Readiness for Link Openings in 2024

System Expansion Committee 05/11/2023



Why we are here

- Briefing only, no action needed today.
- Provide update on progress to date for Lynnwood Link Extension (LLE) and East Link Starter Line (ELSL)







System overview

1 Line to Lynnwood (LLE)

2 Line Eastside (ELSL)

- LLE is on schedule to open with operating constraints in summer/fall 2024.
- ELSL could be open with service constraints in Spring 2024 pending ongoing assessment of system-wide needs and Board approval later this year.



Key programmatic challenges

- Fleet availability (new vehicles, retrofits, spare reliability, and storage)
- Adequate rail activation, operators, and OMFE maintenance staffing to ensure integrity of start-up and testing



Lynnwood Link Extension (LLE)

Key tasks and milestones for Lynnwood Link Extension

	Q2 2023	Q3	Q4	Q1 2024	Q2	Q3	
ST Board	Board Update: LLE progress to completion	Board Update: quarterly updat for projects in construction	e	ction: Approve rvice Plan, nd Service & uity analyses			
Construction	Complete construction			Safety and security certification			
	Train control and sig	nal control	System integration	on testing			
Service Planning & Analysis		Fare Equity analysis, Service Plan develop					
Partner Coordination	Ongoing coordination with partners, including collaboration on service planning and staffing needs						
	Federal readiness review process for LLE						
Operations Related Activities				LLE pre-rev. service begins	Operator training & simulate service	d LLE revenue service begin	



Service on opening day

Opening Summer/Fall 2024 (pending Board approval)

- Studies underway evaluating feasibility given current constraints of OMF-Central and disconnection from OMF-East
 - This could impact span of service, headways, and size of train sets
- Upcoming REO and SEC meetings to further discuss details and trade-offs





Key challenges

- Fleet storage capacity: light rail vehicles are limited to serve LLE due to the lack of connection between the 1 Line and the OMF East (cannot move vehicles between 1 Line and 2 Line until I-90 segment is open)
- Availability of start-up staff to support testing and pre-revenue activities.
- Continued review of the window of openings between extensions for safety, reliability, and passenger experience





East Link Starter Line (ELSL)

Benefits of ELSL

- Introduces light rail service to the Eastside
- Activates a 7 mile segment with 8 stations
- Initiates use of escalators, elevators, etc. while under warranty
- Earlier use of new vehicles and OMF East for revenue service
- Reduces risk to sitting assets



Milestone schedule for East Link Starter Line

Board Action: Authorized work necessary to further develop the option to open the Starter Line	Q2 Board Update: quarterly update on projects in	Q3 Board Baard Baard		Q1 2024	Q2			
<i>Authorized work</i> necessary to further develop the option to	quarterly update			ction:				
	construction		ction to Approve dvance Service LSL		tslide			
Complete construction			Safety and security certification					
rain control and sign	al control Sy	vstem integration t	esting					
Ongoing coordination with partners, including collaboration on service planning and staffing needs								
Federal readiness review process for Starter Line								
Relocate and upgrade Link Control Cent		Center	Starter Line	Operator training &	East Link Sta			
			pre-rev. service begins	simulated service	Line revenue service begi			
	ain control and sign Title VI and Fare Eq outreach; Service Ongoing coord	ain control and signal control Sy Title VI and Fare Equity analysis; public outreach; Service Plan development Ongoing coordination with partner Federal re	ain control and signal control System integration t Title VI and Fare Equity analysis; public outreach; Service Plan development Ongoing coordination with partners, including collabo	ain control and signal control System integration testing Title VI and Fare Equity analysis; public outreach; Service Plan development Ongoing coordination with partners, including collaboration on service plan Federal readiness review process for Starter Line Relocate and upgrade Link Control Center Starter Line pre-rev. service	ain control and signal control System integration testing Title VI and Fare Equity analysis; public outreach; Service Plan development Ongoing coordination with partners, including collaboration on service planning and staffing needs Federal readiness review process for Starter Line Relocate and upgrade Link Control Center Starter Line Operator training & simulated service			

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11 Activities in this graphic are summarized, approximate, and subject to change

Key Board activities for ELSL



ELSL Pre-Revenue Service Period





Service on opening day

Opening Spring 2024 (pending Board approval)

- 14- to 20-hour span of service
- 8- to 10-minute headways
- 2- to 4-car consists

Option 1 Service Level	20 hours of service per day 4-car trains Headways: 8-min peak; 10 min off-peak; 15 min early/late		Option 2 Service Level	20 hours of service per day 2-car trains Headways: 10-min peak and off- peak; 15 min early/late		Option 3 Service Level	14 hours of service per day 2-car trains Headways: 10 min peak and off- peak	
Train Car Availability			Train Car Availability			Train Car Availability		
Staffing Resources			Staffing Resources			Staffing Resources		
Room for Passengers			Room for Passengers			Room for Passengers		
System Impacts			System Impacts			System Impacts		
Conclusion		Conclusion			Conclusion			



Top challenges

- Recruiting and training key personnel
- Other considerations we're addressing:
 - Completing testing, including Passenger Information Management System (PIMS), and Safety Certification
 - Minor track adjustments and rail grinding
 - Completing at-grade crossing enhancements



As issues arise...

Staff will notify the Board at the earliest opportunity

Board action may be necessary to change assumptions, approve mitigations, or authorize other changes to accommodate the issue.





Moving forward

- Staff will continue to monitor the interplay between resources needed for preparing to open LLE and ELSL to allow both projects to open without shifting or influencing the opening of LLE (e.g. training, testing)
- Vehicle availability and storage is critical and will impact the ability to open each extension with "full" service: presentation to SEC next month







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