alternatives are named the South 336th Street Alternative, South 344th Street Alternative, and Midway Landfill Alternative, respectively. The Sound Transit Board of Directors (the Board) identified the South 336th Street Alternative as the Preferred Alternative for evaluation in the EIS.

Depending on the alternative and resulting environmental impacts, the project also includes minimization and mitigation measures that address potential impacts to visual and aesthetic resources, noise, and ecosystem resources. Refinements to mitigation measures will continue through final design.

Dates of Construction and Opening

Final design and construction are scheduled to begin later in 2024. The forecasted in-service date is between 2032 and 2037, depending on the alternative selected to be built. However, project realignment (Resolution R2021-05), influenced by the COVID-19 pandemic and increased project cost estimates, may have an impact on the future project schedule. OMF South is a Tier 1 project, which means Sound Transit will continue to develop it for construction, and it will be managed under more ambitious schedule completion targets.

Environmental Process

This Final EIS is a joint document issued under the National Environmental Policy Act (NEPA) (42 United States Code [USC] § 4321) and the Washington State Environmental Policy Act (SEPA) (Revised Code of Washington [RCW] 43.21.C.030 and Chapter 197-11 of the Washington Administrative Code [WAC]). The Federal Transit Administration (FTA) is the lead agency under NEPA and Sound Transit is the lead agency under SEPA. As described in more detail below, this Final EIS responds to comments received on both the March 2021 SEPA Draft EIS and September 2023 NEPA Draft/SEPA Supplemental Draft EIS.

NEPA Lead Agency

Federal Transit Administration
915 2nd Avenue, Suite 3192
Seattle, Washington 98174-1002
<https://www.transit.dot.gov/about/regional-offices/region-10/region-10>

Project Proponent and SEPA Lead Agency

Sound Transit
Union Station
401 S Jackson Street
Seattle, Washington 98104
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NEPA Responsible Official

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Contacts for Additional Information

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Principal Contributors

This Final EIS was prepared by Sound Transit in conjunction with the following firms: HDR, Inc.; Parametrix, Inc.; Aqua Terra Cultural Resource Consultants; Historical Research Associates, Inc.; Cross-Spectrum Acoustics, Inc.; ECONorthwest; Envirolssues; and Two Hundred. See Appendix A1, List of Preparers, for a detailed list of preparers and the nature of their contributions.

Date of Issue

June 7, 2024

Anticipated or Potential Licenses, Permits, and Approvals

License, Permit or Approval	Issuing Agency
Federal	
Air Space Lease for Use of Interstate Right-of-Way	Federal Highway Administration
Clean Water Act, Section 404 (including NEPA documentation)	U.S. Army Corps of Engineers
Federal Endangered Species Act Consultation	U.S. Fish and Wildlife Service National Oceanic and Atmospheric Administration Fisheries Service
Federal Endangered Species Act Determination	Federal Transit Administration
Section 106 Determination	Federal Transit Administration
Section 4(f) Determination	Federal Transit Administration
NEPA Record of Decision	Federal Transit Administration
NEPA Record of Decision	Federal Highway Administration
NEPA documentation for reconfiguration of towers and power lines	Bonneville Power Administration
NEPA documentation under the Comprehensive Environmental Response, Compensation, and Liability Act	U.S. Environmental Protection Agency
State	
Hydraulic Project Approval	Washington Department of Fish and Wildlife
Section 106 Review	Washington State Department of Archaeology and Historic Preservation
Temporary Modification of Water Quality Criteria	Washington State Department of Ecology
Underground Storage Tank Notification Requirement	Washington State Department of Ecology
Clean Water Act, Section 401 Water Quality Certification	Washington State Department of Ecology
Cleanup Action Plan Amendment and related Consent Decree	Washington State Department of Ecology
Temporary Construction Airspace Lease (SR 99, I-5)	Washington State Department of Transportation
Air Space Lease: State Transportation Routes and Interstate Right-of-Way (with Federal Highway Administration)	Washington State Department of Transportation
Land Acquisition	Washington State Department of Transportation

Anticipated or Potential Licenses, Permits, and Approvals (continued)

License, Permit or Approval	Issuing Agency
Local	
Street Use Permits	City of Federal Way or Kent
Construction Permits	City of Federal Way or Kent
Right-of-Way Permits	City of Federal Way or Kent
Environmental Critical Areas/Sensitive Areas Review	City of Federal Way or Kent
Compliance Review of National Pollutant Discharge Elimination System Stormwater Discharge requirements before discharge to local stormwater system	City of Federal Way or Kent
Development Permits, Including Conditional Use Permit or Land Use Code Amendment	City of Federal Way or Kent
Noise Variance	City of Federal Way or Kent
Street Vacations	City of Federal Way
Other	
Notification of Intent to Perform Demolition or Asbestos Removal	Puget Sound Clean Air Agency
Pipeline and Utility Crossing Permits	Utility Providers
Utility Approvals: Easements and Use Agreements	Utility Providers

Note: Not all permits would be needed for every alternative.

Next Steps

Following issuance of the Final EIS, the Sound Transit Board of Directors will make a final decision on the alternative to be built. FTA will then issue a Record of Decision (ROD) no sooner than 30 days after publication of the Final EIS. The ROD will describe the project Sound Transit would build along with measures to avoid, minimize, and mitigate environmental impacts.

Because SEPA requires that the Sound Transit Board’s final decision on the project be informed by the Final EIS, the Final EIS must be issued independently of the ROD so that Sound Transit’s decision can later be incorporated into the ROD. As a result of these regulatory requirements under SEPA, it is not practical to issue a combined Final EIS and ROD, and they are being issued as separate documents.

Related Documents

- Regional Transit Long-Range Plan Update (Sound Transit, December 2014)
- Regional Transit Long-Range Plan Update Final Supplemental Environmental Impact Statement (Sound Transit, November 2014)
- Federal Way Link Extension Final Environmental Impact Statement (Sound Transit, November 2016)
- Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (Sound Transit, June 2016)
- Tacoma Dome Link Extension and Operations and Maintenance Facility South: Early Scoping Information Report (Sound Transit, March 2018)
- Tacoma Dome Link Extension and Operations and Maintenance Facility South: Early Scoping Summary Report (Sound Transit, June 2018)
- Operations and Maintenance Facility South: Alternatives Evaluation Technical Memorandum (Sound Transit, February 2019)
- Operations and Maintenance Facility South: Scoping Information Report (Sound Transit, February 2019)
- Operations and Maintenance Facility South: Scoping Summary Report (Sound Transit, May 2019)
- Operations and Maintenance Facility South: Draft Environmental Impact Statement (Sound Transit, March 2021).
- Operations and Maintenance Facility South: Comment Summary Report (Sound Transit, November 2021)
- Operations and Maintenance Facility South: NEPA Draft/SEPA Supplemental Draft Environmental Impact Statement (FTA and Sound Transit, September 2023).
- Operations and Maintenance Facility South: NEPA Draft/SEPA Supplemental Draft EIS Comment Summary Report (Sound Transit, April 2024)

Cost and Availability of Final Environmental Impact Statement

The Final EIS is available for public review in a variety of formats and locations. It is available on the Sound Transit website: www.soundtransit.org/system-expansion/operations-maintenance-facility-south/documents. Paper copies are available for the cost listed below, which is below the cost of reproduction:

- Executive Summary - Free
- EIS - \$25.00
- Technical Reports and other appendices - \$15.00 each

To request paper copies or a flash drive of the documents, please contact Dominique Jones at (206) 689-4783 or email dominique.jones@soundtransit.org.

Paper copies are also available for review at the following locations:

- Sound Transit offices, Union Station, 401 South Jackson Street, Seattle (please call the Sound Transit librarian at (206) 398-5344 weekdays from 8:00 a.m. to 5:00 p.m. to arrange an appointment)
- Federal Way City Hall, 33325 8th Avenue S, Federal Way
- 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 Street, Federal Way
- Kent Library, 212 2nd Ave N, Kent
- Kent Commons Community Center, 525 4th Ave N, Kent
- Kent City Hall, 220 4th Avenue S, Kent

Appeals

SEPA challenges to this Final EIS are governed by Sound Transit Resolution R7-1 and the Washington State SEPA rules and regulations (Chapter 43.21 RCW and WAC 197-11-680).

As provided in Resolution R2018-17, appeals of SEPA determinations must be made in writing by filing a letter of appeal and paying the required fee within 14 days following the date the environmental document is issued under SEPA. Letters of appeal should be addressed to:

Goran Sparrman, Interim Chief Executive Officer
Sound Transit
401 S Jackson Street
Seattle, Washington 98104

Appeals must be received by Sound Transit on or before 5:00 p.m. on June 21, 2024. Additional details about the appeals process and requirements are set out in Resolution R2018-17 and in the SEPA rules and regulations.

Executive Summary



Introduction

The Central Puget Sound Regional Transit Authority (Sound Transit) proposes to build and operate a Link light rail operations and maintenance facility in its South Corridor (OMF South). The facility would meet agency needs for an expanded fleet of light rail vehicles (LRVs). OMF South would support the expansion of the Link light rail system as part of Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (Sound Transit 3). Under Sound Transit 3, the Link light rail system in central Puget Sound would grow to 116 miles with over 80 stations.

The system would expand north to Everett, south to Federal Way and Tacoma, east to Redmond, south Kirkland, and Issaquah, and west to West Seattle and Ballard by 2042 as shown in Figure ES-1. Sound Transit 3 calls for a total fleet of approximately 460 LRVs. To meet the system expansion goals, Sound Transit needs two additional operations and maintenance facilities: one each in the North and South Corridors. While OMF South would be in the South Corridor, it would support Sound Transit's system-wide expansion by providing a facility to receive, test, commission, store, maintain, and deploy an increased LRV fleet for the entire Link light rail system.

Environmental Planning and NEPA/SEPA Coordination

The environmental process for OMF South began in April 2018 with an early scoping period under the Washington State Environmental Policy Act (SEPA) to inform the alternatives development process. At that time, the environmental review process was conducted in compliance with SEPA only. Under SEPA, key environmental milestones were completed, including alternatives development as part of the scoping process and issuance of a SEPA Draft Environmental Impact Statement (EIS) in March 2021. After considering the SEPA Draft EIS and the comments received, the Sound Transit Board of Directors identified the South 336th Street Alternative as the Preferred Alternative for further evaluation in the SEPA Final EIS (Motion M2021-81, December 2021).

Subsequently, the design for the Preferred Alternative was advanced and modified in response to comments received during the 2021 SEPA Draft EIS comment period. A test track was added to the Preferred and South 344th Street alternatives to meet additional operational needs. Additionally, the Federal Transit Administration (FTA) and Sound Transit determined the need for an EIS under NEPA to support federal funding and approvals. With FTA as the NEPA lead agency, a NEPA Draft/SEPA Supplemental Draft EIS was issued September 22, 2023.

