

Operations & Maintenance Facility (OMF) South

Community Oversight Panel

6/12/24



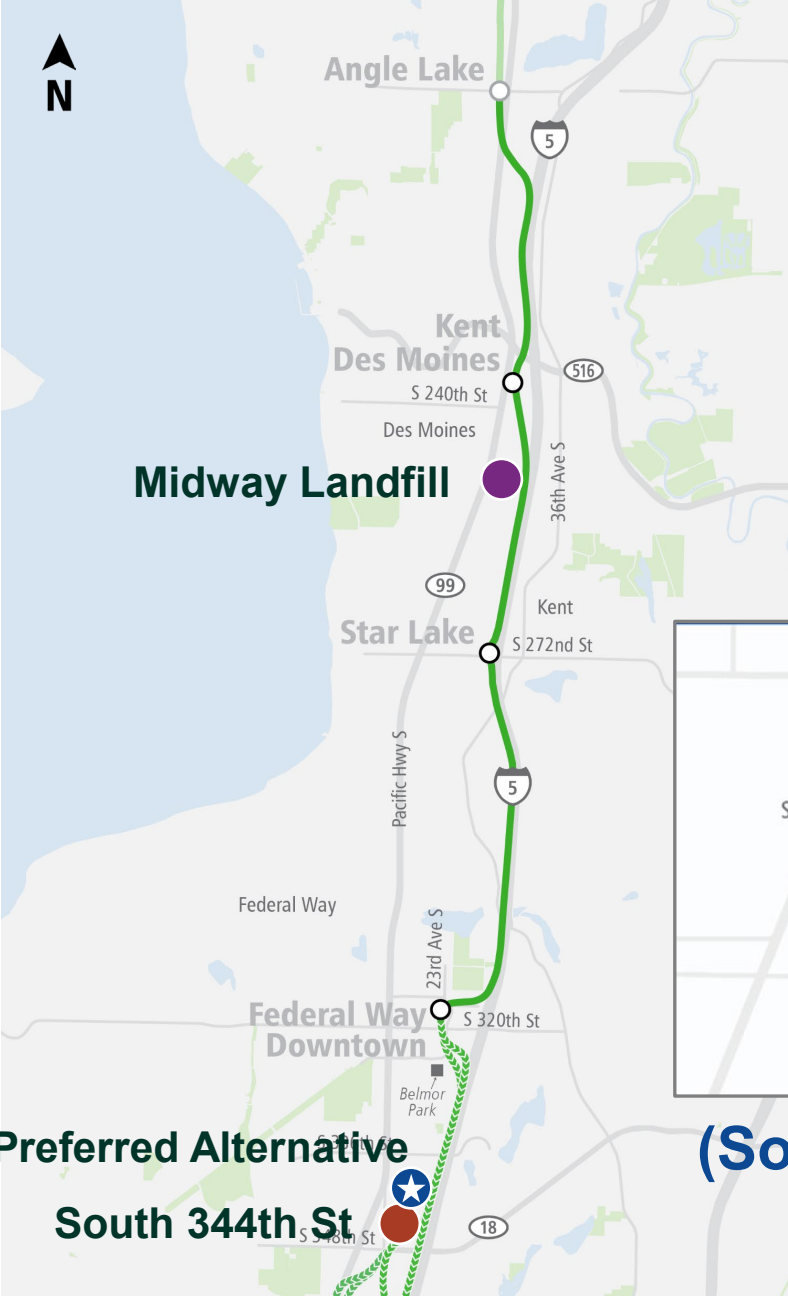
Where we've been / where we're going

- ✓ **2021** SEPA Draft EIS published & Board identified the Preferred Alternative South 336th Street
- ✓ **2023**: NEPA process initiated & NEPA Draft / SEPA Supplemental Draft EIS published
- ✓ **June 7, 2024**: NEPA/SEPA Final EIS publication
- **June 13, 2024**: Seeking SEC recommendation on selection of project to be built
- **June 27, 2024**: Anticipated Board action to select project to be built
- **Q3 2024**: Anticipated Record of Decision (ROD)

