

# Seattle Department of Transportation

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## Department Overview

The Seattle Department of Transportation (SDOT) develops, maintains, and operates a transportation system that promotes the safe and efficient mobility of people and goods, and enhances the quality of life, environment, and economy of Seattle and the surrounding region. The transportation infrastructure is valued at over \$13 billion. Major system assets include: 1,540 lane-miles of arterial streets, 2,412 lane-miles of non-arterial streets, 135 bridges, 494 stairways, 587 retaining walls, 22 miles of seawalls, 1,060 signalized intersections, 47 miles of bike trails, more than 200 miles of on-street bicycle facilities, 35,000 street trees, 2,150 pay stations, 40 parking meters, and 26,200 curb ramps. The transportation infrastructure is valued at over \$13 billion.

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The SDOT budget is comprised of 11 different Budget Control Levels (BCLs) grouped into three Lines of Business (LOBs):

1. The Transportation Capital Improvement Program LOB is responsible for the major maintenance and replacement of SDOT's capital assets, as well as the development and construction of additions to the City's transportation infrastructure. This LOB contains the Major Maintenance/Replacement, Major Projects, and Mobility-Capital BCLs.
2. The Operations and Maintenance LOB handles the day-to-day operations and routine maintenance to keep people and goods moving throughout the City. This LOB includes operation of the City's movable bridges, traffic signals, street cleaning, pothole repairs, permit issuance, tree maintenance, and engineering and transportation planning. The six BCLs in this area are Bridges and Structures, Engineering Services, Mobility-Operations, Right-of-Way Management, Street Maintenance, and Urban Forestry.
3. The Business Management and Support LOB provides policy direction and business support for SDOT. These services are contained in two BCLs. Departmental support is in the Department Management BCL. The General Expense BCL includes debt service, judgment and claims payments, and the allocated City central costs the department pays for overall support services it receives from other departments.

The Capital Improvement Program (CIP) comprises two-thirds of SDOT's budget with the remaining attributable to operations and maintenance and self-supporting enterprise activities such as permits, utility cut restorations, and reimbursable contract work performed at the request of developers and the city's utilities.

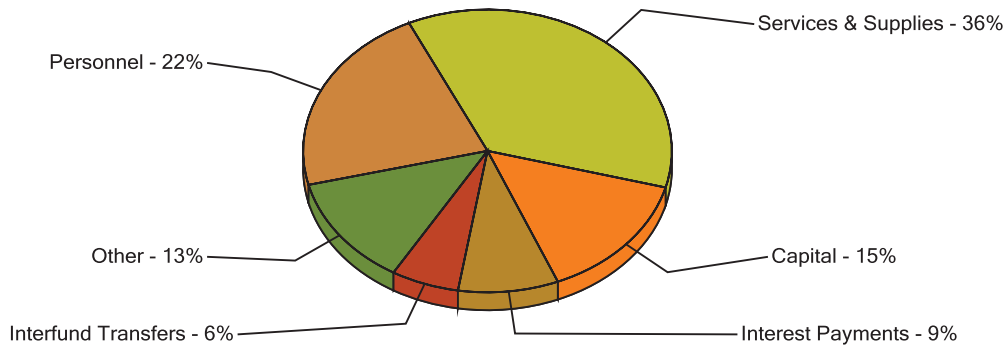
### Budget Snapshot

Department Support	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
General Fund Support	\$38,624,237	\$37,635,724	\$38,668,514	\$39,072,415
Other Funding	\$226,861,119	\$273,015,276	\$ 279,219,131	\$ 346,224,705
<b>Total Appropriations</b>	<b>\$265,485,356</b>	<b>\$310,651,000</b>	<b>\$317,887,645</b>	<b>\$385,297,119</b>
Full-time Equivalent Total*	721.00	721.00	725.50	725.50

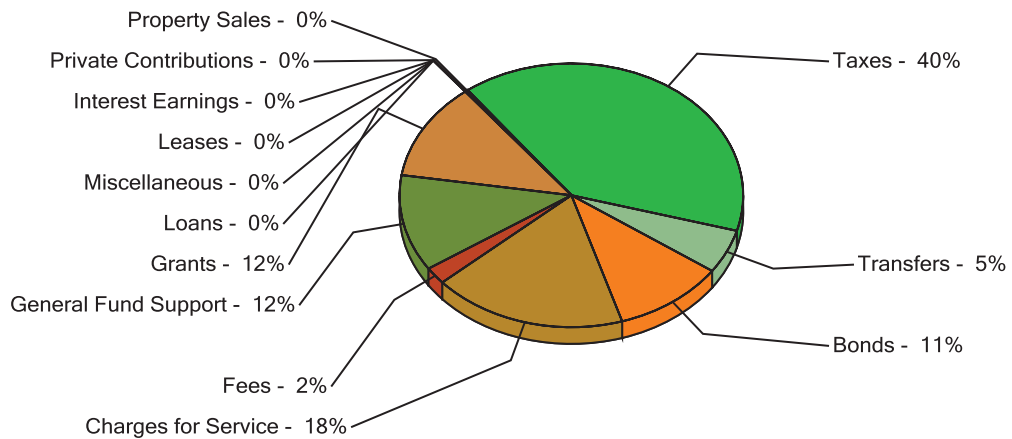
*\* FTE totals are provided for information purposes only. Changes in FTEs resulting from City Council or Personnel Director actions outside of the budget process may not be detailed here.*

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## 2013 Proposed Budget - Expenditure by Category



## 2013 Proposed Budget - Revenue by Category



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## Budget Overview

The Seattle Department of Transportation (SDOT) is supported by several funding sources, including federal, state and local grants, state and regional partnership agreements, bonds, Bridging the Gap property tax levy, commercial parking tax, fees for service, real estate excise taxes, street vacations, Gas Tax, and an annual allocation from the City's General Fund. General Fund budget pressures require that SDOT make modest budget reductions. Gas Tax revenues, a source of weakness in earlier years, are projected to remain flat in 2013 and 2014, which requires SDOT to make modest reductions in Gas Tax-supported programs in order to compensate for expenditures increasing at the rate of inflation. Other revenue sources are slowly recovering from the economic downturn, and do not require reductions in 2013 or 2014.

### General Fund and Gas Tax Savings

In the 2013-2014 Proposed Budget, SDOT achieves General Fund reductions through a series of budget actions that will have virtually no impact on service delivery. First, due to revised cost projections and variance in project schedules, debt service expenditures are expected to cost significantly less than what had been originally projected for 2013. This change alone represents General Fund savings of approximately \$1.5 million over the biennium, partially offsetting the need for programmatic reductions in SDOT.

SDOT identified several areas where General Fund savings can be realized by shifting expenditures to other eligible funding sources. In some cases, these swaps represent one-time opportunities, including the utilization of the remaining fund balance from the now-defunct Employee Head Tax, unprogrammed 2011 fund balance from Vehicle License Fee revenues, and funds from the 2011 sale of the Rubble Yard property to the State of Washington. In 2015, alternative revenue sources will need to be identified to continue current service levels once these remaining fund balances have been exhausted. Economic forecasts indicate that the drivers behind several of SDOT's revenue streams will have improved by 2015. SDOT also identified opportunities to shift costs off of the General Fund on an ongoing basis. For the General Fund portion of stormwater pollution control, these expenditures are shifted to relevant Capital Improvement Program (CIP) projects, where all revenues of the project share the expense.

The Department continues to adjust staffing levels to meet programmatic needs. The 2013-2014 Proposed Budget includes a small number of staffing reductions that represent a "right-sizing" of staffing levels to match current programmatic needs. The budget also includes other administrative reductions, including the elimination of two accounting staff and one finance staff, and the elimination of General Fund-supported contingency funds. No service impacts are anticipated from these changes.

To address the need for modest reductions in Gas Tax-supported programs, due to projected revenues remaining flat in 2013 and 2014, the Proposed Budget shifts appropriate expenses to real estate excise tax revenue (REET) and to relevant CIP projects.

### Investing in Infrastructure

The 2013-2014 Proposed Budget for SDOT includes an investment of over \$21 million over the biennium to support critical infrastructure needs throughout the city. This represents revenue from REET, one-time revenue from the Bridging the Gap levy fund balance, revenues from the commercial parking tax, and General Fund. To identify the best uses of these funds, SDOT was guided by the 2012 Transportation Action Agenda, which is organized around the following five core principles:

- Keeping it Safe
- Focusing on the Basics
- Building Healthy Communities
- Supporting a Thriving Economy
- Providing Great Service

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Specifically, investments are focused on two categories: beginning to address the maintenance backlog, and investing in accordance with modal plans.