FTA and Sound Transit prepared this Final EIS. It evaluates three build alternatives that meet the purpose and need for the proposed project, as described below. These three alternatives are the South 336th Street (Preferred) Alternative in Federal Way, the South 344th Street Alternative in Federal Way, and the Midway Landfill Alternative in Kent, shown in Figure ES-2.

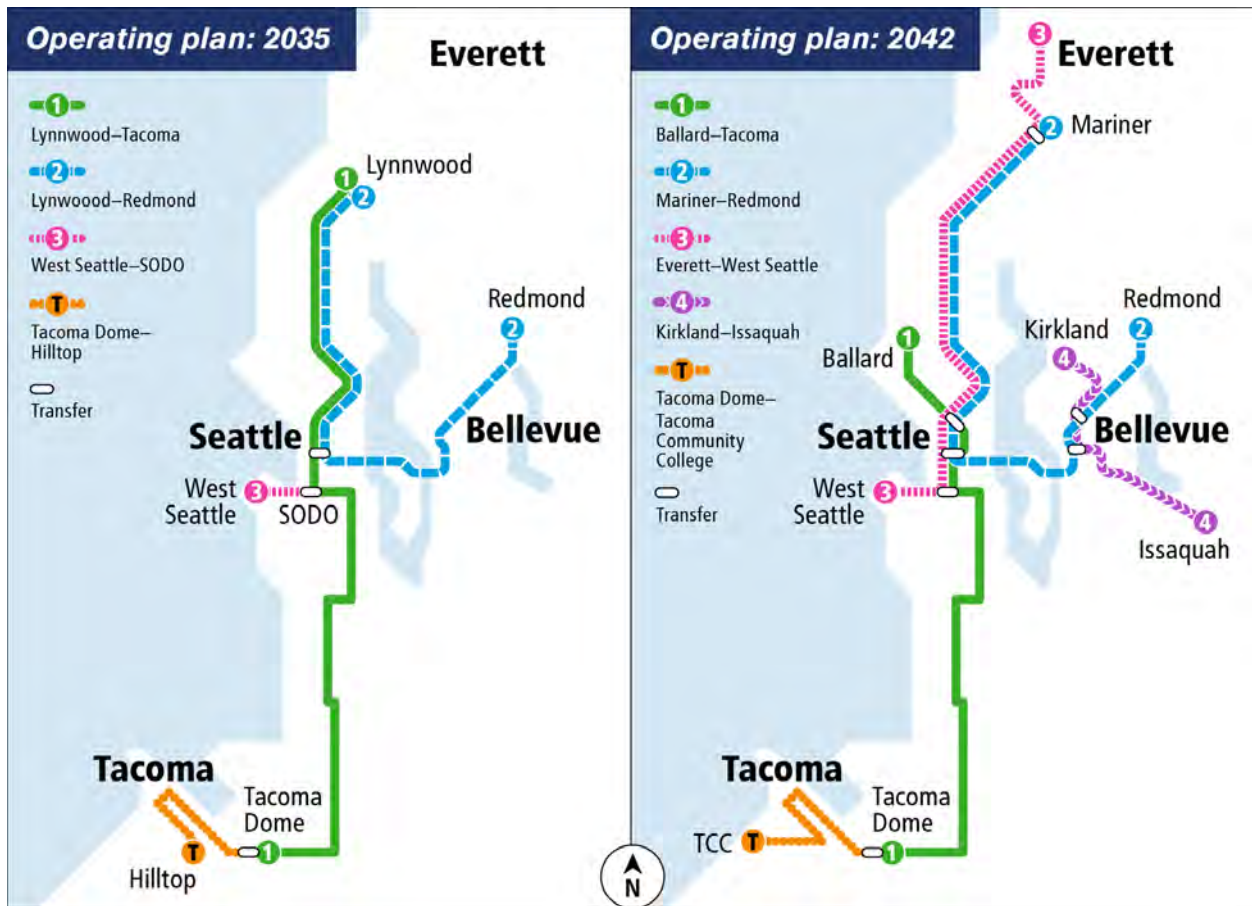


Figure ES-1: Link Light Rail System Expansion

The EIS also evaluates a No Build Alternative, which considers how the transit system would operate if the proposed project were not built. The No Build Alternative provides a baseline against which to measure the impacts of the build alternatives.

The discussion that follows states the proposed project's purpose and need, compares the levels of impact that would result from each build alternative, and describes design features and measures that would avoid, reduce, or mitigate impacts. Sound Transit's goal is to preserve and promote a healthy and sustainable environment by minimizing adverse impacts to people and the natural and built environments. The methodologies used to evaluate impacts are generally described in the introduction to each subsection of Chapter 3 in the Final EIS.

Final design and construction of the project are scheduled to begin later in 2024. The forecasted in-service date is between 2032 and 2037, depending on the alternative selected to be built. However, this schedule could change, resulting in a delayed opening or the construction of OMF South in phases to reach full operational capacity over time.

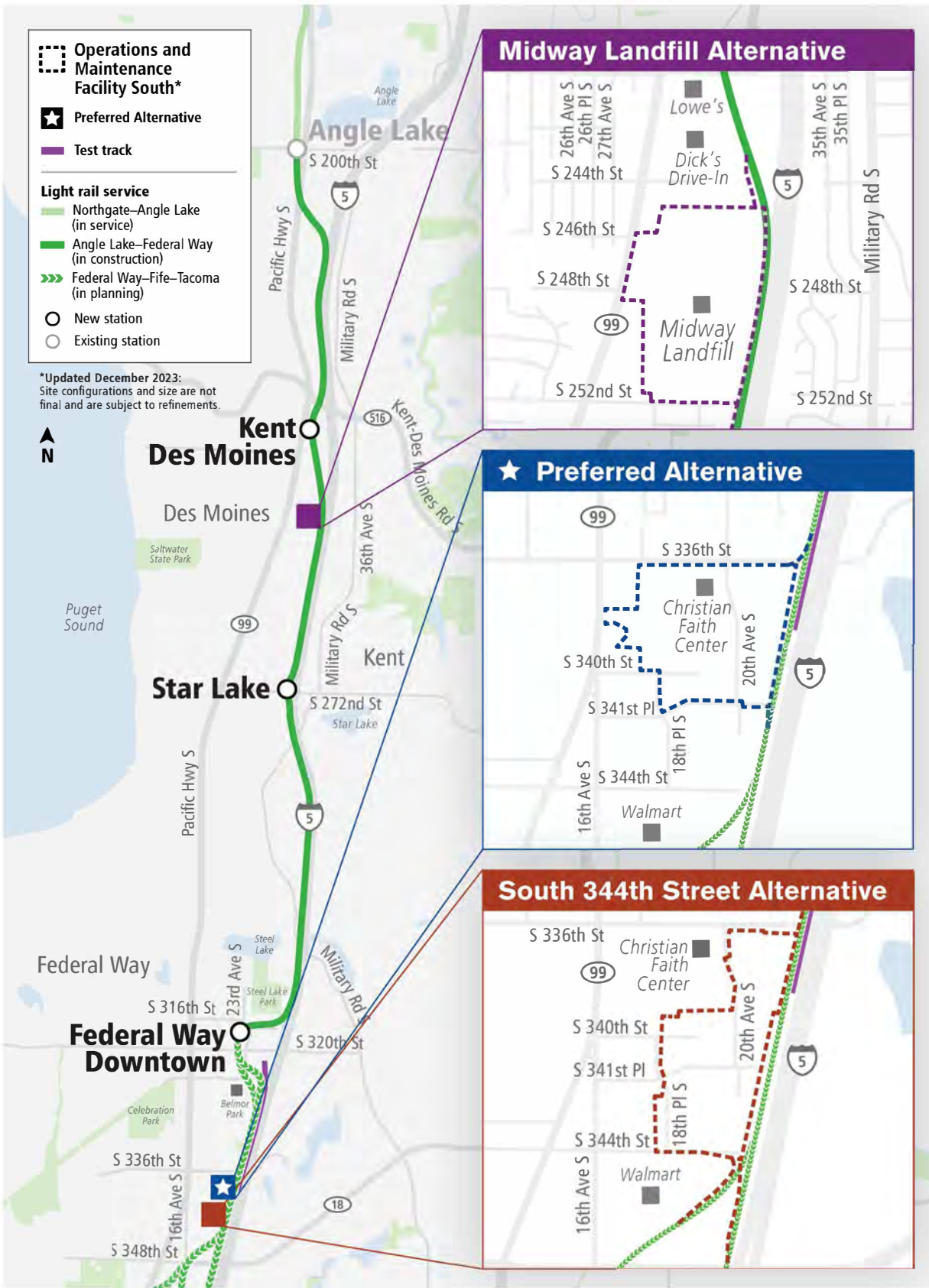


Figure ES-2: Project Alternatives

ES.1 Purpose and Need

The purpose of the OMF South project is to:

- Provide a facility with the capacity to receive, test, commission, store, maintain, and deploy vehicles to support the intended level of service for the system-wide Link light rail expansion.
- Support efficient and reliable light rail service that minimizes system operating costs.
- Support and connect efficiently to the regional system and be technically and financially feasible to build, operate, and maintain, consistent with the Sound Transit 3 Plan and the Sound Transit Regional Transit Long-Range Plan.

The project is needed because:

- The current regional system lacks a facility with sufficient capacity and suitable location to support the efficient and reliable long-term operations for system-wide Link light rail expansion, including the next phase of expansion in King and Pierce counties.
- New light rail maintenance and storage capacity needs to be available with sufficient time to accept delivery of and commission new vehicles to meet the expansion needs outlined in Sound Transit 3 and to store existing vehicles while the new vehicles are tested and prepared.

The OMF South project is necessary to support the addition of approximately 144 LRVs as part of the Sound Transit 3 system expansion. The final number of light rail vehicles maintained in this location will be determined in the Rail Fleet Management Plan update, currently underway by Sound Transit. The facility includes functions that support the entire Link light rail system, such as receiving, testing, and commissioning new LRVs. In addition, OMF South would include Maintenance of Way (MOW) facilities and a Link System-Wide Storage building to receive and store vehicle parts and components, tracks and components, and station parts and components.

ES.2 Alternatives Considered

The OMF South alternatives underwent an extensive evaluation process prior to their identification for study in the EIS. Beginning in early 2018, Sound Transit conducted early scoping under SEPA, followed by alternatives development, including site identification, prescreening, and alternatives evaluation. In early 2019, six alternatives were presented to the public during the SEPA scoping period, and in May 2019 the Board identified three alternatives for evaluation in the SEPA Draft EIS. These three alternatives were the South 336th Street Alternative in Federal Way, the South 344th Street Alternative in Federal Way, and the Midway Landfill Alternative in Kent.

The SEPA Draft EIS was published in March 2021 and had a public comment period extending from March 5 to April 19, 2021. After considering the SEPA Draft EIS and the comments received from Tribes, agencies, and the public, the Board identified the South 336th Street Alternative as the Preferred Alternative for further study in the SEPA Final EIS (Motion M2021 81; December 2021).

