

Seattle Streetcar

Interlocal Agreement for Operations & Maintenance



Council Sustainability & Transportation Committee – Nov. 20, 2019
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City of Seattle

Our vision, mission, and core values

Vision: Seattle is a thriving equitable community powered by dependable transportation

Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

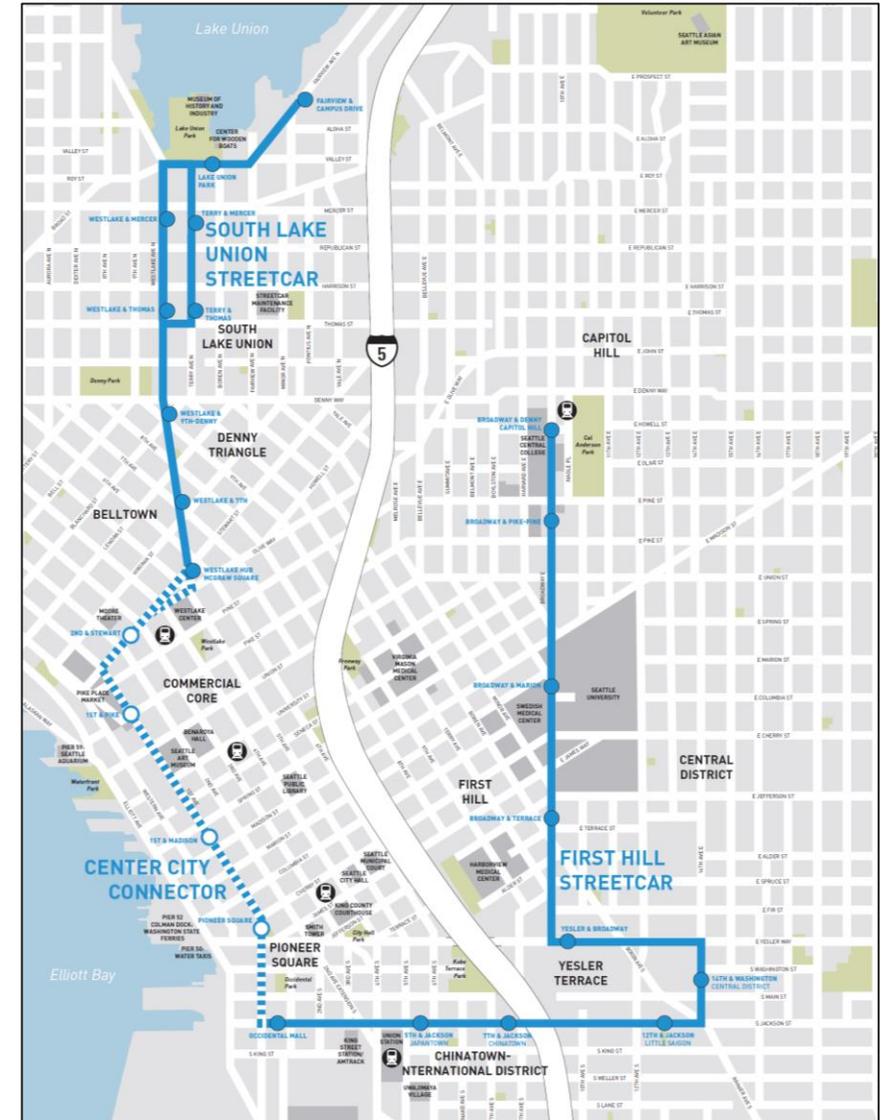
New Streetcar Interlocal Agreement - Overview

- Background
- Impact on Center City Connector
- New ILA – Key Features
 - Term
 - General Roles & Responsibilities
 - Budget & Invoicing
 - County Contribution
 - Safety & Security
- Next steps



Background

- The Seattle Streetcar consists of the South Lake Union (SLU) line, opened in 2007, and First Hill Streetcar (FHS) line, opened in 2016.
- The City of Seattle owns the Seattle Streetcar and King County Metro operates the streetcar on behalf of the City pursuant to a 2014 Interlocal Agreement (ILA).
- The 2014 ILA is set to expire at the end of 2019.
- Over the past year, City and County have been negotiating the terms of a new ILA to replace it.



How is the ILA impacted by the Center City Connector project?

- The new ILA does not include operations of the Center City Connector
- The new ILA does provide a framework that can easily accommodate expansion of the system, including the Center City Connector, by amendment.



New Interlocal Agreement - Key Features

- **Term**

- Provides for new long-term framework for City to partner with King County Metro as operator of the Seattle Streetcar.
- New five-year agreement with two automatic renewals at the City's discretion.

