

Seattle Streetcar

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<http://www.seattle.gov/transportation/>

Department Overview

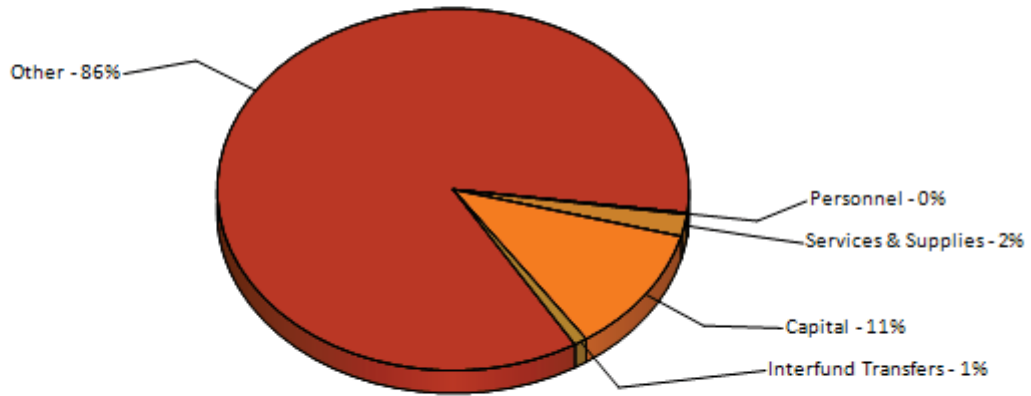
The Seattle Streetcar is part of the Seattle Department of Transportation, with the specific purpose of operating and maintaining the lines of the Seattle Streetcar. The South Lake Union line began operation in late 2007, and the First Hill line is expected to begin operation in 2014.

Budget Snapshot

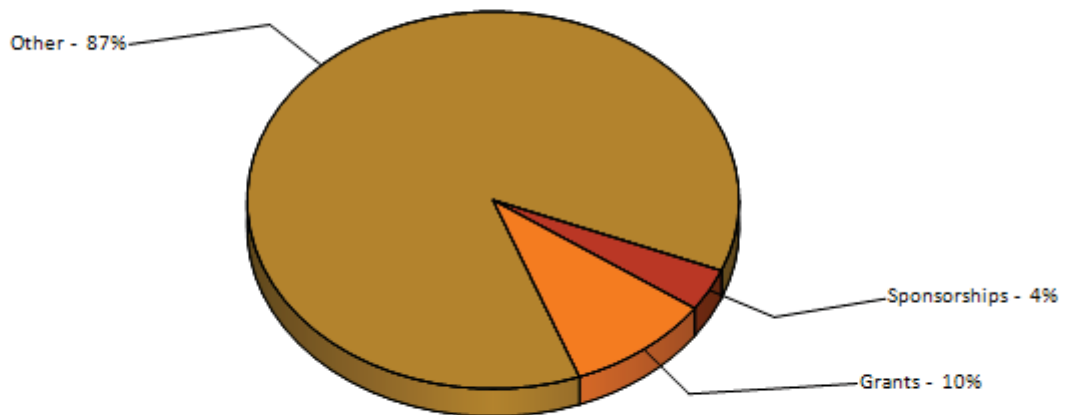
Department Support	2012 Actuals	2013 Adopted	2014 Endorsed	2014 Adopted
Other Funding - Operating	\$750,508	\$730,935	\$5,736,749	\$5,736,611
Total Operations	\$750,508	\$730,935	\$5,736,749	\$5,736,611
Total Appropriations	\$750,508	\$730,935	\$5,736,749	\$5,736,611
Full-time Equivalent Total*	0.00	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.*

2014 Adopted Budget - Expenditure by Category



2014 Adopted Budget - Revenue by Category



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 is significantly less than forecasted when the streetcar was first implemented in 2007. Sponsorship revenues have also come in below early forecasts. Together, these dynamics create operating cash flow challenges for the streetcar. 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 begin operations in 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.

The 2014 Adopted Budget makes minor technical changes to the 2014 Endorsed Budget.

City Council Changes to Proposed Budget

The City Council did not make any changes to the Proposed Budget.

Incremental Budget Changes

Seattle Streetcar

	2014	
	Budget	FTE
Total 2014 Endorsed Budget	\$ 5,736,749	0.00
Proposed Technical Changes		
Technical Funding Adjustment	\$ 0	0.00
Citywide Adjustments for Standard Cost Changes	-\$ 138	0.00
Total Incremental Changes	-\$ 138	0.00
2014 Adopted Budget	\$ 5,736,611	0.00

Descriptions of Incremental Budget Changes

Proposed Technical Changes

Technical Funding Adjustment

This technical adjustment moves funding from a general "other" accounting category to its appropriate spending accounts to improve spending accountability.

Citywide Adjustments for Standard Cost Changes - (\$138)

Citywide technical adjustments reflect changes due to inflation, central cost allocations, retirement, healthcare, workers' compensation and unemployment costs. These adjustments typically reflect updates to preliminary cost assumptions established in the 2014 Endorsed Budget.

City Council Provisos

There are no Council provisos.

Expenditure Overview

Appropriations	Summit Code	2012 Actuals	2013 Adopted	2014 Endorsed	2014 Adopted
Streetcar Operations Budget Control Level	STCAR-OPER	750,508	730,935	5,736,749	5,736,611
Department Total		750,508	730,935	5,736,749	5,736,611
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

2014 Estimated Revenues

Summit Code	Source	2012 Actuals	2013 Adopted	2014 Endorsed	2014 Adopted
471010	FTA Funds	223,326	379,532	305,000	554,821
	Total Grants	223,326	379,532	305,000	554,821
439090	Donations	204,000	0	0	0
444900	Farebox Recovery	110,345	118,974	122,543	117,064
444900	Sound Transit Funds	0	0	4,910,000	4,910,000
	Total Other	314,345	118,974	5,032,543	5,027,064
439090	Sponsorship Revenues	133,191	300,000	352,000	210,000
	Total Sponsorships	133,191	300,000	352,000	210,000
	Total Revenues	670,862	798,506	5,689,543	5,791,885
379100	Use of (Contribution to) Fund Balance	-28,876	-67,571	47,206	-55,389
	Total Use of (Contribution to) Fund Balance	-28,876	-67,571	47,206	-55,389
	Total Resources	641,986	730,935	5,736,749	5,736,496

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.

	2012 Actuals	2013 Adopted	2014 Endorsed	2014 Adopted
Program Expenditures				
Streetcar Operations	750,508	730,935	5,736,749	5,736,611
Total	750,508	730,935	5,736,749	5,736,611

Streetcar Fund Table

Streetcar Fund (10810)

	2012 Actuals	2013 Adopted	2013 Revised	2014 Endorsed	2014 Adopted
Beginning Fund Balance	-3,287,757	-3,303,000	-3,367,403	-3,235,429	-3,597,748
Accounting and Technical Adjustments	0	0	0	0	0
Plus: Actual and Estimated Revenues	670,862	798,506	601,655	5,689,543	5,791,885
Less: Actual and Budgeted Expenditures	750,508	730,935	832,000	5,736,749	5,736,611
Ending Fund Balance	-3,367,403	-3,235,429	-3,597,748	-3,282,635	-3,542,474

Total Reserves

Ending Unreserved Fund Balance	-3,367,403	-3,235,429	-3,597,748	-3,282,635	-3,542,474
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