September 2015

Link Light Rail Operations and Maintenance Satellite Facility

Final Environmental Impact Statement | SUMMARY

SOUNDTRANSIT
Central Puget Sound
Regional Transit Authority

U.S. Department of Transportation
Federal Transit Administration

SOUNDTRANSIT

September 25, 2015

Dear Recipient:

The U.S. Department of Transportation Federal Transit Administration (FTA) and Sound Transit (the Central Puget Sound Regional Transit Authority) have prepared this Final Environmental Impact Statement (Final EIS) on the proposed Link Light Rail Operations and Maintenance Satellite Facility. Sound Transit is the project proponent.

The Final EIS has been prepared pursuant to the National Environmental Policy Act (42 U.S.C. 4321 to 4370e) and the State Environmental Policy Act (Ch. 43.21C RCW). It has been prepared to inform the public, agencies and decision makers about the environmental consequences of building and operating the Link Light Rail Operations and Maintenance Satellite Facility. The Final EIS examines the project alternatives in the cities of Bellevue and Lynnwood, including the preferred alternative identified by the Sound Transit Board.

The major choices for the project involve the location of a light rail operations and maintenance satellite facility. The Sound Transit Board will consider the alternatives evaluated in the Final EIS, public and agency comments on the Draft EIS, and other information before selecting the project to build. After the Sound Transit Board selects the project to build, FTA will issue a Record of Decision, which will state FTA's decision on the project and list mitigation commitments to reduce or avoid impacts.

The attached is a Summary of the Final EIS. The separately bound Final EIS, appendices, technical reports, background materials, and responses to comments on the Draft EIS are on the enclosed CD. Please see the Fact Sheet of this Final EIS regarding document availability and who to contact for further information about the Final EIS.

Sincerely,

Kent Hale
Environmental Affairs and Sustainability

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LINK LIGHT RAIL OPERATIONS AND MAINTENANCE SATELLITE FACILITY
KING AND SNOHOMISH COUNTIES, WASHINGTON
FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted pursuant to
the National Environmental Policy Act (NEPA) (42 USC 4322(2)(c))
and the State Environmental Policy Act (SEPA) (Ch. 43.21C RCW)
by the

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

and

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
(Sound Transit)

In cooperation with
CITY OF BELLEVUE
CITY OF LYNNWOOD
KING COUNTY
SNOHOMISH COUNTY
U.S. ARMY CORPS OF ENGINEERS

9/15/15
Date of Approval

R. F. Krochalis
Regional Administrator
NEPA Responsible Official
For Federal Transit Administration, Region 10

9/14/2015
Date of Approval

Perry Weinberg
Director, Office of Environmental Affairs and Sustainability
SEPA Responsible Official
For Central Puget Sound Regional Transit Authority

Fact Sheet

Project Title

Link Light Rail Operations and Maintenance Satellite Facility (OMSF)

Proposed Action

The Link Light Rail Operations and Maintenance Satellite Facility (OMSF) project (proposed project) proposes to construct and operate an OMSF to meet the needs of the expanded fleet of light rail vehicles (LRVs) identified in *Sound Transit 2: A Mass Transit Guide, The Regional Transit System Plan for Central Puget Sound* (ST2). The OMSF would be used to store, maintain, and dispatch LRVs for daily service by providing vehicle storage, preventative maintenance inspections, light maintenance, emergency maintenance, interior vehicle cleaning, and exterior vehicle washing. The facility would also be used to accommodate administrative and operational functions, such as serving as a report base for LRV operators. Additional facility elements would include employee parking, operations staff offices, maintenance staff offices, dispatcher work stations, an employee report room, and areas with lockers, showers, and restrooms for both operators and maintenance personnel. Four build alternative sites for the proposed project are evaluated: three in Bellevue and one in Lynnwood, Washington.

Project Proponent and State Environmental Policy Act Lead Agency

Sound Transit
Union Station
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Seattle, Washington 98104
www.soundtransit.org

Dates of Construction and Opening

Sound Transit would begin construction of the proposed project by 2018, and expects it to be ready for operations in 2020.

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Potential Permits and Approvals

The list below pertains to permits that may be required based on the range of alternatives in this Final Environmental Impact Statement (Final EIS).

Permit or Approval	Issuing Agency
Federal	
Section 106 Review	Federal Transit Administration
Section 4(f) Review	Federal Transit Administration
Clean Water Act, Section 404	U.S. Army Corps of Engineers
Federal Endangered Species Act Review	U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration Fisheries Service
State	
Hydraulic Project Approval	Washington Department of Fish and Wildlife
Public Utility Commission Permits	Washington Public Utility Commission
Section 106 Review	Washington State Department of Archaeology and Historic Preservation
National Pollution Discharge Elimination System Stormwater Discharge Permit	Washington State Department of Ecology
Temporary Modification of Water Quality Criteria	Washington State Department of Ecology
Underground Storage Tank Notification Requirement	Washington State Department of Ecology
Water Quality Certification: Section 401	Washington State Department of Ecology
Temporary Construction Easement (SR 520)	Washington State Department of Transportation
Cities	
Street Use Permits	Cities of Bellevue and Lynnwood
Construction Permits	Cities of Bellevue and Lynnwood
Right-of-Way Permits or Franchise for Use of City Right-of-Way	Cities of Bellevue and Lynnwood
Environmental Critical Areas/Sensitive Areas Review	Cities of Bellevue and Lynnwood
Development Permits, including conditional use permit (CUP) or land use code amendment	Cities of Bellevue and Lynnwood
Noise Variance	Cities of Bellevue and Lynnwood
Street Vacations	Cities of Bellevue and Lynnwood
Certificates of Approval	Cities of Bellevue and Lynnwood
Various Approvals: Planning, Design Review, and Arts Commissions	Cities of Bellevue and Lynnwood
Other	
Notification of Intent to Perform Demolition or Asbestos Removal	Puget Sound Clean Air Agency
Pipeline and Utility Crossing Permits	Utility Providers
Utility Approvals: Easements and Use Agreements	Utility Providers

Principal Contributors

This Final EIS was prepared by consultants at the following firms: ICF International, Huitt-Zollars, Heffron Transportation, Inc., Hart Crowser, and Michael Minor and Associates. See Appendix A, *Document Support Information*, Section A.2, for a detailed list of preparers and the nature of their contributions.

Date of Issue of the Final Environmental Impact Statement under SEPA

September 25, 2015

Date of Issue of the Final Environmental Impact Statement under NEPA

October 2, 2015

Next Actions

Following publication of the Final EIS, the Sound Transit Board of Directors will make a final decision on the OMSF alternative to be built. After publication of the Final EIS, FTA is expected to issue a Record of Decision (ROD) on the proposed project.

Related Documents

Environmental Documents

Final Supplemental Environmental Impact Statement on the Regional Transit Long-Range Plan (Sound Transit 2005)

East Link Project Final Environmental Impact Statement (Sound Transit 2011)

Regional Transit Long-Range Plan Update Final Supplemental Environmental Impact Statement (Sound Transit 2014)

Lynnwood Link Extension Final Environmental Impact Statement (Sound Transit 2015)

Other Documents

Sound Transit 2: A Mass Transit Guide, The Regional Transit System Plan for Central Puget Sound (Sound Transit 2008)

Cost and Availability of the Final Environmental Impact Statement

This Final EIS is available for public review in a variety of formats and locations. The Final EIS is available on the Sound Transit website (http://www.soundtransit.org/omsf); the document is also available on CD at no cost from Sound Transit.

Paper copies of the Final EIS are available for the cost listed below.

- Summary - Free
- Final EIS - $25.00
- Technical Background Reports - $11.00–$15.00 each

Copies of the Final EIS and related documents listed above are available for review or purchase at the office of Sound Transit, Union Station, 401 South Jackson Street, Seattle, Washington 98104. To request any of the documents, please contact Erin Green at (206) 398-5464. To review these documents, please call the Sound Transit librarian at (206) 398-5344 during normal business hours (weekdays from 8:00 a.m. to 5:00 p.m.) to arrange an appointment.

Paper copies of the Final EIS documents are also available for review at the following public locations.

- Bellevue Regional Library
- Lynnwood Library
- Washington State Library

Appeals

Washington State Environmental Policy Act (SEPA) challenges to this Final EIS are governed by Sound Transit Resolution R7-1 and the SEPA rules and regulations (Ch. 43.21C RCW and WAC 197-11-680). Sound Transit Resolution R7-1 is available online at http://www.soundtransit.org/About-Sound-Transit/Board-of-Directors/Board-archives/Resolutions-archive.xml. (1994-1997 Resolutions).

As provided in Resolution R7-1, appeals of SEPA determinations must be made in writing by filing a letter of appeal and paying the required fee within 14 days following the date the environmental document is issued. Letters of appeal should be addressed to Joni Earl, Chief Executive Officer, Sound Transit, Union Station, 401 South Jackson Street, Seattle, Washington 98104-2826.

For this Final EIS, appeals must be received by Sound Transit on or before 5:00 p.m. on October 9, 2015. Additional details about the appeals process and requirements are set out in Resolution R7-1 and in the SEPA rules and regulations.