Investments to address the maintenance backlog are critical because deferred maintenance leads to costly repairs in the long run, and, due to funding constraints, the City lags far behind industry standards for repair and replacement cycles in many functional areas. To begin to address this challenge, the 2013-2014 Proposed Budget makes investments in the areas of bridge maintenance, bridge seismic preparation, sidewalk repair, traffic signal maintenance, and signage maintenance. Most notably, the budget increases the City's annual investment in street repair and maintenance from 2012 levels by over \$5 million.

Other investments follow the recommendations of the various modal plans: the Pedestrian Master Plan, the Bicycle Master Plan, the Transit Master Plan, and a potential Freight Master Plan. The Third Avenue corridor overlaps multiple modal plans, and is proposed to receive \$1 million in capital improvements. Other pedestrian and bicycle enhancements include investment in three Safe Routes to School projects, which improve safety along school walking and biking routes, and the development of a Center City Mobility Plan, which aims to create a livable and walkable Center City. Other multi-modal improvements include conceptual designs and early review for the Eastlake corridor, the Madison corridor, and ship canal crossings. Finally, funding for early work on the Freight Master Plan is included in the budget.

In 2014, \$2.5 million is designated in a reserve outside of SDOT's budget for further implementation of the Transit Master Plan (TMP). The TMP identified the highest priority corridors for high capacity transit service (HCT) in Seattle. The 2013-2014 Proposed Budget completes funding for corridor analyses of each of the priority HCT corridors. The TMP Investment Reserve will provide local matching funds to continue the next phase of work on each of these corridors, which will focus on design, engineering and environmental review. It is expected that the Center City Connector will be the first corridor to reach this phase. The TMP Investment Reserve will help the City secure federal grant funding to complete planning work in these corridors.

In addition to the two major categories above, investments are also proposed to implement the Road Safety Action Plan, and to increase emergency storm response funding to match the five-year average of actual storm response expenditures.

### Looking to the Future

Beginning in 2012, the Mayor and the City Council have engaged in a two-part consultant review of SDOT. The first phase will include an initial assessment of SDOT's organizational structure and operations to identify areas for more in-depth review. The second phase will involve a longer-term review of operational changes and efficiencies intended to provide ongoing benefits to Seattle residents and taxpayers. This review will focus on program-level improvements and recommendations, with the goal of identifying and recommending changes to operational approaches and management practices that could yield greater budget efficiencies, more productivity, and/or better outcomes for maintaining and improving the City's transportation infrastructure. The results of this study will be a valuable tool in the development of future budgets.

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## Incremental Budget Changes

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	2013		2014	
	Budget	FTE	Budget	FTE
<b>Total 2012 Adopted Budget</b>	<b>\$ 310,651,000</b>	<b>721.00</b>	<b>\$ 310,651,000</b>	<b>721.00</b>
<b>Baseline Changes</b>				
Citywide Adjustments for Standard Cost Changes	\$ 21,934,473	0.00	\$ 49,773,479	0.00
Removal of 2012 One-Time Adds	-\$ 9,639,810	0.00	-\$ 9,861,525	0.00
<b>Proposed Policy Changes</b>				
Transit Master Plan Implementation	\$ 4,441,999	3.00	\$ 1,110,083	3.00
Pedestrian and Bicycle Enhancements	\$ 2,183,999	3.50	\$ 950,999	3.50
Freight Mobility Enhancements	\$ 100,000	0.00	\$ 386,000	0.00
Street Repair and Maintenance Additions	\$ 6,190,000	0.00	\$ 6,270,000	0.00
Emergency Services Addition	\$ 336,000	0.00	\$ 336,000	0.00
Bridge Maintenance Additions	\$ 365,000	0.00	\$ 0	0.00
Signs and Signals Maintenance Additions	\$ 655,000	0.00	\$ 480,000	0.00
Neighborhood-Based Enhancements	\$ 124,999	0.50	\$ 125,000	0.50
General Mobility Enhancements	\$ 351,000	0.00	\$ 321,000	0.00
Street Use Permitting Additions	\$ 1,204,000	4.00	\$ 743,000	4.00
Staffing Additions for Major Projects	\$ 107,002	4.00	\$ 107,002	4.00
Right-Sizing Staffing Levels	-\$ 569,500	-7.50	-\$ 581,000	-7.50
Miscellaneous Staffing Reductions	-\$ 105,001	-3.00	-\$ 107,000	-3.00
Miscellaneous Discretionary Reductions	-\$ 129,000	0.00	-\$ 129,000	0.00
Rubble Yard Proceeds	\$ 1,797,499	0.00	\$ 1,857,900	0.00
<b>Proposed Technical Changes</b>				
Cost and Schedule Adjustments to Capital Projects	-\$ 16,705,224	0.00	\$ 25,473,548	0.00
Revenue Shifts to Save General Fund and Gas Tax	-\$ 197,988	0.00	-\$ 198,000	0.00
Technical Adjustments	-\$ 5,207,803	0.00	-\$ 2,411,367	0.00
<b>Total Incremental Changes</b>	<b>\$ 7,236,645</b>	<b>4.50</b>	<b>\$ 74,646,119</b>	<b>4.50</b>
<b>2013 - 2014 Proposed Budget</b>	<b>\$ 317,887,645</b>	<b>725.50</b>	<b>\$ 385,297,119</b>	<b>725.50</b>

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## Description of Incremental Budget Changes

### Baseline Changes

#### **Citywide Adjustments for Standard Cost Changes - \$21,934,473**

Citywide technical adjustments made in the "Baseline Phase" reflect changes due to inflation, central cost allocations, retirement, health care, workers' compensation, and employment costs. These adjustments reflect initial assumptions about these costs and inflators early in the budget process. Also included here are adjustments to reconcile SDOT's appropriations to the 2013-2014 planned allocations shown in the 2012-2017 Adopted CIP.

#### **Removal of 2012 One-Time Adds - (\$9,639,810)**

The "Baseline Phase" of the budget removed items that were included as one-time expenditures in the 2012 Adopted Budget. The majority of this amount represents the one-time transfer of \$8.1 million of unused Rubble Yard proceeds from SDOT's budget to a reserve in Finance General.

### Proposed Policy Changes

#### **Transit Master Plan Implementation - \$4,441,999/3.00 FTE**

The 2013-2014 Proposed Budget makes significant investments to begin implementation of the recently completed Transit Master Plan.

With \$1 million of REET, SDOT will make important capital upgrades to Third Avenue downtown. The Third Avenue corridor is a key part of the Mayor's Center City Initiative, which aims to create downtown Seattle streets that are safe, inviting and vibrant. These improvements include a major sidewalk expansion and enhancement near Macy's department store, upgrading all remaining pedestrian signals to countdown signals, and re-marking all faded crosswalks in the corridor.

The budget also includes a \$2 million investment of commercial parking tax to develop a conceptual design of high-capacity transit options in the Eastlake corridor, and \$500,000 of REET to analyze and design integrated pedestrian, bicycle and transit crossings of the Lake Union ship canal.

Using one-time fund balance from the Bridging the Gap Levy, the 2013-2014 Proposed Budget adds \$350,000 in 2013 and \$500,000 in 2014 to the Transit Corridor Improvements project, which implements projects that improve transit speed, reliability, access, and convenience, consistent with the Transit Master Plan. This funding will be specifically focused on the Madison corridor as identified in the Transit Master Plan. This funding will support conceptual design work and environmental review of the corridor.

In order to manage these projects and address existing staffing deficiencies, the budget also includes \$592,000 of General Fund for the addition of 3.0 FTEs in SDOT's Policy and Planning Division: 2.0 FTE Senior Transportation Planners and 1.0 FTE Strategic Advisor 2.

#### **Pedestrian and Bicycle Enhancements - \$2,183,999/3.50 FTE**

Enhancements to pedestrian and bicycle mobility are a key component of the 2013-2014 Proposed Budget. The budget includes \$800,000 of REET for three new Safe Routes to School projects, which improve safety along school walking and biking routes: sidewalk extension and curb bulb installation at McGilvra Elementary, intersection redesign and curb bulb installation at Beacon Hill Elementary, and a traffic signal and diverter at West Woodland Elementary. To manage these additional projects, the budget adds \$36,000 to increase an existing 0.5 FTE to full-time status.

