

MOTION NO. M2014-51

Identify the Preferred Alternative for the Link Operations Maintenance Satellite Facility Final Environmental Impact Statement

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	7/10/14	Recommendation to Board	Ric Ilgenfritz, PEPD Executive Director
Board	7/24/14	Final Action	Michael Williams, Deputy Executive Director, Capital Project Development

PROPOSED ACTION

(1) Identifies the preferred site for the Link Operations Maintenance Satellite Facility (OMSF) Final Environmental Impact Statement, and (2) approves Gate 3 – Identifying Preferred Alternative within Sound Transit’s Phase Gate process.

KEY FEATURES SUMMARY

- This action identifies a preferred site for the Link Operations Maintenance Satellite Facility and authorizes staff to complete the Final Environmental Impact Statement (EIS) for the preferred alternative and the other sites evaluated in the Draft EIS, and complete preliminary engineering for the preferred site.
- This action directs further evaluation of some modifications of the preferred site and other Draft EIS sites based on comments received on the Draft EIS.
- The Final EIS will respond to comments received on the Draft EIS, including suggestions for design modifications.
- The Board will not make a final decision on the project to be built until after publication of the Final EIS, which is anticipated in late 2015.
- This action authorizes Gate 3 – identification of preferred site alternative.

The site alternatives below were examined in the Draft EIS and can be considered by the Board for identification as the preferred site:

- (1) Lynnwood Site/BNSF Storage Tracks (storage tracks in Bellevue)
- (2) BNSF Site (Bellevue)
- (3) BNSF Modified Site (Bellevue)
- (4) SR520 Site (Bellevue)

BACKGROUND

In November 2008, the voter-approved ST2 Plan included funding to locate, design and construct additional operations and maintenance facility capacity to accommodate future Link light rail fleet requirements. ST2 did not specify locations for additional Link Operations and Maintenance facilities. Sound Transit currently owns and operates 62 light rail vehicles. The ST2 light rail expansion will require a fleet of 180 light rail vehicles.

The evaluation of alternative sites is being conducted in cooperation with the Federal Transit Administration (FTA). Before committing federal funds the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the OMSF project, Sound Transit is required to comply with the Washington State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that the OMSF

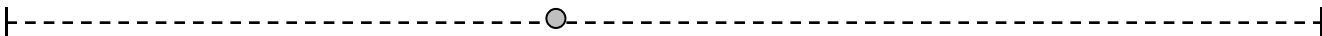
site alternatives may have significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA environmental impact statement (EIS) for the project.

Sound Transit and the FTA published a Draft EIS for the project on May 9, 2014. The 45-day comment period closed on June 23, 2014. To ensure adequate public and agency input, the comment period included two informational open house events, held in Lynnwood and Bellevue. Public hearings were held at each open house. The Board has received copies of each of the approximately 790 comments submitted during the comment period.

The identification of a preferred site for the Final EIS is a statement of the Board’s current intent regarding the OMSF project based on the Board’s review of the Draft EIS, public comments from interested citizens, agencies, tribes and organizations, and other information developed to date; it is not a final decision. The Board will continue to consider all alternatives and make a final decision on the OMSF site to be built after publication of the Final EIS.

Board approval of Gate 3 – identification of preferred site alternative will advance the project to preliminary engineering.

PROJECT STATUS



Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction
-------------------------------	------------------------------------	-------------------------------	--------------------------------	---------------------	---------------------

Projected Completion Date for conceptual engineering: 3Q 2014
 Project scope, schedule and budget summary included in the March 2014 Agency Progress Report.

FISCAL INFORMATION

Identification of a preferred Link OMSF site could affect the preliminary engineering budget and Final EIS budget if more than one alternative is identified as the preferred and advanced into preliminary engineering. A contract to complete preliminary engineering and environmental analysis for the OMSF is being sought through a separate Board action.

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Extensive public involvement has occurred since project development was initiated in 2012. The main focus during the Draft EIS phase was on events leading up to and during the formal Draft EIS public comment period, which was open for 45 days from May 9, 2014 to June 23, 2014. Activities included:

- Two Draft EIS open houses & public hearings attended by over 170 people, 100 in Bellevue and 70 in Lynnwood. Notification postcards were distributed to approximately 25,500 residences and businesses in the project area. Other notifications were made through newspaper and web advertisements, and community notification posters;

- Posters, comment forms, community guides and executive summaries were distributed to 123 environmental justice and community service agencies;
- Project staff met with 9 property owners during the comment period;
- Two E-Newsletters were distributed to approximately 7,000 people who signed up for the project and related project mailing list;
- Targeted outreach to environmental justice communities, including provision of Draft EIS guides and comment forms translated in 9 languages to 122 social service agencies in the affected cities.