No-Build Alternative

The No Build Alternative evaluates how the transit system would operate if the proposed project were not built. It assumes that the other Link light rail system improvements listed in Sound Transit 3 would be built, including extensions to West Seattle, Ballard, Issaquah, and Tacoma. The No Build Alternative also assumes that the new North Corridor OMF would be constructed. Under the target schedule for Sound Transit's System Expansion Plan, each of these projects would be constructed and operational by 2042.

The analysis of the No Build Alternative is based on the expected conditions in 2042, which is the future design year for the project. Due to the realigned capital program (Resolution R2021 05, August 2021) completion of some Sound Transit 3 projects may be delayed past 2042; however, 2042 provides a common future analysis year for ridership forecasting, air, noise, transportation, and other environmental elements on all Sound Transit 3 projects.

Under the No-Build Alternative, impacts from the Sound Transit 3 projects listed above, including Federal Way Link Extension (FWLE), Tacoma Dome Link Extension (TDLE), West Seattle Link Extension (WSLE), and other reasonably foreseeable future actions by others would still occur. As the FWLE and TDLE projects are within the study areas for the OMF South project alternatives, there are impacts that may be similar to or that overlap with those of OMF South. FWLE is under construction with a forecasted in-service date of 2026. The impacts of FWLE have been addressed in the Federal Way Link Extension Final Environmental Impact Statement. TDLE is currently undergoing environmental review under both NEPA and SEPA by FTA and Sound Transit. The Tacoma Dome Link Extension Draft Environmental Impact Statement is expected to be published in mid 2024, with a forecasted in-service date of 2035.

Under all currently proposed build alternatives for TDLE, the TDLE mainline tracks south of Federal Way Downtown Station would also serve as part of connecting mainline tracks to OMF South, depending on which OMF South build alternative is selected. If TDLE is constructed as proposed, impacts from the mainline tracks would be primarily the same under both the No Build and build alternatives for OMF South, although the timing of those impacts would be different. TDLE impacts will be further detailed in the separate Tacoma Dome Link Extension Draft Environmental Impact Statement.

The No Build Alternative assumes Sound Transit's Link light rail storage and maintenance facilities (including OMF North) would support a maximum Link light rail fleet size of about 352 LRVs, which is fewer than the approximately 460 LRVs needed to operate the system at the planned service levels of Sound Transit 3. As a result, Link light rail operations would be less efficient than they would otherwise be with OMF South, and Sound Transit would not be able to meet expected ridership demand. As documented in Sound Transit 3, the

Affordable and Target Schedules

Due to steeply rising real estate prices and other construction expenses, Sound Transit projects currently in early planning and design, including OMF South, are seeing cost estimate increases. To ensure that funding remains available to complete all voter-approved projects, the Sound Transit Board conducted a "realignment" process that established the following two schedules:

Affordable Schedule: a schedule that is affordable, using current financial projections and cost estimates to set the general order in which projects will advance. This "affordable" schedule established an approach to prioritize, fund, and manage program work over time (Resolution 2021-05).

Target Schedule: schedule for priority projects, as close to Sound Transit 3 Plan schedules as possible, reliant upon reductions in the affordability gap through cost savings and additional revenue.

Executive Summary

No Build Alternative would fail to meet the purpose and need of the project and could indirectly result in worse traffic congestion and greater vehicle emissions than would otherwise occur under the build alternatives by failing to support intended levels of service for the system-wide Link light rail expansion.

Build Alternatives

Build alternatives evaluated in this document include the South 336th Street Alternative (the Preferred Alternative), the South 344th Street Alternative, and the Midway Landfill Alternative. The basic design and function of the OMF South site would be the same for all alternatives. The primary differences between the three build alternatives include their geographic location and that the Preferred and South 344th Street alternatives include mainline connecting tracks and a test track.

Several separate operational functions are proposed for the OMF South site. These functions would be the same for all build alternatives. Each alternative would include a 2-story OMF building, a 1-story MOW building, a 1-story Link System-Wide Storage building, storage tracks, yard areas, and parking spaces (including accessible parking) for employees, visitors, and nonrevenue Sound

Transit vehicles. The site would include space for receiving, testing, commissioning, storing, maintaining, and deploying approximately 144 LRVs in addition to housing administrative and operational functions, such as serving as a report base for operators. OMF South would include administration, workshop, and storage space for MOW and Facilities staff and functions. There would be a training track that would include all the track installation configurations found in the Link system. Currently, storage is provided at existing OMF sites and at locations outside of these sites. OMF South's Link System-Wide Storage building is intended to centralize the receiving, distribution and storage needs and would minimize the need for storage in locations outside of currently owned properties.

The OMF South facility needs to connect to the Link light rail system via an operating mainline. The Preferred and South 344th Street alternatives are approximately 1 mile south of the FWLE terminus at the Federal Way Downtown Station and would require construction of mainline tracks to connect the OMF South facility to FWLE. The Midway Landfill Alternative is adjacent to the FWLE alignment and would connect directly to the mainline tracks.

Track Types

Mainline Tracks: Tracks that are used for LRVs or are the principal artery of a system to which other components (such as operation and maintenance facilities) are connected. Mainline tracks can be elevated (on a structure) or at-grade (on the ground surface).

Tail Track: A track at the end of the mainline that can be used for storing a train.

Test Track: A dedicated track to allow LRVs to be tested without using the mainline tracks.

Lead Track: A track connecting a railroad yard or facility with mainline tracks.

Training Track: A short length of track located within the OMF site that includes all the track installation configurations found in the Link system.

For the purposes of analysis, mainline tracks, tail tracks, and the test track are included with the mainline; lead tracks and the training track are included with the OMF site.

Design Updates to the Preferred and South 344th Street Alternatives

After publication of the 2021 SEPA Draft EIS, Sound Transit updated design elements of the alternatives to reflect public comments on the SEPA Draft EIS, coordination with local jurisdictions, and operational needs. Design updates are described below and in Chapter 2, Alternatives Considered, of the Final EIS.

Updated design elements of the Preferred Alternative and South 344th Street alternatives include the following:

- Addition of a third track parallel to the mainline tracks to serve as a dedicated test track to test new and rehabilitated LRVs to ensure their safety, compliance with Sound Transit's requirements, and readiness to carry passengers. For the Midway Landfill Alternative, this testing would continue to be conducted on the mainline tracks.

Updated design elements of the Preferred Alternative include the following:

- The main site entrance has been moved from State Route (SR) 99 to S 341st Place.
- 18th Place S has been extended to connect S 340th Street and S 336th Street as a replacement for the removal of 20th Avenue S. The extended street would include a bike/pedestrian trail to provide public amenities.
- 21st Avenue S has been extended to connect to S 344th Street.
- Frontage improvements (including road widening) have been added on the south side of S 336th Street to meet city requirements.
- The OMF South site has been expanded to the southwest to provide more space for buildings and yard area.
- The OMF South site and internal track configuration has been modified to a parallelogram to allow for a wider stream and wetland corridor on the east side of the OMF, between the site and Interstate 5 (I-5).
- Existing culverts that carry the West Fork Hylebos Creek Tributary under S 336th Street and the East Fork Hylebos Creek Tributary under S 344th Street are planned to be upgraded, removed, and/or relocated to meet state fish passage requirements.

Design of the Preferred Alternative is likely to continue to evolve as Sound Transit works to minimize and mitigate environmental impacts.

Preferred Alternative

The Preferred Alternative is in Federal Way between S 336th Street and S 341st Place and between I-5 and SR 99. The Preferred Alternative represents the Board's preference based on information currently available. Identifying a Preferred Alternative assists the public in reviewing the environmental documents. The selection of the alternative to be built will be made by the Board after the Final EIS is issued.

Mainline Tracks

The Preferred Alternative would require approximately 1.4 miles of connecting mainline tracks from the southern terminus of FWLE (see Figure ES-3). If TDLE is constructed as proposed, LRVs providing passenger service would operate on these mainline tracks. TDLE is currently undergoing a separate environmental review.

There are two alignment options for this length of mainline tracks: the 40 mph Alignment and 55 mph Design Option, which differ near their connection to the FWLE terminus. The mainline tracks would be elevated, with north-bound and south-bound tracks. The tracks would extend south approximately 1,000 feet past the southeast corner of the OMF South site, at that point serving as tail tracks. These elevated tail tracks would be used to allow trains to access the Link system from the south if the northern lead tracks were out of service.

A test track would run parallel to the east side of the mainline tracks from S 324th Street to just south of S 336th Street — approximately 0.9 mile. The test track would be at the same elevation as the mainline tracks, with the exception of the north end of the track near S 324th Street, where the mainline tracks would be elevated, and the test track would be at grade.

OMF South Site

The Preferred Alternative site footprint is approximately 66 acres, which includes three primary buildings, storage tracks, a training track, yard areas, and approximately 480 parking spaces. The yard area would be approximately 6.7 acres. Figure ES-4 is an aerial view with a conceptual layout. The Preferred Alternative would also include extensions of 18th Place S and 21st Avenue S.

In addition to the mainline tracks, the site would also require lead tracks to access the rail system. Elevated lead tracks would leave the northeast corner of the site and be approximately 800 feet long. Similarly, a pair of elevated lead tracks approximately 1,000 feet long would leave the southeast corner of the site to access the mainline tail tracks. If the Preferred Alternative is selected, Sound Transit would continue to explore site designs to minimize ecosystem impacts, which could include modifying the locations of buildings, track, and 18th Place South within the site boundaries.