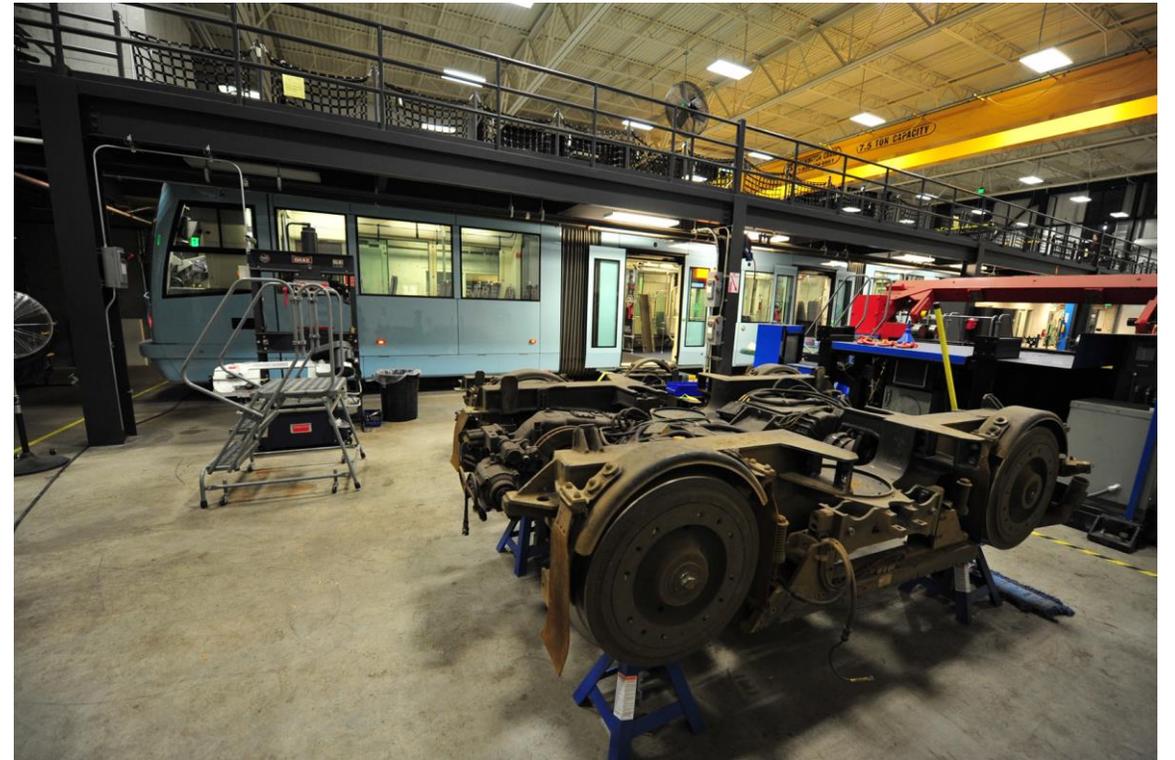
- **General Roles & Responsibilities**

- Improves efficiency and quality of maintenance by consolidating certain maintenance responsibilities previously performed by the City under the County.
 - FHS Operations & Maintenance Facility (OMF) maintenance
 - Station cleaning and custodial maintenance
 - Track drain cleaning

New Interlocal Agreement - Key Features

- **Budget & Invoicing**

- Clarifies and improves annual budget process to reduce magnitude of year-end reconciliations.
 - Increased coordination early in SDOT and Metro budget cycles to align expectations
 - City and County to agree annually on projections for operating expenses and ORCA revenues based on historical actuals, rather than a fixed schedule of costs and revenues.
 - Annual review of County operating plan to account for any needed adjustments



New Interlocal Agreement - Key Features

- **County Contribution**
 - Maintains King County's annual \$1.55 Million contribution to streetcar operations through the initial five-year term
 - County Contribution escalates at 3% annually
 - If agreement is extended, City and County may negotiate an extension to the County Contribution
 - Cap on certain indirect County costs may replace County Contribution



New Interlocal Agreement - Key Features

- **Safety & Security**

- Improves safety and security coordination and aligns safety planning responsibilities with new federal requirements
 - County will continue to perform accident/incident investigations and notifications and reporting to state and federal oversight agencies
 - Both parties will coordinate on safety planning and development of Public Transportation Agency Safety Plan (PTASP) as required by new federal and forthcoming state oversight requirements

Next steps

- New ILA must be executed before the current ILA expires on Dec. 31, 2019.
- Must be approved by both Seattle City Council and King County Council.
 - King County Council's Mobility and Environment Committee discussed the ILA on Nov. 5
 - KCC Committee is expected to recommend approval of the ILA on Nov. 19
 - Final King County Council approval is expected on Dec. 4



Questions?

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