Streetcar Operations Planning, Start-Up & Implementation

Seattle Streetcar Perspectives

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Options for General Government Cities

Operating Streetcar Systems

A. Contract with Regional Rail Agency
B. Contract with Local/Regional Bus Agency
C. Contract with Private Provider
D. Self-Perform
E. Hybrid of A-D
Seattle Model

- Operations Agreement with County (Bus) Transit Agency (King County Metro)
- Regional Rail Agency Also Contracts with Metro for Rail Operations
- Seattle Retains A Small Self-Performed Scope (Eg, Train Signals; Platforms, Shelters & Landscape; Signage; Web Presence)
Advantages of Seattle Model

• Builds on Established Infrastructure/Procedures for Fare Policy, Communications, Training, Operations Procedures, Safety Programs, Maintenance Tracking, Compliance with Federal Requirements

• KC Metro Power & Facilities Division has long experience with Power Systems (Trolley Bus)
Disadvantages of Seattle Model

• Agency Overhead is high proportion of total streetcar operating cost

• Some “scope gaps” became unanticipated City costs (eg, real-time arrival & automated passenger counting systems)
Considerations for New Streetcar Cities

• Local Expertise with Track Maintenance, Rail Vehicle Maintenance, Traction Power Systems
• Early Integration of Operator v. Maintaining Design Control
• Comprehensive Understanding of Operations & Maintenance Scope?