Preface

Sound Transit plans, builds, and operates the regional mass transit system for the central Puget Sound region. The system includes light rail, heavy rail commuter trains, and express buses. In 2005 and again in 2015, Sound Transit updated the *Sound Transit Regional Transit Long-Range Plan* (Long-Range Plan) using public input to refine the long-term vision of mass transit for the region. The Long Range Plan informed the development of ST2, which provides the foundation for expanding the regional transit system. Since voter financing approval in 2008, Sound Transit has been integrating the ST2 program elements with the ongoing light rail, commuter rail, and regional express bus service operations. In addition to added commuter rail and bus service, implementation of ST2 will add approximately 36 miles to the light rail system and increase the existing LRV fleet to approximately 180 vehicles.

Currently, the Link light rail system includes the Forest Street Operations and Maintenance Facility (Forest Street OMF), located at 3407 Airport Way South in the City of Seattle. The Forest Street OMF can serve a maximum of 104 LRVs. The new OMSF is proposed to accommodate the added vehicles required by the ST2 light rail expansion.

Sound Transit, together with FTA, has prepared this Final EIS for the proposed project in compliance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). This Final EIS achieves the following:

- Provides environmental information to assist decision makers in selecting the project alternative to be built.
- Describes the alternatives and their potential environmental impacts.
- Identifies measures to avoid and minimize impacts and, when necessary, mitigate for adverse impacts.
- Considers cumulative and indirect impacts.
- Provides information for other review processes, including:
    - The Endangered Species Act.
    - Section 106 of the National Historic Preservation Act of 1966.
    - Section 4(f) of the Department of Transportation Act of 1966.
    - Section 6(f) of the Land and Water Conservation Fund Act of 1965.
    - Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

The scope of environmental review and range of alternatives evaluated in this Final EIS respond to the following:

- Public and agency comments received during the public scoping process that began in September 2012.
- Public and agency comments received on the 2014 Draft EIS.
- Feedback received from the public and agencies through community workshops, briefings, stakeholder presentations, and agency coordination meetings held since the environmental review process began.

To comply with NEPA and SEPA and to enhance readability, this Final EIS focuses on the most relevant information regarding project definition, potential adverse impacts, and trade-offs among the alternatives. The study area for this Final EIS varies by resource and is described within each resource section of the document, as appropriate.

The Final EIS is organized as follows.

The **Summary** is a separately bound, condensed version of the overall document. It briefly describes the purpose and need for the proposed project, the proposed project's goals and objectives, and the preferred alternative and other alternatives being considered. It presents the impacts for each alternative and potential mitigation, and briefly evaluates and compares the different alternatives. The Summary concludes by identifying areas of uncertainty and the proposed project's next steps.

Chapter 1. Purpose and Need for the Project, describes the proposed project's purpose and need, provides a brief background of the proposed project, and outlines the proposed project's goals and objectives.

Chapter 2. Alternatives Considered, describes the alternatives evaluated and how they were identified and developed for study in this Final EIS. A No Build Alternative is also evaluated to serve as a baseline for comparing the potential effects of the build alternatives. This chapter also provides an overview of the construction approach and a comparison of cost estimates by alternative. It concludes by explaining the proposed project's planning and decision-making context, including the major steps in the environmental evaluation and project development process.

Chapter 3. Affected Environment and Environmental Consequences, describes the built and natural environment in the study areas, explains the impacts from construction and operation of the proposed project alternatives, and describes potential avoidance and minimization measures. In the case that adverse impacts cannot be avoided, compensatory mitigation is identified, as appropriate. This chapter includes the following environmental topics:

3.1 Transportation

3.2 Acquisitions, Displacements, and Relocations

3.3 Land Use

3.4 Economics

3.5 Social Impacts, Community Facilities, and Neighborhoods

3.6 Visual and Aesthetic Resources

3.7 Air Quality and Greenhouse Gases

3.8 Noise and Vibration

3.9 Ecosystems

3.10 Water Resources

3.11 Energy

3.12 Geology and Soils

3.13 Hazardous Materials

3.14 Electromagnetic Fields

3.15 Public Services

3.16 Utilities

3.17 Historic and Archaeological Resources

3.18 Parklands and Open Space

Chapter 4. Alternatives Analysis, compares the project alternatives in terms of affected environment and how effectively they meet the project's goals and objectives.

Chapter 5. Public and Agency Comment Summary, summarizes the comments Sound Transit and FTA received from agencies, tribes, and the public during the comment period on the Draft EIS. It also describes the ways that Sound Transit and FTA advertised the Draft EIS release and publicized the public hearings/open houses and other events**.**

Appendices A through I, provide additional details on the project and Final EIS process. Appendix A includes document support information (references, lists of preparers and recipients, and acronyms), Appendix B provides a summary of public involvement and agency coordination and a list of regulatory information used to prepare this Final EIS. Appendices C and D provide federally required reports on environmental justice and Section 4(f) and 6(f) resources (park and recreation areas, wildlife refuges, and any properties funded by the Land and Water Conservation Fund). Appendix E contains the detailed technical reports prepared for the *Transportation*, *Noise and Vibration*, *Historic and Archaeological Resources*, and *Ecosystems* sections of Chapter 3. Appendix F contains additional technical data that support the resource analysis sections of Chapter 3. Appendix G provides conceptual plans of the proposed project. Appendix H provides a list of mitigation commitments for the Preferred Alternative. Lastly, Appendix I provides all comments made on the Draft EIS and responses to these comments.

Table of Contents

Page

List of Tables ..... **iii**

List of Figures ..... **iii**

Fact Sheet **FS-1**

Preface **P-1**

Introduction **S-1**

Purpose and Need for the Proposed Project **S-2**

Purpose S-2

Need S-3

Project Goals and Objectives **S-4**

Project Location **S-4**

Comparison of Alternatives **S-4**

No Build Alternative S-6

Build Alternatives S-7

Avoidance, Minimization, and Mitigation Measures **S-25**

Land Use S-25

Visual S-25

Noise S-25

Ecosystems S-26

Parklands S-26

Significant Unavoidable Adverse Impacts **S-26**

Other Environmental Considerations **S-26**

Environmental Justice S-26

Section 4(f) Resources S-26

Areas of Controversy and Issues to be Resolved **S-27**

Next Steps **S-27**

Tables

Page

S-1. Differentiating Characteristics and Impacts of the Build Alternatives S-8

Figures

Page

S-1. Link ST2 System Peak Period Operating Plan S-3

S-2. Regional Setting for the Build Alternatives S-4

S-3a. Preferred Alternative S-11

S-3b. Preferred Alternative—Aerial View S-12

S-3c. Proposed Interim Trail in the Eastside Rail Corridor S-14

S-4a. BNSF Modified Alternative S-16

S-4b. BNSF Modified Alternative—Aerial View S-17

S-5a. SR 520 Alternative S-19

S-5b. SR 520 Alternative—Aerial View S-20

S-6a. Lynnwood Alternative with Lynnwood Link Extension Alignment 3-22

S-6b. Lynnwood Alternative with Lynnwood Link Extension Alignment—Aerial View 3-23

S-6c. Lynnwood Alternative, BNSF Storage Tracks S-24

Summary

Introduction

This final environmental impact statement (Final EIS) evaluates the impacts of implementing the Sound Transit Link Light Rail Operations and Maintenance Satellite Facility (OMSF) Project (proposed project). The proposed project consists of the development and operation of a new OMSF to support the expansion of the Central Puget Sound Regional Transit Authority's (Sound Transit) Link light rail transit system. This system-wide expansion is part of *Sound Transit 2: A Mass Transit Guide, The Regional Transit System Plan for Central Puget Sound* (ST2) for transit investments, financing for which was approved by voters in November 2008.

Expanded maintenance base capacity is critical to the system-wide expansion in ST2. This environmental impact statement (EIS) evaluates operations and maintenance needs across the Sound Transit district and is not focused on a specific corridor. The environmental process includes evaluation and screening of sites in all corridors and ultimately advances four build alternatives located in the north and the east. A separate EIS is being prepared to support the alignment and station location decisions for the proposed light rail extension to the south (*Federal Way Link Extension EIS*). The alignment and station locations for the light rail extension to the north are addressed in the *Lynnwood Link Extension Final EIS* (April 2015) and to the east in the *East Link Final EIS* (July 2011).

The Final EIS evaluates the Preferred Alternative and other build alternatives that meet the purpose and need for the proposed project, and a No Build Alternative, which considers how the transportation system would operate if the proposed project were not built. The No Build Alternative also provides a baseline against which to measure the impacts of the build alternatives.

The discussion that follows states the proposed project's purpose and need, including the goals and objectives it is designed to achieve. The discussion also compares the level of impact that would result from each build alternative and describes design features and measures that would avoid or reduce impacts. A summary of identified areas of controversy, and a list of the next steps in the environmental review process are also provided.

This Final EIS is consistent with requirements of the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). Sound Transit is the lead agency under SEPA and the Federal Transit Administration (FTA) is the lead federal agency under NEPA.

Purpose and Need for the Proposed Project

Purpose

The purpose of the proposed project is to enable Sound Transit to meet the maintenance and storage needs of the expanded fleet of light rail vehicles (LRVs) identified in ST2. ST2 expands Sound Transit's Link light rail transit system and requires additional operations and maintenance facility capacity to support the added LRVs.

