



Resolution No. R2024-16

Selecting the Project to be Built for the Operations & Maintenance Facility South

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	06/13/2024 06/27/2024	Recommend to Board Final action	Terri Mestas, Deputy CEO, Chief Mega Capital Programs Officer Chelsea Levy, Acting PEPD Executive Director Curvie Hawkins, Project Development Director

Proposed action

Selects the project to be built for the Operations and Maintenance Facility South project.

Key features summary

- This action selects the project to be built for the Operations and Maintenance Facility (OMF) South and authorizes the project to advance to final design and construction for the selected alternative. A summary of alternatives considered, public involvement and equity efforts, project background, and a staff recommendation for the Preferred Alternative South 336th Street site and dedicated test track can be found in this report's subsequent sections.
- Sound Transit requires additional facilities for receiving, storing, maintaining, and deploying a larger fleet of light rail vehicles (LRVs) to accommodate the expansion of the Link light rail system as outlined in the ST3 Plan.
- The OMF South must be operational by 2030 to receive, test and commission approximately 144 LRVs serving the West Seattle Link Extension (WSLE), Tacoma Dome Link Extension (TDLE) and future in-fill stations at Graham Street and Boeing Access Road and supporting the regional system.
- A Draft Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA) was published in March 2021 and a National Environmental Policy Act (NEPA) Draft / SEPA Supplemental Draft EIS was published September 2023. A NEPA/SEPA Final EIS was distributed on May 29th and issued on June 7, 2024.

Equity considerations

A Facility Equity Analysis (FEA) was completed in November 2021 to ensure the project site is selected without regard to race, color, or national origin and was used to determine whether any of the OMF South locations would result in a disparate impact to populations based on race, color, or national origin. The FEA found that each of the alternatives has a higher percentage of minority population than in the Sound Transit Service District and that any of the OMF South alternatives would result in temporary and long-term negative impacts, such as traffic congestion and noise during construction or displacement of residents, businesses, and employees; however, Sound Transit would provide mitigation for these impacts (such as high volumes of truck trips being mitigated by avoiding local streets and using best management practices for air quality and noise impacts). Additionally, construction of the facility yields the benefit to the local community of substantially more frequent transit service through the Southern corridor that would not be possible without the additional maintenance facility capacity.

The FEA concluded there are no disparate impacts for any of the three OMF South locations featured in the EIS, and that benefits to surrounding communities from improved transit service in the South Corridor and the addition of permanent jobs would compensate for and outweigh these negative impacts. Even though no potential disparate impacts were identified, Sound Transit will invest time and resources into mitigation of immediate and long-term impacts on underrepresented communities in the project area.

In 2024, Sound Transit prepared an FEA Addendum to determine whether any of the changes to the OMF South project alternatives since 2021 would result in a disparate impact to populations based on race, color or national origin. The 2024 FEA Addendum determined that the conclusion from the 2021 FEA is unchanged.

Engagement involved outreach efforts to Community-Based Organizations (CBOs), ensuring awareness and collecting input throughout the planning process. Notable engagement events included presentations to the Federal Way Black Collective and a site visit with a Korean-speaking senior group facilitated by the Korean Women’s Association. Specific efforts were also made to reach residents of Belmor Mobile Home Park, where multiple in-person and remote briefings for residents and drop-in sessions were conducted. Language access was a priority, with fully translated materials such as fact sheets, mailers, and online open houses translated into Korean, Russian, and Spanish. Interpreters proficient in Korean, Russian, and Spanish were provided at all events or briefings with individual residents and property owners upon request. Translated ads were also placed in Korean, Spanish, and Russian news publications, with translated posters provided to CBOs for distribution.

Alternatives for consideration

Alternatives studied in the Final EIS include:

S 336th St (Preferred Alternative)—The South 336th Street Alternative is a 66-acre site west of I-5 and south of South 336th Street in the City of Federal Way, with approximately 1.4 miles of mainline track from the Federal Way Link Extension terminus to the site. This alternative includes a test track and road extensions of 18th Place S. and 21st Ave S. The Sound Transit Board approved Motion No. M2021-81 in December 2021, identifying the S. 336th St. Alternative as the Preferred Alternative.