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In addition to the Safe Routes to School Projects, the budget also programs \$600,000 in one-time Bridging the Gap Levy fund balance for Sidewalk Safety Repair, emphasizing projects located in Urban Villages and supporting low-income communities. This investment of \$200,000 in 2013 and \$400,000 in 2014 will increase the delivery of sidewalk repair in 2013 and 2014 by 5,000 feet annually.

Recognizing the value that greenways add to Seattle neighborhoods, the budget adds \$208,000 of General Fund and 1.0 FTE Strategic Advisor for greenway development and related community outreach throughout the city.

Though SDOT maintains robust data on vehicle traffic in the city, data related to other modes of transportation is limited. To remedy this, and to help inform future transportation system improvements, the 2013-2014 Proposed Budget adds \$100,000 of General Fund to support multi-modal data collection.

The 2013-2014 Proposed Budget adds \$325,000 of General Fund for the creation of the Center City Mobility Plan. In partnership with the Downtown Seattle Association, this work will represent a consolidation of relevant transportation plan information for the area. Of this amount, \$150,000 is specifically reserved for project development activities - including scope refinement, cost estimates, conceptual design and outreach - of bicycling corridors through Center City Seattle that make it safer and more convenient for people of all ages and abilities to ride.

The budget for the Shoreline Street Ends program is increased by \$215,000 in 2013 and \$203,000 in 2014. This increase is fully supported by revenues generated by shoreline street end permits. The additional funding will be used in accordance with restrictions enacted by ordinance: to support program administration, site maintenance and construction improvements. Specifically, the 2013-2014 funds will support the addition of 2.0 FTE Gardeners, and a one-time purchase of necessary tools and equipment.

Finally, the Burke Gilman Trail Extension project is proposed to receive a one-time investment of \$300,000 of General Fund for further work on this project.

### **Freight Mobility Enhancements - \$100,000**

Recognizing the critical importance of freight mobility to the economic vitality of the city, the 2013-2014 Proposed Budget adds \$486,000 over the biennium for freight mobility enhancements. The existing Freight Spot Improvements capital project, which makes small-scale freight mobility improvements to the City's street system, is increased by \$235,000 of REET in 2014. This project represents channelization, signage, pavement and signal changes that improve freight mobility and safety. In addition, \$100,000 of General Fund in 2013 and \$151,000 in 2014 is added to support a new Freight Master Plan, as freight planning has not been addressed since 2005.

### **Street Repair and Maintenance Additions - \$6,190,000**

The 2013-2014 Proposed Budget supplements base funding for Arterial Major Maintenance with \$3,040,000 of REET in each year of the biennium. Of this total, \$1 million each year maintains 2012 funding levels and FTEs, as the program relied on one-time revenue sources in 2011 and 2012. The additional \$2 million each year allows the program to expand and cover more pavement needs throughout the city. Arterial Major Maintenance projects span one to three city blocks, and the work is performed by SDOT crews. This work represents projects that are larger than spot repair, yet smaller than major projects which must be contracted out. The budget also adds \$1,150,000 of REET annually to supplement repair work on non-arterial streets.

### **Emergency Services Addition - \$336,000**

The Mayor's Proposed Budget recommends the addition of \$336,000 each year to SDOT's emergency response program. This amount raises emergency response funding levels to match the five-year average of actual storm response expenditures. This funding is critical to ensure that the City is equipped to recover quickly from winter storms. This is the same methodology used to allocated money for this purpose in 2012. However, in 2012, the funding source was one-time Rubble Yard proceeds. For 2013 and 2014, General Fund resources are provided.



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## **Bridge Maintenance Additions - \$365,000**

In recognition of SDOT's critical function to maintain the City's 92 bridges, the 2013 Proposed Budget includes one-time adds for bridge maintenance, funded by Bridging the Gap fund balance. The budget proposes \$270,000 to repair the automated control operations system for the University Bridge. The control system is 23 years old and is no longer supported by the manufacturer for replacement parts. It has had over 20 system failures in the last three years. The budget also proposes the addition of \$95,000 for the development of criteria and methodology for prioritizing bridge seismic upgrades. The original criteria and methodology were developed in 1991, and need to be updated to reflect changes in bridge standards, seismic codes, and City policies. With the original Bridging the Gap Levy, SDOT committed to implementing seismic retrofit upgrades on five City bridges by 2015. SDOT expects to exceed this commitment, implementing upgrades to seven bridges by the end of 2014.

## **Signs and Signals Maintenance Additions - \$655,000**

Using one-time fund balance from the Bridging the Gap Levy, the Proposed Budget makes critical investments to address the aging traffic signals and signs in the city. At current funding levels, the replacement cycles of traffic signals are three times longer than the recommended cycles, and sign maintenance replacement cycles are five times longer. Using \$560,000 over the biennium (\$280,000 each year), SDOT will address major maintenance needs on signals, including poles, spans, communication cables, signal cabinets, and pedestrian displays. With an additional \$400,000 over the biennium (\$200,000 each year), SDOT will perform maintenance on approximately 100 of the worst destination signs in the city. Finally, with a one-time investment of \$175,000, SDOT will purchase 44 new signal controllers to replace the remaining outdated signals.

## **Neighborhood-Based Enhancements - \$124,999/.50 FTE**

The 2013-2014 Proposed Budget adds \$125,000 of General Fund and a 0.5 FTE Associate Transportation Planner to provide preliminary engineering review services for potential capital projects related to the expansion of "Only in Seattle," a neighborhood business support program managed by the Office of Economic Development (OED). This program expansion is discussed further in the OED section of the budget.

The budget also supports neighborhood-based enhancements through the reservation of additional \$100,000 in REET funding for the Neighborhood Street Fund in 2014. Because this funding is in reserve outside of SDOT's budget, it does not impact the amount of incremental change shown.

## **General Mobility Enhancements - \$351,000**

To support general mobility throughout the city, the 2013-2014 Proposed Budget includes three additions. The first is a one-time allocation of \$150,000 of General Fund to assist SDOT in completing a curb ramp inventory to comply with the Americans with Disabilities Act and required by the Department of Justice.

Second, the budget adds \$101,000 in 2013 and \$221,000 in 2014 for operations, maintenance, evaluation and public education related to the e-Park program. This program guides motorists to available off-street parking spaces using signs that provide up-to-the-minute availability in downtown garages. Funding for this addition comes from the commercial parking tax.

Finally, the budget adds \$100,000 of General Fund in 2013 and again in 2014 to implement the Road Safety Action Plan. The action plan is a result of the Mayor's Road Safety Summit of 2011 which aimed to improve traffic safety for all modes of transportation. The plan is data-driven - focusing on locations where collisions frequently occur and targeting segments of the population most commonly involved in crashes - and has the long-term goal of eliminating traffic fatalities and serious injuries.

## **Street Use Permitting Additions - \$1,204,000/4.00 FTE**

There are three changes in the Proposed Budget related to SDOT's management of street use permitting. As the economy recovers, street use activity and related permitting needs are increasing. To accommodate this growth, the 2013-2014 Proposed Budget adds 1.0 FTE Senior Civil Engineer and 2.0 FTE Associate Civil Engineers to address the increase in permit volumes while maintaining strong customer service. These positions will be funded by \$569,000 of reimbursable revenues generated by the increased activity.

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SDOT's Street Use Permitting System, Hansen 7, will soon be incompatible with City technology systems and needs to be upgraded. Because the system is highly customized to reflect City specifications, an upgrade represents significant effort and cost. The Proposed Budget includes a one-time appropriation of \$485,000 to fund planning work related to the upgrade. The actual upgrade is anticipated to cost more, and will be reflected in a future budget. Both this planning work and the actual upgrade will be funded by the Street Use Cost Center.

### **Staffing Additions for Major Projects - \$107,002/4.00 FTE**

In recognition of several major projects that are moving forward, the Proposed Budget adds 4.0 FTE to ensure optimal major project management and oversight. These additions are being made with nominal General Fund support, and are almost fully reliant on non-General Fund sources.

First, the budget creates a Major Projects Director (Executive 2). This position was eliminated in a previous year, but is being restored in order to provide oversight to the several projects that are moving into design and construction. SDOT's Major Projects division is responsible for projects including the Alaskan Way Viaduct replacement, the Central Waterfront program implementation, the Elliott Bay Seawall replacement, Mercer Corridor West, King Street Station, the South Park Bridge, and rail transit projects, among others. Funding for this position includes \$3,000 of General Fund. The remainder of the expense is paid by SDOT's indirect cost pool, which is charged to all eligible revenue sources. Indirect costs fluctuate annually, and rates to each project are adjusted each year to cover the full amount of indirect costs. Therefore, other than the small General Fund amount, this item does not represent a net increase in SDOT's budget.

