



Operations and Maintenance Facility South

September 2023

We're planning a new light rail maintenance facility in South King County

To align federal and state processes, we are now publishing a National Environmental Policy Act Draft/SEPA Supplemental Draft EIS (Draft EIS) that evaluates the same alternatives studied in the SEPA Draft EIS. Based on its transit expertise and greater federal funding opportunities, the Federal Transit Administration will be the lead federal agency.

What is an Operations and Maintenance Facility?

An OMF is where Link light rail trains go for cleaning, storage, and maintenance, 24 hours a day, 365 days a year. Sound Transit needs four strategically located OMF facilities. We need this new OMF in the South Sound to receive, store, and service a larger train fleet to support future light rail extensions to Tacoma and throughout the region. To build this new facility, we need approximately 60-70 acres (for reference, one football field is 1.3 acres) near the Federal Way Link Extension.



We service our current light rail trains at a central OMF on South Forest Street in Seattle.

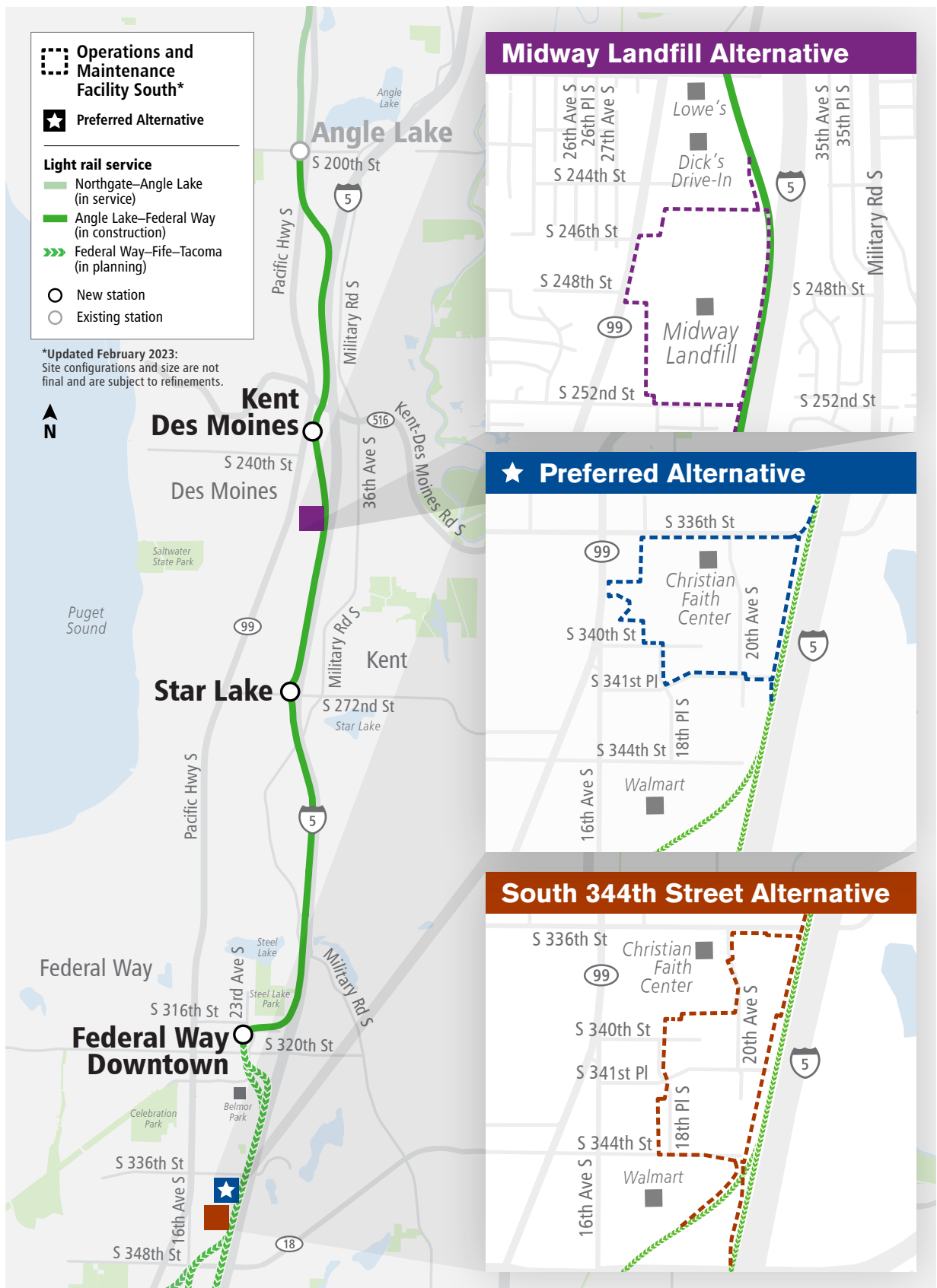
The benefits of OMF South

- Creates high-skilled, living-wage jobs for more than 610 people in South King County. At our existing OMF, the average employee wage is more than \$40 per hour, or \$80,000/year.
- Ensures thousands of passengers can rely on clean, well-maintained trains.



A worker at the existing OMF in Seattle conducts maintenance on a Link train.

Alternatives



Operations and Maintenance Facility South site footprint maps.

Midway Landfill Alternative

- The Midway Landfill alternative is in Kent, between South 246th Street and South 252nd Street, and between I-5 and SR 99.
- The site footprint is 68 acres.

Preferred alternative (South 336th Street)

- In December 2021, the Sound Transit Board identified the South 336th Street alternative as the preferred alternative.
- The preferred alternative is in Federal Way, between South 336th Street and South 341st Place, and between I-5 and SR 99.
- The site footprint is approximately 66 acres.
- This site would require 1.4 miles of connecting light rail track from the Federal Way Link Extension that will be part of the Tacoma Dome Link Extension.
- The preferred alternative also includes a test track to prepare new vehicles for service. The test track would run parallel and on the east side of the connecting light rail tracks.

South 344th Street Alternative

