

# *Stride Bus Rapid Transit Fleet Propulsion*

*System Expansion Committee  
01/12/23*



# *Why we're here*

- Stride Bus Rapid Transit fleet propulsion update

# ***Stride Start-up and Operations Structure***

- Sound Transit to provide facilities, vehicles, operating systems, and oversight
- Bus Operating Systems RFP: January 2023
- **Fleet procurement: mid-2023**
- Single contractor for bus operators & mechanics: mid-2023
  - Competitive process
  - Include interested partners in the process
  - Commitment to workers including the right to bargain

# SR 522 BRT (S3)

- Incorporated into Project:
- Articulated 60' coaches best suited to urban arterial operations
  - Three doors = faster ingress/egress for more frequent stops
- **Battery Electric Buses (BEB)**
  - Inductive charging at layovers/terminals: South Shoreline station and I-405/SR 522 Transit Hub



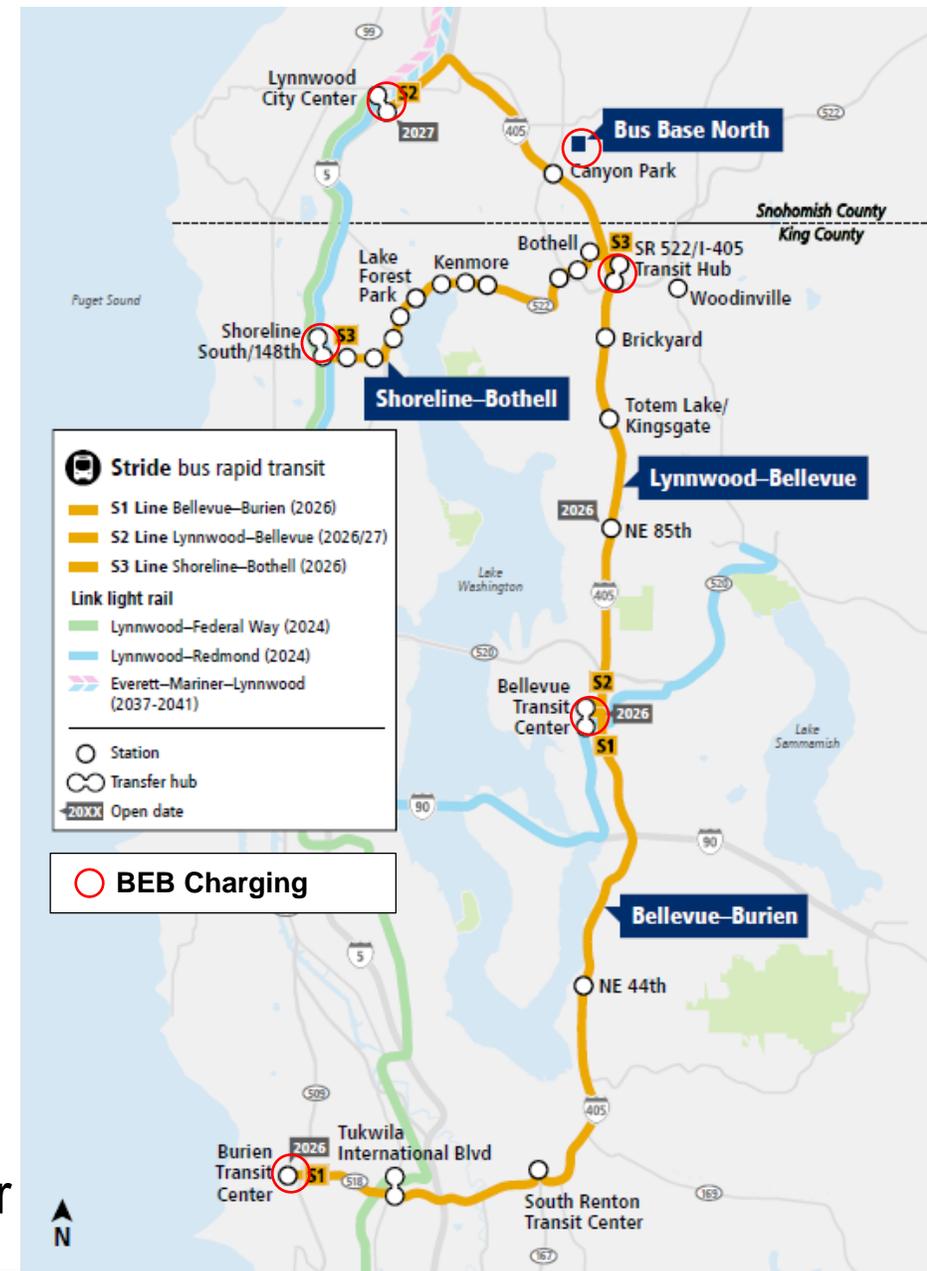
# I-405 BRT (S1 & S2)

- Double-decker coaches best suited to highway operations
  - More seats = fewer standing riders at highway speeds and longer trips
  - Current riders strongly prefer double-deck buses for highway-based services
- BEBs recommended
  - Maturing technology: improved range and reliability – peer agencies
  - Inductive charging at layovers/terminals
  - Manufacturer support and warranties (12 years)
  - Diesel is only other viable propulsion option



# Full Stride Electrification

- All BEB Stride system
  - Minimal expansion of fleet size (+1 coach)
  - Inductive charging to "top off" during layovers
  - Universal hardware/cord and charge management system
- Added scope and cost
  - ~ +\$25m for I-405 BEBs: \$8m added fleet cost and \$17m added (permanent) charging infrastructure
  - **Incorporate into mid-2023 baseline action**
- Financial considerations:
  - Competitive for grants (\$9m secured for S3 BEBs)
  - Potential Clean Fuel Standard revenue: \$1.9m/year



*Thank you.*



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