Two of the new positions have no funding change, as the funding was already included in the 2012-2017 Adopted CIP. These positions are: a Project Manager (Strategic Advisor 2) for the State Route 520 Project, and a Rail Program Coordinator (Strategic Advisor 1) to provide administrative support related to the City's partnership with Sound Transit on Seattle's growing light rail system.

Finally, the 2013-2014 Proposed Budget adds \$104,000 and creates a Central Waterfront Local Improvement District Manager (Strategic Advisor 2). This position will oversee everything related to the study and formation of a Local Improvement District (LID) to fund approximately \$250 million worth of improvements in the Central Waterfront Program. This is a 3-year position, and will be funded by future LID proceeds.

### **Right-Sizing Staffing Levels - (\$569,500)/(7.50) FTE**

Through the 2012 Adopted Budget, SDOT made significant cuts to align its staffing levels to its reduced workload, which was caused by a decrease in reimbursable work. The 2013 Proposed Budget further refines these adjustments by eliminating 3.0 FTE Cement Finishers for a savings of \$195,000. In addition, SDOT has realized efficiencies in workload management, which results in the elimination of 4.0 FTE Maintenance Operations positions (with \$338,500 of savings), and the reduction of a 1.0 FTE Training Coordinator position to 0.5 FTE (with \$36,000 of savings). There will be no service impacts as a result of these changes.

### **Miscellaneous Staffing Reductions - (\$105,001)/(3.00) FTE**

The 2013 Proposed Budget eliminates 2.0 FTE Accounting Technicians and 1.0 FTE vacant Finance Analyst, reflecting a decrease in work volumes. Due to process improvements and report automation, the elimination of these positions will not impact service levels. The amount of savings represents the portions of these positions that were supported by General Fund.

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## **Miscellaneous Discretionary Reductions - (\$129,000)**

The budget includes two non-labor discretionary reductions. The first is the elimination of \$99,000 in General Fund-supported operational contingency in SDOT, which existed to allow SDOT to respond to emergent issues during the year. Contingency funding remains in specific capital projects. The second is the reduction of maintenance for pedestrian wayfinding signs from \$50,000 in 2012 to \$20,000 in 2013 and 2014. This reduction can be taken without a service impact because a large backlog of work in this area will be completed in 2012.

## **Rubble Yard Proceeds - \$1,797,499**

The 2011 sale of the City's Rubble Yard property to the State of Washington generated \$19.8 million in proceeds. Of this amount, \$10.5 million was spent in 2011 and 2012, and \$9.3 million remains to be programmed in 2013 and 2014.

The proposed uses of Rubble Yard proceeds in the 2013-2014 Proposed Budget are consistent with the uses recommended for 2013 and 2014 in the 2012 Proposed Budget. The only change from the original recommendation is related to the relocation of the Rubble Yard. The relocation that was expected to take place in 2013 is instead taking place in 2012, and the cost of that relocation is approximately \$900,000 less than originally anticipated. The 2013-2014 Proposed Budget uses the unanticipated funding to preserve core transportation services in lieu of further General Fund cuts.

The 2013-2014 Proposed Budget includes \$2.4 million in 2013 and \$2.25 million in 2014 in Rubble Yard proceeds for the preservation of core transportation services such as street cleaning, landscape maintenance, neighborhood traffic control, and freight spot improvements. (Of the total amount for this purpose, \$602,000 was incorporated into SDOT's baseline budget because the funds represented planned CIP expenditures. The remaining \$1.8 million in 2013 is shown in this budget adjustment.) Though these are ongoing services, the revenue gap for funding this work is expected to last for a limited period of time. Economic forecasts indicate that the drivers behind several of SDOT's revenue streams will have improved by 2015.

The budget also includes \$1.65 million in 2013 in Rubble Yard proceeds to address critical street surface repair needs through the Enhanced Paving plan. Because this project is a planned CIP expenditure, it was incorporated into the baseline and therefore is not shown in this budget adjustment. This program will continue in 2014 with funding from the BTG Commercial Parking Tax.

The Mercer West project is budgeted to receive \$2 million of Rubble Yard proceeds in 2013. Again, because this is a planned CIP expenditure, it was incorporated into the baseline budget and therefore is not shown in this budget adjustment.

The remaining \$962,000 of Rubble Yard proceeds will be used to further preserve core services and save additional General Fund in 2014. This represents approximately \$903,000 in savings from the Rubble Yard relocation and approximately \$57,000 in unallocated Rubble Yard balances. This amount is not shown in the budget adjustment because it is a funding swap that results in a net-zero change.

## **Proposed Technical Changes**

### **Cost and Schedule Adjustments to Capital Projects - (\$16,705,224)**

Capital technical adjustments reflect updates to project schedules and spending plans. The implementation of SDOT's major projects spans multiple years and the 2013-2014 Proposed Budget adjustments primarily represent schedule shifts. Please see the 2013-2018 Proposed Capital Improvement Program for specific funding information.

These adjustments also include a technical change to remove \$1.1 million in General Fund from SDOT's CIP in order to align with planned resource needs reflected in the 2012-2017 Adopted CIP.

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### **Revenue Shifts to Save General Fund and Gas Tax - (\$197,988)**

Changes in this category represent a total of \$1.37 million in General Fund and Gas Tax savings, of which \$198,000 is ongoing. These reductions do not have any service impact as the corresponding work is fully funded by other eligible revenue sources. The one-time General Fund revenue swaps are achieved by utilizing \$356,000 of unprogrammed fund balance from the Vehicle License Fee, and \$490,000 of unprogrammed fund balance from the Employee Head Tax. These savings do not show in the budget adjustment because the result is a revenue swap with a net-zero appropriations change. The ongoing savings are primarily realized by shifting portions of functions such as stormwater pollution control to relevant SDOT CIP projects, where all revenues of the project will share the expense.

SDOT's Gas Tax revenues are projected to remain flat, which requires modest reductions in Gas Tax programs in order to compensate for expenditures increasing at the rate of inflation. These ongoing savings are achieved by shifting appropriate expenses to REET and to relevant CIP projects.

### **Technical Adjustments - (\$5,207,803)**

Technical Adjustments include the recognition of new grant revenue, budget-neutral internal transfers between programs, and Citywide changes to employee costs such as health care, retirement and unemployment. This category also includes adjustments to debt service payments, which represents a significant change from 2013 anticipated costs to the 2013-2014 Proposed Budget. This adjustment alone represents \$573,000 in General Fund savings in 2013 and \$1.07 million in 2014.

One technical adjustment of note is the projected reduction of \$100,000 in 2013 and \$167,000 in 2014 to reflect the anticipated reduction in credit card processing fees for parking pay station transactions due to implementation of the Pay-by-Phone parking program. Credit card processing costs are included in the user fees when paid parking payments are made from mobile devices. Budget adjustments for the Pay-by-Phone program related to enforcement activities are described in the Seattle Police Department section of the budget.