S 344th Alternative—The South 344th Street Alternative is a 64-acre site west of I-5 and north of South 344th Street in the City of Federal Way, with approximately 1.8 miles of mainline tracks from the Federal Way Link Extension terminus to the site. This alternative includes a test track.

Midway Landfill Alternative—The Midway Landfill Alternative is an approximately 68-acre site south of South 246th Street, west of and adjacent to I-5, mostly on the former Midway Landfill, currently under active Superfund site monitoring, in the City of Kent. It includes connections to the Federal Way Link Extension mainline via lead tracks between the Kent/Des Moines and South 272nd Street Stations. It does not include a test track. Because of the unique nature of the landfill which still includes waste that is settling at different rates across the site, three subsurface construction design options for building an OMF were evaluated: Platform, Hybrid, and Full Excavation.

No-Build Alternative - The No Build Alternative evaluates how the transit system would operate if the proposed project were not built.

Staff Recommendation

Sound Transit staff recommend the South 336th Street Preferred Alternative, including a mainline connection and test track, be selected as the project to be built. The Preferred Alternative has lower cost, a shorter schedule, and reduced construction impacts compared to the Midway Landfill Alternative, better ensuring that the project would be completed and commissioned in time to accept delivery of

vehicles for light rail expansion projects. As compared to the South 344th Street Alternative, the Preferred Alternative minimizes community and business impacts. Additional comparative information regarding the alternatives is contained in the EIS shared with the Board.

Background

To expand the Link light rail system consistent with the ST3 Plan, Sound Transit needs additional facilities to store, maintain, and deploy a larger fleet of light rail vehicles. Sound Transit has an existing OMF at South Forest Street in Seattle and a second facility in Bellevue. Two more facilities, one in the North Corridor and one in the South Corridor, are needed as the system-wide fleet expands to over 400 total light rail vehicles.

The OMF South project is necessary to support adding about 144 LRVs as part of the Sound Transit 3 system expansion. The facility includes functions that support the entire Link light rail system, such as receiving, testing, and commissioning new LRVs. In addition, OMF South, as studied in the EIS, 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. Further design may result in project functionality refinements.

In March 2021, Sound Transit published a Draft Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA) which evaluated the South 336th Street Alternative, South 344th Street Alternative, and the Midway Landfill Alternative. In December 2021, the Sound Transit Board of Directors approved Motion No. M2021-81, identifying the S. 336th St. Alternative as the Preferred Alternative for further evaluation in the EIS, along with the other alternatives. In September 2023, Sound Transit and the Federal Transit Administration (FTA) published a National Environmental Policy Act (NEPA) Draft / SEPA Supplemental Draft EIS and a NEPA/SEPA Final EIS in June 2024. FTA is anticipated to issue a Record of Decision concluding the NEPA process after the Board selects the project to be built.

Realignment Resolution No. R2021-05 identified the initial target in-service date of 2029 for OMF South. The facility must be operational to receive initial Series 3 Light Rail Vehicles by 2030. In 2023, staff presented to the Board updated anticipated in-service date projections between 2032-2037, depending on the alternative selected to be built. Schedule projections anticipate the Preferred Alternative could be operational by 2032. Staff are implementing schedule recovery opportunities toward the target in-service date for the Preferred Alternative including early acquisition opportunities, accelerating environmental reviews, advancing third-party agreements, streamlining jurisdictional permitting processes, and advancing design and construction opportunities.

Sound Transit anticipates initiating a procurement process for the project, subject to the Board’s consideration of this Resolution. Award of a contract for the final design and construction would occur after FTA issues its Record of Decision.

Project status

Operations and Maintenance Facility South

Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction
			●		

Target completion: Q4 2029

Project scope, schedule and budget summary are located on page 98 of the April 2024 Agency Progress Report.

