

Seattle Streetcar

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

Department Overview

The Seattle Streetcar is part of the Seattle Department of Transportation (SDOT), which operates and maintains the lines of the Seattle Streetcar. The South Lake Union line began operations in late 2007, and the First Hill line began operations in 2016.

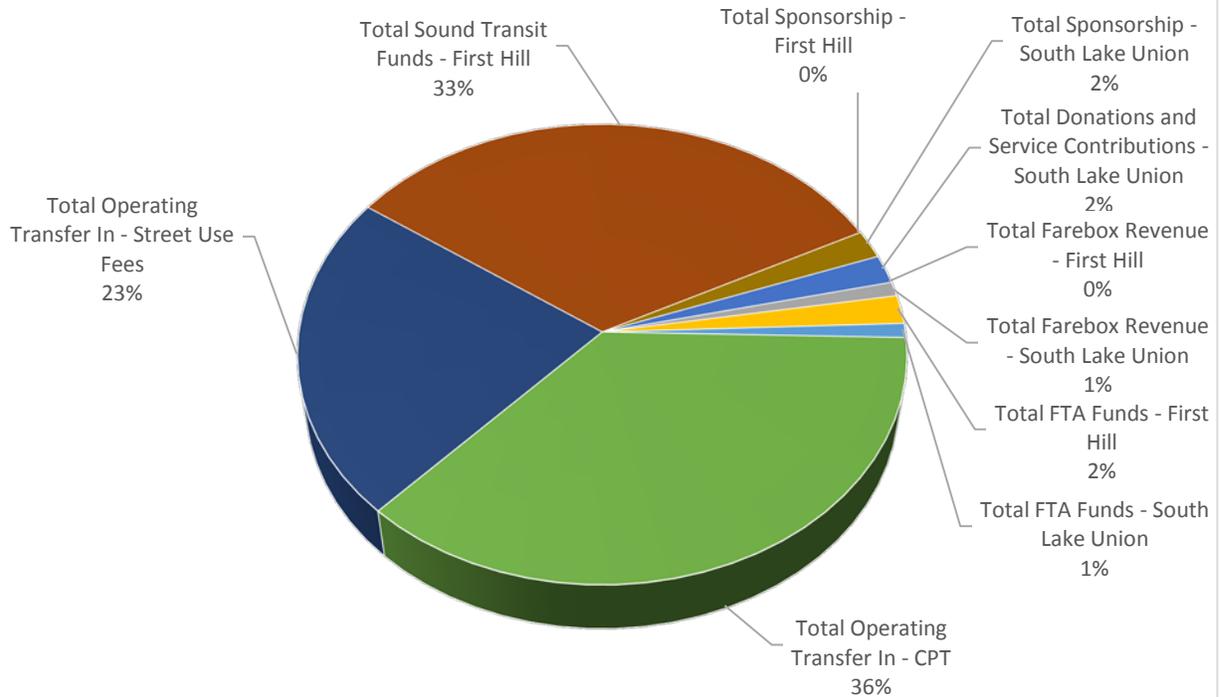
Budget Snapshot

Department Support	2018 Adopted	2019 Proposed	2020 Proposed
Other Funding - Operating	\$5,660,000	\$14,863,429	\$11,717,227
Total Operations	\$5,660,000	\$14,863,429	\$11,717,227
Total Appropriations	\$5,660,000	\$14,863,429	\$11,717,227
Full-time Equivalent Total*	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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2019 Proposed Budget - Revenue by Category



Budget Overview

The Seattle Streetcar consists of two lines - the South Lake Union line and the First Hill line. King County Metro operates the South Lake Union and First Hill streetcars on behalf of the City. The County keeps most of the fare revenues collected and the City pays the County the difference between estimated costs and estimated fare revenues. During 2018, a reconciliation process revealed a gap between the estimated and actual operating costs and revenues. The 2019-2020 Proposed Budget includes budget authority to pay Metro for the projected difference between the estimated and actual costs from 2017 through 2020.