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## Expenditure Overview

<b>Appropriations</b>	<b>Summit Code</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
<b>Bridges &amp; Structures Budget Control</b>					
Bridge Operations		2,755,392	2,877,331	3,032,768	3,136,661
Structures Engineering		680,905	774,173	795,539	823,832
Structures Maintenance		3,566,931	4,069,795	3,651,169	3,758,339
<b>Total</b>	<b>17001</b>	<b>7,003,228</b>	<b>7,721,299</b>	<b>7,479,476</b>	<b>7,718,831</b>
<b>Department Management Budget Control</b>					
Director's Office		1,166,371	2,840,667	2,277,745	2,342,914
Division Management		9,992,647	13,630,277	12,770,394	13,094,515
Human Resources		677,669	1,237,924	1,218,573	1,254,597
Indirect Cost Recovery - Department Management		-21,039,071	-29,072,775	-28,841,160	-29,687,722
Public Information		591,633	978,700	1,068,448	1,101,365
Resource Management		7,665,542	20,244,148	12,208,543	12,600,040
Revenue Development		516,667	709,575	508,388	527,318
<b>Total</b>	<b>18001</b>	<b>-428,543</b>	<b>10,568,516</b>	<b>1,210,932</b>	<b>1,233,027</b>
<b>Engineering Services Budget Control Level</b>	<b>17002</b>	<b>2,020,457</b>	<b>1,624,523</b>	<b>2,233,658</b>	<b>2,155,438</b>
<b>General Expense Budget Control</b>					
City Central Costs		11,358,420	12,324,795	11,753,732	12,373,596
Debt Service		18,637,194	26,111,350	27,945,577	30,881,418
Indirect Cost Recovery - General Expense		-11,361,312	-11,657,438	-11,753,733	-12,373,596
Judgment & Claims		3,507,637	3,507,637	3,046,471	3,564,697
<b>Total</b>	<b>18002</b>	<b>22,141,939</b>	<b>30,286,344</b>	<b>30,992,047</b>	<b>34,446,115</b>
<b>Major Maintenance/Replacement Budget Control</b>					
Bridges & Structures		14,250,598	15,032,000	20,463,316	11,806,419
Landslide Mitigation		544,671	454,000	408,995	411,615
Roads		27,864,473	18,732,999	19,564,897	27,519,524
Sidewalk Maintenance		1,641,141	1,814,000	2,073,367	2,324,913
Trails and Bike Paths		2,591,321	5,497,000	5,778,425	6,851,528
<b>Total</b>	<b>19001</b>	<b>46,892,204</b>	<b>41,529,999</b>	<b>48,289,000</b>	<b>48,914,000</b>
<b>Major Projects Budget Control</b>					
Alaskan Way Viaduct and Seawall Replacement		17,848,935	16,627,000	72,199,013	136,724,823
First Hill Streetcar		8,616,192	48,623,000	24,816,642	26,510,905
Magnolia Bridge Replacement		463	0	0	0
Mercer Corridor		19,438,342	10,854,000	5,465,368	499,982
Mercer West		4,463,544	11,173,000	26,854,000	31,958,804

## Seattle Department of Transportation

	Summit Code	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
Spokane Street Viaduct		33,642,172	11,815,000	0	0
SR-520		96,803	259,944	266,978	274,004
<b>Total</b>	<b>19002</b>	<b>84,106,450</b>	<b>99,351,944</b>	<b>129,602,000</b>	<b>195,968,519</b>
<b>Mobility-Capital Budget Control</b>					
Corridor & Intersection Improvements		6,183,594	11,660,000	5,636,383	4,714,965
Freight Mobility		2,670,723	1,823,991	400,608	424,894
Intelligent Transportation System		853,376	0	0	0
Neighborhood Enhancements		2,995,938	10,514,001	3,384,365	3,807,734
New Trails and Bike Paths		8,651,910	15,026	314,135	6,053
Sidewalks & Pedestrian Facilities		5,612,736	8,041,500	6,580,607	5,858,467
Transit & HOV		12,182,484	14,427,871	4,585,902	1,599,887
<b>Total</b>	<b>19003</b>	<b>39,150,761</b>	<b>46,482,389</b>	<b>20,902,000</b>	<b>16,412,000</b>
<b>Mobility-Operations Budget Control</b>					
Commuter Mobility		9,994,185	12,189,550	11,305,570	11,510,943
Neighborhoods		1,347,162	1,848,516	2,574,179	2,661,061
Parking		7,378,255	8,551,055	8,414,048	8,716,699
Signs & Markings		3,162,202	3,827,600	4,787,672	4,912,640
Traffic Signals		7,628,126	8,722,841	8,586,254	8,655,502
<b>Total</b>	<b>17003</b>	<b>29,509,929</b>	<b>35,139,562</b>	<b>35,667,724</b>	<b>36,456,846</b>
<b>ROW Management Budget Control Level</b>	<b>17004</b>	<b>9,256,643</b>	<b>11,524,423</b>	<b>13,733,267</b>	<b>13,623,961</b>
<b>Street Maintenance Budget Control</b>					
Emergency Response		1,520,935	2,210,050	1,951,627	1,992,517
Operations Support		3,559,363	4,104,354	4,206,905	4,300,872
Pavement Management		214,374	87,193	284,075	295,125
Street Cleaning		4,868,677	4,438,281	5,303,120	5,386,919
Street Repair		11,757,754	11,179,495	11,421,044	11,635,744
<b>Total</b>	<b>17005</b>	<b>21,921,103</b>	<b>22,019,373</b>	<b>23,166,772</b>	<b>23,611,176</b>
<b>Urban Forestry Budget Control</b>					
Arborist Services		1,270,829	970,067	1,028,688	1,061,302
Tree & Landscape Maintenance		2,640,354	3,432,561	3,582,080	3,695,904
<b>Total</b>	<b>17006</b>	<b>3,911,183</b>	<b>4,402,628</b>	<b>4,610,768</b>	<b>4,757,206</b>
<b>Department Total</b>		<b>265,485,356</b>	<b>310,651,000</b>	<b>317,887,645</b>	<b>385,297,119</b>
<b>Department Full-time Equivalent Total*</b>		<b>721.00</b>	<b>721.00</b>	<b>725.50</b>	<b>725.50</b>

\* 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 Department of Transportation

## Revenue Overview

### 2013 Estimated Revenues

Summit Code	Source	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
481100	LTGO Bond Proceeds	34,770,427	30,977,891	34,301,043	15,003,776
	<b>Total Bonds</b>	<b>34,770,427</b>	<b>30,977,891</b>	<b>34,301,043</b>	<b>15,003,776</b>
422490	Other Street Use & Curb Permit	11,487,587	5,352,435	6,773,956	7,282,034
422990	Other Non-Business Licenses Fees	1,168,708	917,418	1,118,792	952,795
442490	Other Protective Inspection	0	959,606	1,219,624	1,315,947
444100	Street Maintenance & Repair Charges	129,003	954,366	741,751	765,487
444900	Other Charges - Transportation	45,136,816	62,754,266	41,304,652	49,824,977
543210	IF Architect/Engineering Services C	0	354,000	1,290,338	400,000
544900	IF Other Charges - Transportation	11,269,146	6,602,429	7,283,057	7,748,319
	<b>Total Charges for Service</b>	<b>69,191,260</b>	<b>77,894,520</b>	<b>59,732,169</b>	<b>68,289,558</b>
419999	Transportation Benefit District - VLF	3,719,889	6,800,000	6,868,000	6,937,000
	<b>Total Fees</b>	<b>3,719,889</b>	<b>6,800,000</b>	<b>6,868,000</b>	<b>6,937,000</b>
587001	General Fund	39,119,237	37,635,725	38,668,514	39,072,415
	<b>Total General Subfund Support</b>	<b>39,119,237</b>	<b>37,635,725</b>	<b>38,668,514</b>	<b>39,072,415</b>
471010	Federal Grants	23,530,482	16,868,153	12,897,720	13,029,860
474010	State Grants	6,471,769	21,389,519	12,220,135	21,724,159
477010	Interlocal Grants	570,060	1,425,046	0	0
577010	IF Capital Contributions & Grants	0	2,000,000	13,900,000	20,000,000
	<b>Total Grants</b>	<b>30,572,311</b>	<b>41,682,718</b>	<b>39,017,855</b>	<b>54,754,019</b>
461110	Investment Earnings on Residual Cash Balances	117,940	0	0	0
	<b>Total Interest Earnings</b>	<b>117,940</b>	<b>0</b>	<b>0</b>	<b>0</b>
462500	LT Space/Facilities Leases	37,489	0	0	0
	<b>Total Leases</b>	<b>37,489</b>	<b>0</b>	<b>0</b>	<b>0</b>
481800	Long-Term Intergovtl Loan Proceeds	248,108	1,800,000	0	0
	<b>Total Loans</b>	<b>248,108</b>	<b>1,800,000</b>	<b>0</b>	<b>0</b>
469990	Other Miscellaneous Revenues	100,402	0	0	0
	<b>Total Miscellaneous</b>	<b>100,402</b>	<b>0</b>	<b>0</b>	<b>0</b>
441930	Private Reimbursements	55,575	5,750,000	500,000	0
	<b>Total Private Contributions</b>	<b>55,575</b>	<b>5,750,000</b>	<b>500,000</b>	<b>0</b>
485110	Property Proceeds	0	0	500,000	14,900,000
485110	Rubble Yard Proceeds	19,800,000	0	0	0
	<b>Total Property Sales</b>	<b>19,800,000</b>	<b>0</b>	<b>500,000</b>	<b>14,900,000</b>