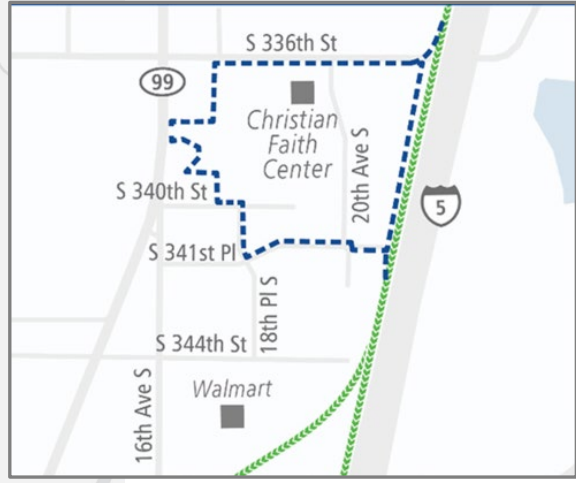


OMF South

Three sites evaluated in the Final EIS



Preferred Alternative

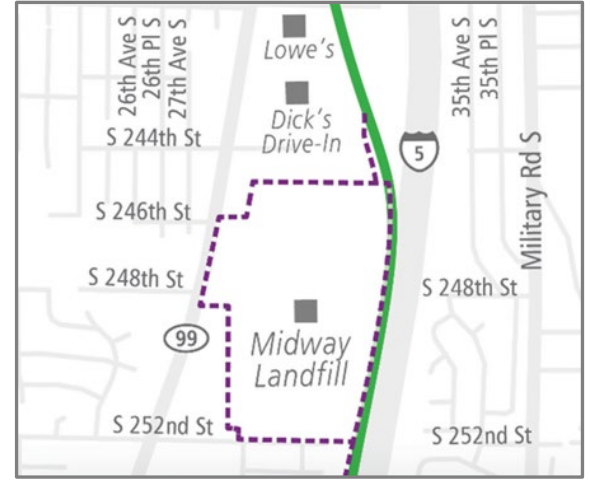


(South 336th Street Alternative)

