

# Seattle Streetcar

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## Department Overview

The Seattle Streetcar is part of the Seattle Department of Transportation, with the specific purpose of operating and maintaining the lines of the Seattle Streetcar. The South Lake Union line began operation in late 2007, and the First Hill line is expected to begin operation in 2014.

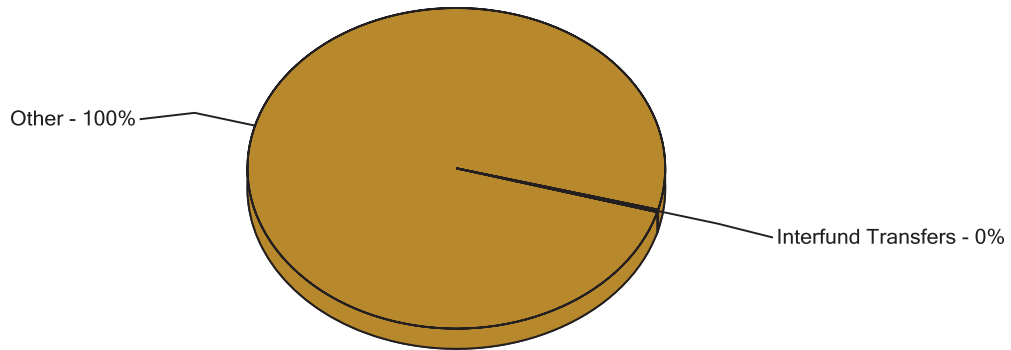
## Budget Snapshot

Department Support	2011 Actual	2012 Adopted	2013 Adopted	2014 Endorsed
Other Funding - Operating	\$683,315	\$878,273	\$730,935	\$5,736,749
<b>Total Operations</b>	<b>\$683,315</b>	<b>\$878,273</b>	<b>\$730,935</b>	<b>\$5,736,749</b>
<b>Total Appropriations</b>	<b>\$683,315</b>	<b>\$878,273</b>	<b>\$730,935</b>	<b>\$5,736,749</b>
Full-time Equivalent Total*	0.00	0.00	0.00	0.00

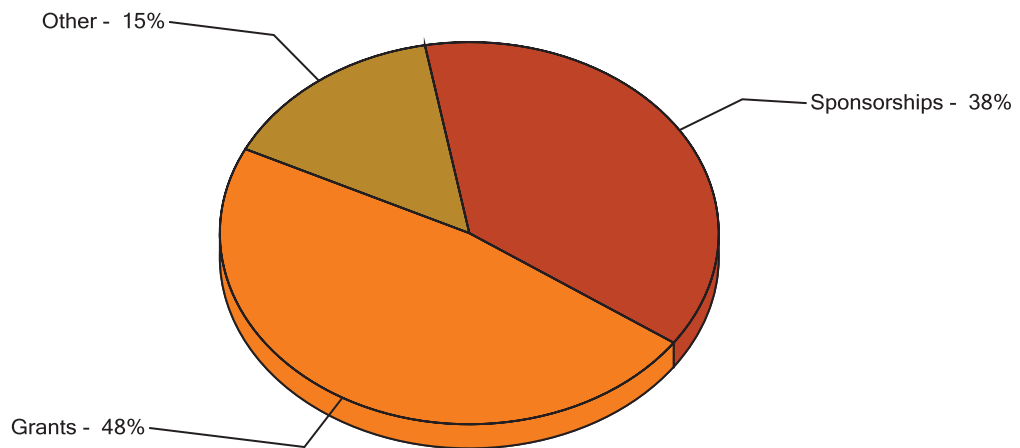
\* FTE totals are provided for information purposes only. Changes in FTEs resulting from City Council or Personnel Director actions outside of the budget process may not be detailed here.

# Seattle Streetcar

## 2013 Adopted Budget - Expenditure by Category



## 2013 Adopted Budget - Revenue by Category



# Seattle Streetcar

## Budget Overview

The Seattle Streetcar consists of two lines - the South Lake Union Streetcar and, beginning in 2014, the First Hill Streetcar.

The City of Seattle contracts with King County Metro Transit to operate the South Lake Union line of the Seattle Streetcar. King County Metro Transit contributes 75% of the operating costs, and the City pays the remaining 25% to Metro for operation of the Streetcar. The City relies on the following sources of revenue for its 25% share: farebox recovery from pay stations, Federal Transit Administration grants, sponsorships, and donations. Ridership continues to increase year to year, but not as significantly as forecasted when the Streetcar was first implemented in 2007. Sponsorship revenues have also come in below early forecasts. Operating cash flow for the Streetcar continues to be a challenge, but current estimates assume positive cash flow for 2013 and beyond. As a result of this negative cash position, the initial start-up period of the South Lake Union Streetcar is supported by an interfund loan that was authorized by the City Council in June 2007 and amended in September 2009. The loan expires in December 2018.

The new First Hill line of the Seattle Streetcar is expected to be operational in the second quarter of 2014. Sound Transit will contract with the City for the full operations and maintenance of the line, and the City in turn will contract with King County Metro Transit to operate the line. This line will improve local transit service and regional transit connections by providing frequent service to Capitol Hill, First Hill, Yesler Terrace, the Central District, Little Saigon, Chinatown / International District, and Pioneer Square.

