# Operations & Maintenance Facility South Draft EIS

System Expansion Committee 9/14/23



# Why We're Here Today

- Provide a briefing on the Operations and Maintenance Facility South (OMF South) project NEPA Draft EIS / SEPA Supplemental Draft EIS publication.
- Provide information on the public comment period starting Sept. 22<sup>nd</sup>



### Where we've been / where we're going

- ✓ March 2021: SEPA Draft EIS published
- ✓ **December 2021**: ST Board identified the Preferred Alternative (South 336th Street Alternative)
- ✓ June 2023: NEPA process initiated
- September 2023: NEPA Draft / SEPA Supplemental Draft EIS published
- Sept. 22 Nov. 6, 2023: NEPA/SEPA comment period
- Mid-2024: Anticipated NEPA/SEPA Final EIS publication
- Mid-2024: Anticipated Board action to select the project to build and FTA Record of Decision





### **OMF** South

### Evaluating three sites in the Draft EIS

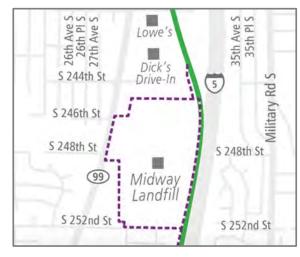
# Preferred Alternative



# South 344th Street Alternative



# Midway Landfill Alternative



(South 336th Street Alternative)

# Key design changes since 2021 DEIS

#### **Preferred Alternative**

- Addition of test track and associated access road
- Refinements to address permitting conditions

#### South 344th Street Alternative

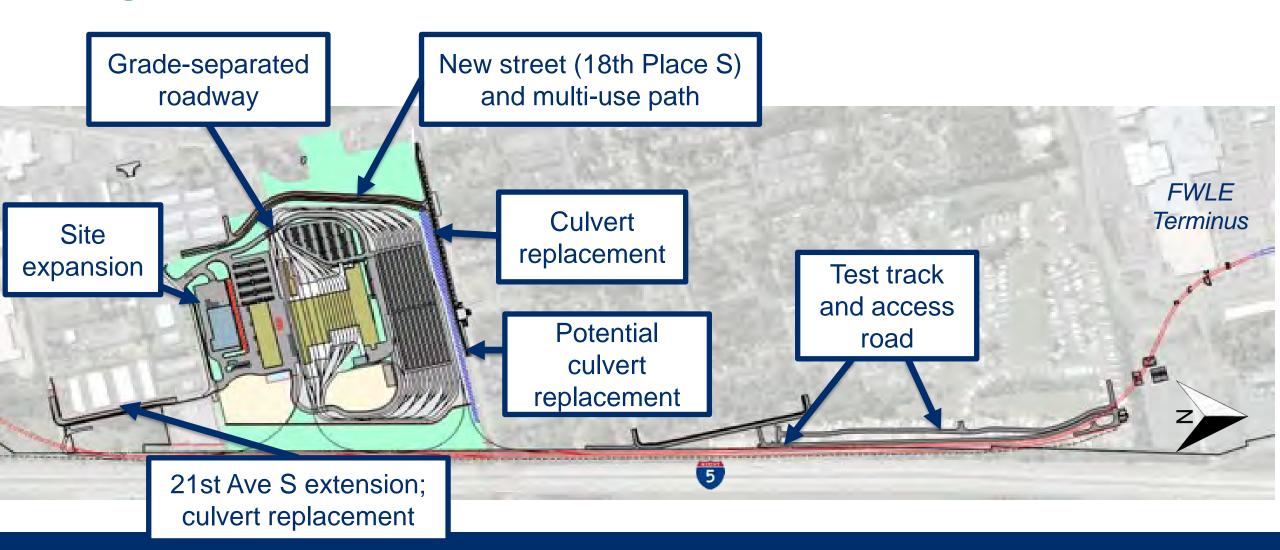
Addition of test track and associated access road

