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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?