South 344th Street Alternative

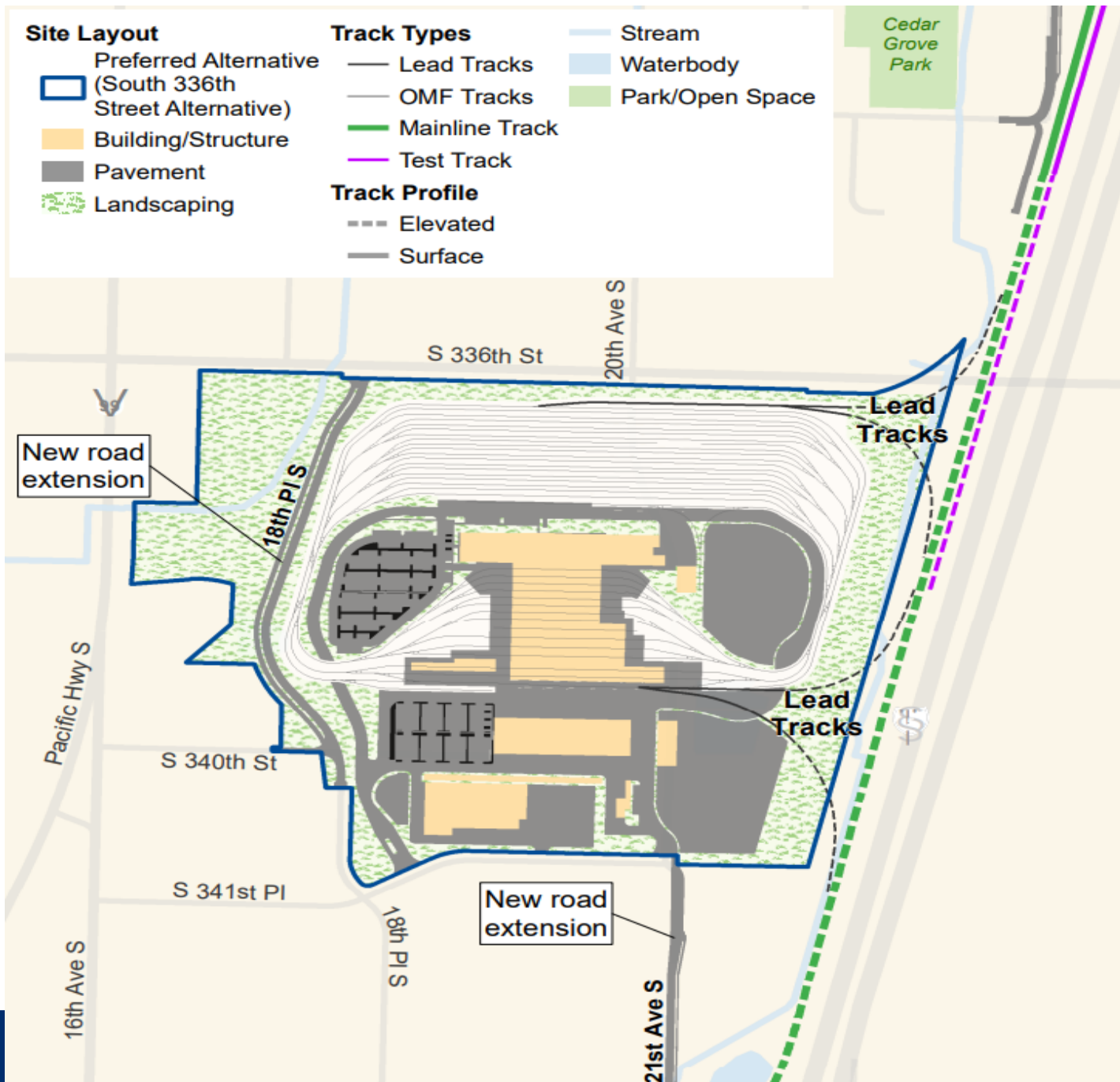


Midway Landfill Alternative



Preferred Alternative

South 344th St



Preferred Alternative South 336th Street

- In Federal Way, between S 336th St and S 341st Place, and between I-5 and SR 99
- Site footprint 66 acres
- 1.4 miles of connecting mainline track from FWLE terminus that will be necessary for TDLE
- Includes test track