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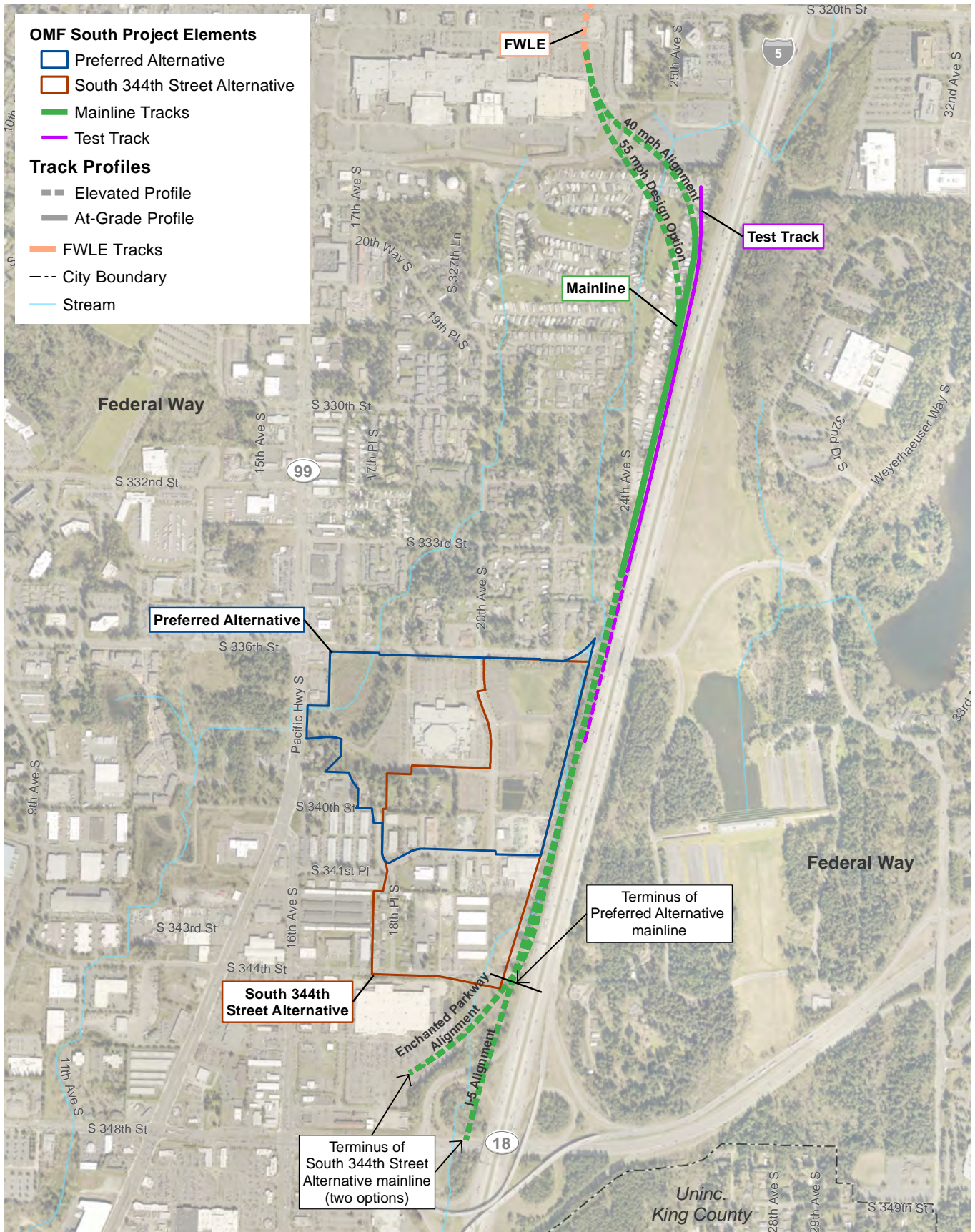


Figure ES-3: Mainline Track Options

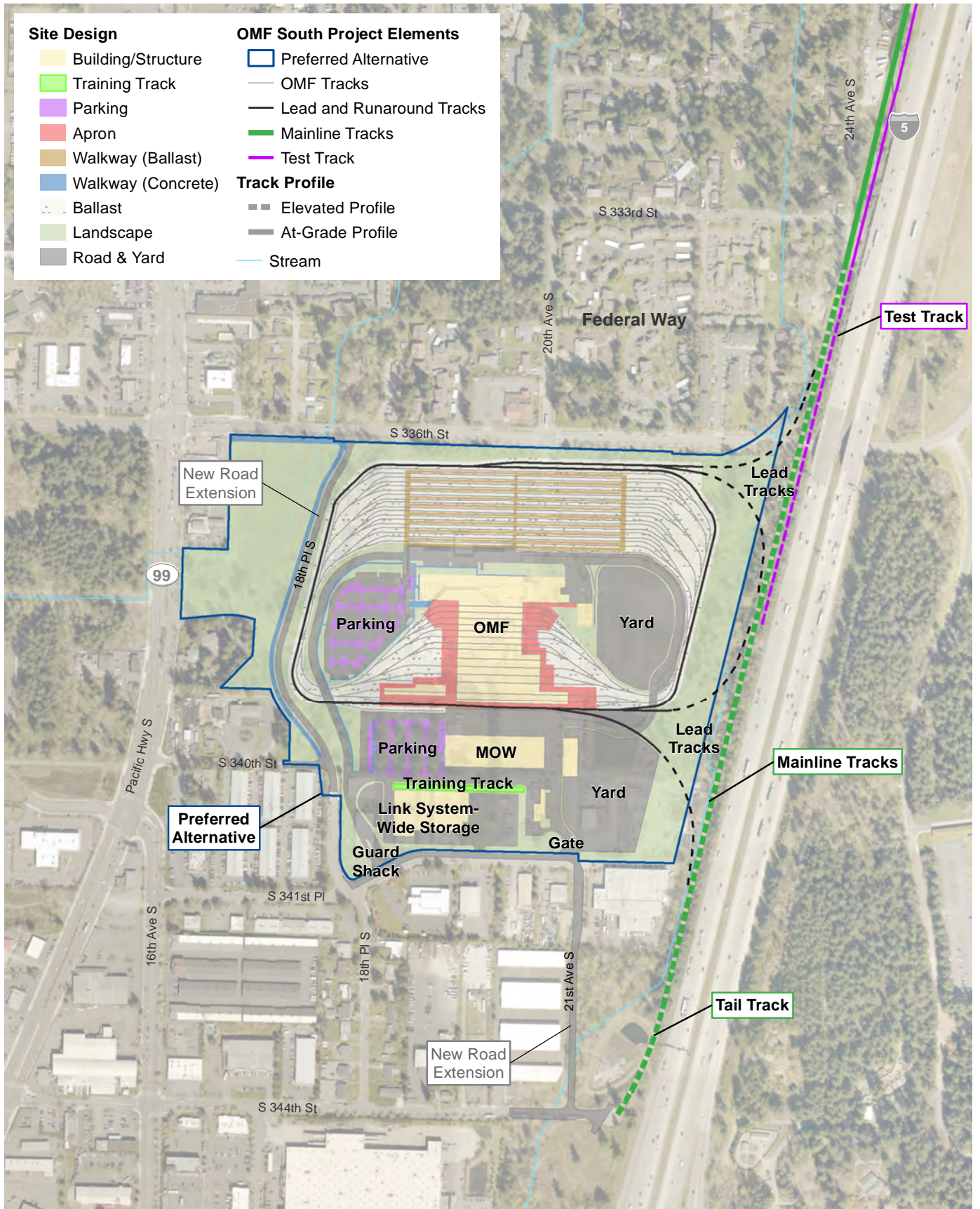


Figure ES-4: Conceptual Layout: Preferred Alternative

South 344th Street Alternative

The South 344th Street Alternative is in Federal Way between S 336th Street and S 344th Street and between I-5 and 18th Place S.

Mainline Tracks

The South 344th Street Alternative would require approximately 1.8 miles of connecting mainline tracks from the southern terminus of the FWLE project to the site (see Figure ES-3). As with the Preferred Alternative, these tracks would serve as future mainline tracks for LRV passenger service if TDLE is constructed as proposed. The test track and mainline alignment options are the same as described for the Preferred Alternative in the section above and shown in Figure ES-5.

As with the Preferred Alternative, the mainline tracks would extend past the southeast corner of the OMF South site to serve as tail tracks. These tail tracks would be used to allow trains to access the Link system from the south if the northern lead tracks are out of service. There are two options for the South 344th Street Alternative tail tracks that follow the design alternatives for TDLE: the Enchanted Parkway alignment and the I-5 alignment. Both options are completely elevated, with the Enchanted Parkway alignment extending approximately 1,100 feet south of the site and the I-5 alignment extending approximately 1,400 feet south of the site.

OMF South Site

The South 344th Street Alternative site footprint is approximately 64 acres, which includes buildings, storage tracks, a training track, yard areas, and approximately 480 parking spaces. The yard area would be approximately 8.2 acres. Figure ES-5 is an aerial view with a conceptual layout.

In addition to the mainline connecting tracks, the site would also require lead tracks to access the rail system. The elevated lead tracks would leave the northeast corner of the site and be approximately 1,100 feet long. Similarly, a set of approximately 1,600 feet of elevated lead tracks would leave the southeast corner of the site to connect to the mainline tail tracks for the Enchanted Parkway alignment; approximately 1,300 feet of elevated lead tracks would be needed to connect the site to the mainline tail tracks for the I-5 alignment.

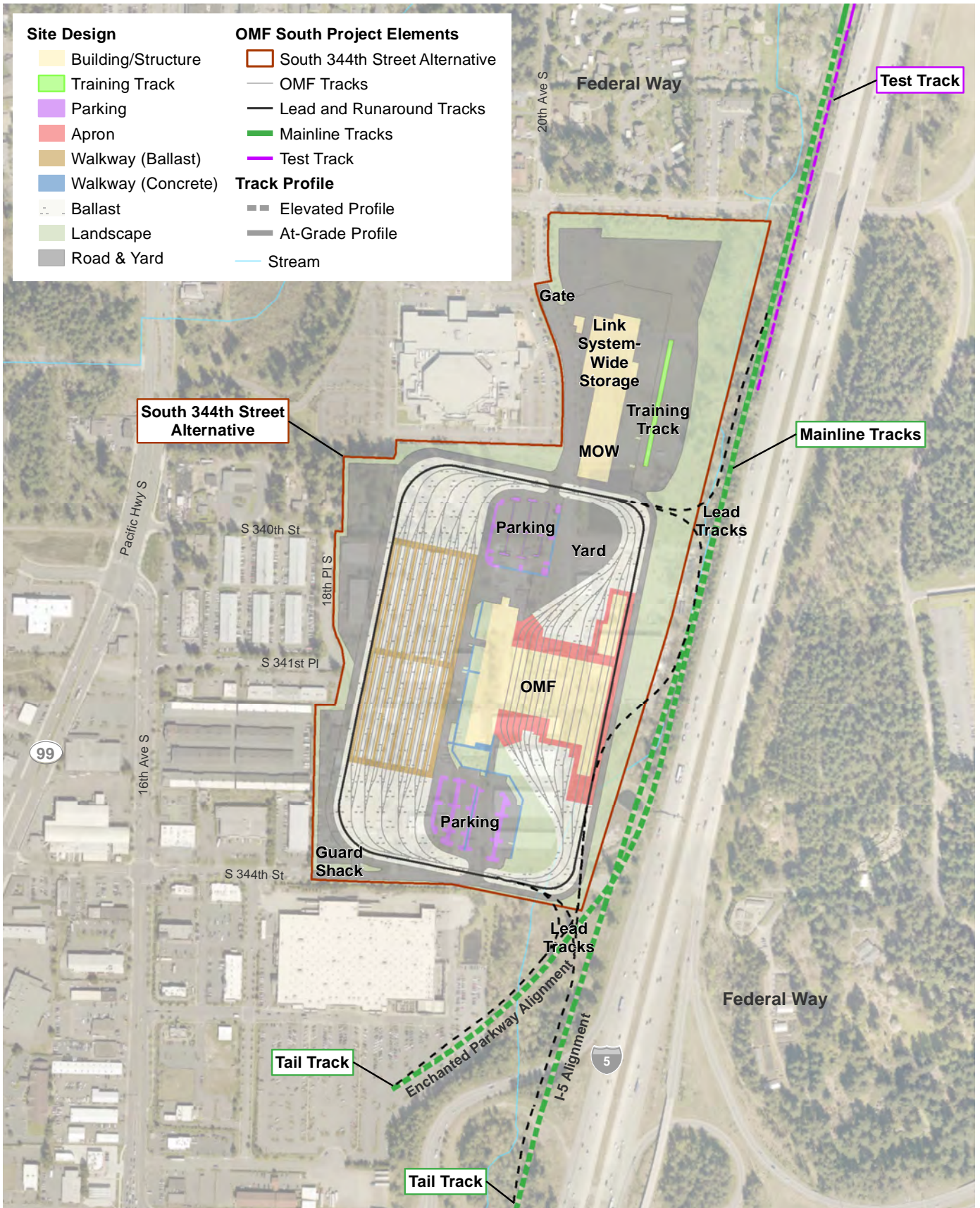


Figure ES-5: Conceptual Layout: South 344th Street Alternative

Midway Landfill Alternative

The Midway Landfill Alternative is in Kent between S 246th Street and S 252nd Street and between I-5 and SR 99.