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2012-82: (1) Identified Link Operations and Maintenance Satellite Facility site alternatives to be studied in detail in the project Environmental Impact Statement, and (2) approved Gate 2 within Sound Transit's Phase Gate process.

Resolution No. R2008-10: Adopted a revised Sound Transit 2 Regional Transit System Plan.

ENVIRONMENTAL REVIEW

JI 7/3/2014

LEGAL REVIEW

PW 7/7/2014

MOTION NO. M2014-51

A motion of the of the Board of the Central Puget Sound Regional Transit Authority (1) identifying the preferred site for the Link Operations and Maintenance Satellite Facility Final Environmental Impact Statement and (2) approving Gate 3 - Identifying Preferred Alternative within Sound Transit's Phase Gate process.

BACKGROUND:

In November 2008, the voter-approved ST2 Plan included funding to locate, design and construct additional operations and maintenance facility (OMSF) capacity to accommodate future Link light rail fleet requirements. ST2 did not specify locations for additional Link Operations and Maintenance facilities. Sound Transit currently owns and operates 62 light rail vehicles. The ST2 light rail expansion will require a fleet of 180 light rail vehicles.

The evaluation of alternative sites is being conducted in cooperation with the Federal Transit Administration (FTA). Before committing federal funds the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the OMSF project, Sound Transit is required to comply with the Washington State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that the OMSF site alternatives may have significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA environmental impact statement (EIS) for the project.

Sound Transit and the FTA published a Draft EIS for the project on May 9, 2014. The 45-day comment period closed on June 23, 2014. To ensure adequate public and agency input, the comment period included two informational open house events, held in Lynnwood and Bellevue. Public hearings were held at each open house. The Board has received copies of each of the approximately 790 comments submitted during the comment period.

This action identifies a preferred site for the Link Operations Maintenance Satellite Facility and authorizes staff to complete the Final EIS for the preferred alternative and the other sites evaluated in the Draft EIS, and complete preliminary engineering for the preferred site.

The site alternatives below were examined in the Draft EIS and were considered by the Board for identification as the preferred site:

- Lynnwood Site/BNSF Storage Tracks (storage tracks in Bellevue)
- BNSF Site (Bellevue)
- BNSF Modified Site (Bellevue)
- SR520 Site (Bellevue)

The identification of a preferred site for the Final EIS is a statement of the Board's current intent regarding the OMSF project based on the Board's review of the Draft EIS, public comments from interested citizens, agencies, tribes and organizations, and other information developed to date; it is not a final decision.

MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that (1) the preferred site for the Link Operations Maintenance Satellite Facility Final Environmental Impact Statement is identified as the BNSF Site.

This motion also authorizes staff to complete the Final EIS, using the preferred alternative identified above and the other alternatives in the Draft EIS. Staff is also authorized to proceed with preliminary engineering on the preferred alternative and potential modifications. The Board will continue to consider all of the alternatives and will not make a final decision on the project to be built until after completion of the Final EIS.

During the Preliminary Engineering phase of work on the Operations and Maintenance Satellite Facility preferred alternative for the Final EIS, staff is directed to prioritize and incorporate Agency and Community Transit-Oriented Development consistent with the Sound Transit TOD Policy (Resolution No. R2012-24) and based on the following:


- Maximize TOD on the site and in the vicinity of the OMSF.
- Minimize the effect of the OMSF on the transit-oriented development potential in the areas within the vicinity of the OMSF and design the project to maximize compatibility with the Bel-Red plan.
- Provide opportunities to activate transit-oriented development concurrent with project implementation.
- Consider the site modifications recommended by the Urban Land Institute Advisory Services Panel and the response to those recommendations developed by the OMSF design team as potential mitigation measures to reduce OMSF environmental impacts, including the potential for constructing over a portion of the OMSF site.
- Consider value engineering recommendations based on the conceptual engineering plans developed as part of the Draft EIS.
- Obtain and carefully consider input from a series of stakeholder workshops that will include the City of Bellevue, King County Metro, area developers and landowners, citizens and other interested parties with the goal of developing a preliminary design that integrates the OMSF with the surrounding land uses.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 24, 2014.



Dow Constantine
Board Chair

ATTEST:



Marcia Walker
Board Administrator