The proposed project would do the following:

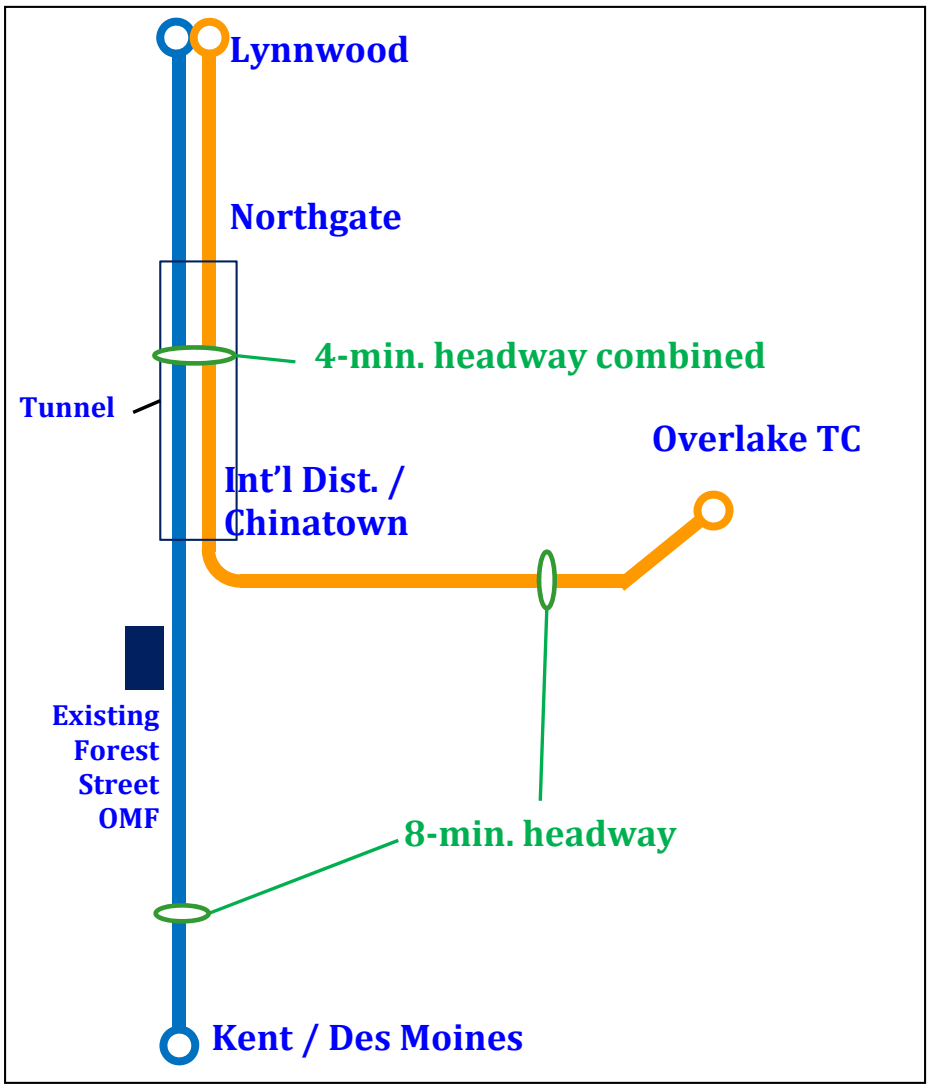
- Support the intended level of service for expanding the Link light rail system to the Lynnwood Transit Center, Overlake Transit Center and Kent/Des Moines.
- Minimize system annual operating costs and support efficient and reliable light rail service.
- Support regional long-range plans, including the Puget Sound Regional Council's VISION 2040 and Transportation 2040 plans, and the *Sound Transit Regional Transit Long-Range Plan* (Long-Range Plan).

The OMSF would provide service and inspections for approximately half of the ST2 fleet (about 90 vehicles), with sufficient fleet capacity to allow expansion of the light rail system beyond ST2 in the corridor where it is located. The existing Forest Street Operations and Maintenance Facility (Forest Street OMF) would continue to provide inspection services, as well as heavy repair and overhauls. The OMSF would also store, maintain, and dispatch vehicles for daily service.

ST2 Operating Plan

Beginning in 2023, Link will operate with two lines, as shown in Figure S-1. One line will operate between Lynnwood and the Overlake Transit Center (Overlake TC), and the other line will operate between Lynnwood and Kent/Des Moines. The two lines will merge at the International District/Chinatown Station and share the same tracks between the merge point and Lynnwood. The shared tracks will include a tunnel stretching 8.7 miles between the International District/Chinatown Station and the tunnel portal just south of Northgate Transit Center. The two lines will be scheduled to alternate on the shared tracks in both directions. Due to the configuration of tracks, there is no direct operating line between Overlake TC and Kent/Des Moines; therefore, passengers traveling between stations east and south of downtown Seattle must transfer between lines at International District/Chinatown. Similarly, trains cannot be deployed from the Forest Street OMF directly to the tracks headed east toward Overlake TC.

Figure S-1. Link ST2 System Peak Period Operating Plan



Need

The Forest Street OMF is in an industrial area of south Seattle and can serve up to 104 LRVs. To implement the ST2 expansion, Sound Transit needs to increase its LRV fleet to approximately 180 vehicles by 2023. The need for the proposed project arises from the Forest Street OMF's inability to store, maintain, and deploy the vehicles needed for the ST2 expansion. The light rail system requires more storage area and greater capacity for necessary service, maintenance, and inspection functions to implement ST2. The proposed OMSF needs to be ready for operations in 2020 to accept delivery of new LRVs and/or store existing LRVs while the new LRVs are tested and prepared for service.

Project Goals and Objectives

Based on the project purpose, Sound Transit developed evaluation criteria consisting of the goals and objectives listed below. Sound Transit applied these goals and objectives to evaluate potential OMSF alternatives. These criteria address Sound Transit's responsibility to meet public transportation and mobility needs for high-capacity transit infrastructure while also being a responsible steward of the environment, and planning a fiscally feasible project.

- **Transportation Goal.** Facilitate operation of the expanded regional Link light rail system.
  - Locate a facility to provide efficient and reliable light rail service.
- **Environment Goal.** Preserve environmental quality.
  - Minimize potential adverse impacts on the natural and built environment.
- **Financial Goal.** Achieve financial feasibility.
  - Build, operate, and maintain a cost-effective facility.

Project Location

Link light rail extensions of ST2 are planned in King and Snohomish Counties in the metropolitan Puget Sound region. Currently, planned light rail extensions with ST2 funding include the City of Lynnwood in the north, the Cities of Kent and Des Moines in the south, and the Cities of Bellevue and Redmond in the east. The OMSF would be located proximate to either the north or east line to serve the system. The project vicinity is shown in Figure S-2.

Comparison of Alternatives

During the early planning stages of the project, Sound Transit conducted a corridor analysis to identify constraints, benefits, and trade-offs of locating the facility in the north, south, and east corridors. It found that sites located in the north and east corridors would meet operational needs. An OMSF south of the junction where the north-south line and the north-east line meet at the International District Station, or expanding the Forest Street OMF (which is also south of this junction), would not sufficiently support operations for the following reasons (Sound Transit 2012b):

- The time available to deploy trains serving the 6:00 a.m. to 10:00 a.m. morning peak period would be exceeded.
- The 4-hour nightly inspection and maintenance window (approximately 1:00 a.m. to 5:00 a.m.), when all trains must be off the system, could not be maintained.
- Expansion of the Forest Street OMF would not provide capacity (e.g., number of vehicle bays, operator report facility, parts storage and component repair) to meet the daily and weekly maintenance and inspection needs for the entire fleet of 180 vehicles. There is insufficient property to expand the Forest Street OMF to provide these needs without vacating or closing 6th Avenue S and/or Airport Way, which are essential for freight mobility in the SODO industrial area.