Fiscal information

If the Board approves Resolution No. R2024-15 (Split Action), the combined Tacoma Dome Link Extension and OMF South project will be split into two distinct projects. As each project moves forward, staff reports and board actions will be addressed separately. This section provides information on the cost and fiscal impact associated with the OMF South project only.

Affordability Impact

The project to be built decision defines the base scope of the project. There is no direct fiscal action associated with the proposed action, but the scope of the project has direct impact on the overall affordability of the project within the Financial Plan, as the board will establish the baseline budget based on this scope. The staff recommendation has been assessed to be within the Financial Plan value based on a quantitative risk assessment.

Financial Plan Assumptions

Assumptions for system expansion projects in the Financial Plan, such as the cost estimate or in-service date, may be updated at major milestones.

The scope of the staff recommended alternative includes mainline track, test track and larger Light Rail Vehicle truck overhaul shop. The dedicated forecast for Link Support Facilities fund (which is maintained in the Financial Plan) was established during Realignment to ensure resources were allocated for additional light rail support facilities needed to support system expansion; these were identified after the adoption of the ST3 plan. Support facilities identified include a test track and larger truck overhaul.

Following this action, the OMF South cost estimate maintained in the Financial Plan will be updated to include the projected cost for the test track and larger truck overhaul (\$1,980 million in 2024\$). As a result, the projected Financial Plan value for Link Support Facilities will be reduced by \$159 million down to \$37 million in 2024\$.

2024\$ in Millions	Spring 2024 Financial Plan Value	Updated Estimate	Change
OMF South	\$1,821	\$1,980	+\$159
Link Support Facilities	\$196	\$37	-\$159

Business inclusion and workforce

This action would not impact Sound Transit's commitment or ability to support disadvantaged and small business participation in this project, nor will it impact the workforce development provisions in the Project Labor Agreement.

Public involvement

The OMF South project held two Draft EIS public comment periods, the first from March 5 to April 19, 2021 and the second from September 22 to November 6, 2023. An online open house was available for the duration of each 45-day comment period. Additionally, online and in-person public meetings were held where participants could learn and ask questions about the OMF South and provide formal verbal comments during the hearing portion of the meeting.

Sound Transit received more than 325 public comments (270+ in 2021, 55 in 2023) during these engagement periods, including comments from 2 tribes, 9 agencies and jurisdictions, and over 10 businesses, churches, and community groups. Materials were translated into 4 languages (English, Spanish, Korean and Russian) with mailers sent to addresses within one half-mile mile of the three project site alternatives. Four public meetings and hearings drew over 165 attendees and online open house sites drew more than 3,700 visitors (2,400+ in 2021, 1,300+ in 2023).

Sound Transit proactively engaged with property owners before the 2021 Draft EIS public comment period, and that engagement continues. Letters were sent to all potentially affected property owners prior to the 2021 Draft EIS. These letters provided formal notification of the 2021 Draft EIS public comment period and included a link for groups and individuals to schedule a briefing with Sound Transit staff to discuss the project and next steps. The engagement team also followed up with these potentially affected properties by phone to confirm receipt of the letter.

Sound Transit also conducted outreach to community groups, organizations, and property owner groups to provide project briefings during the OMF South 2021 and 2023 DEIS comment periods. Sound Transit prioritized organizations that serve historically excluded communities. In addition, a toolkit was provided to make it easy for organizations to share information about the DEIS comment periods to their respective networks. For more information on equitable engagement efforts please refer to the Equity Considerations section above.

Time constraints

The Board has identified a target in-service date of 2029. The OMF South must be operational to receive its first LRV deliveries by 2030. The project team updated the Board on the project schedule indicating a 2032-2037 forecasted in-service date depending on the alternative selected to be built. Staff also presented schedule recovery opportunities to meet the target in-service date for the Preferred Alternative.

Prior Board/Committee actions

Resolution No. R2023-40: Adopted an annual budget for the period from January 1 through December 31, 2024 and adopts the 2024 Transit Improvement Plan (TIP).