Pursuant to interlocal agreements, King County contributes about \$1.5 million annually for South Lake Union operating line costs through 2019 and Sound Transit contributes \$5 million annually for First Hill line operating costs through 2023. The City pays the remaining costs to operate the streetcars. The City's share of the costs is covered by the following: streetcar fares, Federal Transit Administration funds, sponsorships, leases, contributions and transfers from the Transportation Fund.

The South Lake Union Streetcar is supported by a \$3.6 million interfund operating loan authorized by the City Council in June 2007 and amended in September 2009. The current loan expires in December 2018 and proposed budget legislation extends the loan for an additional year. SDOT plans to use proceeds from the sale of the department's real estate assets (Megablock) in South Lake Union to retire the loan in 2020.

Note the use of property proceeds does *not* necessarily imply that the City will sell the underlying property to a third party, only that SDOT is repaid for the transportation-restricted funds that were used to purchase a portion of the property. If the City determines that there are non-transportation uses for the property and wants to retain the property, non-transportation funding sources could be used to repay SDOT. The City is currently conducting a competitive process to determine the value of the property and to evaluate potential uses. The results of that process will help inform the appropriate path forward in terms of final property disposition. Some additional

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details, including information about the Center City Connector Streetcar, are provided in the Seattle Department of Transportation section of the proposed budget book.

Incremental Budget Changes

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	2019		2020	
	Budget	FTE	Budget	FTE
2018 Adopted Budget	\$ 5,660,000	0.00	\$ 5,660,000	0.00
Baseline Changes				
Citywide Adjustments for Standard Cost Changes	\$ 0	0.00	\$ 209	0.00
Proposed Changes				
South Lake Union Streetcar Reconciliation	\$ 938,394	0.00	\$ 0	0.00
First Hill Streetcar Reconciliation	\$ 4,207,201	0.00	\$ 0	0.00
Proposed Technical Changes				
South Lake Union Streetcar	\$ 1,110,561	0.00	\$ 2,683,802	0.00
First Hill Streetcar	\$ 2,947,273	0.00	\$ 3,373,216	0.00
Total Incremental Changes	\$ 9,203,429	0.00	\$ 6,057,227	0.00
2019 - 2020 Proposed Budget	\$ 14,863,429	0.00	\$ 11,717,227	0.00

Descriptions of Incremental Budget Changes

Baseline Changes

Citywide Adjustments for Standard Cost Changes

Citywide technical adjustments made in the baseline phase reflect changes to internal services costs, health care, and industrial insurance charges for the department. These adjustments reflect initial assumptions about these costs and inflators early in the budget process.

Proposed Changes

South Lake Union Streetcar Reconciliation - \$938,394

King County Metro operates the South Lake Union Streetcar for the City. The City has made payments to Metro based on estimated costs and revenues. During 2018 the City and King County engaged in a reconciliation process that highlighted the gap in payment resulting from the difference between estimated and actual costs incurred.

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This one-time item pays King County for the amount owed for 2017 operations (\$316,992) and a projected reconciliation for 2018 operations (\$621,402). The source of funding is the City's Commercial Parking Tax (CPT) (10%).

First Hill Streetcar Reconciliation - \$4,207,201

King County Metro operates the First Hill Streetcar for the City. The City has made payments to Metro based on estimated costs and revenues. During 2018 the City and King County engaged in a reconciliation process. This one-time item pays King County for the amount owed for 2017 operations (\$1,528,146) and a projected reconciliation for 2018 operations (\$2,679,055). The source of funding is the City's Commercial Parking Tax (CPT) (10%).

Proposed Technical Changes

South Lake Union Streetcar - \$1,110,561

This ongoing technical correction is needed to adjust the budget for current estimates of costs and revenues for the South Lake Union Streetcar and reflects anticipated expiration of King County's \$1.5 million annual contribution after 2019. The 2019 amount is supported by street use fees. The 2020 amount of \$2,683,802 is supported by Commercial Parking Tax 10%.