## Seattle Department of Transportation

411100	BTG-Property Tax Levy	40,324,961	40,694,000	41,487,000	42,221,000
416310	BTG-Commercial Parking Tax	23,516,949	24,607,623	25,033,000	26,159,000
418800	BTG-Employee Hours Tax	253,726	0	0	0
419997	Commercial Parking Tax - AWW	5,162,257	6,151,906	6,258,000	6,540,000
436088	Motor Vehicle Fuel Tax - Street Improvement	12,652,852	12,964,909	12,964,909	12,964,909
599999	Seawall and Central Waterfront Levy	0	0	43,700,000	78,000,000
	<b>Total Taxes</b>	<b>81,910,745</b>	<b>84,418,438</b>	<b>129,442,909</b>	<b>165,884,909</b>
587116	OPER TR IN-FR Cumulative Reserve Subfund - REET II	5,418,543	4,071,000	10,200,000	7,384,000
587116	OPER TR IN-FR Cumulative Reserve Subfund - Street Vacations	0	1,188,500	0	0
587116	OPER TR IN-FR Cumulative Reserve Subfund - Unrestricted	0	1,074,150	1,025,625	504,500
587118	OPER TR IN-FR Emergency Subfund	37,343	0	0	0
587331	OPER TR IN-FR Park Renov/Improv	0	0	0	0
587338	OP TSF IN 2000 Park Levy Fund	2,586,064	0	0	0
587339	OPER TR IN-FR Finance General	0	0	4,049,500	3,154,857
587355	Oper TR IN-FR 2011 LTGO Bond Fund	6,435,745	0	0	0
587410	Oper TR IN-FR Seattle City Light Fund	0	2,207,000	2,320,000	2,400,000
587624	OPER TR IN-FR General Trust Fund	0	0	0	0
	<b>Total Transfers from Other City Funds</b>	<b>14,477,695</b>	<b>8,540,650</b>	<b>17,595,125</b>	<b>13,443,357</b>
	<b>Total Revenues</b>	<b>294,121,077</b>	<b>295,499,942</b>	<b>326,625,615</b>	<b>378,285,034</b>
379100	Use of (Contribution to) Fund Balance	-28,635,721	15,151,058	-8,737,970	7,012,085
	<b>Total Use of Fund Balance</b>	<b>-28,635,721</b>	<b>15,151,058</b>	<b>-8,737,970</b>	<b>7,012,085</b>
	<b>Total Resources</b>	<b>265,485,356</b>	<b>310,651,000</b>	<b>317,887,645</b>	<b>385,297,119</b>



# Seattle Department of Transportation

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

### Bridges & Structures Budget Control Level

The purpose of the Bridges and Structures Budget Control Level is to maintain the City's bridges and structures which helps provide for the safe and efficient movement of people, goods and services throughout the city.

<b>Program Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Bridge Operations	2,755,392	2,877,331	3,032,768	3,136,661
Structures Engineering	680,905	774,173	795,539	823,832
Structures Maintenance	3,566,931	4,069,795	3,651,169	3,758,339
<b>Total</b>	<b>7,003,228</b>	<b>7,721,299</b>	<b>7,479,476</b>	<b>7,718,831</b>
Full-time Equivalents Total*	56.50	56.50	56.50	56.50

\* 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.

*The following information summarizes the programs in Bridges & Structures Budget Control Level:*

#### **Bridge Operations Program**

The purpose of the Bridge Operations Program is to ensure the safe and efficient operation and preventive maintenance for over 180 bridges throughout the city.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Bridge Operations	2,755,392	2,877,331	3,032,768	3,136,661
Full-time Equivalents Total	28.00	28.00	28.00	28.00

#### **Structures Engineering Program**

The purpose of the Structures Engineering Program is to provide engineering services on all the bridges and structures within the city to ensure the safety of transportation users as they use or move in proximity to these transportation facilities.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Structures Engineering	680,905	774,173	795,539	823,832
Full-time Equivalents Total	5.75	5.75	5.75	5.75

#### **Structures Maintenance Program**

The purpose of the Structures Maintenance Program is to provide for the maintenance of all of the city's bridges, roadside structures and stairways.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Structures Maintenance	3,566,931	4,069,795	3,651,169	3,758,339
Full-time Equivalents Total	22.75	22.75	22.75	22.75

# Seattle Department of Transportation

## Department Management Budget Control Level

The purpose of the Department Management Budget Control Level is to provide leadership and operations support services to accomplish the mission and goals of the department.

<b>Program Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Director's Office	1,166,371	2,840,667	2,277,745	2,342,914
Division Management	9,992,647	13,630,277	12,770,394	13,094,515
Human Resources	677,669	1,237,924	1,218,573	1,254,597
Indirect Cost Recovery - Department Management	-21,039,071	-29,072,775	-28,841,160	-29,687,722
Public Information	591,633	978,700	1,068,448	1,101,365
Resource Management	7,665,542	20,244,148	12,208,543	12,600,040
Revenue Development	516,667	709,575	508,388	527,318
<b>Total</b>	<b>-428,543</b>	<b>10,568,516</b>	<b>1,210,932</b>	<b>1,233,027</b>
Full-time Equivalents Total*	44.00	126.50	123.50	123.50

\* 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.

**The following information summarizes the programs in Department Management Budget Control Level:**

### **Director's Office Program**

The purpose of the Director's Office Program is to provide overall direction and guidance to accomplish the mission and goals of the department.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Director's Office	1,166,371	2,840,667	2,277,745	2,342,914
Full-time Equivalents Total	6.50	5.00	5.00	5.00

### **Division Management Program**

The purpose of the Division Management Program is to provide division leadership and unique transportation technical expertise to accomplish the division's goals and objectives in support of the department's mission.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Division Management	9,992,647	13,630,277	12,770,394	13,094,515
Full-time Equivalents Total	0.50	29.50	29.50	29.50

### **Human Resources Program**

The purpose of the Human Resources Program is to provide employee support services, safety management and other personnel expertise to the department and its employees.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Human Resources	677,669	1,237,924	1,218,573	1,254,597
Full-time Equivalents Total	11.75	9.75	9.75	9.75

# Seattle Department of Transportation

## Indirect Cost Recovery - Department Management Program

The purpose of the Indirect Cost Recovery - Department Management Program is to allocate departmental indirect costs to all transportation activities and capital projects and equitably recover funding from them to support departmental management and support services essential to the delivery of transportation services to the public.

<b>Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Indirect Cost Recovery - Department Management	-21,039,071	-29,072,775	-28,841,160	-29,687,722

## Public Information Program

The purpose of the Public Information Program is to manage all community and media relations and outreach for the department, including all public information requests and inquiries from the City Council and other government agencies. Public Information also maintains the ROADS hotline and the SDOT web site for both residents and department staff.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Public Information	591,633	978,700	1,068,448	1,101,365
Full-time Equivalents Total	1.75	7.50	7.50	7.50

## Resource Management Program

The purpose of the Resource Management Program is to provide the internal financial, accounting, information technology and office space management support for all SDOT business activities.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Resource Management	7,665,542	20,244,148	12,208,543	12,600,040
Full-time Equivalents Total	11.00	69.00	66.00	66.00

## Revenue Development Program

The purpose of the Revenue Development Program is to identify funding, grant and partnership opportunities for transportation projects and provide lead coordination for grant applications and reporting requirements.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Revenue Development	516,667	709,575	508,388	527,318
Full-time Equivalents Total	12.50	5.75	5.75	5.75

# Seattle Department of Transportation

## Engineering Services Budget Control Level

The purpose of the Engineering Services Budget Control Level is to provide construction management for capital projects, engineering support for street vacations, the scoping of neighborhood projects, and other transportation activities requiring transportation engineering and project management expertise.

<b>Program Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Engineering & Operations Support	2,020,457	1,624,523	2,233,658	2,155,438
<b>Total</b>	<b>2,020,457</b>	<b>1,624,523</b>	<b>2,233,658</b>	<b>2,155,438</b>
Full-time Equivalents Total*	5.00	24.75	25.75	25.75

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## General Expense Budget Control Level

The purpose of the General Expense Budget Control Level is to account for certain City business expenses necessary to the overall effective and efficient delivery of transportation services. It equitably recovers funding from all transportation funding sources to pay for these indirect cost services. It also includes Judgment and Claims contributions and debt service payments.