## Incremental Budget Changes

### Seattle Streetcar

	2013		2014	
	Budget	FTE	Budget	FTE
<b>Total 2012 Adopted Budget</b>	<b>\$ 878,273</b>	<b>0.00</b>	<b>\$ 878,273</b>	<b>0.00</b>
<b>Proposed Policy Changes</b>				
First Hill Operations	\$ 0	0.00	\$ 4,910,000	0.00
<b>Proposed Technical Changes</b>				
Technical Adjustments	-\$ 147,338	0.00	-\$ 88,524	0.00
<b>Council Phase Changes</b>				
Streetcar Operating Subsidy	\$ 0	0.00	\$ 37,000	0.00
<b>Total Incremental Changes</b>	<b>-\$ 147,338</b>	<b>0.00</b>	<b>\$ 4,858,476</b>	<b>0.00</b>
<b>2013 Adopted/2014 Endorsed Budget</b>	<b>\$ 730,935</b>	<b>0.00</b>	<b>\$ 5,736,749</b>	<b>0.00</b>

# Seattle Streetcar

## Descriptions of Incremental Budget Changes

### Proposed Policy Changes

#### First Hill Operations

The 2013 Adopted and 2014 Endorsed budgets increase appropriation authority in 2014 to reflect the anticipated expenditures for the operations and maintenance of the new First Hill Streetcar line, which is expected to be operational beginning in the second quarter of 2014. These costs will be fully supported by Sound Transit revenue, as detailed in an interlocal agreement. The City in turn will contract with King County Metro Transit to operate the new First Hill Streetcar line.

### Proposed Technical Changes

#### Technical Adjustments - (\$147,338)

This budget action represents two technical changes. The first is a decrease of approximately \$200,000 to reflect the reduction of a one-time Federal Transit Administration grant received in 2012 for system modernization of the South Lake Union line. The second adjustment reflects interest expense for the South Lake Union start-up interfund loan. Beginning in 2013, appropriations of \$50,000 annually are budgeted for the annual interest expense on the loan.

### Council Phase Changes

#### Streetcar Operating Subsidy

Due to the City's vacations of various rights-of-way to Amazon.com, Inc., the company is providing a public benefits package that includes a 10-year operating subsidy for the South Lake Union Streetcar line beginning in 2014. The 2014 Endorsed Budget increases appropriations by \$37,000 in 2014 to reflect this revenue. The public benefits package also includes the purchase of a new streetcar, which is in the Seattle Department of Transportation section of the budget.

## City Council Provisos

There are no Council provisos.

## Expenditure Overview

Appropriations	Summit Code	2011 Actual	2012 Adopted	2013 Adopted	2014 Endorsed
Streetcar Operations Budget Control Level	STCAR-OPER	683,315	878,273	730,935	5,736,749
Department Total		683,315	878,273	730,935	5,736,749
Department Full-time Equivalents Total*		0.00	0.00	0.00	0.00

\* FTE totals are provided for information purposes only. Changes in FTEs resulting from City Council or Personnel Director actions outside of the budget process may not be detailed here.

# Seattle Streetcar

## Revenue Overview

### 2013 Estimated Revenues

Summit Code	Source	2011 Actual	2012 Adopted	2013 Adopted	2014 Endorsed
471010	FTA Funds	254,647	390,000	379,532	305,000
	<b>Total Grants</b>	<b>254,647</b>	<b>390,000</b>	<b>379,532</b>	<b>305,000</b>
439090	Other Private Contributions & Donations	65,000	0	0	0
444900	Other Charges - Transportation	112,144	95,150	118,974	5,032,543
	<b>Total Other</b>	<b>177,144</b>	<b>95,150</b>	<b>118,974</b>	<b>5,032,543</b>
439090	Sponsorship Revenues	275,400	300,000	300,000	352,000
	<b>Total Sponsorships</b>	<b>275,400</b>	<b>300,000</b>	<b>300,000</b>	<b>352,000</b>
	<b>Total Revenues</b>	<b>707,191</b>	<b>785,150</b>	<b>798,506</b>	<b>5,689,543</b>
379100	Use of (Contribution To) Fund Balance	-23,876	93,123	-67,571	47,206
	<b>Total Use of Fund Balance</b>	<b>-23,876</b>	<b>93,123</b>	<b>-67,571</b>	<b>47,206</b>
	<b>Total Resources</b>	<b>683,315</b>	<b>878,273</b>	<b>730,935</b>	<b>5,736,749</b>

## Appropriations By Budget Control Level (BCL) and Program

### Streetcar Operations Budget Control Level

The purpose of the Streetcar Operations Budget Control Level is to operate and maintain the South Lake Union line of the Seattle Streetcar.

Program Expenditures	2011 Actual	2012 Adopted	2013 Adopted	2014 Endorsed
Streetcar Operations	683,315	878,273	730,935	5,736,749
<b>Total</b>	<b>683,315</b>	<b>878,273</b>	<b>730,935</b>	<b>5,736,749</b>