- The South 344th Street alternative is in Federal Way, between South 336th Street and South 344th Street, and between I-5 and 18th Place South.
- The site footprint is approximately 64 acres.
- The South 344th Street alternative includes about 1.8 miles of mainline light rail tracks. The tracks would also be needed for TDLE.
- This site would include a test track. The test track would run parallel and on the east side of the connecting light rail tracks.



How do you build on a Landfill?

Building on top of a landfill is a unique and complex challenge. Sound Transit has to address the likelihood that this ground will continue shifting and settling over time, which could affect the tracks, equipment and other infrastructure. To prevent settlement, Sound Transit is considering three methods to prepare the Midway Landfill site for possible OMF construction: Platform, Hybrid and Full Excavation.

Due to the presence of contaminated material, material removed from the Midway Landfill during construction would require disposal at another landfill facility equipped to accept contaminated waste. The material would be hauled by truck to a regional transfer facility and sent on by rail for disposal.








Why do the sites in Federal Way require Light Rail tracks?

We would need to construct 1.4-1.8 miles of additional track (also called “mainline” track) between the end of the Federal Way Link Extension (currently in construction) to the potential OMF sites in Federal Way—South 336th Street and South 344th Street—to transport light rail cars from the regional system to the OMF South. We’re also studying this track in the environmental review for the Tacoma Dome Link Extension (TDLE) as part of the route.

If the Midway Landfill alternative is selected as the project to be built, these tracks in Federal Way would be built as part of TDLE.

The Midway Landfill site is next to the Federal Way Link Extension route, so aside from short connecting tracks to the facility (also called “lead” tracks), there would be no added light rail track needed for that alternative.

Key Characteristics and Impacts

	Preferred Alternative	Midway Landfill Construction Options
	South 344th Street	
	Midway Landfill	
	Site	
	Mainline	
		P Platform H Hybrid E Full Excavation



Comparative Cost Estimate*

(Billions)



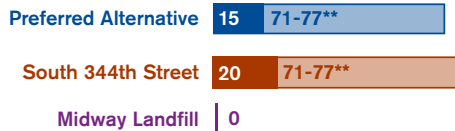
Annual Operating Cost Estimate*

(Millions)



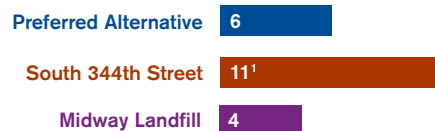
Residential Displacements

(Units)