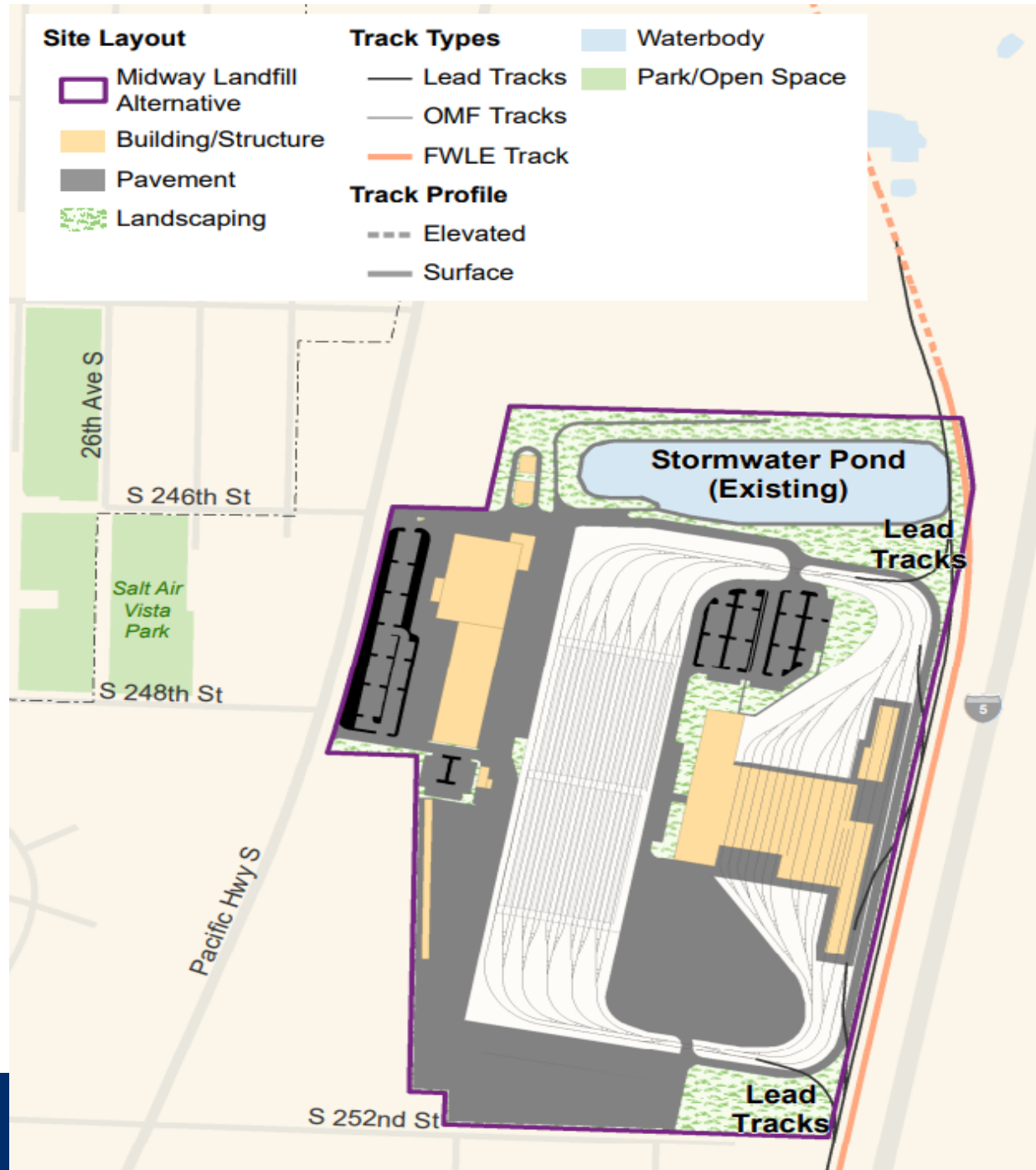
South 344th Street Alternative

- In Federal Way, between S 336th St and S 344th St, and between I-5 and 18th Place S
- Site footprint 64 acres
- 1.8 miles of connecting mainline track from Federal Way Link Extension terminus that will be necessary for TDLE
- Includes test track



Midway Landfill Alternative

- In Kent, between S 246th St and S 252nd St, and between I-5 and SR 99
- Site footprint 68 acres
- Adjacent to FWLE (no additional mainline tracks)
- Three construction approaches considered: Platform, Hybrid and Full Excavation



Comparison of alternatives

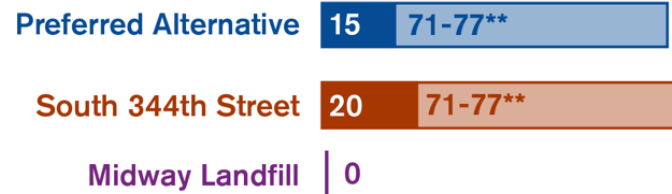
Comparison of key findings

Business Displacements (Units)

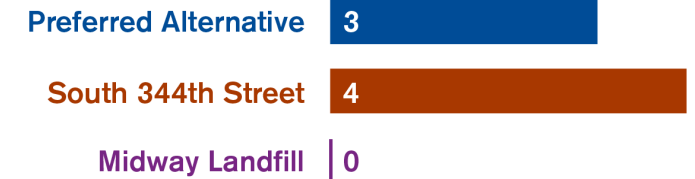


¹Includes GarageTown, comprised of ~60 owners.

Residential Displacements (Units)



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



Estimated Employee Displacements (People)



Key**  

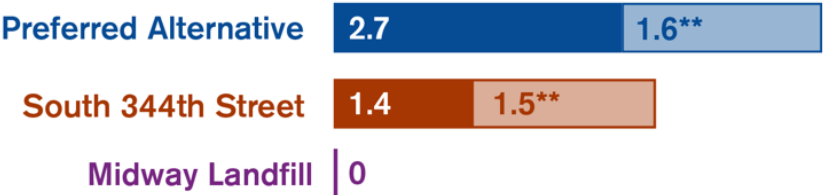
**If neither the Preferred nor the South 344th Street alternative is selected, the mainline could be built later in time if TDLE is constructed as proposed. TDLE is currently under environmental review.

Comparison of key findings



Wetland Impacts

(Acres of long-term impacts)



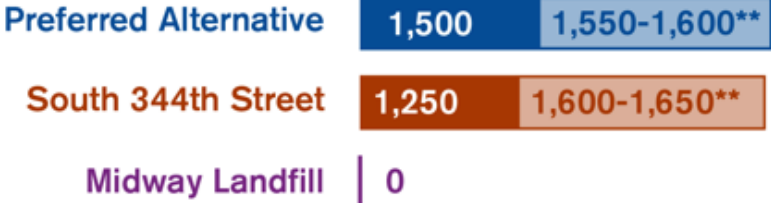
Forest Impacts

(Acres mature forest)



Stream Impacts

(Linear feet of Long-term impacts)