<b>Program Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
City Central Costs	11,358,420	12,324,795	11,753,732	12,373,596
Debt Service	18,637,194	26,111,350	27,945,577	30,881,418
Indirect Cost Recovery - General Expense	-11,361,312	-11,657,438	-11,753,733	-12,373,596
Judgment & Claims	3,507,637	3,507,637	3,046,471	3,564,697
<b>Total</b>	<b>22,141,939</b>	<b>30,286,344</b>	<b>30,992,047</b>	<b>34,446,115</b>

*The following information summarizes the programs in General Expense Budget Control Level:*

### **City Central Costs Program**

The purpose of the City Central Costs Program is to allocate the City's general services costs to SDOT in a way that benefits the delivery of transportation services to the public.

<b>Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
City Central Costs	11,358,420	12,324,795	11,753,732	12,373,596

### **Debt Service Program**

The purpose of the Debt Service Program is to meet principal repayment and interest obligations on debt proceeds that are appropriated in SDOT's budget.

<b>Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Debt Service	18,637,194	26,111,350	27,945,577	30,881,418

# Seattle Department of Transportation

## Indirect Cost Recovery - General Expense Program

The purpose of the Indirect Cost Recovery - General Expense Program is to equitably recover funding from all transportation activities and capital projects to pay for allocated indirect costs for city services that are essential to the delivery of transportation services to the public.

Expenditures	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
Indirect Cost Recovery - General Expense	-11,361,312	-11,657,438	-11,753,733	-12,373,596

## Judgment & Claims Program

The purpose of the Judgment & Claims Program is to represent SDOT's annual contribution to the City's centralized self-insurance pool from which court judgments and claims against the City are paid.

Expenditures	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
Judgment & Claims	3,507,637	3,507,637	3,046,471	3,564,697

## Major Maintenance/Replacement Budget Control Level

The purpose of the Major Maintenance/Replacement Budget Control Level is to provide maintenance and replacement of roads, trails, bike paths, bridges and structures.

Program Expenditures	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
Bridges & Structures	14,250,598	15,032,000	20,463,316	11,806,419
Landslide Mitigation	544,671	454,000	408,995	411,615
Roads	27,864,473	18,732,999	19,564,897	27,519,524
Sidewalk Maintenance	1,641,141	1,814,000	2,073,367	2,324,913
Trails and Bike Paths	2,591,321	5,497,000	5,778,425	6,851,528
<b>Total</b>	<b>46,892,204</b>	<b>41,529,999</b>	<b>48,289,000</b>	<b>48,914,000</b>
Full-time Equivalents Total*	81.50	59.00	59.00	59.00

\* 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.

## **The following information summarizes the programs in Major Maintenance/Replacement Budget Control Level:**

### **Bridges & Structures Program**

The purpose of the Bridges & Structures Program is to provide for safe and efficient use of the city's bridges and structures to all residents of Seattle and adjacent regions to ensure movement of people, goods and services throughout the city.

Expenditures/FTE	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
Bridges & Structures	14,250,598	15,032,000	20,463,316	11,806,419
Full-time Equivalents Total	8.25	21.50	21.50	21.50

# Seattle Department of Transportation

## Landslide Mitigation Program

The purpose of the Landslide Mitigation Program is to proactively identify and address potential areas of landslide concerns that affect the right-of-way.

	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
<b>Expenditures/FTE</b>				
Landslide Mitigation	544,671	454,000	408,995	411,615
Full-time Equivalents Total	11.75	2.00	2.00	2.00

## Roads Program

The purpose of the Roads Program is to provide for the safe and efficient use of the city's roadways to all residents of Seattle and adjacent regions to ensure movement of people, goods and services throughout the city.

	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
<b>Expenditures/FTE</b>				
Roads	27,864,473	18,732,999	19,564,897	27,519,524
Full-time Equivalents Total	6.00	18.50	18.50	18.50

## Sidewalk Maintenance Program

The purpose of the Sidewalk Maintenance Program is to maintain and provide safe and efficient use of the city's sidewalks to all residents of Seattle and adjacent regions to ensure movement of people, goods and services throughout the city.

	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
<b>Expenditures/FTE</b>				
Sidewalk Maintenance	1,641,141	1,814,000	2,073,367	2,324,913
Full-time Equivalents Total	44.00	6.50	6.50	6.50

## Trails and Bike Paths Program

The purpose of the Trails and Bike Paths Program is to maintain and provide safe and efficient use of the city's trails and bike paths to all residents of Seattle and adjacent regions to ensure movement of people, goods and services throughout the city.

	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
<b>Expenditures/FTE</b>				
Trails and Bike Paths	2,591,321	5,497,000	5,778,425	6,851,528
Full-time Equivalents Total	11.50	10.50	10.50	10.50

## Seattle Department of Transportation

### **Major Projects Budget Control Level**

The purpose of the Major Projects Budget Control Level is to design, manage and construct improvements to the transportation infrastructure for the benefit of the traveling public including freight, transit, other public agencies, pedestrians, bicyclists and motorists.

<b>Program Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Alaskan Way Viaduct and Seawall Replacement	17,848,935	16,627,000	72,199,013	136,724,823
First Hill Streetcar	8,616,192	48,623,000	24,816,642	26,510,905
Magnolia Bridge Replacement	463	0	0	0
Mercer Corridor	19,438,342	10,854,000	5,465,368	499,982
Mercer West	4,463,544	11,173,000	26,854,000	31,958,804
Spokane Street Viaduct	33,642,172	11,815,000	0	0
SR-520	96,803	259,944	266,978	274,004
<b>Total</b>	<b>84,106,450</b>	<b>99,351,944</b>	<b>129,602,000</b>	<b>195,968,519</b>
Full-time Equivalents Total*	151.25	32.75	35.75	35.75

*\* 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.*

**The following information summarizes the programs in Major Projects Budget Control Level:**

#### **Alaskan Way Viaduct and Seawall Replacement Program**

The purpose of the Alaskan Way Viaduct and Seawall Replacement Program is to fund the City's involvement in the replacement of the seismically-vulnerable viaduct and seawall. The Alaskan Way Viaduct is part of State Route 99, which carries one-quarter of the north-south traffic through downtown Seattle and is a major truck route serving the city's industrial areas.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Alaskan Way Viaduct and Seawall Replacement	17,848,935	16,627,000	72,199,013	136,724,823
Full-time Equivalents Total	33.25	18.50	19.50	19.50

#### **First Hill Streetcar Program**

The purpose of the First Hill Streetcar Program is to support the First Hill Streetcar project, which connects First Hill employment centers to the regional Link light rail system, including but not limited to the International District/Chinatown Station and Capitol Hill Station at Broadway and John Street.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
First Hill Streetcar	8,616,192	48,623,000	24,816,642	26,510,905
Full-time Equivalents Total	0.00	0.00	1.00	1.00

## Seattle Department of Transportation

### Magnolia Bridge Replacement Program

The purpose of the Magnolia Bridge Replacement Program is to evaluate possible locations and bridge types for the replacement of the Magnolia Bridge, and to ultimately replace the bridge, which was damaged by a landslide in 1997 and the Nisqually earthquake in 2001.

Expenditures	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
Magnolia Bridge Replacement	463	0	0	0

### Mercer Corridor Program

The purpose of the Mercer Corridor Program is to use existing street capacity along the Mercer Corridor and South Lake Union more efficiently and enhance all modes of travel, including pedestrian mobility.

Expenditures/FTE	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
Mercer Corridor	19,438,342	10,854,000	5,465,368	499,982
Full-time Equivalents Total	18.75	7.25	7.25	7.25

### Mercer West Program

The purpose of the Mercer West Program is to use existing street capacity along the west portion of Mercer Street more efficiently and enhance all modes of travel, including pedestrian mobility, and provide an east/west connection between I-5, State Route 99, and Elliott Ave W.

Expenditures	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
Mercer West	4,463,544	11,173,000	26,854,000	31,958,804

### Spokane Street Viaduct Program

The purpose of the Spokane Street Viaduct Program is to improve the safety of the Spokane Street Viaduct by building a new structure parallel and connected to the existing one and widening the existing viaduct.

Expenditures/FTE	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
Spokane Street Viaduct	33,642,172	11,815,000	0	0
Full-time Equivalents Total	32.75	6.50	6.50	6.50

### SR-520 Program

The purpose of the SR-520 Program is to provide policy, planning and technical analysis support and to act as the City's representative in a multi-agency group working on the replacement of the State Route 520 bridge.