Mainline

Because the site would be located adjacent to FWLE, which has a forecasted in-service date of 2026, there would be no need to build additional mainline tracks.

OMF South Site

The site footprint of the Midway Landfill Alternative is approximately 68 acres, which includes buildings, storage tracks, a training track, yard areas, and approximately 480 parking spaces. The yard area encompasses approximately 8.3 acres. Figure ES-6 is an aerial view with a conceptual site layout.

The Midway Landfill Alternative would connect to the mainline tracks via a series of lead tracks between the Kent/Des Moines and South 272nd Street stations. An approximately 3,200 foot long lead track would run parallel to the FWLE mainline tracks, and five shorter (approximately 400 foot-long) lead tracks would connect it to the site. The lead track parallel to FWLE would be elevated for approximately 35 percent of its length; the shorter lead tracks would be primarily at grade.

Midway Landfill Alternative Subsurface Construction Design Options

The Midway Landfill site is a publicly owned, mostly vacant site along the FWLE. However, there are unique risks involved with building on a former landfill that is under active Superfund site monitoring and reporting requirements. A Superfund site is a location contaminated by hazardous waste that has been designated by the U.S. Environmental Protection Agency (EPA) for management and cleanup. In addition, waste in the landfill is settling at different rates across the site, which poses long-term operations and maintenance concerns. After a series of workshops and further analysis to address this settlement concern, Sound Transit developed three subsurface construction design options for building an OMF on the landfill: Platform, Hybrid, and Full Excavation.

Under the Platform subsurface construction design option, OMF South would be built on a 3.5 foot-thick concrete slab platform supported on approximately 700 concrete-filled drilled shafts. The drilled shafts would be 10 feet in diameter, distributed on a 35-foot by 70-foot grid under the buildings, track, and drainage vault area. Average shaft depths would range from 120 feet to 180 feet below finished grade. Due to the number of drilled shafts, the entire soil and geomembrane cap system that overlays the landfill would be removed then replaced after the shafts had been installed. The platform would then be constructed on top of the new cap, which would be designed to meet the regulatory requirements for the remedial controls to contain the landfill waste and hazardous emissions and to prevent precipitation from reaching the buried refuse where it could contaminate groundwater.

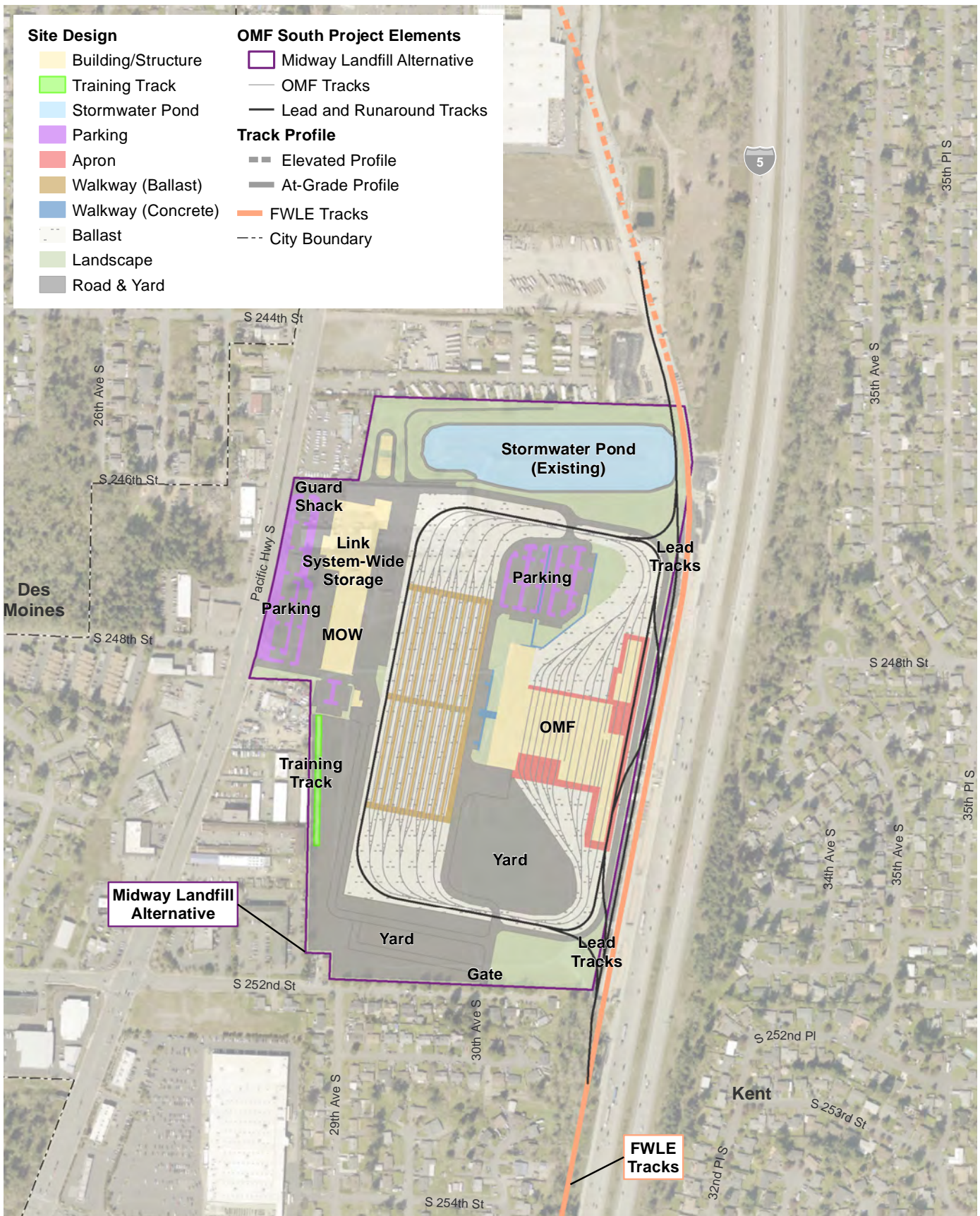


Figure ES-6: Conceptual Layout: Midway Landfill Alternative

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Under the Hybrid subsurface construction design option, the entire landfill cap system would also be removed and replaced. Approximately 4.3 million cubic yards of loose landfill material beneath the cap would be excavated, and the remaining fill would undergo a ground improvement process called deep dynamic compaction to prepare the site for construction. Excavated material would be screened to determine whether it was suitable for reuse. A 1 foot thick concrete slab over a 3-foot-thick beam system would be built to support facilities sensitive to settlement, including tracks, parking, and roads. Approximately 110 concrete-filled drilled shafts would provide additional support where needed under buildings. Approximately 1.2 million cubic yards of suitable soil would need to be brought to the site.

The Full Excavation subsurface construction design option would completely excavate the landfill, screen excavated material for reuse, and backfill with soil that the OMF would be built on. The landfill cap system would also be removed and replaced to cover the reused landfill material. Excavation of the landfill would produce approximately 4.9 million cubic yards of loose material consisting of solid waste and soil, of which approximately 3 million cubic yards would be hauled off site. The hauled off material would be the equivalent of about 920 Olympic-sized swimming pools. Approximately 1.6 million cubic yards of suitable soil would be imported to the site.

Construction Approach for the Build Alternatives

Major construction activities would start with demolishing existing buildings, relocating utilities, and grading and excavating the site, which may include construction of retaining walls. The next phase of construction would include installing track work and electrical systems (overhead catenary system power lines, traction power substations [TPSS], etc.) and constructing the OMF South buildings.

Typical construction would occur on a 5- to 6-day workweek schedule, primarily during daytime hours. In some situations (such as when street detours are involved or when daytime construction periods need to be shortened to reduce impacts), additional shifts, all-week, nighttime, or 24-hour construction activities could be necessary.

Opinion of Probable Cost

The opinion of probable cost is presented in ranges in Table ES-1. Cost estimates at this early phase of project development (approximately 10 percent design) are for comparative purposes only using a “Unit Cost Library” assembly methodology for cost estimating and do not represent the project budget. Sound Transit has developed high-level conceptual cost estimates for all alternatives evaluated in the Final EIS. A more detailed estimate is being developed for the Preferred Alternative as the project design advances and would continue to be refined for the alternative selected to be built, prior to final design. Sound Transit establishes a project budget when design has advanced and a project’s baseline budget and schedule is established prior to the start of construction.

ES.3 Comparison of Alternatives

Table ES-1 below summarizes key characteristics and long-term impacts (unless otherwise specified) that differentiate the build alternatives. There would be additional temporary impacts to these elements of the environment during construction that are not reflected in this table. Both long-term and construction impacts are discussed in detail in the Final EIS.

The OMF South build alternatives are anticipated to have similar impacts to many of the elements of the natural and built environment. However, there are some impacts and characteristics that distinguish the alternatives from each other.