Motion No. M2023-38: Authorized a contract with Mott MacDonald, LLC to provide Phase 1 Design-Build Project Management services for the Operations and Maintenance Facility South project.

Motion No. M2021-81: Identified a Preferred Alternative of the three alternatives for further study in the Final Environmental Impact Statement for the Operations and Maintenance Facility South.

Motion No. M2019-60: Authorized the chief executive officer to execute a contract modification with HDR Engineering, Inc. to provide project development services for Operations and Maintenance Facility South within the Tacoma Dome Link Extension Project in the amount of \$7,812,399 with a ten percent contingency of \$781,239, for a new total authorized amount not to exceed \$19,912,536.

Motion No. M2019-50: Identified Link Operations and Maintenance Facility South site alternatives for study in the Draft Environmental Impact Statement.

Motion No. M2017-159: Authorized the chief executive officer to execute a contract with HDR Engineering, Inc. to provide project development services for the Tacoma Dome Link Extension project in amount of \$10,289,907, with a 10% contingency of \$1,028,991, for a total not to exceed amount of \$11,318,898, contingent upon Board approval of the 2018 Budget.

Environmental review – KH 06/06/24

Legal review – DLB 06/06/24



Resolution No. R2024-16

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority selecting the project to be built for the Operations and Maintenance Facility South project, and amending Motion No. M2022-21.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, in November 2016, the voter-approved ST3 Plan included funding to extend Link Light Rail to Pierce and South King County and to construct a light rail operations and maintenance facility in the south corridor; and

WHEREAS, Resolution No. R2021-05 identified the both the Tacoma Dome Link Extension and Operations and Maintenance Facility South as Tier 1 projects to proceed without funding delay; and

WHEREAS, the Board approved Motion No. M2022-21 to authorize a funding agreement to pay the Bonneville Power Administration (BPA) up to \$423,995 to perform the environmental and engineering design work required to relocate four high-voltage transmission lines in order to construct and operate light rail as part of the Tacoma Dome Link Extension project, and the Operations and Maintenance Facility South project if located in the City of Federal Way, however an additional \$175,000 (including contingency) is needed to pay BPA to modify the design to avoid relocating a municipally-owned 60-inch water line.

WHEREAS, The OMF South must be operational by 2030 to receive, test and commission approximately 144 LRVs serving the West Seattle Link Extension (WSLE), Tacoma Dome Link Extension (TDLE) and future in-fill stations at Graham Street and Boeing Access Road and supporting the expansion of the Link light rail system as outlined in the ST3 Plan; and

WHEREAS, a Draft Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA) was published in March 2021, a National Environmental Policy Act (NEPA) Draft/SEPA Supplemental Draft EIS was published on September 2023, and a NEPA/SEPA Final EIS was distributed on May 29 and issued on June 7, 2024; and

WHEREAS, as required by Title VI of the Civil Rights Act of 1964, a facility equity analysis was conducted before publication of the Draft EIS and was supplemented as part of the Supplemental Draft EIS, both of which concluded none of the alternatives would create a disparate impact for the surrounding community; and

WHEREAS, the Board selects the project to be built for the Operations and Maintenance Facility (OMF) South and authorizes the project to advance to final design and construction for the selected alternative (336th St Alternative/Preferred Alternative);

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1: The Operations and Maintenance Facility South project to be built is the 336th St. S alternative (Preferred Alternative) as described in the Final EIS and Staff Report. The Preferred Alternative is approximately 66 acres in the City of Federal Way between S 336th Street and S 341st Place and between I-5 and State Route (SR) 99.

Section 2: Motion No. M2022-21 is amended to increase the total authorized agreement amount from \$423,995 to \$598,995 to fund additional environmental and engineering design work required to avoid relocating a municipally-owned 60-inch water line when relocating four BPA high-voltage transmission lines to construct and operate light rail as part of the Operations and Maintenance Facility South project.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 27, 2024.



Dow Constantine
Board Chair

Attest:



Kathryn Flores
Board Administrator