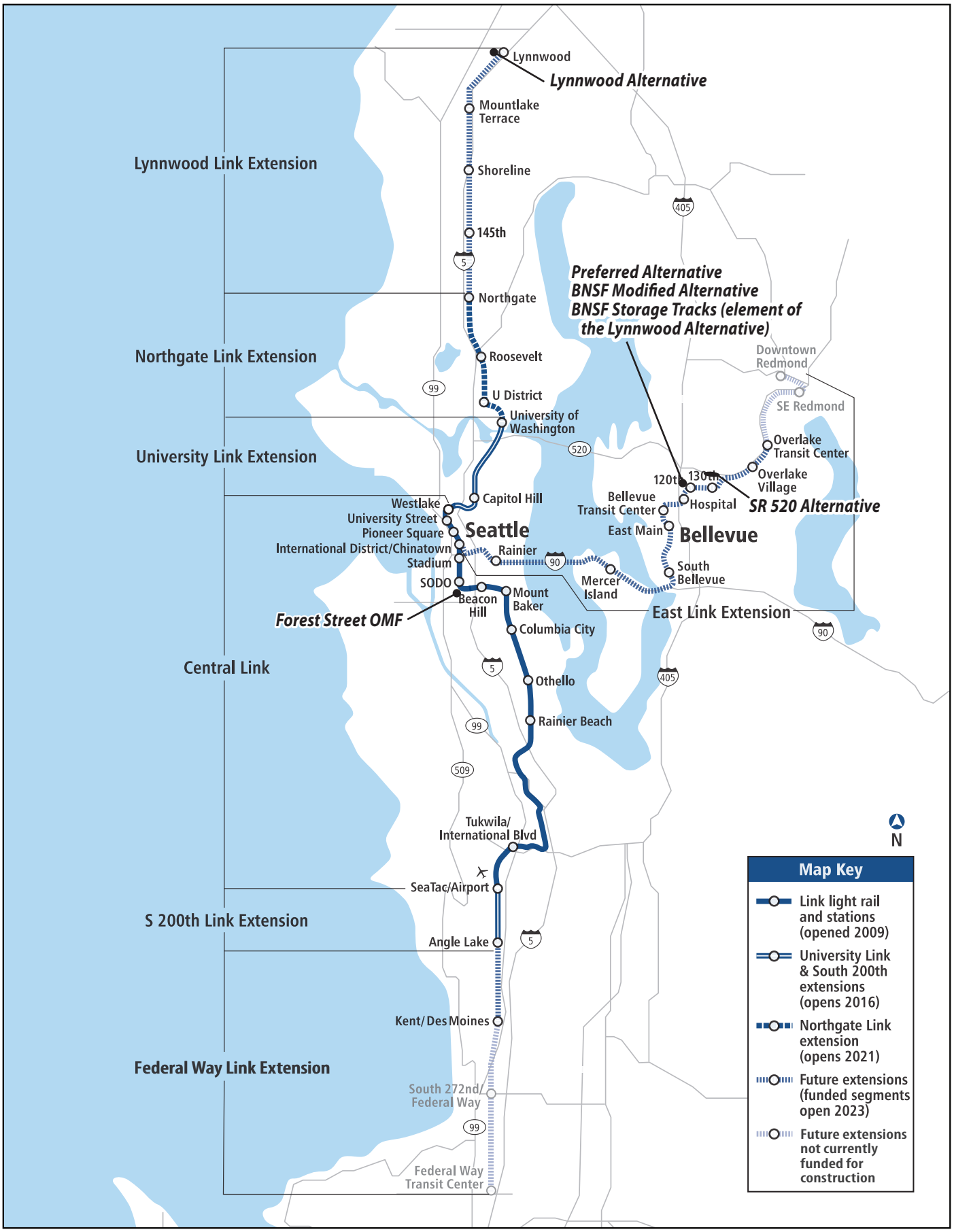


Figure S-2: Regional Setting for the Build Alternatives
Sound Transit Link Light Rail OMSF Final EIS

- If all 180 vehicles were stored on a single site, a system failure during the morning deployment could result in the entire fleet being trapped and unable to begin service.

Environmental scoping was conducted by Sound Transit and FTA in the fall of 2012. During this time, Sound Transit and FTA asked agencies, tribes, and the public to provide comments on the proposed purpose and need statement, environmental issues for evaluation, and the potential alternatives to be considered for study in the EIS. After consideration of the project purpose and need, the physical and operational requirements of the OMSF and associated site screening criteria, and scoping comments, the Sound Transit Board (Board) adopted Motion M2012-82 in December 2012, which identified four build alternatives for detailed evaluation in the EIS.

On May 9, 2014, the Draft EIS was published and a 45-day comment period began. Public and agency comments received on the Draft EIS are addressed in Chapter 5, *Public and Agency Comment Summary*, and Appendix I, *Responses to Comments*, of the Final EIS.

The Board considered the analysis in the Draft EIS and public and agency comments, then approved Motion M2014-51 on July 24, 2014 identifying the BNSF Alternative as the preferred alternative for evaluation in the Final EIS, along with the other build alternatives. The Board also directed staff to further evaluate potential design modifications for the preferred alternative in this Final EIS. A preferred alternative must be identified in the Final EIS for projects subject to environmental review under NEPA. The preferred alternative is a statement of the Board's current intent, but it is not a final decision. The Board will not make a final decision on the project to be built until after the Final EIS is published.

No Build Alternative

This EIS evaluates a No Build Alternative, as required under NEPA and SEPA, to represent the transportation system and the environment as they would exist without the proposed project. The No Build Alternative provides a baseline against which the build alternatives can be compared. Under the No Build Alternative, an OMSF would not be built. The operations and maintenance support needs for the existing and currently planned and funded Link light rail system expanded by ST2 would be served exclusively by the Forest Street OMF south of downtown Seattle, which has the capacity to maintain up to 104 LRVs.

Key Operational and Environmental Impacts of the No Build Alternative

Under the No Build Alternative, Sound Transit would have to operate the expanded system at a lower level of service than planned, or delay some or all of the planned ST2 light rail extensions, until it developed additional operations and maintenance capacity.

The No Build Alternative would not meet the critical need for expanding LRV operation and maintenance capacity for the expanded ST2 system. ST2 anticipated four-car trains at 8-minute headways (intervals between trains) on each operating line during peak periods (4-minute headways between the Lynnwood Transit Center and the International District Station, which represents two combined operating lines); and 10 to 15-minute headways in the off-peak and late evenings (5- to

7.5-minute headways on the combined lines). Without the OMSF, Sound Transit would operate three-car trains at 11-minute headways during peak periods (5.5-minute headways on the combined lines), which would reduce the system's passenger capacity by more than 40% compared to the build alternatives. This level of service across the entire system would not meet projected demand and could result in passenger overcrowding on trains and station platforms. Lower service levels and light rail passenger capacity would likely result in fewer commuters using transit. These commuters may continue using automobiles instead, resulting in greater vehicular and greenhouse gas emissions. Economic activity and desired land use patterns, particularly those incorporating mixed-use and higher densities, may occur more slowly near transit stations due to the reduced system capacity.

The No Build Alternative would avoid adverse impacts such as businesses displacements and construction-related traffic, dust, and noise. It would also avoid impacts on ecosystems resources. But none of the benefits of the proposed project would be realized, such as clean-up of contaminated properties and updating stormwater management for improved water quality. Similarly, opportunities to implement seismic and slope stability best management practices (BMPs) may not occur as current land uses would continue.

Build Alternatives

The four build alternatives and their distinguishing operational and environmental impacts are described below. Table S-1 identifies the characteristics that differentiate the impacts of the build alternatives. Environmental impacts would be similar among the build alternatives for impacts related to transportation; social, community facilities, and neighborhoods; visual and aesthetic resources; air quality and greenhouse gases; energy; hazardous materials; electromagnetic fields; geology and soils; utilities; and historic and archaeological resources.

Table S-1. Differentiating Characteristics and Impacts of the Build Alternatives

Differentiating Characteristic	Preferred Alternative	BNSF Modified Alternative	SR 520 Alternative	Lynnwood Alternative
Capital Costs (2015 dollars)				
Million dollars	$380	$440	$415	$385
Operations				
Requires off-site storage tracks	No	No	No	Yes
Annual Facility Operating Costs (2015 dollars)				
Million dollars	$70	$70	$70	$73
Acquisitions, Displacements, and Relocations				
Number of parcels acquired	7	14	13	14
Number of existing land uses displaced	14	25	101	14
Land Use				
Consistent with zoning / comprehensive plan designations	No; would require a conditional use permit or land use code amendment from the City of Bellevue	No; would require a conditional use permit or land use code amendment from the City of Bellevue	No; would require a conditional use permit or land use code amendment from the City of Bellevue	No; would require a comprehensive plan amendment zoning change, conditional use permit from the City of Lynnwood, and a conditional use permit or land use code amendment from the City of Bellevue
Surplus land available for redevelopment	6 acres	8 acres	0 acres	13 acres
Economics				
Loss of annual property tax revenue (2014)	$271,300	$319,300	$584,900	$403,600
Noise and Vibration				
Affected properties	1 property zoned mixed use, currently Metro base (None after mitigation)	None	None	19 residential properties (None after mitigation)

Differentiating Characteristic	Preferred Alternative	BNSF Modified Alternative	SR 520 Alternative	Lynnwood Alternative
Ecosystems and Water Resources				
Aquatic impacts	0 acres	0 acres	Approximately 700 feet of stream (Goff Creek) and 0.64 acre of functional stream buffer	Approx. 150 feet of stream (Scriber Creek), 1.9 acre of functional stream buffer, 380 feet of floodplain (elevated guideways), and ~1,000 cubic yards of floodplain fill (OMSF)
Vegetation and wildlife impacts (vegetation removal)	4 acres	6 acres	2 acres	12 acres (OMSF and elevated guideways) and <1 acre (BNSF Storage Tracks)
Jurisdictional Ditch impacts (direct)	0.0 linear feet 0.0 acres	415 linear feet 0.03 acre	250 linear feet 0.02 acre	65 linear feet 0.01 acres (BNSF Storage Tracks)
Wetland impacts (permanent)	0.5 acre	1.1 acre	0.4 acre	2.5 acres (OMSF and elevated guideways) and 0.1 acre (BNSF Storage Tracks)
Groundwater and stream baseflow impacts	No	No	Yes	No
Public Services				
Number of direct impacts on essential public facilities	0	1	0	1
Parkland and Open Space				
Number of temporary impacts on park resources	0	0	0	1

Preferred Alternative

Under the Preferred Alternative, Sound Transit would construct the OMSF on property located between the Eastside Rail Corridor on the west and 120th Avenue NE on the east, south of State Route 520 (SR 520) and north of NE 12th Street in the City of Bellevue. This site is approximately 28 acres—2 of which are a former rail spur right-of-way now under owned by Sound Transit as part of the Eastside Rail Corridor—and is located along the adopted East Link revenue line northwest of the 120th Avenue Station. The OMSF development footprint on the site is approximately 21 acres leaving approximately 6 acres to remain for redevelopment. One additional acre at the northern end of the site would be used for development of an interim trail. Infrastructure for the proposed project would occupy most of the site but part of the southern portion could be available for other development. A conceptual layout of this site is shown in Figure S-3a and an aerial view is shown in Figure S-3b.