First Hill Streetcar - \$2,947,273

This ongoing technical correction is needed to adjust the budget for current estimates of costs and revenues for the First Hill Streetcar. The 2019 amount is supported as follows: \$2,389,439 Street Use Fees; \$465,942 Commercial Parking Tax (CPT); \$91,892 Other Operating Revenue. The 2020 amount of \$3,373,216 is supported by CPT 10%.

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Expenditure Overview

Appropriations	2018 Adopted	2019 Proposed	2020 Proposed
South Lake Union Streetcar Operations Budget Summary Level			
Seattle Streetcar Operations Fund (10800)	745,000	2,793,955	3,428,841
Total for BSL: BO-TR-12001	745,000	2,793,955	3,428,841
First Hill Streetcar Operations Budget Summary Level			
Seattle Streetcar Operations Fund (10800)	4,915,000	12,069,474	8,288,386
Total for BSL: BO-TR-12002	4,915,000	12,069,474	8,288,386
Department Total	5,660,000	14,863,429	11,717,227
Department Full-time Equivalents Total*	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.*

Budget Summary by Fund for Streetcar

	2018 Adopted	2019 Proposed	2020 Proposed
10800 - Seattle Streetcar Operations Fund (10800)	5,660,000	14,863,429	11,717,227
Budget Totals for STCAR	5,660,000	14,863,429	11,717,227

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Revenue Overview

2019 Estimated Revenues

Summit Code	Source	2018 Adopted	2019 Proposed	2020 Proposed
344900	Transportation-Other Rev	229,000	237,000	245,000
	Total Donations and Service Contributions - South Lake Union	229,000	237,000	245,000
344900	Transportation-Other Rev	124,630	63,197	65,093
	Total Farebox Revenue - First Hill	124,630	63,197	65,093
344900	Transportation-Other Rev	150,346	106,931	110,139
	Total Farebox Revenue - South Lake Union	150,346	106,931	110,139
374030	Capital Contr-Fed Dir Grants	258,185	258,064	258,064
	Total FTA Funds - First Hill	258,185	258,064	258,064
374030	Capital Contr-Fed Dir Grants	172,123	172,042	172,123
	Total FTA Funds - South Lake Union	172,123	172,042	172,123
397010	Operating Transfer In - CPT	0	5,611,537	6,150,000
	Total Operating Transfer In - CPT	0	5,611,537	6,150,000
485110	Transfers In - Property Proceeds	0	0	3,602,138
	Total Operating Transfer In - Property Proceeds	0	0	3,602,138
397010	Transfers In - Street Use Fees	0	3,500,000	0
	Total Operating Transfer In - Street Use Fees	0	3,500,000	0
344900	Transportation-Other Rev	5,000,000	5,000,000	5,000,000
	Total Sound Transit Funds - First Hill	5,000,000	5,000,000	5,000,000
337080	Other Private Contrib & Donations	200,000	58,500	60,255
	Total Sponsorship - First Hill	200,000	58,500	60,255
337080	Other Private Contrib & Donations	317,440	255,500	263,165
	Total Sponsorship - South Lake Union	317,440	255,500	263,165
	Total Revenues	6,451,724	15,262,771	15,925,977
379100	Use of Fund Balance	-791,724	-399,342	-4,208,750
	Total Use of Fund Balance	-791,724	-399,342	-4,208,750
	Total Resources	5,660,000	14,863,429	11,717,227

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Appropriations By Budget Summary Level (BSL) and Program

South Lake Union Streetcar Operations Budget Summary Level

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

Program Expenditures	2018 Adopted	2019 Proposed	2020 Proposed
S Lake Union Streetcar Ops	745,000	2,793,955	3,428,841
Total	745,000	2,793,955	3,428,841

First Hill Streetcar Operations Budget Summary Level

The purpose of the First Hill Streetcar Operations Budget Summary Level is to operate and maintain the First Hill Seattle Streetcar.

Program Expenditures	2018 Adopted	2019 Proposed	2020 Proposed
First Hill Streetcar Ops	4,915,000	12,069,474	8,288,386
Total	4,915,000	12,069,474	8,288,386