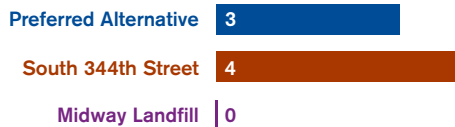
Business Displacements

(Units)



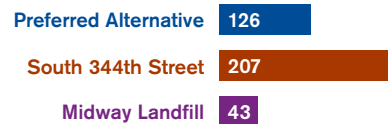
Community and Social Resource Impacts

(Churches, schools, daycares)



Estimated Employee Displacements

(People)



*Estimates are to be used for comparisons between alternatives only and do not represent the project budget. The preferred alternative and South 344th Street alternative estimates are for the sites only and do not include costs for mainline tracks.

** These track impacts in Federal Way would occur as part of TDLE if the Midway Landfill Alternative were selected as the project to be built.

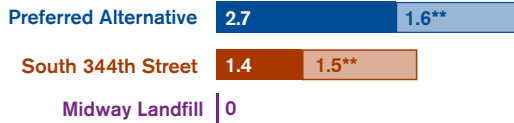
¹ Includes GarageTown, comprised of ~60 owners.

Key Characteristics and Impacts



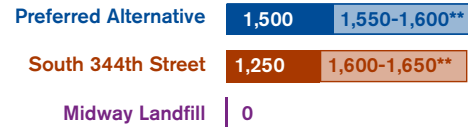
Wetland Impacts

(Acres of long-term impacts)



Stream Impacts

(Linear feet of long-term impacts)



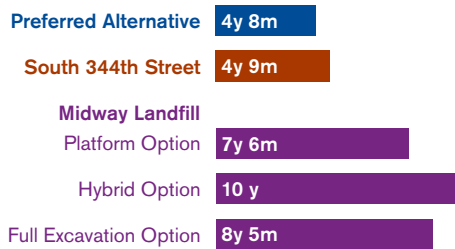
Forest Impacts

(Acres mature native forest)



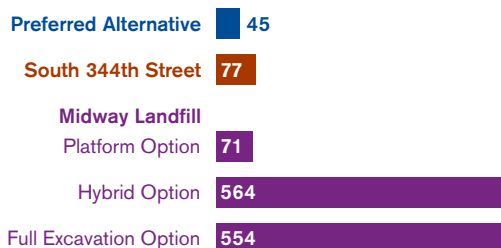
Final Design / Construction Duration

(Years: y) (Months: m)



Daily Truck Trips During Site Prep

(Maximum Trips)



What's a test track?

Before a new light rail vehicle can start carrying passengers, we need to test how it performs on the track. Since we have light rail service running on the mainline track during most of the day, we currently do all vehicle testing during the short service window from 1-5 a.m. Building a test track will allow us to test vehicles more quickly to get them ready for service—and we have a lot more cars coming online as we expand the regional light rail system! After analyzing the most suitable location for a test track in our system, we found that siting it near the OMF South was the best fit technically and operationally.

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Provide new comments by Nov. 6, 2023

All comments that were provided on the SEPA Draft EIS in 2021 remain valid and do not need to be resubmitted. We will respond to all substantive comments from both comment periods in the Final EIS. Here are ways to submit your comments:

- **Website:** omfsouth.participate.online
- **Public meetings:**
October 19, 2023, 11:30 a.m. - 1:30 p.m.
October 23, 2023, 5:30 - 7:30 p.m.
For more information, please visit omfsouth.participate.online
- **Email or voicemail:** OMFSouthDEIS@soundtransit.org or 206-257-2141
- **Mail:** OMF South, c/o Erin Green
Sound Transit, 401 S. Jackson St. Seattle, WA 98104



Link light rail trains are parked on maintenance platforms in the Link Maintenance Building.

What comes next for the OMF South

After the NEPA Draft/SEPA Supplemental Draft EIS comment period closes on Nov. 6, 2023, comments will be compiled and evaluated, and a summary of your comments will be provided to the Sound Transit Board. Comments will be made available to the public at that time. The Final EIS, which will include responses to substantive Draft EIS comments and evaluation of the preferred and other alternatives, is anticipated to be issued. After that, the Board will select a project to be built in mid to late 2024, and the Federal Transit Administration is anticipated to issue a Record of Decision under NEPA.

Contact

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