The Sound Transit Board by Motion M2014-51 directed that the proposed project prioritize and incorporate agency and community transit-oriented development (TOD) consistent with the Sound Transit TOD Policy (Resolution R2012-24). Since the Draft EIS, the project team has refined the Preferred Alternative's potential site design and layout to incorporate key concepts identified during the project review by the Urban Land Institute (ULI) Advisory Services Panel and stakeholder work, as well as ongoing coordination with the City of Bellevue:

- It reduced the facility footprint area by approximately 9% (from 23 to 21 acres).
- It moved the OMSF buildings to the north to allow more land for TOD at the southern portion of the site, nearest to the East Link 120th Avenue Station area.
- It set back the OMSF footprint an additional 25 feet from 120th Avenue NE to allow more site screening and frontage improvements.
- It revised the maintenance building location and configuration to avoid building over an existing King County sanitary sewer trunk line.

In addition, the Preferred Alternative includes project elements identified during the project stakeholder process to increase the OMSF's consistency with the vision and policies of the *Bel-Red Subarea Plan* (City of Bellevue 2009). The subarea plan calls for concentrating TOD in station areas (i.e., station nodes), creating pedestrian and bicycle connectivity between light rail station areas and the future regional trail in the Eastside Rail Corridor, and restoring streams and open space as properties in the Bel-Red Subarea are redeveloped.

Figure S-3a: Preferred Alternative
Sound Transit Link Light Rail OMSF Final EIS

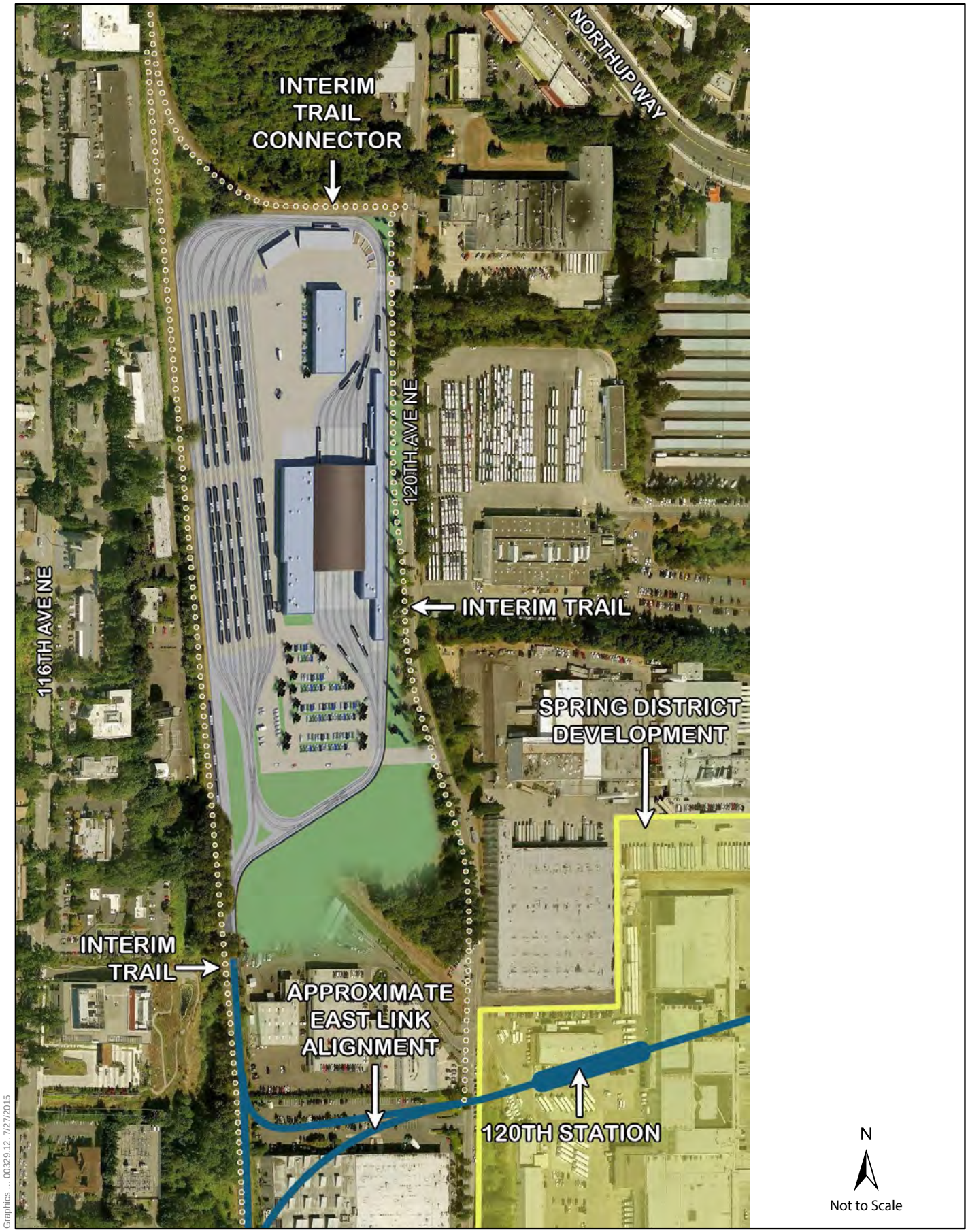


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Figure S-3b: Preferred Alternative—Aerial View
Sound Transit Link Light Rail OMSF Final EIS

The Preferred Alternative includes the following elements that address these objectives:

- Onsite infrastructure to facilitate potential future development on or adjacent to the OMSF, such as utility stub-outs and a structural shear wall to support future building over part of the facility. Specific proposals for developing property on or adjacent to the OMSF would undergo their own project-level environmental review, land use approvals, and design review by others with the City of Bellevue.
- A setback from the existing edge of 120th Avenue NE to minimize the bulk and scale of the façade and allow visual screening from adjacent properties. The service and wash bays that front 120th Avenue NE are set back approximately 80 feet or more from the roadway and are approximately 22 feet in height. The vehicle maintenance shops, LRV roof maintenance shop, and offices west of the service and wash bays have modulated increases in building height (from approximately 26 to 40 to 32 feet, respectively). The facility frontage along 120th Avenue NE will have a decorative fence set back approximately 60 feet from the roadway. The area between the roadway and the fence would be landscaped to screen the trackwork, overhead contact system (OCS) wires, and buildings and would also include a multipurpose pathway for pedestrians and bicyclists. Existing mature trees and landscaping along 120th Avenue NE would be preserved as practicable.
- Three interim trails: one in the Eastside Rail Corridor from the pedestrian connection between the Hospital Station and 116th Avenue N to SR 520 would be developed (in coordination with King County Metro) approximately 10 feet wide, made of crushed gravel, and located on the existing railbed; a second along the north side of the OMSF on an abandoned rail spur to connect the Eastside Rail Corridor and 120th Avenue NE; and a third in the landscaped frontage along 120th Avenue NE, to connect to the East Link 120th Avenue Station (Figure S-3c).
- Improvements to allow the eventual daylighting of a portion of the West Tributary of Kelsey Creek. The stream is located in the wetland complex north of the Preferred Alternative site, and now flows in a pipe under and parallel to 120th Avenue NE for approximately 340 feet, before discharging to an open channel on the east side of 120th Avenue NE. The Preferred Alternative design would include a northern access driveway and a north interim trail connection to accommodate an approximate 65-foot-long fish-passable culvert. The creek could then be realigned and daylighted by others for approximately 350 feet when the City of Bellevue implements planned realignment and improvements to 120th Avenue NE.

The differences in direct impacts between the BNSF Alternative evaluated in the Draft EIS and the revised Preferred Alternative are minor. One additional vacant parcel would be acquired, but no additional business displacements would occur. Wetland impacts would be greater, but largely as a result of better information gathered during development of the Final EIS rather than changes to the Preferred Alternative design. The maintenance offices and shops building is two stories rather than one, similar to the BNSF Modified Alternative. The reduction in size overall has reduced the amount of impervious area; and the greater roadway setback and landscaping would reduce potential for visual impacts for the Preferred Alternative.