Table ES-1: Key Characteristics and Impacts of the Build Alternatives

Key Characteristics and Impacts	Preferred Alternative ¹	South 344th Street Alternative ¹	Midway Landfill Alternative ²
Opinion of Probable Cost (In 2023 dollars)^{3, 4}			
Mainline ⁵	\$356 M to \$449 M	\$528 M to \$695 M	N/A
OMF ⁶	\$1.5 B to \$1.8 B	\$1.5 B to \$1.9 B	\$2.1 B to \$3.5 B
Total	\$1.9 B to \$2.2 B	\$2.0 B to \$2.6 B	\$2.1 B to \$3.5 B
Annual Operating Cost Estimate (In 2023 dollars)⁴			
Mainline ⁵	\$1.2 M	\$1.5 M	N/A
OMF	\$12 M	\$12 M	\$13 M
Total	\$13.2 M	\$13.5 M	\$13 M
Final Design/Construction Duration⁷			
Complete Facility	4y 8m	4y 9m	7y 6m to 10y
Transportation			
Maximum anticipated daily truck trips during construction			
Mainline ⁵	120	120	N/A
OMF Site ⁸	45	77	71 to 564
Total	165	197	71 to 564

Notes:

- 1 Ranges for the Preferred and South 344th Street alternatives reflect the two mainline alignment options (40 mph Alignment and 55 mph Design Option). For the purposes of analysis, the mainline also includes the test track and tail tracks.
- 2 Ranges for the Midway Landfill Alternative reflect the three subsurface construction design options (Platform, Hybrid, and Full Excavation).
- 3 Opinion of probable cost includes property acquisition, relocation assistance, final design, and construction.
- 4 The unit costs used to develop the opinion of probable costs are based on costs from 2023. They do not account for future increases due to inflation.
- 5 With the Midway Landfill Alternative, the mainline could be built later in time if TDLE is constructed as proposed. TDLE is currently under environmental review.
- 6 There is potential increased cost risk due to the nature of the uncertain subsurface conditions at the landfill and the low level of design (10 percent) and subsurface exploration at this phase.
- 7 Construction duration totals reflect the overlap of some site preparation and facility construction activities and rounding of months.
- 8 Estimates represent a worst-case scenario during the site preparation phase and not a daily average of truck trips over the entire construction period.

Table ES-1: Key Characteristics and Impacts of the Build Alternatives (continued)

Key Characteristics and Impacts	Preferred Alternative ¹	South 344th Street Alternative ¹	Midway Landfill Alternative ²
Acquisitions, Displacements, and Relocations			
Parcels affected			
Mainline ⁵	7	9	N/A
OMF Site	30	51	47
Total	37	60	47
Business displacements			
Mainline ⁵	0	0	N/A
OMF Site	11	17 ⁹	4
Total	11	17	4
Residential displacements			
Mainline ⁵	71 to 77	71 to 77	N/A
OMF Site	15	20	0
Total	86 to 92	91 to 97	0
Land Use			
Acres of land converted to transportation use			
Mainline ⁵	36	40	N/A
OMF Site	67	57	71
Total	103	97	71
Economics			
Estimated number of employees displaced ¹⁰			
Mainline ⁵	0	0	N/A
OMF Site	126	212	43
Total	126	212	43
Social Resources, Community Facilities, and Neighborhoods			
Displaced social and community resources	1 church and associated school and daycare center, 1 in-home daycare center	4 churches	None
Visual and Aesthetics			
Level of visual impact			
Mainline ⁵	High	High	N/A
OMF Site	Medium	Medium	Medium

Notes:

- 1 Ranges for the Preferred and South 344th Street alternatives reflect the two mainline alignment options (40 mph Alignment and 55 mph Design Option). For the purposes of analysis, the mainline also includes the test track and tail tracks.
- 2 Ranges for the Midway Landfill Alternative reflect the three subsurface construction design options (Platform, Hybrid, and Full Excavation).
- 5 With the Midway Landfill Alternative, the mainline could be built later in time if TDLE is constructed as proposed. TDLE is currently under environmental review.
- 9 Includes GarageTown, comprised of approximately 60 owners.
- 10 The number of displaced employees is an estimate based on the business building size and the type of business activity and not on an actual survey of businesses.

Table ES-1: Key Characteristics and Impacts of the Build Alternatives (continued)

Key Characteristics and Impacts	Preferred Alternative¹	South 344th Street Alternative¹	Midway Landfill Alternative²
Noise			
Sensitive receptors affected by noise			
Mainline ⁵	0 to 4	0 to 4	N/A
OMF Site	0	0	0
Total	0 to 4	0 to 4	0
Ecosystem Resources			
Linear feet of long-term stream impacts			
Mainline ⁵	1,550 to 1,600	1,600 to 1,650	N/A
OMF Site	1,500	1,250	0
Total	3,050 to 3,100	2,850 to 2,900	0
Acres of impacts to mature native forest			
Mainline ⁵	3	4	N/A
OMF Site	11	6	0
Total	14	10	0
Acres of long-term impacts to wetlands			
Mainline ⁵	1.6	1.5	N/A
OMF Site	2.7	1.4	0
Total	4.3	2.9	0
Geology and Soils			
Export material (volume in cubic yards)	205,000	310,000	670,000 to 2,920,000
Import material (volume in cubic yards)	185,000	200,000	0 to 1,610,000
Hazardous Materials			
High risk for contaminated material	No	No	Yes

Notes:

- ¹ Ranges for the Preferred and South 344th Street alternatives reflect the two mainline alignment options (40 mph Alignment and 55 mph Design Option). For the purposes of analysis, the mainline also includes the test track and tail tracks.
- ² Ranges for the Midway Landfill Alternative reflect the three subsurface construction design options (Platform, Hybrid, and Full Excavation).
- ⁵ With the Midway Landfill Alternative, the mainline could be built later in time if TDLE is constructed as proposed. TDLE is currently under environmental review.

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The current level of project design includes uncertainties regarding the project scope, engineering data, mitigation requirements, schedule, and project delivery methods. To account for these uncertainties, the Opinion of Probable Cost is provided in a range. These conceptual estimates focus on the project elements that are defined consistently across alternatives, that capture the essential physical features of alternatives, and that help distinguish alternatives from one another.

In addition to the “Unit Cost Library” cost estimate, Sound Transit completed a more detailed estimate, applying a “bottoms up” cost methodology for the Preferred Alternative. Preliminary information from this methodology indicates cost growth of 33 percent attributable to the change in estimating methodology, inflation factors, market conditions, design development, and scoping changes. Sound Transit anticipates that the South 344th Street and Midway Landfill alternatives would have a similar increase if a “bottoms up” cost methodology were applied to those alternatives. Capital projects across the Puget Sound region are experiencing the effects of inflationary factors including increases in the cost of materials and labor. Sound Transit employs Value Management evaluations and procurement strategies to establish final project budgets, supporting prudent expenditure of public funds. Each project estimate throughout the various design phases will therefore need to be evaluated and adjusted specifically considering current market conditions. This market conditions adjustment is independent of escalation and will fluctuate with economics and the value of any given project considered by the marketplace.

Estimates for annual operating costs include long-term expenses to maintain the facility, as well as operating costs associated with trains deploying from and returning to the OMF each day. Additionally, annual mainline track maintenance expenses for the Preferred and South 344th Street alternatives would apply until TDLE is completed.

Construction Duration and Traffic

The Midway Landfill Alternative would require extensive preparation work to address site contamination and soil stability. As a result, the overall construction period (not including final design) is anticipated to range from 6 years, 2 months to 8 years, 8 months, depending on the subsurface construction design option chosen, which is nearly double to more than double the time anticipated for either of the Preferred or South 344th Street alternatives.

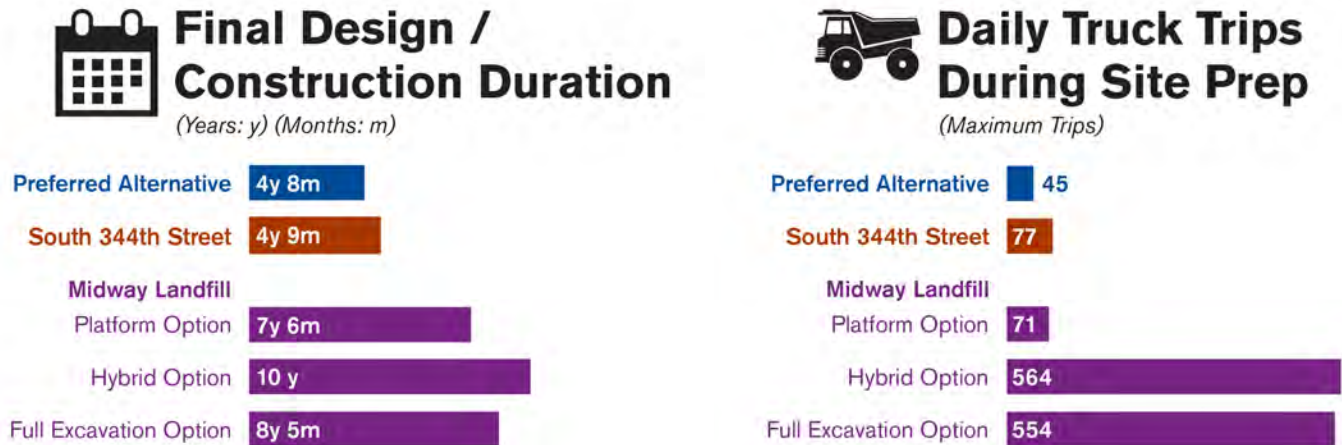
The extensive site preparation work required for the Midway Landfill Alternative subsurface construction design options would expose the surrounding community to construction impacts over a longer period. It would result in much higher volumes of construction traffic for exporting and importing large quantities of fill material. The Hybrid and Full Excavation subsurface construction design options are estimated to require up to approximately 570 peak daily truck trips over their site preparation phase (estimated to be up to 4 years, 4 months for the Full Excavation subsurface design option and 5 years, 7 months for the Hybrid subsurface design option). This is in comparison to approximately 80 or fewer peak daily truck trips for the other OMF South site alternatives, with also approximately 120 peak daily truck trips during mainline construction. It is important to note, however, that these estimates represent a conservative scenario during the site preparation phase and not a daily average of truck trips over the entire construction period. While I-5 and the arterials surrounding the Midway Landfill Alternative are anticipated to be able to accommodate the additional truck traffic, the substantial number of daily truck trips necessary for those subsurface construction design options could exacerbate existing congestion in some locations.

Should OMF South be at the Midway Landfill Alternative site, it would need to connect to the FWLE mainline tracks between the landfill and I-5. Construction of FWLE is underway and has a forecasted in-service date of 2026. FWLE would not preclude selection of the OMF South site at the Midway Landfill. If OMF South were to connect to the FWLE mainline tracks after they are operational, it could result in shutdowns of revenue service for periods of time during construction.

Figure ES-7: Illustrated Metrics – Comparative Cost Estimates



Figure ES-8: Illustrated Metrics – Construction Duration and Traffic



OMF South Opening Schedule

Table ES-2 shows the forecasted in-service dates for the three OMF South build alternatives. Compared to the Preferred and South 344th Street alternatives, the Midway Landfill Alternative would open years later. The additional LRV maintenance and storage capacity provided by OMF South needs to be available with sufficient time to accept delivery of and commission new LRVs for expansion projects like TDLE and WSLE and to store existing LRVs. Without the OMF South in place, the Link light rail system would operate at reduced service levels.

