



Passenger Impact Portfolio Plan

Rider Experience and Operations Committee

11/02/23



Why we are here

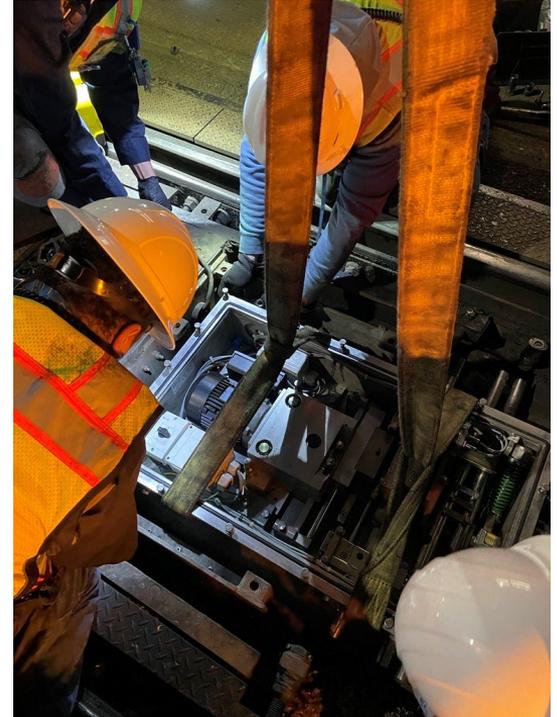
- Work Planned for Q4 2023
- Work Planned for Q1 2024
- PIPP Program Development

The purpose of this presentation is for information only. No Board action is expected today.

Work Planned for Q4 2023

Continued Switch Machine Repairs

- Planned for Nov '23
- Previously this was done during night-time single tracking, starting at 9pm
- Due to further efficiencies, ST and King County now plan to complete the remaining switch replacement efforts during non-revenue service hours, resulting in a benefit to passengers



Work Planned for Q1 2024

Combined Rail Replacement & Bond Box Repair

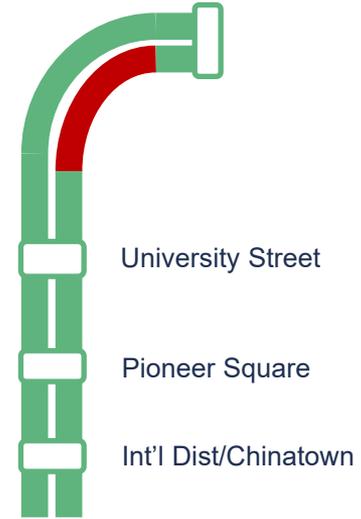
- Bond Box Repair to fix signal boxes embedded in the tracks that were damaged by joint bus-rail operation
- Rail Replacement near Westlake to replace worn rail, resulting in reduced long-term wear on equipment and better passenger experience



Work Planned for Q1 2024

Combined Rail Replacement & Bond Box Repair

- Entire northbound tunnel bore closed to allow contractor access and make the bond boxes electrically safe to work
- Southbound bore also closed during the weekends only (full tunnel closure)
- Explore combining with piggyback projects



Work Planned for Q1 2024

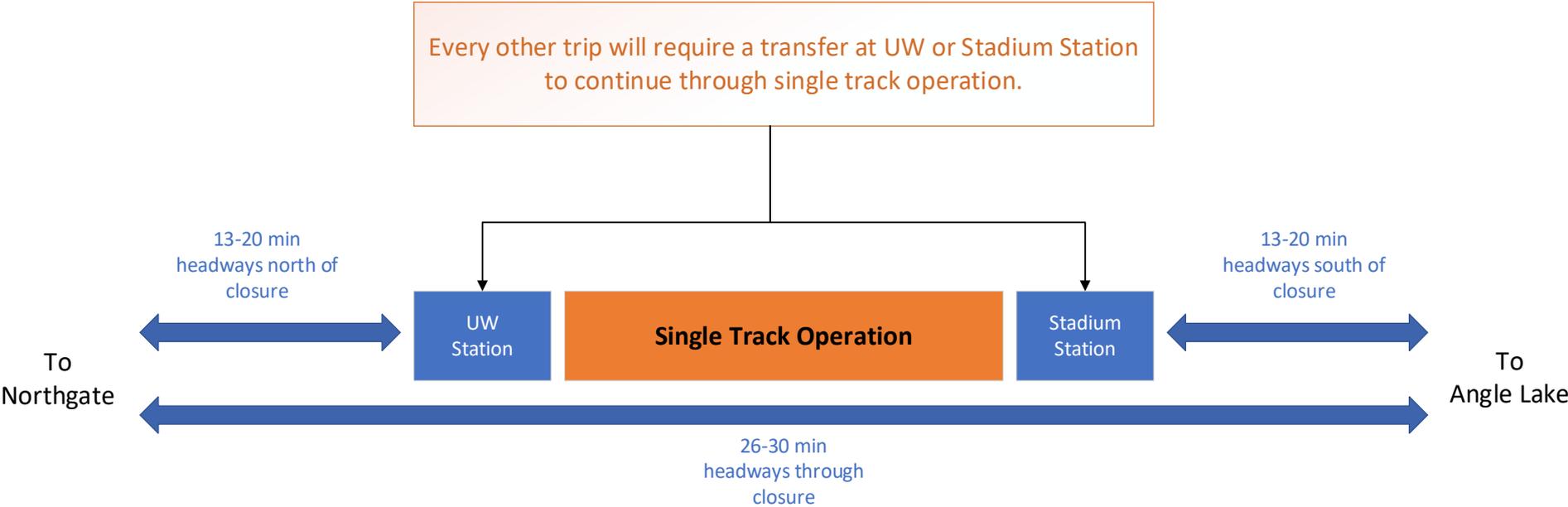
Combined Rail Replacement & Bond Box Repair

- 24 days of work in early 2024
- Single tracking during weekdays
- Full tunnel closure on the weekends (Cap Hill to SoDo)
- Single-tracking service plan shown below



Work Planned for Q1 2024

Combined Rail Replacement & Bond Box Repair



Work Planned for Q1 2024

Combined Rail Replacement & Bond Box Repair

Benefits of this plan

- Work during period of lowest annual ridership
- Get all work done before Lynnwood Link opens
- Avoid home football games and community events
- Take advantage of craft labor on site to accelerate the work



PIPP Program Planning

Establish program norms and processes

- Work between now and spring 2024 to integrate PIPP activity as a regular business function
- The goal is to improve processes and procedures around this type of closure, through the use of agreed tools
- Agency-wide and cross-agency workshops in the next few months will establish concurrence on program norms and processes
- Incorporate lessons learned and ongoing process improvement

Next Steps

- Continue coordination of downtown tunnel single tracking and full weekend closures for combined rail replacement & bond box repair
- Begin to plan piggyback work for Q1 impact
- Continue to plan East Link systems tie-in for Q3 2024
- Continue to deliver monthly reporting on service disruptions to REO

Thank you.



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