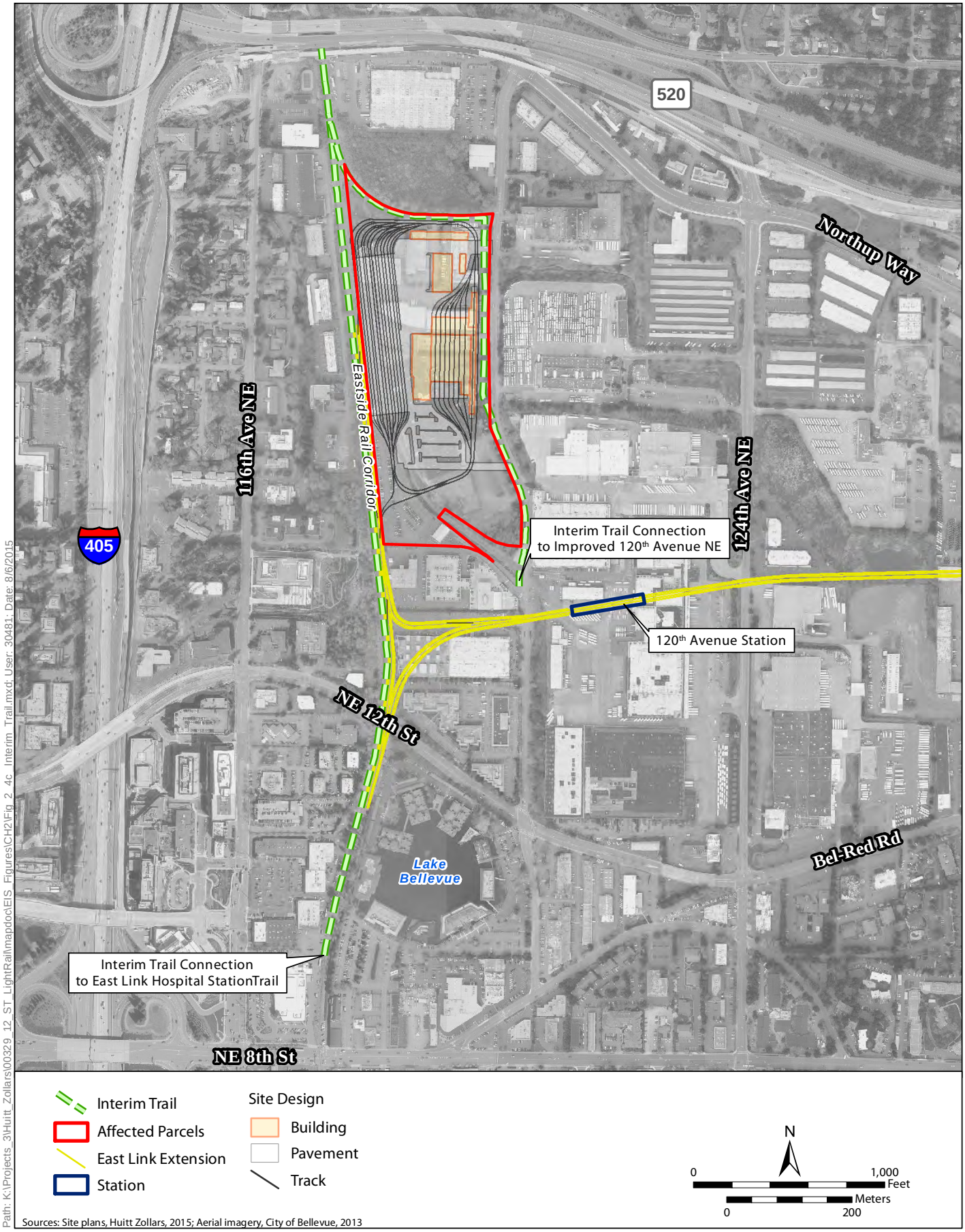

Figure S-3c: Proposed Interim Trail in the Eastside Rail Corridor
Sound Transit Link Light Rail OMSF Final EIS

The inclusion of an interim trail in the Eastside Rail Corridor would result in different, beneficial impacts to recreational resources. There would not be differences in direct impacts for traffic, light rail operations, land use, economics, social/community facilities, air quality, noise and vibration, energy, geology and soils, hazardous materials, electromagnetic fields, public services, utilities, or historic and archaeological resources.

Differentiating Impacts and Characteristics of the Preferred Alternative

When compared to the other alternatives, the Preferred Alternative would have the fewest acquisitions, displacements, and aquatic impacts, and the second-fewest permanent wetland and vegetation impacts. It would be compatible with the existing surrounding uses because the building mass, size, and use are typical of the surrounding area. However, it would be inconsistent with the Bel-Red land use plans and zoning designations in this location, which anticipate a transition over time from the current industrial character to a higher density, mixed-use, transit-oriented development (TOD) pattern of retail, office, and residential uses near the 120th Avenue Station. The Preferred Alternative would have the second-least amount of surplus property available for redevelopment. But its design maximizes TOD potential nearest to the 120th Avenue Station, concentrating development potential on the south end of the facility, on surplus land and potentially integrated with or over portions of the facility itself. The City's land use code would allow an OMSF with a Conditional Use Permit or land use code amendment approval from the City of Bellevue. As described in Chapter 2, Section 2.6.1, *Preferred Alternative*, the Preferred Alternative has been refined since the Draft EIS to reduce the facility footprint and allow more land for TOD. The potential TOD target areas are focused on the south and east sides of the facility, closest to the 120th Avenue Station. There is a potential noise impact on a neighboring commercially zoned property (the King County Metro East Base) under the City of Bellevue's noise ordinance that would be mitigated. The Preferred Alternative would be the least expensive to construct and have the same operating costs as the BNSF Modified and SR 520 Alternatives.

BNSF Modified Alternative

This alternative would construct the OMSF on both sides of the Eastside Rail Corridor west of 120th Avenue NE, south of SR 520 and north of NE 12th Street in the City of Bellevue. Existing topography and the complexity of building on both sides of the Eastside Rail Corridor (with circulating track spanning over the corridor) would require additional structures and retaining walls. This 34-acre site is located along the East Link line and includes 2 acres of the Eastside Rail Corridor now under Sound Transit ownership. The OMSF development footprint is approximately 24 acres leaving approximately 8 acres for future redevelopment. The storage tracks would be located on the western portion of the site, west of the rail corridor. Other OMSF facilities would be located adjacent to the east side of the rail corridor, leaving the frontage area along 120th Avenue NE available for other development. A conceptual layout of this site is shown in Figure S-4a and an aerial view is shown in Figure S-4b. The ULI Panel did not make specific recommendations for the BNSF Modified Alternative because its initial layout was specifically designed to maximize TOD potential at the south end of the site and along the frontage of 120th Avenue NE.

Sources: Site plans, Huitt Zollars, 2013; Aerial imagery, City of Bellevue, 2013

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Figure S-4a: BNSF Modified Alternative
Sound Transit Link Light Rail OMSF Final EIS