Key **Site** Mainline **

** 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.

Comparison of key findings



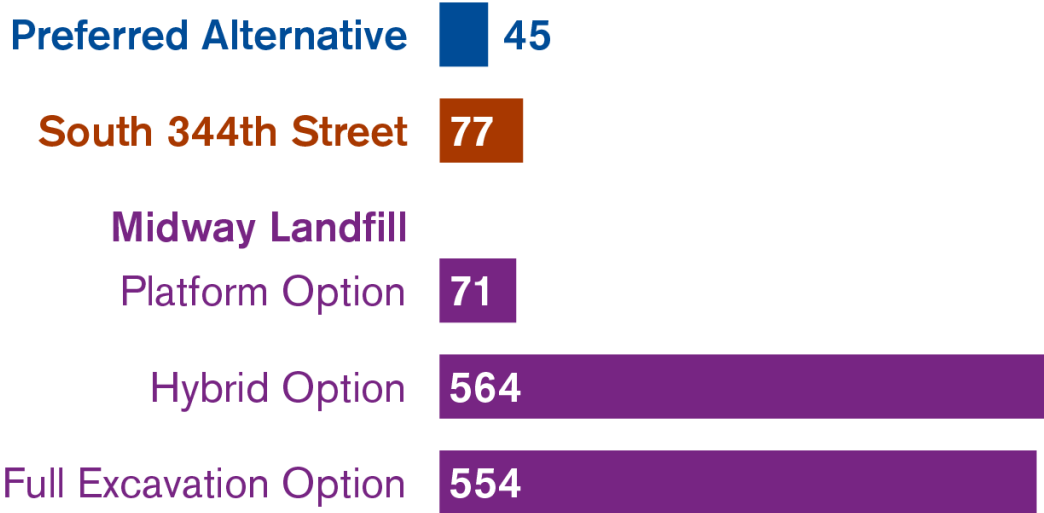
Final Design / Construction Duration

(Years: y) (Months: m)



Daily Truck Trips During Site Prep*

(Maximum Trips)



Comparison of key findings



Opinion of Probable Cost*

(Billions)



Annual Operating Cost Estimate*

(Millions)




*These estimates are to be used for comparisons between alternatives only. The Preferred Alternative and South 344th Street estimates are for the sites only.


***Draft EIS engagement and
public comments***

Draft EIS engagement by the numbers

Comment periods: March 5 – April 19, 2021, and Sept. 22 – Nov. 6, 2023


 **325+** public communications received

 **165+** attendees at 4 public meetings and hearings

 **3,700+** participants in the online open houses

 **14,000+** mailers to the project corridor

 **14,000+** impressions on social media

 **4,800+** recipients received 7 project email updates

Public comment themes

- General preference for Midway Landfill Alternative, oppose selecting South 344th Street Alternative
- Job/employee displacement concerns for Ellenos Yogurt, GarageTown
 - South 344th Street Alternative
- Concerns about resident relocations, lack of affordable housing with Belmor Park displacements
 - South 344th Street Alternative
 - Federal Way alternatives (Belmor)

Public comment themes, cont.

- Community and neighborhood changes
 - Federal Way alternatives
- Stream and wetland impacts to Hylebos Creek and wetlands
 - Federal Way alternatives
- Concerns over traffic impacts
 - Federal Way alternatives
 - Midway Landfill (construction traffic)
- Concerns about project cost
 - Midway Landfill (support for Preferred Alternative)

Additional public engagement



Project email updates

- 30+ listserv messages since 2019 to 4,800+ subscribers



Briefings

- Christian Faith Center, Pacific Christian Academy, KAC Baptist Church
- Ellenos, GarageTown, Belmor Park, additional property owners



Community events

- 2019: 5 public drop-ins at community locations
- 2022: Fieldwork field trip with Pacific Christian Academy science classes
- 2023: 2 drop-in sessions for Belmor Park residents



Fieldwork notifications

Title VI Facility Equity Analysis (FEA)

Purpose

- Determine whether any of the OMF South locations would result in a disparate impact to populations based on race, color, or national origin

2021 FEA Key Findings*:

- Higher percentage of minority population than in the Sound Transit Service District around each alternative
- Any alternative would result in traffic and noise during construction and displacements. Sound Transit would mitigate for these impacts
- **There would be no disparate impacts for any OMF South Alternatives; benefits would compensate for/outweigh temporary and long-term negative impacts**

