

# *Readiness and Sequence for Link Openings in 2024+*

*R2023-24*

*System Expansion Committee*

*08/10/2023*



# *Today's presentation*

- Briefing on readiness for Link openings in 2024+, focusing on Lynnwood Link Extension (LLE) and East Link Starter Line (ELSL)
- **Action today** for SEC to recommend to Board on August 24 to approve East Link Starter Line



# 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*

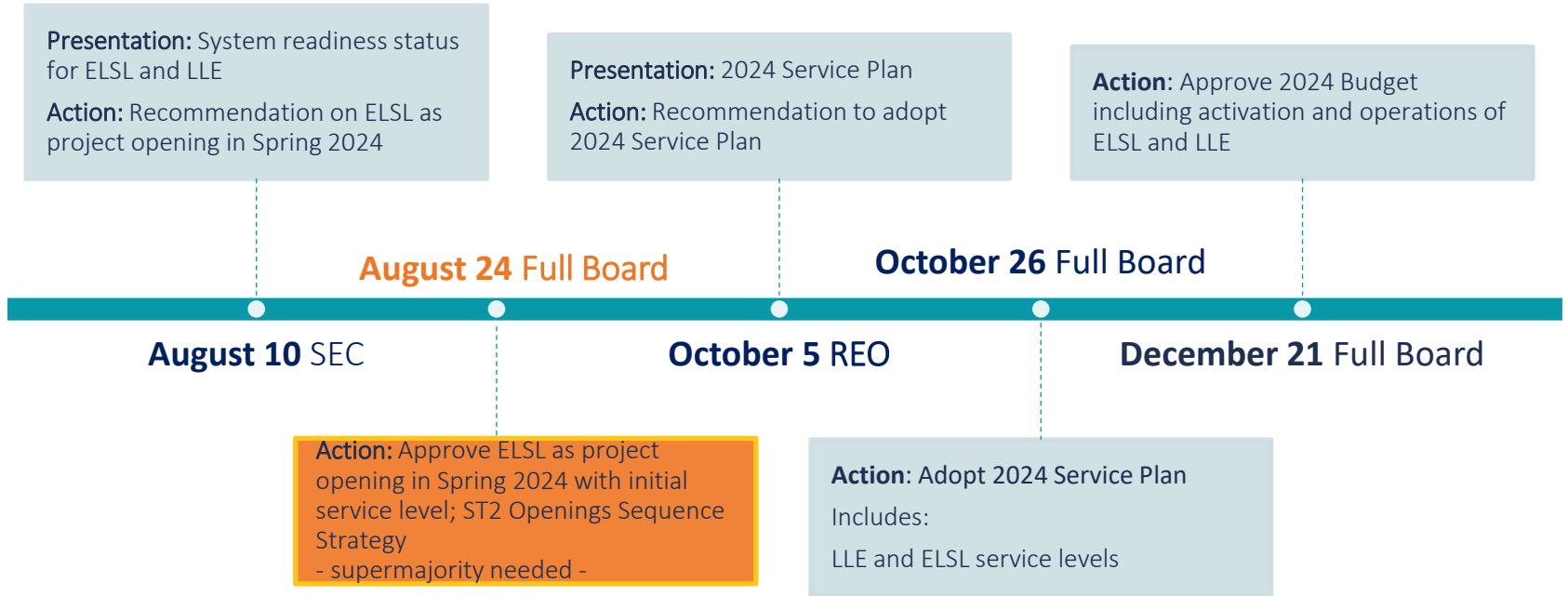
### *Activities before opening*

- 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



# *Input from Snohomish Delegation*

## *Question about capacity on LLE from impacts of ELSL*

- ELSL will not impact LLE given separation of projects
- Staff continue to evaluate options to increase 1 Line capacity before 2 Line connects
  - Possible supplemental bus service
  - Additional storage of vehicles unlikely

# *Input from Snohomish Delegation*

## *Agency response to include:*

1. Committed to opening LLE in Fall 2024
2. Examining different strategies for:
  - a. Supplementing capacity on the 1 Line after it opens to Lynnwood but before the 2 Line can be extended
  - b. Maximizing north corridor capacity via 1 Line and augmented bus service; and
  - c. Maximizing vehicle availability for 1 Line service

# ***Summary: Today's requested action***

## ***Resolution No. R2023-24***

- Approve East Link Starter Line as a phased opening of East Link Extension
- Authorize up to \$43 million of the previously-authorized \$3.68 billion East Link Extension budget for ELSL start-up activities

*Thank you.*



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