

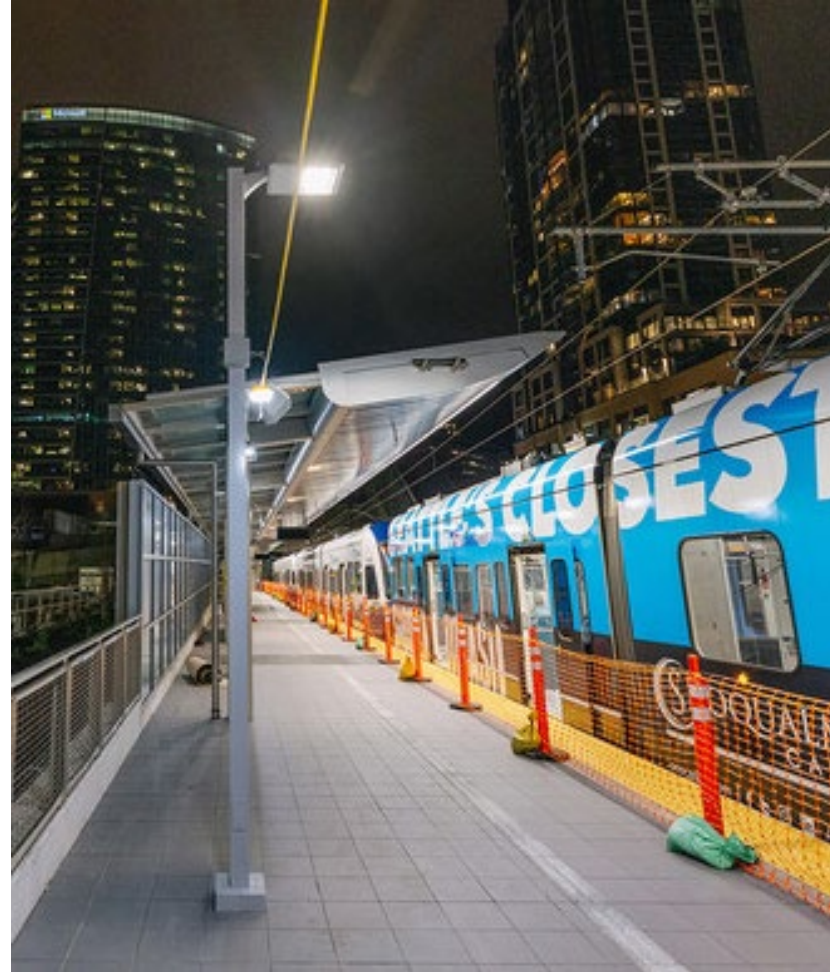
Readiness and Sequence for Link Openings in 2024+

Rider Experience & Operations Committee

08/03/2023

Why we are here

- Briefing today in advance of Board actions at August SEC and full Board meetings
- Progress on readiness for Link openings in 2024+



Project Sequencing 2024-2026

Recommended sequence of project openings:



Note: Available service-ready vehicles will limit service levels and size of available train sets on all extension openings regardless of project sequencing until ELE I90 is open and vehicles can access both OMF Central and OMF East

Considerations for Sequence of Openings

Benefits

- Maximizes aligning opening dates with partner agencies' bus service changes and union selections
- Creates cadence of project openings to build staffing capacity, experience, and process improvements
- Puts ELSL assets into service sooner to maximize warranty periods and begin daily maintenance for passenger service

Risks

- Federal and state review requires resources outside ST control
- Vehicle and staffing resources will remain closely monitored to ensure adequate resources in time for pre-revenue service and opening
- Sufficient resources needed to ensure all work is complete and ready for safe and reliable openings

East Link Starter Line Readiness

Infrastructure

- On track to complete construction and testing on schedule

Vehicles

- 23 vehicles needed and available for revenue service and spare ratio
- Enough storage space available at OMF East

Resourcing

- Hiring status as of 07/21/2023:

Total positions	82% filled of ~180 target; trending up	Critical positions	82% filled of ~90 needed
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- Confidence level of filling the rest: high

East Link Starter Line Readiness

Proposed Initial Service Level

- 16 hours/day, 10-minute peak and off-peak headways, 2-car train sets

Anticipated Ridership

- At 16 hours/day, approximately 6,000+ average weekday boardings

Financial and Systemwide Impacts

- No projected cost increase associated with opening the ELSL in March 2024
- If ELSL opens in March 2024, no projected impact on other projects

Lynnwood Link Extension Readiness

Infrastructure

- On track to complete construction and testing on schedule

Vehicles

- 99 vehicles available for revenue service (79 + 20% spare ratio)
- Limited storage space available at OMF Central and/or on the 1 Line mainline (additional space needed for retrofits and commissioning new vehicles)

Resourcing

- Hiring status as of 07/21/2023:

Total positions	70% filled of ~130 needed for LLE; trending up	Critical positions	66% filled of ~85 needed
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- Confidence level of filling the rest by opening day: medium

Lynnwood Link Extension Readiness

Proposed Initial Service Level

- 20 hours/day, 8- to 9-minute peak headways with 10- and 15-minute off-peak headways, 50/50 combination of 3- and 4-car train sets (*analysis still underway to confirm*)

Anticipated Ridership

- 100,000-136,000 average weekday boardings on 1 Line; 25,300-34,200 for Lynnwood City Center to Northgate segment

Financial and Systemwide Impacts

- No projected cost increase associated with opening LLE in Fall 2024
- The LLE opening in Fall 2024 is not expected to have any impact on the projects in construction according to the planned sequence

Work Beyond Construction

Focus on safety, reliability, and passenger needs

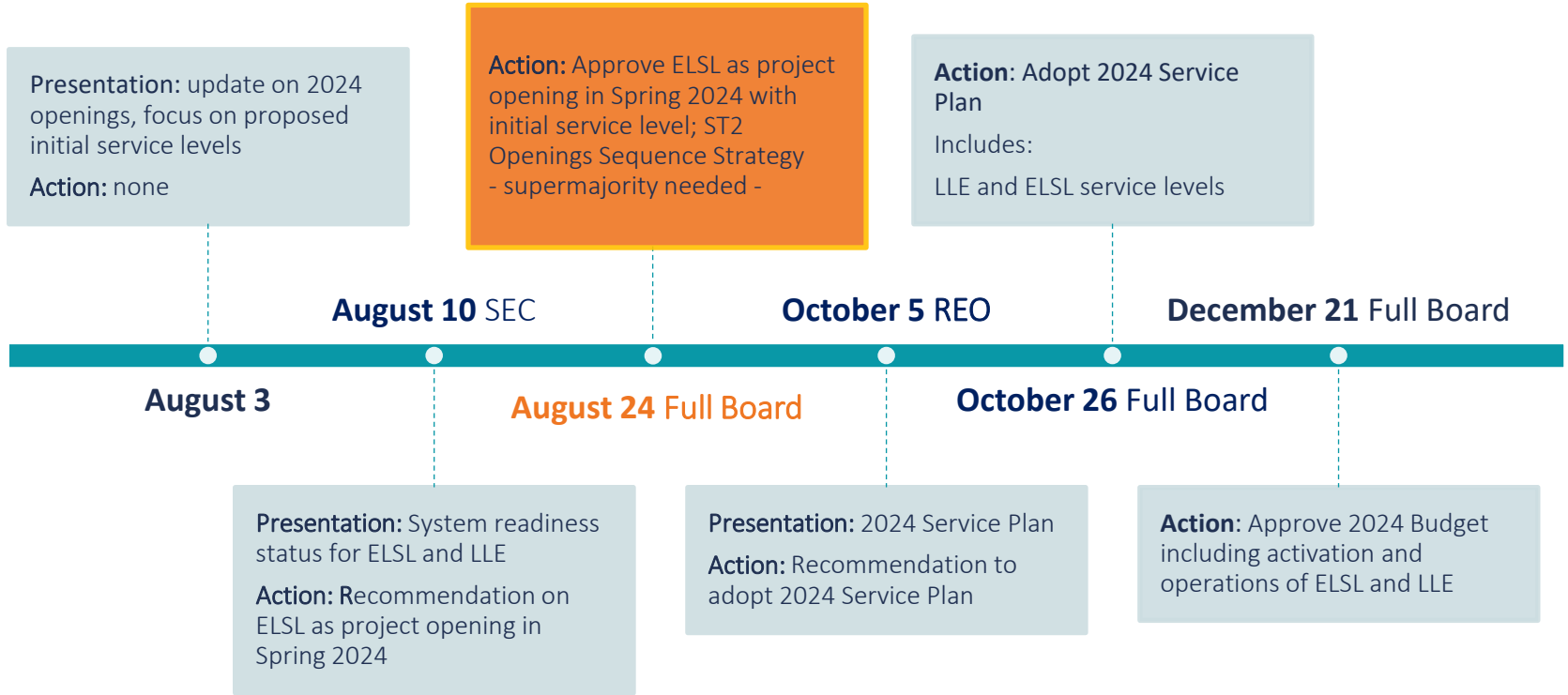
Activities before opening

- Operator training & certification
- Simulated service & system validation
- Safety, ridership development, and community readiness communications
- General Transit Feed Specification updates
- Operational trials & simulations
- Safety certification
- Transition care and custody of assets

Activities after opening

- Adjust rider information to address newly identified passenger needs
- Daily monitoring and adjustments to the Standard Operating Procedures, Standard Maintenance Procedures
- Daily monitoring and adjustments to the technology systems that support daily operations

Pathway to Board Approval



Thank you.



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