### Midway Landfill Alternative

No changes



# Preferred Alternative Design refinements

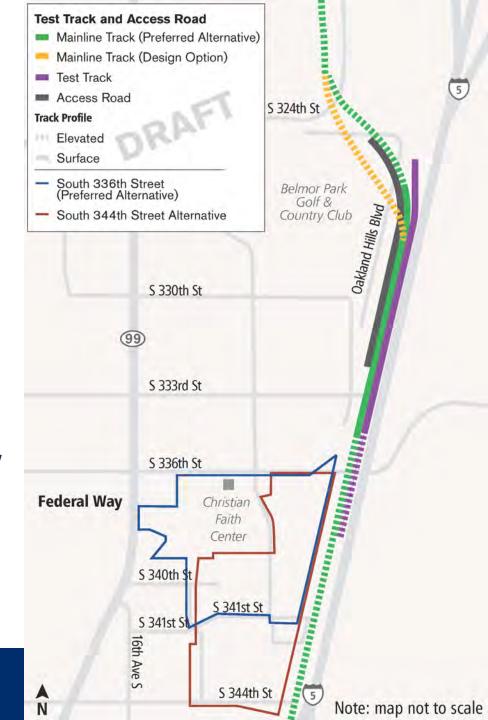




### What is a test track?

# The Preferred and South 344th Street alternatives include a test track

- Approximately 1 mile of track parallel to the mainline
- Includes associated access road
- Allows for testing LRVs without using the mainline track to increase employee safety and reduce time to test new and overhaul existing LRVs
- Due to infeasibility of test track construction at Midway
   Landfill alternative, testing would be on mainline tracks



# What has changed from the 2021 SEPA Draft EIS?

#### Preferred Alternative

- Cost estimate
- Residential displacements
- Business displacements
- Permanent wetland buffer impacts

- Permanent stream and buffer impacts
- Permanent wetland impacts
- Permanent forest impacts







# What has changed from the 2021 SEPA Draft EIS?

### South 344th Street

- Cost estimate
- Residential displacements
- Employee displacements
- Business displacements

### Midway Landfill

- Cost estimate
- Parcels affected





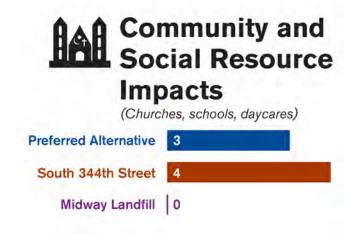






<sup>1</sup>Includes GarageTown, comprised of ~60 owners.



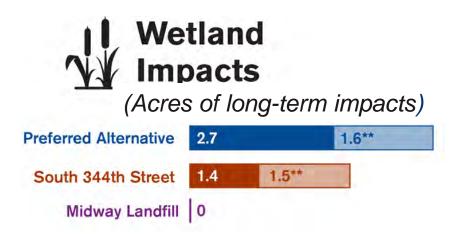


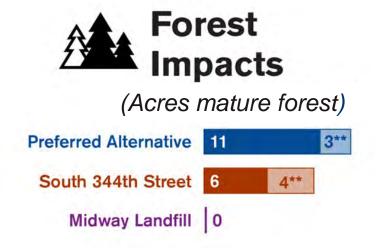






\*\*The mainline in Federal Way is planned to be constructed as part of TDLE and therefore would be built regardless of which OMF South alternative is selected.







Key Site Mainline \*\*

\*\*The mainline in Federal Way is planned to be constructed as part of TDLE and therefore would be built regardless of which OMF South alternative is selected.







(Maximum Trips)









**Preferred Alternative** 

\$1.5 - \$1.8

South 344th Street

\$1.5 - \$1.9

**Midway Landfill** 

Platform Option

\$2.2 - \$3.5

Hybrid Option

\$2.3 - \$2.9

Full Excavation Option

\$2.1-\$2.7

Preferred Alternative \$12

South 344th Street \$12

Midway Landfill

\$13



#### OMF South schedule\*

Sept 22 - Nov. 6, 2023: Draft EIS 45-day comment period

Oct 19 11:30-1:30: Online public open house/hearing

Oct 24 5:30-7:30: In-person public open house/hearing – Federal

Way Performing Arts and Events Center

Mid 2024: Final EIS published

Mid to late 2024: Sound Transit Board selects the project to be built and FTA issues Record of Decision

2024: Begin final design and construction

2032\*: Open for operations



# Thank you.



soundtransit.org





