

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.

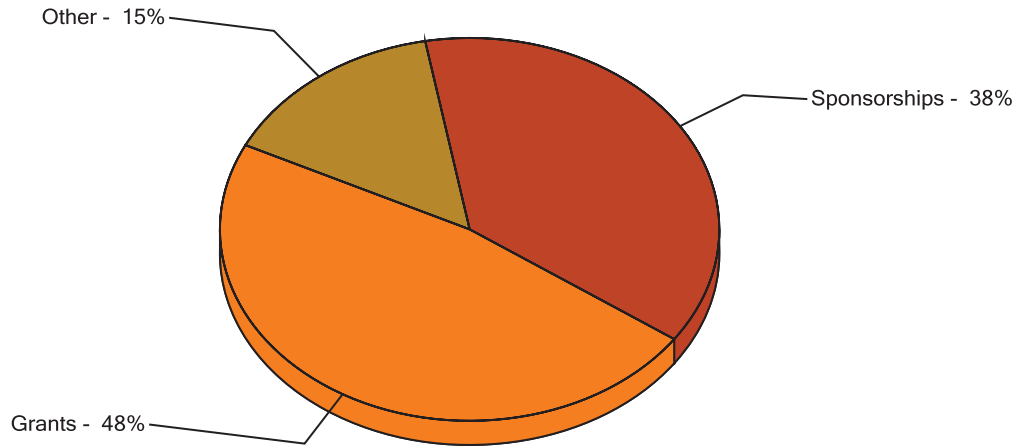
Budget Snapshot

Department Support	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
Other Funding - Operating	\$683,315	\$878,273	\$730,935	\$5,699,749
Total Operations	\$683,315	\$878,273	\$730,935	\$5,699,749
Total Appropriations	\$683,315	\$878,273	\$730,935	\$5,699,749
Full-time Equivalent Total*	0.00	0.00	0.00	0.00

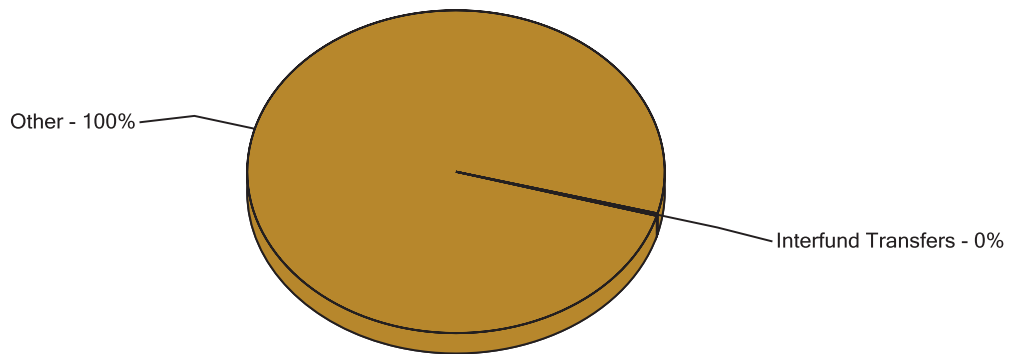
* FTE totals are provided for information purposes only. Changes in FTEs resulting from City Council or Personnel Director actions outside of the budget process may not be detailed here.

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2013 Proposed Budget - Revenue by Category



2013 Proposed Budget - Expenditure by Category



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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

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	2013		2014	
	Budget	FTE	Budget	FTE
Total 2012 Adopted Budget	\$ 878,273	0.00	\$ 878,273	0.00
Proposed Policy Changes				
First Hill Operations	\$ 0	0.00	\$ 4,910,000	0.00
Proposed Technical Changes				
Technical Adjustments	-\$ 147,338	0.00	-\$ 88,524	0.00
Total Incremental Changes	-\$ 147,338	0.00	\$ 4,821,476	0.00
2013 - 2014 Proposed Budget	\$ 730,935	0.00	\$ 5,699,749	0.00

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Description of Incremental Budget Changes

Proposed Policy Changes

First Hill Operations

The 2013-2014 Proposed Budget increases 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 proposed for the annual interest expense on the loan.

Expenditure Overview

Appropriations	Summit Code	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
Streetcar Operations Budget Control Level	STCAR-OPER	683,315	878,273	730,935	5,699,749
Department Total		683,315	878,273	730,935	5,699,749
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.

Revenue Overview

2013 Estimated Revenues

Summit Code	Source	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
471010	FTA Funds	254,647	390,000	379,532	305,000
	Total Grants	254,647	390,000	379,532	305,000
439090	Other Private Contributions & Donations	65,000	0	0	0
444900	Other Charges - Transportation	112,144	95,150	118,974	5,032,543
	Total Other	177,144	95,150	118,974	5,032,543

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439090	Sponsorship Revenues	275,400	300,000	300,000	315,000
	Total Sponsorships	275,400	300,000	300,000	315,000
	Total Revenues	707,191	785,150	798,506	5,652,543
379100	Use of (Contribution To) Fund Balance	-23,876	93,123	-67,571	47,206
	Total Use of Fund Balance	-23,876	93,123	-67,571	47,206
	Total Resources	683,315	878,273	730,935	5,699,749

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 Proposed	2014 Proposed
Streetcar Operations	683,315	878,273	730,935	5,699,749
Total	683,315	878,273	730,935	5,699,749

Streetcar Fund Table

Streetcar Fund (10810)

	2011 Actuals	2012 Adopted	2012 Revised	2013 Proposed	2014 Proposed
Beginning Fund Balance	-3,382,430	-3,459,576	-3,358,845	-3,304,057	-3,236,486
Accounting and Technical Adjustments	-291	0	0	0	0
Plus: Actual and Estimated Revenues	707,191	785,150	933,061	798,506	5,652,543
Less: Actual and Budgeted Expenditures	683,315	878,273	878,273	730,935	5,699,749
Ending Fund Balance	-3,358,845	-3,552,699	-3,304,057	-3,236,486	-3,283,692
Interest Expense	0	10,000			
Total Reserves	0	10,000			
Ending Unreserved Fund Balance	-3,358,845	-3,562,699	-3,304,057	-3,236,486	-3,283,692