Following the OMF South opening, the facility would begin receiving new LRVs. Completing delivery, testing, and commissioning for all new LRVs is anticipated to take about 3 years. Minimum operating segments and opening year service levels for TDLE and WSLE may not require all the new vehicles. Project schedules will be refined as project development advances and are not final until projects are in final design.

Table ES-2: OMF South Final Design/Construction Durations and Forecasted In-Service Dates

Characteristic	Preferred Alternative¹	South 344th Street Alternative¹	Midway Landfill Alternative
Final Design/Construction Duration	4 years, 8 months	4 years, 9 months	Platform: 7 years, 6 months Hybrid: 10 years Full excavation: 8 years, 5 months
OMF South Forecasted In-Service Date	2032	2032	Platform: 2035 Hybrid: 2037 Full excavation: 2036

Notes: Final Design/Construction Duration includes 6 months construction float.

¹ Sound Transit is pursuing measures to advance the opening earlier (potentially 2030).

Acquisitions, Land Use, and Economics

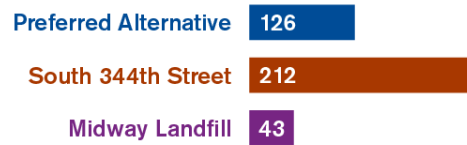
The Preferred and South 344th Street alternatives would have the most displacements, particularly for residents and employees, as compared to the Midway Landfill Alternative, which is primarily undeveloped. Most of the residences displaced by the Preferred and South 344th Street alternatives are due to the mainline through the Belmor Mobile Home Park (Belmor). Relocating Belmor residences to mobile home parks may be challenging due to the limited availability within the area for relocating, purchasing, or renting mobile homes. The Midway Landfill Alternative would not displace any residences. However, if the Midway Landfill Alternative were selected to be built, the residential displacements from mainline construction could still occur if TDLE — currently subject to environmental review — is constructed as proposed.

Figure ES-9: Illustrated Metrics – Acquisitions, Land Use, and Economics

Residential Displacements
(Units)



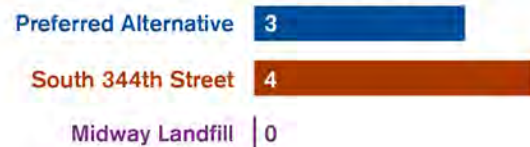
Estimated Employee Displacements
(People)



Business Displacements
(Units)



Community and Social Resource Impacts
(Churches, schools, daycares)



Key

* If neither the Preferred nor the South 344th Street alternative is selected, the mainline could be built later in time if TDLE is constructed as proposed. TDLE is currently under environmental review.
 ** Includes GarageTown, comprised of approximately 60 owners.

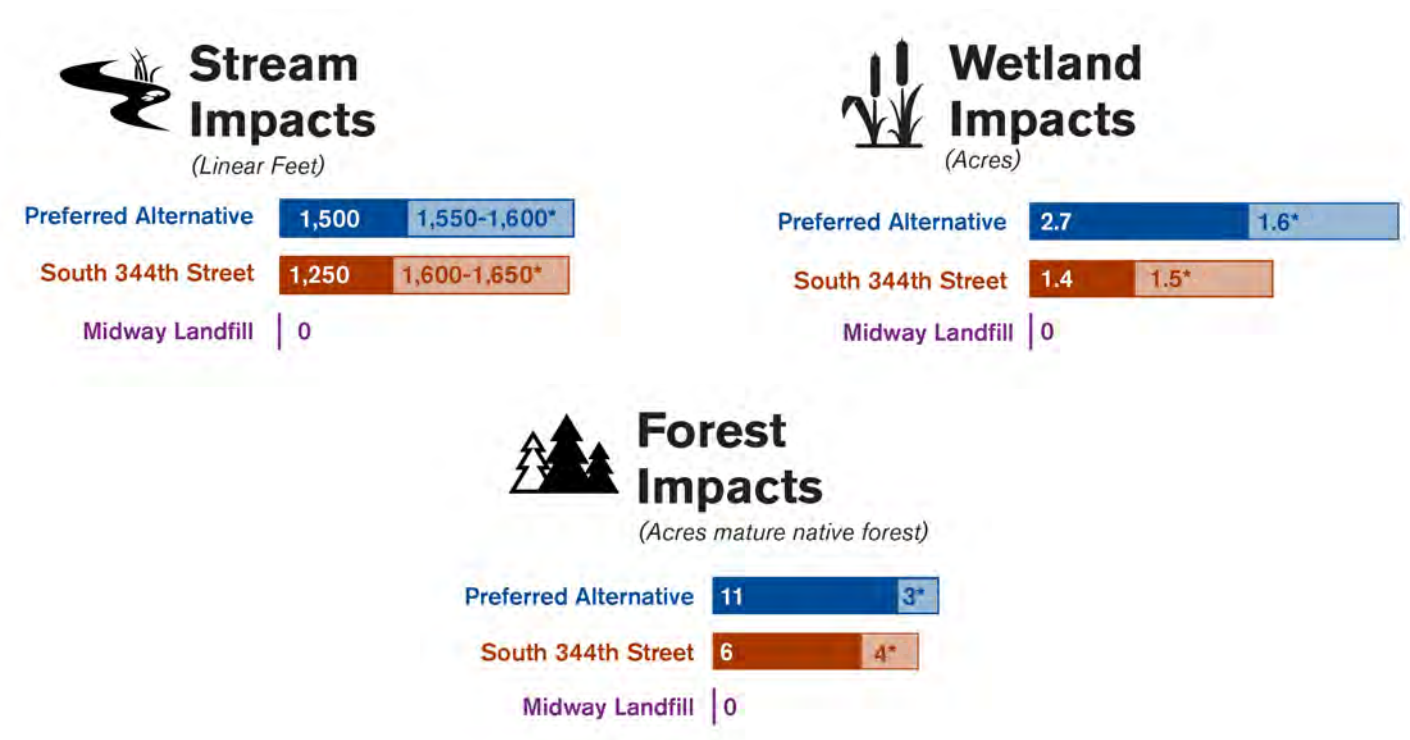
The Preferred Alternative would displace the Christian Faith Center, which includes a child-care center and the Pacific Christian Academy. The Christian Faith Center could be difficult to relocate because it consists of over 200,000 square feet of building space and numerous parking lots on an approximately 25-acre campus. The South 344th Street Alternative would displace the most businesses and employees, including the Ellenos Yogurt manufacturing facility and GarageTown, which includes approximately 60 owners. These properties could also be difficult to relocate due to their lot size, use, and specialized facility requirements. The South 344th Street Alternative would displace four religious facilities: Voice of Hope Church, Family Life Community Church, Redwood Church of God, and Tabernacle Temple of Praise.

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Ecosystem Resources

Both the Preferred and South 344th Street alternatives are situated near tributaries of Hylebos Creek, including associated forested riparian habitat and wetlands that provide a range of ecological functions. The Preferred Alternative would have the greatest impact to ecological resources, including streams, wetlands, and mature native forest. The Midway Landfill Alternative is in an area with few natural resources and therefore would have minimal impacts to ecosystem resources.

Figure ES-10: Illustrated Metrics – Ecosystem Resources



Key

* If neither the Preferred nor the South 344th Street alternative is selected, the mainline could be built later in time if TDLE is constructed as proposed. TDLE is currently under environmental review.

The Preferred and South 344th Street alternatives would relocate portions of East Fork Hylebos Creek Tributary, which would lead to permanent impacts to adjacent wetland and forested riparian habitat. Some of the riparian habitat along the East Fork Hylebos Creek Tributary is also considered mature forested habitat. The mainline tracks for the Preferred and South 344th Street alternatives would impact the same area of wetland, but the South 344th Street Alternative mainline tracks would impact more wetland buffer areas due to the greater length of the tail tracks. However, if the Midway Landfill Alternative were selected to be built, impacts to East Fork Hylebos Creek Tributary could still occur if TDLE is constructed as proposed.

Salmonids are not currently known or expected to be present in reaches of East Fork Hylebos Tributary or West Fork Hylebos Tributary in the study area. However, these streams are designated as Essential Fish Habitat for Pacific salmon because of their potential to support fish use.

Hazardous Materials

The Midway Landfill Alternative poses unique risks that are not of concern for the Preferred and South 344th Street alternatives. As a Superfund site, the Midway Landfill is covered by a protective cap and is under active monitoring and reporting to ensure that the cleanup measures continue to function as planned. These protective and monitoring systems would need to be replaced or upgraded to varying degrees depending on the subsurface construction design option chosen. Further, the landfill waste is decomposing and settling at different rates, which creates engineering challenges as well as concerns for safety during construction and long-term operation and maintenance. The continuation of the landfill monitoring systems and mitigation for potential risks posed by settlement and methane gas over the lifespan of the facility would add to additional operating complexities and costs.

In addition to ground settlement and human health risks, the Midway Landfill Alternative would require Washington State Department of Ecology (Ecology) and/or EPA approval to amend the existing Ecology Cleanup Action Plan and EPA ROD to confirm that the project would maintain the environmental cleanup and protection commitments currently in place for the landfill. This approval process could be lengthy and poses risk to the project schedule and cost. Further, acquisition of and construction within the Midway Landfill would cause Sound Transit to incur potential liability under state law (the Model Toxics Control Act [MTCA]) and federal law (the Comprehensive Environmental Response, Compensation, and Liability Act [CERCLA]).

ES.4 Other Environmental Considerations

Environmental Justice

This Final EIS includes an Environmental Justice Assessment, as required by Executive Order 12898, Executive Order 14096, and Department of Transportation Order 5610.2C, in Appendix E. This analysis follows guidance in FTA Circular C-4703.1 and addresses whether the OMF South alternatives would result in disproportionate and adverse effects to minority or low-income populations and summarizes the public outreach to minority and low-income populations within the project area. The analysis also discusses the potential benefits of the project to minority and low-income populations, as well as the specific outreach efforts made during project development to involve these populations.

The population in the OMF South study area has a higher percentage of low-income and minority persons than the Sound Transit service district and King County. Project impacts primarily concern displacement of housing and community facilities — including religious facilities and childcare centers — and visual impacts. Other long-term and construction-related project impacts would be limited or avoided, minimized, or mitigated through the implementation of effective best management practices and mitigation measures.

Benefits to both environmental justice and non-environmental justice populations served by the project include enhanced community connectivity for the Preferred Alternative through public space and a multi-use trail integrated into the site design, construction jobs with project labor agreements and a disadvantaged business enterprise program to support hiring minority populations, and the creation of new high-skilled, living-wage jobs to operate the facility. Indirect benefits include supporting the Sound Transit 3 system expansion by providing capacity to ensure transit reliability, access, connectivity, and frequency. Although all populations would

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have access to these benefits to the same extent, the benefit would be greater for minority and low-income populations because these groups are more likely to use transit.