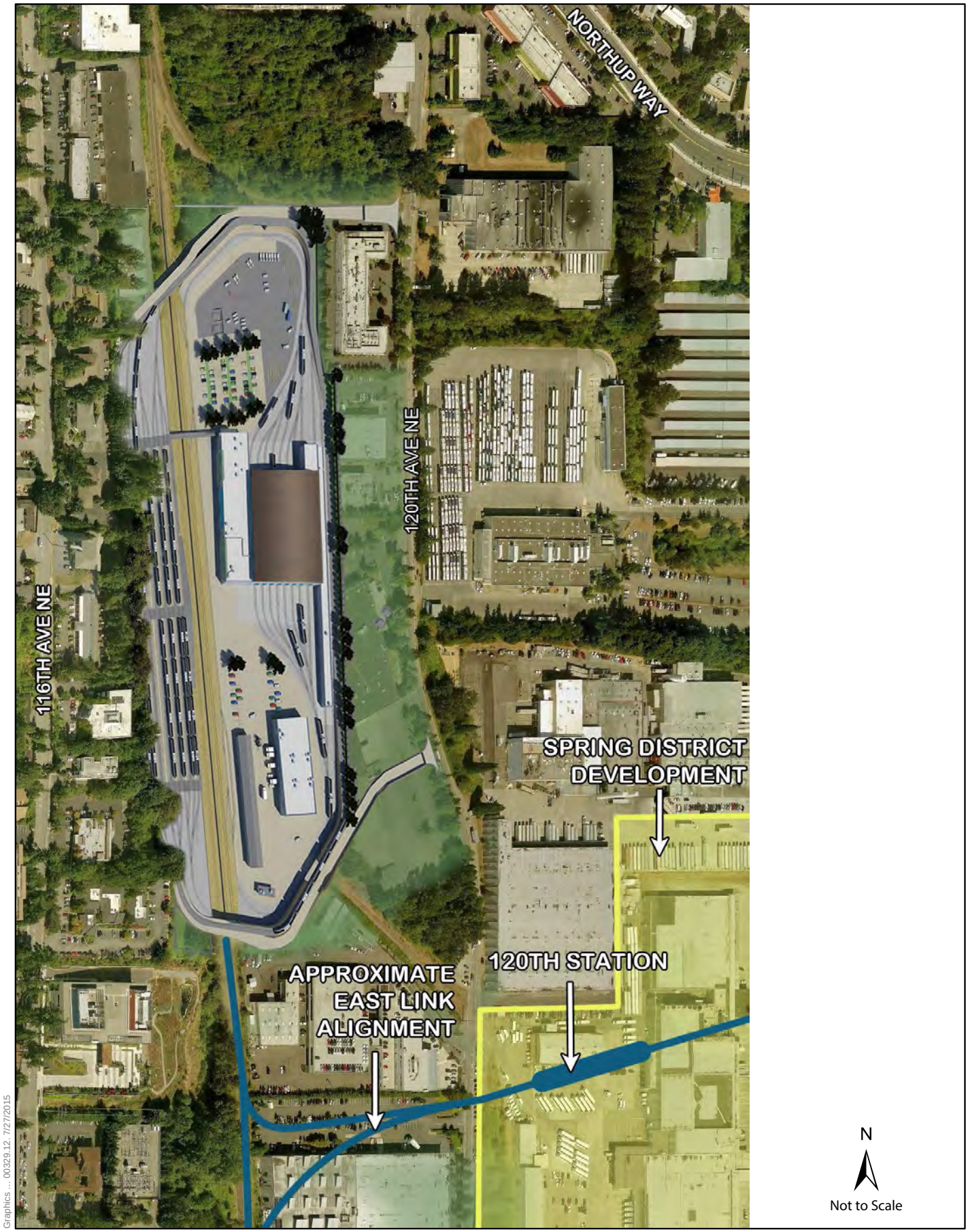

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Figure S-4b: BNSF Modified Alternative—Aerial View
Sound Transit Link Light Rail OMSF Final EIS

Differentiating Impacts and Characteristics of the BNSF Modified Alternative

The BNSF Modified Alternative would have the second-greatest displacements, vegetation impacts, and wetland impacts. It would have more property acquisitions than the Preferred Alternative and SR 520 Alternative and would displace the Bellevue Public Safety Training Center, but would have the second-greatest amount of surplus land available for redevelopment. Similar to the Preferred Alternative, the BNSF Modified Alternative would be inconsistent with local zoning and would require a conditional use permit (CUP) or land use code amendment approval from the City of Bellevue. Compared with the Preferred Alternative, the BNSF Modified Alternative would be farther away from the East Link 120th Avenue Station. It would also be set farther back from 120th Avenue NE, allowing for future mixed-use development along 120th Avenue NE, consistent with land use plans nearest to the light rail station. It would be the most expensive to construct, but would have the same operating costs as the Preferred Alternative and the SR 520 Alternative.

SR 520 Alternative

The SR 520 Alternative would construct the OMSF south of SR 520 and north of Northup Way/NE 20th Street, east of 130th Avenue NE and west of 140th Avenue NE in the City of Bellevue. It is located along the East Link line and is approximately 25 acres. The OMSF development footprint encompasses this entire site, leaving no feasible area for redevelopment. Primary access to the site would be directly off of NE 20th Street west of 136th Place NE. A conceptual layout of this site is shown in Figure S-5a and an aerial view is shown in Figure S-5b.

Based on the concepts identified during the ULI work and subsequent coordination with the City of Bellevue, the SR 520 Alternative site layout could be revised by shifting the facility to the east and made narrower. This would allow for the potential daylighting of Goff Creek and create a greater buffer along the frontage of Northup Way. However, the TOD potential at the site would remain limited due to lack of available surplus land.

Differentiating Impacts and Characteristics of the SR 520 Alternative

The SR 520 Alternative would have the fewest vegetation impacts, wetland impacts, and acquisitions. However, it would have the greatest aquatic impacts from piping a portion of Goff Creek that is currently open channel. The SR 520 Alternative has substantially more business and employee displacements (approximately 101 businesses) than any other alternative. This impact is similarly reflected in the greatest loss in property tax revenue. Due to the configuration and constraints of the site, there would be no surplus property available for redevelopment with this alternative. The SR 520 Alternative is inconsistent with local zoning and would require a similar CUP approval or land use code amendment as the Preferred Alternative or BNSF Modified Alternative. However, the SR 520 Alternative site is located farthest away from the future East Link stations, outside of Bel-Red land use designations for mixed-use TOD. It would be the second most expensive to construct and have the same operating costs as the Preferred Alternative and BNSF Modified Alternative.

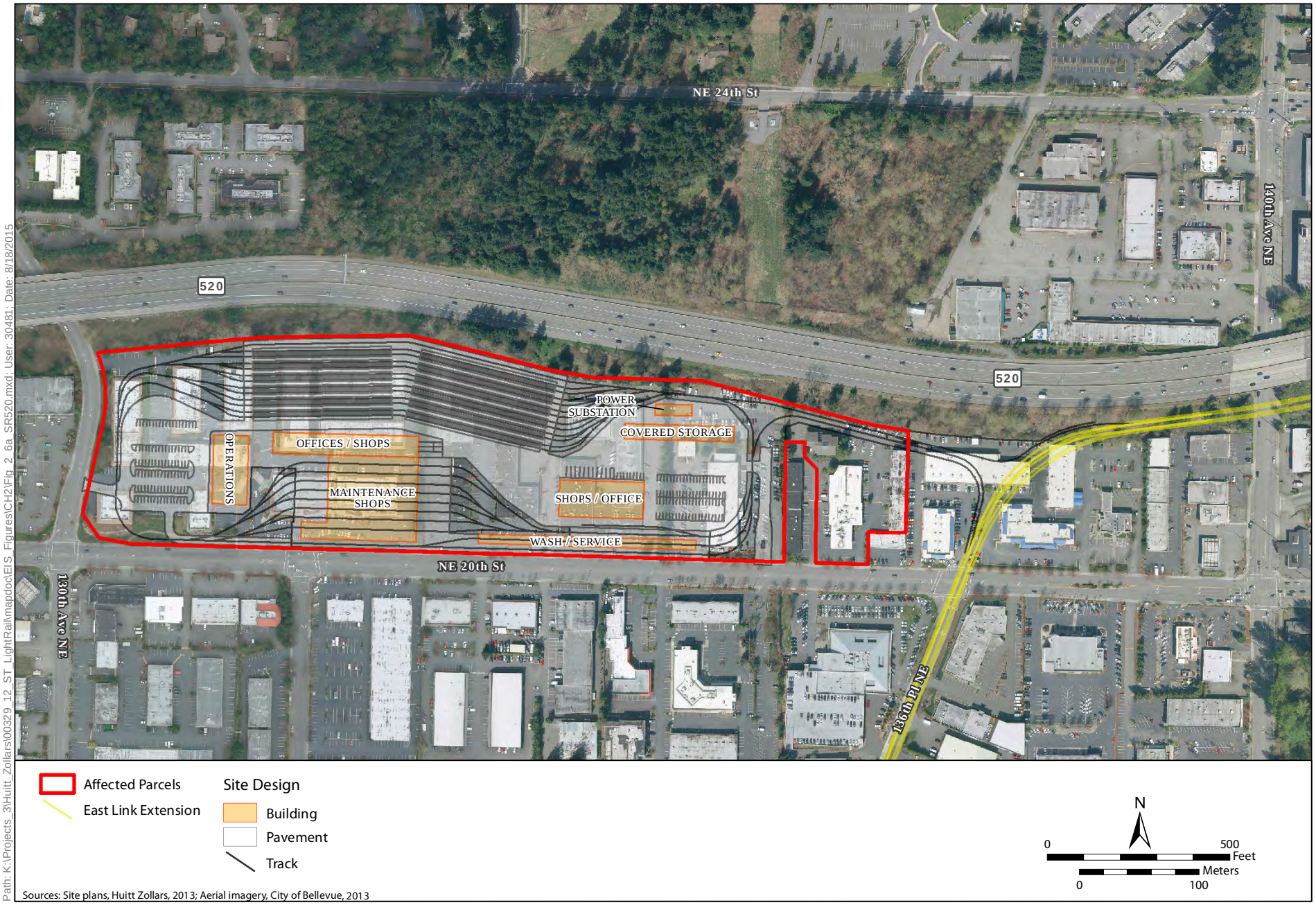

Figure S-5a: SR 520 Alternative
Sound Transit Link Light Rail OMSF Final EIS

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Not to Scale

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Figure S-5b: SR 520 Alternative—Aerial View
Sound Transit Link Light Rail OMSF Final EIS

Lynnwood Alternative

This alternative would construct the OMSF north of I-5 and east of the 52nd Avenue W/Cedar Valley Road intersection in the City of Lynnwood. The proposed Lynnwood Link Extension alignment is located along the OMSF Lynnwood Alternative site. This alternative would require acquiring approximately 41 acres. Approximately 24 acres of the site would be used for the OMSF development footprint, leaving approximately 4 acres designated as wetlands and wetland buffers and approximately 13 acres for redevelopment.

Based on the concepts identified during the ULI work, the Lynnwood Alternative could be revised to allow for colocating school district bus maintenance facilities on the same site. This would require the school district administrative buildings be developed closer to the Lynnwood Transit Center and the City Center where TOD has been planned. This concept would not result in surplus lands at the Lynnwood Alternative site.