2024 FEA Addendum Key Findings*:

- Evaluated OMF South design changes since 2021
- Conclusion from the 2021 FEA is unchanged

Next steps (dates subject to change)

Date	Activity
June 27, 2024	Board selects project to be built
Q3 2024	Anticipated Record of Decision
Late 2024-2025	Design/Construction procurement

Resolution No. R2024-16:

***Project to be built &
staff recommendation***

Project to be Built Staff Recommendation

Recommendation

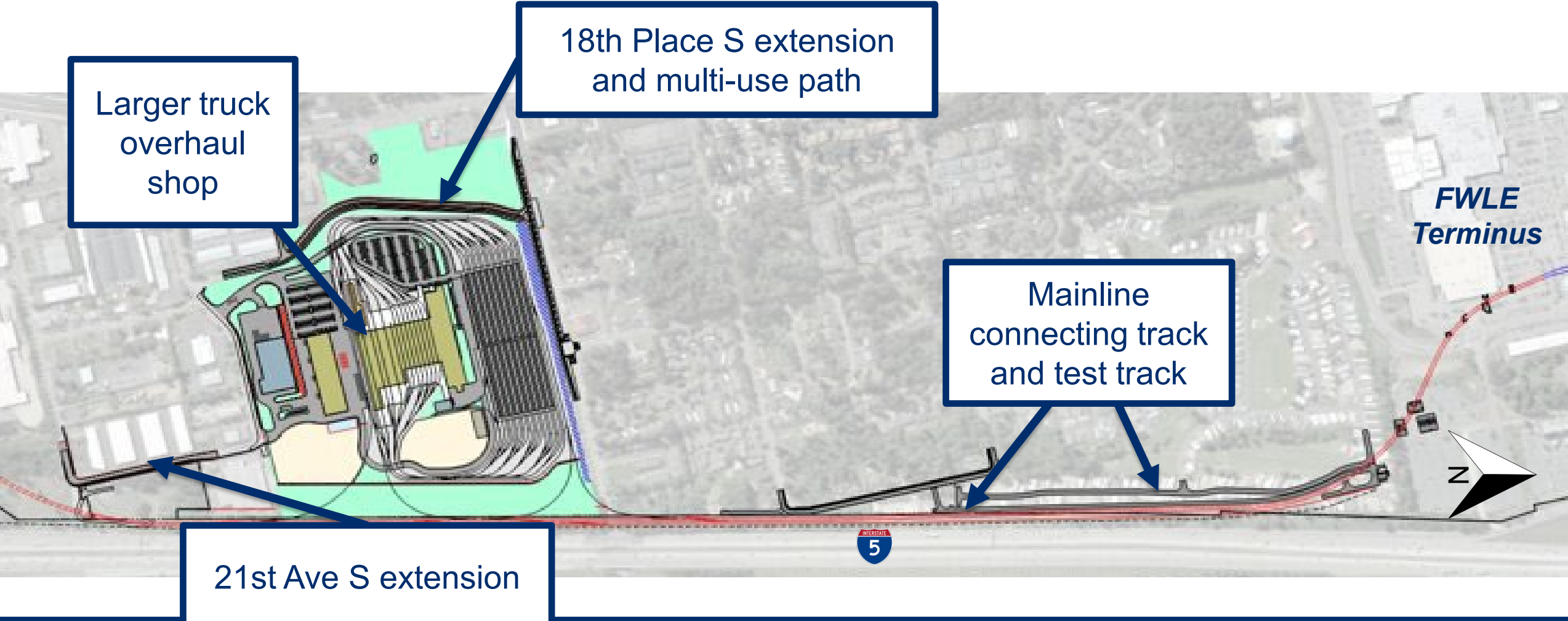
- Select the South 336th Street (Preferred Alternative), including a mainline connection and test track as the project to be built

Rationale

- Better able to meet the timeline required to accept delivery of vehicles for light rail expansion projects, compared to the Midway Landfill Alternative.
- Lower comparative cost estimate, compared to Midway Landfill Alternative.
- Reduced construction-related impacts, compared to Midway Landfill Alternative.
- Minimizes community and business impacts, compared to the South 344th Street Alternative.

Project to be Built Recommendation

South 336th Street Preferred Alternative



Thank you.



 [soundtransit.org](https://www.soundtransit.org)