As part of its public engagement efforts during the OMF South scoping period and 2021 SEPA Draft EIS process, Sound Transit conducted a preliminary demographic analysis to identify low income, minority, and limited-English-proficiency populations. Based on this analysis, Sound Transit used specific strategies to reach those communities during public outreach. As the project moves forward, Sound Transit will continue to engage community leaders, jurisdictions, and social service providers to seek input, assess outreach methods, and identify additional ways to reach low-income, minority, and limited-English-proficiency populations.

After considering the project's potential effects, mitigation and avoidance measures and anticipated benefit to minority and low-income populations, FTA has determined that the OMF South project would not result in disproportionate and adverse effects on minority and low-income populations.

Section 4(f)/Section 6(f) Resources

Federal law protects historic properties and significant, publicly owned parks and recreation areas from being adversely affected by U.S. Department of Transportation projects. These resources are protected under federal laws commonly referred to as Section 4(f), Section 106, and Section 6(f). Cedar Grove Park and Town Square Park, both in Federal Way, are within the study area but would not incur impacts that would rise to the level of a Section 4(f) use. Five parks are within the Midway Landfill study area (Parkside Park, Parkside Wetlands, Salt Air Vista Park, Linda Heights Park, and West Hills Park). They also would not incur impacts that would rise to the level of a Section 4(f) use. The mainline for the Preferred and South 344th Street alternatives would require the relocation of Bonneville Power Administration (BPA) powerlines. FTA and BPA determined, and the State Historic Preservation Officer (SHPO) concurred, that raising the transmission lines to accommodate the OMF South project would have no adverse effect on historic properties under Section 106. Due to this, FTA has made a determination that the Preferred and South 344th Street alternatives would have a de minimis impact under Section 4(f). There would be no use of Section 4(f) properties for the Midway Landfill Alternative. There are no Section 6(f) resources in the OMF South study area and therefore no potential impacts.

ES.5 Cumulative Impacts

Cumulative effects are from past, present, and reasonably foreseeable future actions that could interact with the impacts of OMF South alternatives, regardless of the project proponent. As described above, there would be impacts associated with TDLE that would overlap with OMF South, particularly from the mainline tracks for the Preferred and South 344th Street alternatives. TDLE would introduce additional LRVs traveling at higher speeds, which would result in greater potential noise impacts. This could require additional mitigation in the form of longer noise barriers as well as mitigation for some vibration impacts, which could be constructed as part of the OMF South project. FWLE and TDLE, combined with OMF South, could have cumulative visual impacts due to additional elevated tracks, large structures, and clearing of trees and vegetation, particularly for the mainline alignments adjacent to I-5. Lastly, these projects, coupled with OMF South, would contribute cumulatively to reductions in the amount and function of ecosystem resources in the study area. In addition, the Federal Way City Center Access Project and Washington State Department of Transportation (WSDOT)

Triangle project are proposed adjacent to the Preferred and South 344th Street alternatives. The City Center Access Project is in the early design phase, but currently does not have guaranteed construction funding. The Triangle Project was suspended in 2023, with no date scheduled for resumption.

ES.6 Avoidance, Minimization, and Mitigation

Sound Transit would comply with applicable federal, state, and local environmental regulations and would apply mitigation measures to reduce significant adverse impacts. The Final EIS identifies measures to mitigate adverse impacts as well as avoidance and minimization measures that would be part of the project. The following summarizes select mitigation measures for impacts that the alternatives might not be able to minimize or avoid. These measures would be refined through final design and permitting.

Acquisitions, Displacements, and Relocations

Sound Transit would compensate and help relocate residents and businesses affected by property acquisitions, consistent with Sound Transit policy and applicable federal regulations.

Visual and Aesthetic Resources

Sound Transit would incorporate context-sensitive design measures that would be developed and refined during final design with input from the affected communities and cities. The design measures could include additional plantings and landscaping to minimize adverse visual impacts, along with retaining wall and building façade treatments. Landscaping and aesthetic treatments would be intended to add “human-scale” elements.

Sound Transit would consult with WSDOT staff to develop appropriate site-specific measures and mitigate impacts to Resource Conservation Areas adjacent to I-5 with replacement property or with other measures agreed to by WSDOT and FHWA, consistent with the WSDOT Roadside Policy Manual.

Noise

Noise barriers would be necessary to mitigate noise impacts from train operation along the 55 mph Design Option for the mainline tracks for the Preferred and South 344th Street alternatives. The noise barriers would be along the elevated mainline tracks along a portion of Belmor. The exact location would depend on the mainline design option chosen.

Both mainline options for the Preferred and South 344th Street alternatives would modify a portion of an existing berm and remove noise walls adjacent to I-5 that screen residences from traffic noise. While the retained fill structure to support the mainline would serve as a barrier to traffic noise from I-5, the modification of the existing berm and noise walls is anticipated to result in traffic noise impacts for about one to three residences. As a result, Sound Transit may need to replace portions of noise walls and berms along I-5 that would be removed as part of the Preferred and South 344th Street alternatives. If necessary, any replacement walls would be designed to maintain noise levels at or below the future noise levels predicted without the mainline. Sound Transit would conduct additional noise analysis during final design in coordination with WSDOT to confirm whether noise mitigation is needed.

Ecosystem Resources

Both the Preferred and South 344th Street alternatives would impact wetlands, streams, and their respective forested buffers. During final design and permitting,

Sound Transit would first work to avoid and minimize impacts through design measures and best management practices. For the Preferred Alternative, Sound Transit would continue to refine the site design during final design to minimize ecosystem impacts. This could include modifying the locations of buildings, track, and 18th Place South within the site boundaries. Where impacts are unavoidable, Sound Transit would mitigate them in accordance with applicable federal regulations, local critical area ordinances, and permit requirements.

After project construction, the temporarily impacted wetlands, streams and buffers would be restored and replanted onsite. Mitigation for permanent impacts could include use of an approved mitigation bank, such as the Port of Tacoma Upper Clear Creek Mitigation Bank, or in lieu fee programs, like the King County Mitigation Reserves Program. Impacts on wetlands and streams could also be mitigated through offsite mitigation actions developed in collaboration with Tribal, federal, and state agencies and the city of Federal Way.

ES.7 Significant Unavoidable Adverse Impacts

With the avoidance, minimization, and potential mitigation measures described in this Final EIS, significant adverse impacts could be avoided for most elements of the environment.

The Preferred and South 344th Street alternatives would have varying degrees of impacts to mature forest and other native vegetation, which would result in a loss of habitat. The loss of mature forested habitat, including adjacent to the I-5 corridor, would result in longer-term ecological and visual impacts that may not be immediately mitigable by replacement vegetation or restoration actions. Additionally, the introduction of the large-scale mainline with the Preferred and South 344th Street alternatives would have high visual impacts. Implementation of mitigation measures would soften views of the mainline but would not fully mitigate the visual impacts in some locations.

ES.8 Public Involvement to Date

Sound Transit has been engaging the public and agencies since the start of early scoping in 2018, conducted under SEPA. During that early scoping, Sound Transit held a 30-day comment period from April 2 to May 3, 2018, that included open houses and opportunities for the members of the public and agencies to provide input on the purpose and need of the OMF South and TDLE projects. In 2019, Sound Transit conducted formal public environmental scoping under SEPA. This included meetings with the public and agencies, public notices and advertisements, and a comment period from February 19 through April 1, 2019. During the development of the 2021 SEPA Draft EIS, Sound Transit continued community engagement activities through drop-in sessions and an online open house where attendees could learn more about the project. Additionally, Sound Transit has had continued coordination with agencies and local jurisdictions throughout the environmental review process.

The 2021 SEPA Draft EIS was available for an extended comment period of 45 days (March 5 to April 19, 2021) that included two online public meetings/hearings and other opportunities for the public and agencies to

comment in writing. Appendix B, Public Involvement and Agency Coordination, has additional details including how Sound Transit has engaged low-income and minority populations.

As the design for the Preferred Alternative was advanced and modified in response to comments received during the 2021 SEPA Draft EIS comment period, FTA and Sound Transit determined the need for an EIS in compliance with NEPA to support federal funding and approvals. On July 19, 2023, FTA issued a notice of intent to prepare an EIS in the Federal Register and initiated a 30-day scoping period under NEPA. During the scoping period FTA invited comments on the project alternatives, information, and analyses relevant to the project.

The NEPA Draft/SEPA Supplemental Draft EIS was available for a 45-day comment period (September 22 to November 6, 2023) that included one in-person and one online public meeting/hearing and other opportunities to comment in writing, including through an online open house. Sound Transit continued community engagement and Tribal, agency, and local jurisdiction coordination activities throughout the comment period. See Appendix B, Public Involvement and Agency Coordination, for more details.

ES.9 Areas of Controversy and Issues to be Resolved

The following are known areas of controversy and issues to be resolved. Others may be identified as the project advances.

Preferred and South 344th Street Alternatives

The reconfiguration of surface streets under the Preferred Alternative and the removal of street segments within the South 344th Street Alternative site may not comply with Federal Way development regulations concerning the size of blocks within the street network. If the Board were to select either the Preferred Alternative or South 344th Street Alternative, Sound Transit would work with Federal Way through the street vacation process to address the standards.

Both the Preferred and South 344th Street alternatives would impact ecosystem resources, specifically wetlands and streams. This could pose a risk to both the schedule and budget of these alternatives, given the potential complexity and extent of negotiations related to the environmental permitting process and development of a comprehensive mitigation approach acceptable to Tribal, federal, state, and local agencies. During final design, Sound Transit would refine the site design to minimize impacts to ecosystem resources. Sound Transit would coordinate with Tribal, federal, state, and local agencies in defining the mitigation approach for unavoidable impacts.

Midway Landfill Alternative

Sound Transit has identified four risks that are unique to the site's prior use as a disposal facility and classification as a Superfund site: (1) ground settlement, (2) human health and safety, (3) legal, and (4) regulatory coordination. The first two risks are described in Appendix D, Midway Landfill Support Documents. Legal risk includes incurring potential liability under MTCA and CERCLA through purchase or lease of any portion of the landfill or through construction within the landfill. Regulatory risks include impacts to the project schedule due to the additional approvals needed before construction.

ES.10 Next Steps

The following steps are anticipated after the publication of the Final EIS:

- **Project Decision:** After the Final EIS is published, the Board will consider the public comments received and the alternatives evaluated in the Final EIS and select the project alternative to be built.
- **Federal Approval:** FTA will issue a ROD that states FTA's decision on the project, identifies the alternatives considered, and lists environmental mitigation commitments. The issuance of the ROD is required before federal funding or approvals.
- **Final Design and Construction:** This phase includes final facility design, permitting, property acquisitions and relocation, construction, and testing.
- **Open for Operations:** 2032 is the forecasted in-service date for the OMF South facility, based on Sound Transit's Resolution R2021-05.

Figure ES-11 below shows the anticipated schedule for the environmental review, design, construction, and opening of OMF South.



Figure ES-11: Anticipated Project Milestones

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