The Lynnwood Alternative also requires an Eastside location for offsite LRV storage, operator report facilities, and interior cleaning functions for up to 32 LRVs to provide East Link morning service. This would be north of NE 12th Street and south of SR 520 in the City of Bellevue within the Sound Transit-owned Eastside Rail Corridor and on an adjacent property east of the Eastside Rail Corridor. The design acknowledges the railbanked status of the Eastside Rail Corridor by allowing sufficient width to accommodate a future trail and future freight or passenger rail use of the corridor. Conceptual layouts of the Lynnwood Alternative and additional storage area with ancillary facilities in Bellevue (BNSF Storage Tracks) are shown in Figures S-6a and S-6c, respectively. Figure S-6b provides an aerial view of the Lynnwood Alternative site.

Differentiating Impacts and Characteristics of the Lynnwood Alternative

The Lynnwood Alternative would have the greatest vegetation removal and permanent wetland impacts and the second greatest aquatic impacts, affecting Scriber Creek. The Lynnwood Alternative would have the same amount of acquisitions as the BNSF Modified Alternative, but would have the most surplus land available for redevelopment. One of the parcels that would be acquired is planned to be developed as a district support center by the Edmonds School District. Although the site is currently zoned for Light Industrial and Business/Technical Park uses, the OMSF is not explicitly addressed in the City's land use code and would require a Conditional Use Permit approval from the City of Lynnwood, or an amendment to the City's comprehensive plan and zoning code. This is the only build alternative that has the potential to affect existing residential uses (the Cedar Valley neighborhood west of the Lynnwood Alternative site) due to the increase in noise. However, the 19 predicted noise impacts would be mitigated, with OMSF noise levels below the FTA noise impact criteria and Lynnwood noise ordinance at all affected properties. It is the only alternative with a temporary impact to a recreational resource caused by temporary closure and detour of the Interurban Trail during construction of the elevated lead track.

Figure S-6a: Lynnwood Alternative with Lynnwood Link Extension Alignment
Sound Transit Link Light Rail OMSF Final EIS

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Figure S-6b: Lynnwood Alternative with Lynnwood Link Extension Alignment—Aerial View

Sound Transit Link Light Rail OMSF Final EIS

Figure S-6c: Lynnwood Alternative, BNSF Storage Tracks*
Sound Transit Link Light Rail OMSF Final EIS
*The BNSF Storage Tracks are located in Bellevue

The off-site storage tracks would introduce logistical complications in operations (such as the need to rotate LRVs between two separate locations to accomplish all maintenance). Because of the separated facilities, some vehicles would be removed from service earlier in the evening, resulting in longer headways after 6:30 p.m. This headway does not meet Sound Transit's planned off-peak headway of 10 minutes until 10:00 p.m. This could also result in irregular spacing of trains after 6:30 p.m. north of the International District Station, where the two operating lines merge. The Lynnwood Alternative would be the second least expensive to construct, but would have the highest operating costs because it requires off-site storage tracks, duplicating some functions such as LRV cleaning and operator reporting.

Avoidance, Minimization, and Mitigation Measures

Sound Transit is committed to satisfying applicable federal, state, and local environmental regulations to reduce or avoid impacts. In addition, the Final EIS identifies measures to avoid or reduce impacts from project construction and operation, including application of its project commitments and design measures. If impacts remain, Sound Transit would implement additional mitigation measures that would be refined through final design and permitting. A list of all committed mitigation measures will be included in the Record of Decision (ROD), which will be issued after the Final EIS. A preliminary list of mitigation commitments for the Preferred Alternative is provided in Appendix H, *Mitigation Plan*. The primary design measures, environmental commitments, and potential mitigation measures are described below.

Land Use

All build alternatives would require a CUP or land use code amendment from the City of Bellevue and the Lynnwood Alternative would also require a CUP from the City of Lynnwood. Sound Transit has modified the design of the Preferred Alternative to maximize opportunities for TOD on or adjacent to the OMSF, closest to the East Link 120th Avenue Station area. Similar opportunities exist on the surplus land for the BNSF Modified Alternative and Lynnwood Alternative.

Visual

The Preferred Alternative would not result in a substantial visual change because the OMSF building mass, size, and use are typical of the surrounding areas. To help maintain the local character and improve aesthetics, Sound Transit would incorporate measures such as landscaping to screen the site and soften the visual appearance of the perimeter of the site.

Noise and Vibration

Sound Transit would mitigate noise impacts for the Preferred Alternative and Lynnwood Alternative by enclosing the compressors and shielding the blowers in the vehicle wash facility, installing sound walls, or other measures. In addition, a noise wall would be installed along 52nd Avenue W on the west side of the Lynnwood Alternative site, between the facility and residences to the west. Sound Transit would coordinate with Seattle Children's Hospital: Bellevue Clinic and Surgery Center to

ensure any vibration sensitive equipment or activities are not impacted during construction of the Preferred Alternative, BNSF Modified Alternative, or the BNSF storage tracks associated with the Lynnwood Alternative.

Ecosystems

Sound Transit will assure no net loss of ecosystem function and acreage on a project-wide basis. Compensatory mitigation that would compensate for lost values would be identified or other mechanisms would be used such as the King County in-lieu fee program. Mitigation would meet state, federal and local requirements.

Parklands

For the Preferred Alternative, Sound Transit would coordinate with King County to design and develop an interim, crushed gravel trail in the Eastside Rail Corridor with trail connections between the corridor and the 120th Avenue Station area near the OMSF. Replacement landscaping would also be provided where vegetated areas would need to be cleared for construction.

Significant Unavoidable Adverse Impacts

With the avoidance, minimization, and mitigation measures summarized above and described in detail in the Final EIS, significant adverse impacts would be avoided for all build alternatives.

Other Environmental Considerations

Environmental Justice

This Final EIS analyzes environmental justice consistent with federal requirements. The analysis assesses whether the proposed project would result in any disproportionately high and adverse impacts on minority and/or low-income populations. Most impacts would be limited in scope and Sound Transit would mitigate all adverse impacts. Indirect benefits of the proposed project would include improving regional connectivity by providing a reliable, efficient, and affordable means of transportation for populations reliant on public transit. The analysis concludes that, after proposed mitigation and project benefits, the OMSF would not result in any disproportionately high and adverse on minority and low-income populations.

Section 4(f) Resources

Some of the build alternative sites are near recreational facilities and parklands. Federal law protects historic properties and significant, publicly owned parks and recreation areas from being adversely affected by U.S. Department of Transportation (DOT) projects. Under Section 4(f) of the U.S. Department of Transportation Act, DOT generally cannot approve or fund a project or program that uses land from a public park, recreation area, wildlife or waterfowl refuge, or historic site, unless (1) there is no feasible and prudent alternative and (2) the project minimizes the impacts as much as possible. When DOT determines that the transportation use of a Section 4(f) property has

only a *de minimis* impact, then the Section 4(f) restrictions are waived. The Lynnwood Alternative is the only alternative with impacts to a Section 4(f) resource. It would include elevated track crossing over the Interurban Trail. This would not impair access to the trail, and the visual intrusion from the tracks would be minor because users of the trail would cross beneath it quickly, with little change to the user experience. Sound Transit would meet the City of Lynnwood's requirements regarding the temporary occupancy of the Interurban Trail during construction. Therefore, there would be no use of a Section 4(f) resource. None of the other build alternatives would result in direct use, constructive use, or temporary occupancy of a Section 4(f) resource.

Areas of Controversy and Issues to be Resolved

The following are known areas of controversy and issues to be resolved:

1. The Preferred Alternative has been designed to resolve conflicts related to locating the proposed project in an area envisioned for TOD within the Bel-Red Corridor. If the Preferred Alternative were selected, additional coordination with the City of Bellevue and OMSF stakeholders would occur focused on encouraging TOD potential on surplus land adjacent to the OMSF and near the East Link 120th Avenue Station, and on design treatments to maximize the OMSF's compatibility in the Bel-Red Corridor. Additional coordination with King County would be required related to planning and building a trail within the Eastside Rail Corridor as well as trail connections between the Eastside Rail Corridor and the 120th Avenue Station area near the OMSF.
2. The Edmonds School District is advancing development of the school bus maintenance element of the District Support Services Center. If the Lynnwood Alternative were selected, Sound Transit would need to work with the district to determine whether the district could and would develop the portion of the Lynnwood Alternative site not needed for the OMSF to accommodate the bus maintenance element and/or other functions of the planned district support center. This would likely require substantial modifications to the design of both the Lynnwood Alternative and the Edmonds School District Support Services Center.

Next Steps

Following publication of this Final EIS, the following steps are anticipated:

1. **Project Decision.** After reviewing this Final EIS, the Sound Transit Board will select the alternative to be built.
2. **Federal Approval.** FTA will issue a decision document referred to as the federal ROD, which states the administration's decision on the project, identifies the alternatives considered, and itemizes mitigation commitments. Issuance of the ROD is required before any federal funding or approvals.
3. **Final Design, Construction, and Operation.** After the ROD has been issued, the project would complete final design and permitting. It is expected to start construction in 2018 and be operational in 2020.