Revisions to Proposed 2017 Operating Budget

Operations & Administration Committee – December 1, 2016
Proposed 2017 Operating Budget

Revenues: $1,045.5M.
- Taxes: $839.3M.
- Grants: $96.6M.
- Fare revenues: $88.0M.
- Other: $21.7M.

Operating Budgets: $396.2M.
- Transit Modes: $287.5M.
- Projects: $106.0M.
- ORCA fare collection: $2.8M.
Revisions to Proposed 2017 Operating Budget

Budget revisions requests fall into three categories:

• I. Updates to 2017 Proposed Budget.
• II. Initial ST3 Program Budget Revisions.
• III. Operations Technology Program Budget Revisions.

Impact on the 2017 Budget:

• Revenues: $575.8M.
• Expenses: $14.2M.
1) Updates to Proposed Budget

Updates for new information/requests since budget finalization in July:

These revisions include revenues of $23,621,441 and expenses of $2,803,929.

- $23.6M in additional grant revenue.
- $0.3M for two new positions to support Federal Way Link Extension.
- $0.5M for grant funded Regional Transit ORCA Marketing Program.
- $0.3M for consulting services to continue noise and vibration monitoring and analysis, and the completion of standard specifications for capital projects.
- $1.65M for facilities repairs and renovations.
2) Initial ST3 Program Budget Revisions

Amendments to begin mobilization for implementation of ST3 program:

These revisions include revenues of $552,171,095 and expenses of $10,130,938.

- $552.2M increase in revenues.
- $6.8M for 17 new positions and additional office space.
- $2.4M for collection of fees related to new revenues.
- $0.7M for consulting support for a variety of organizational expansion issues.
- $0.2M for recruiting and hiring expenses.
3) Operations Technology Program Budget Revisions

Creation of an Operational Technology program to implement and maintain critical systems (SCADA, Passenger Info and Security systems, Automated Passenger Counters, Positive Train Control, and Radio Communications).

These revisions include expenses of $1,300,196.

- $1.0M for nine new positions.
- $0.4M for SCADA training and related costs.