



# *Link project sequencing and East Link Starter Line*

*Board of Directors  
1/26/23*



# *Why we're here*

- Address key elements from December 2022 Boardmember questions
- Further discuss potential East Link Starter Line
- Consider Resolution No. R2023-06

# Boardmember questions

- Including those received at December SEC and full Board meetings, plus individual requests
- Will return at least quarterly to update the Board on progress
- Full questions and answers provided separately
- Organized into the following themes:
  - Project sequencing and openings
  - Operational questions
  - Future starter lines
  - Next steps for potential East Link Starter Line



***Key elements from  
Boardmember questions***

# Project sequencing

- Until the **full** East Link alignment opens, allowing access to OMF East, 1-Line service will be limited to trains operating out of OMF Central
- Results in 8+ min. Lynnwood Link frequency
- These impacts + WSDOT Revive I-5 work require a regional effort to address transportation constraints in the North I-5 corridor
- ST coordinating with partner agencies (Community Transit, King County Metro, WSDOT and others)





# *Project openings*

**Why do we need a six-month period between project openings?**

- Based on Northgate lessons learned and Programmatic QRA
- Recommendation; based on specifics of each project
- Four months: (pre-revenue service) ensure safe commissioning of facilities, staff training, running simulated service prior to opening
- Two months: monitor performance of brand-new facilities, troubleshoot issues, address passenger feedback

# *Project openings*

- Staff is working to address challenges and options with a goal of fully eliminating any shift to opening of Lynnwood.
- Working to determine more precise schedule as construction advances



# Operations: Current planned service levels

| Before full East Link/<br>Downtown Redmond open                       | After full East Link/<br>Downtown Redmond open   |
|---|--|
| <p><b>Angle Lake to Lynnwood</b><br/>~8-min. peak, 10-min. midday</p> | <p><b>Chinatown/ID to Lynnwood</b><br/>~4-min. peak, 5-min. midday</p> <p><b>Angle Lake to Chinatown/ID</b><br/>~8-min. peak, 10-min. midday</p> <p><b>Downtown Redmond to Chinatown/ID</b><br/>~8-min. peak, 10-min. midday</p> |
| <p><b>East Link Starter Line</b><br/>~10-min. all day</p>             | <p>N/A</p>   |



# Operations

- Staff examining mitigation options for the period between Lynnwood opening until East Link crosses Lake Washington
  - Single-tracking across lake to allow vehicle travel between OMFs is unlikely
  - Question spurred creative thinking, which will be part of further analysis with agency partners
- East Link Starter Line will not impact Stride BRT opening
- Examining opportunities to partially restructure ST Express Bus service to complement Starter Line



# *Future phased openings or other starter lines*

## Could we open a Federal Way Starter Line to Kent/Des Moines Station?

- This is under consideration
- Staff conducting feasibility analysis: crossover tracks and sufficient tail track
- Contingent on knowing opening date of full Federal Way Link Extension
- Will update Board on results of analysis



# ***Potential next steps: East Link Starter Line***

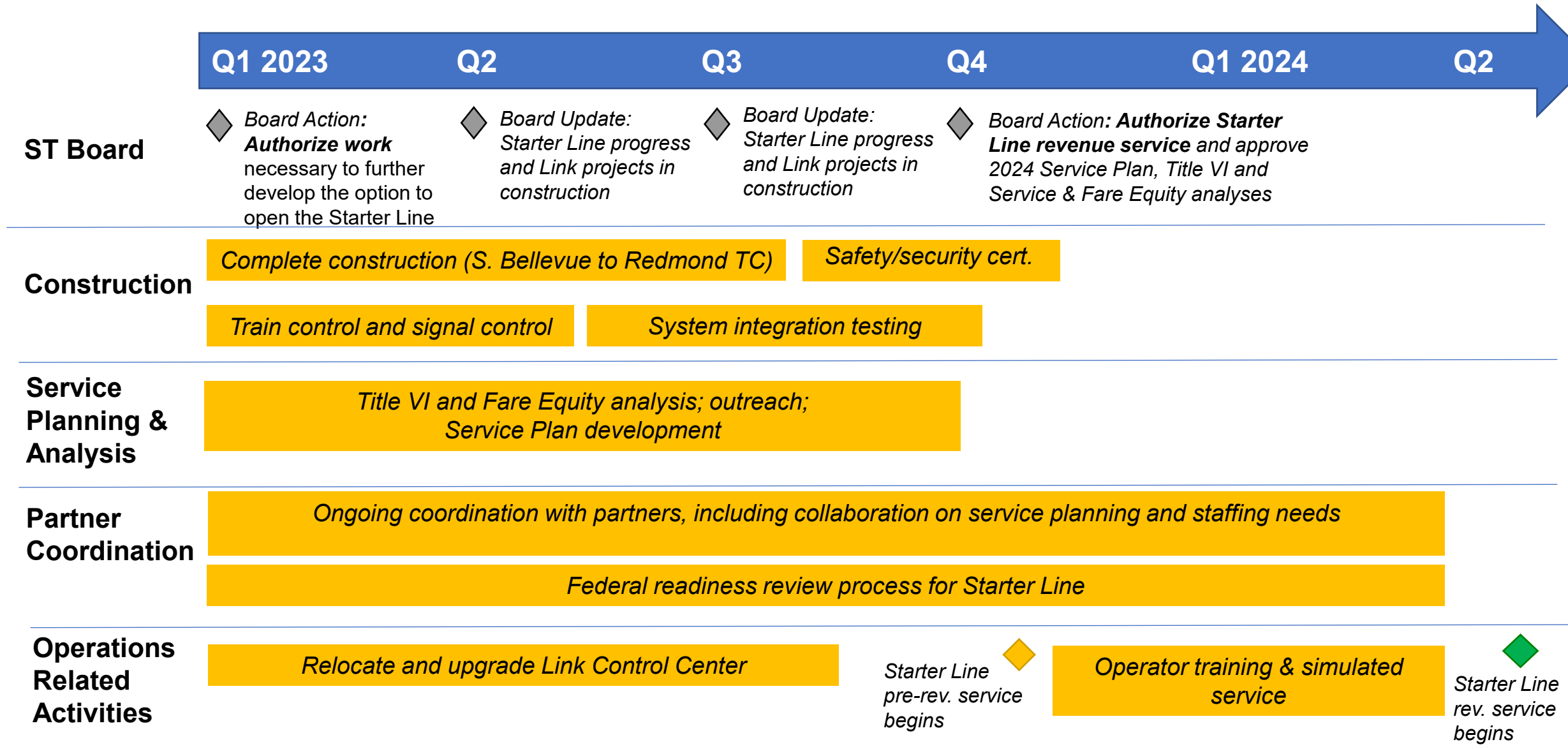
**Consider action to authorize work necessary to further develop the option to open the East Link Starter Line (from South Bellevue to Redmond Technology) **Resolution No. R2023-06****

- Action would also authorize up to \$6 million dollars to complete activities, paid for by East King subarea

**Consider action to authorize opening passenger service on East Link Starter Line**

- Would occur following completion and consideration of analysis required for Fall 2024 Service Plan, including Title VI and Fare Equity analysis
- Requires another supermajority vote

# Milestone schedule for East Link Starter Line (if authorized)



*Thank you.*



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