Expenditures/FTE	2011 Actual	2012 Adopted	2013 Proposed	2014 Proposed
SR-520	96,803	259,944	266,978	274,004
Full-time Equivalents Total	66.50	0.50	1.50	1.50



## Seattle Department of Transportation

### **Mobility-Capital Budget Control Level**

The purpose of the Mobility-Capital Budget Control Level is to help maximize the movement of traffic throughout the city by enhancing all modes of transportation including corridor and intersection improvements, transit and HOV improvements, and sidewalk and pedestrian facilities.

<b>Program Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Corridor & Intersection Improvements	6,183,594	11,660,000	5,636,383	4,714,965
Freight Mobility	2,670,723	1,823,991	400,608	424,894
Intelligent Transportation System	853,376	0	0	0
Neighborhood Enhancements	2,995,938	10,514,001	3,384,365	3,807,734
New Trails and Bike Paths	8,651,910	15,026	314,135	6,053
Sidewalks & Pedestrian Facilities	5,612,736	8,041,500	6,580,607	5,858,467
Transit & HOV	12,182,484	14,427,871	4,585,902	1,599,887
<b>Total</b>	<b>39,150,761</b>	<b>46,482,389</b>	<b>20,902,000</b>	<b>16,412,000</b>
Full-time Equivalents Total*	151.75	63.00	65.50	65.50

*\* 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.*

**The following information summarizes the programs in Mobility-Capital Budget Control Level:**

#### **Corridor & Intersection Improvements Program**

The purpose of the Corridor & Intersection Improvements Program is to analyze and make improvements to corridors and intersections to move traffic more efficiently. Examples of projects include signal timing, left turn signals and street improvements.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Corridor & Intersection Improvements	6,183,594	11,660,000	5,636,383	4,714,965
Full-time Equivalents Total	2.25	11.75	13.75	13.75

#### **Freight Mobility Program**

The purpose of the Freight Mobility Program is to help move freight throughout the city in a safe and efficient manner.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Freight Mobility	2,670,723	1,823,991	400,608	424,894
Full-time Equivalents Total	34.25	1.75	1.75	1.75

# Seattle Department of Transportation

## Intelligent Transportation System Program

The purpose of the Intelligent Transportation System (ITS) Program is to fund projects identified in the City's ITS Strategic Plan and ITS Master Plan. Examples of projects include implementation of transit signal priority strategies; installation of closed-circuit television (CCTV) cameras to monitor traffic in key corridors; and development of parking guidance, traveler information and real-time traffic control systems.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Intelligent Transportation System	853,376	0	0	0
Full-time Equivalents Total	0.75	12.50	12.50	12.50

## Neighborhood Enhancements Program

The purpose of the Neighborhood Enhancements Program is to make safe and convenient neighborhoods by improving sidewalks, traffic circles, streetscape designs and the installation of pay stations.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Neighborhood Enhancements	2,995,938	10,514,001	3,384,365	3,807,734
Full-time Equivalents Total	21.25	11.00	11.00	11.00

## New Trails and Bike Paths Program

The purpose of the New Trails and Bike Paths Program is to construct new trails and bike paths that connect with existing facilities to let users transverse the city on a dedicated network of trails and paths.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
New Trails and Bike Paths	8,651,910	15,026	314,135	6,053
Full-time Equivalents Total	62.00	8.25	8.25	8.25

## Sidewalks & Pedestrian Facilities Program

The purpose of the Sidewalks & Pedestrian Facilities Program is to install new facilities that help pedestrians move safely along the city's sidewalks by installing or replacing sidewalks, modifying existing sidewalks for elderly and handicapped accessibility, and increasing pedestrian lighting.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Sidewalks & Pedestrian Facilities	5,612,736	8,041,500	6,580,607	5,858,467
Full-time Equivalents Total	8.75	11.75	12.25	12.25

## Transit & HOV Program

The purpose of the Transit & HOV Program is to move more people in less time throughout the city.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Transit & HOV	12,182,484	14,427,871	4,585,902	1,599,887
Full-time Equivalents Total	22.50	6.00	6.00	6.00

# Seattle Department of Transportation

## **Mobility-Operations Budget Control Level**

The purpose of the Mobility-Operations Budget Control level is to promote the safe and efficient operation of all transportation modes in the city. This includes managing the parking, pedestrian, and bicycle infrastructure; implementing neighborhood plans; encouraging alternative modes of transportation; and maintaining and improving signals and the non-electrical transportation management infrastructure.

<b>Program Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Commuter Mobility	9,994,185	12,189,550	11,305,570	11,510,943
Neighborhoods	1,347,162	1,848,516	2,574,179	2,661,061
Parking	7,378,255	8,551,055	8,414,048	8,716,699
Signs & Markings	3,162,202	3,827,600	4,787,672	4,912,640
Traffic Signals	7,628,126	8,722,841	8,586,254	8,655,502
<b>Total</b>	<b>29,509,929</b>	<b>35,139,562</b>	<b>35,667,724</b>	<b>36,456,846</b>
Full-time Equivalents Total*	121.50	140.25	142.75	142.75

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**The following information summarizes the programs in Mobility-Operations Budget Control Level:**

### **Commuter Mobility Program**

The purpose of the Commuter Mobility Program is to provide a variety of services, including enforcement of City commercial vehicle limits, transit coordination, and planning, to increase mobility and transportation options to the residents of Seattle.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Commuter Mobility	9,994,185	12,189,550	11,305,570	11,510,943
Full-time Equivalents Total	29.50	44.00	45.50	45.50

### **Neighborhoods Program**

The purpose of the Neighborhoods Program is to plan and forecast the needs of specific neighborhoods including neighborhood and corridor planning, development of the coordinated transportation plans, traffic control spot improvements and travel forecasting. The program also constructs minor improvements in neighborhoods based on these assessments.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Neighborhoods	1,347,162	1,848,516	2,574,179	2,661,061
Full-time Equivalents Total	9.75	11.50	12.50	12.50

### **Parking Program**

The purpose of the Parking Program is to manage the City's parking resources, maintain and operate pay stations and parking meters for on-street parking, and develop and manage the City's carpool program and Residential Parking Zones for neighborhoods.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Parking	7,378,255	8,551,055	8,414,048	8,716,699
Full-time Equivalents Total	7.50	33.25	33.25	33.25

# Seattle Department of Transportation

## Signs & Markings Program

The purpose of the Signs & Markings Program is to design, fabricate and install signage, as well as provide pavement, curb and crosswalk markings to facilitate the safe movement of vehicles, pedestrians and bicyclists throughout the city.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Signs & Markings	3,162,202	3,827,600	4,787,672	4,912,640
Full-time Equivalents Total	5.75	18.75	18.75	18.75

## Traffic Signals Program

The purpose of the Traffic Signals Program is to operate the Traffic Management Center that monitors traffic movement within the city and to maintain and improve signals and other electrical transportation management infrastructure.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Traffic Signals	7,628,126	8,722,841	8,586,254	8,655,502
Full-time Equivalents Total	69.00	32.75	32.75	32.75

## **ROW Management Budget Control Level**

The purpose of the Right-of-Way (ROW) Management Budget Control Level is to ensure that projects throughout the city meet code specifications for uses of the right-of-way and to provide plan review, utility permit and street use permit issuance, and utility inspection and mapping services.

<b>Program Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Street Use Permitting & Enforcement	9,256,643	11,524,423	13,733,267	13,623,961
<b>Total</b>	<b>9,256,643</b>	<b>11,524,423</b>	<b>13,733,267</b>	<b>13,623,961</b>
Full-time Equivalents Total*	24.75	66.50	72.50	72.50

*\* 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 Department of Transportation

### **Street Maintenance Budget Control Level**

The purpose of the Street Maintenance Budget Control Level is to maintain the city's roadways and sidewalks. Repair and maintenance of the right-of-way promotes safety, enhances mobility, and protects the environment. Through planned maintenance, cleaning and spot repairs of streets, alleys, pathways and stairways, Street Maintenance improves the quality of life and business climate in the city.

<b>Program Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Emergency Response	1,520,935	2,210,050	1,951,627	1,992,517
Operations Support	3,559,363	4,104,354	4,206,905	4,300,872
Pavement Management	214,374	87,193	284,075	295,125
Street Cleaning	4,868,677	4,438,281	5,303,120	5,386,919
Street Repair	11,757,754	11,179,495	11,421,044	11,635,744
<b>Total</b>	<b>21,921,103</b>	<b>22,019,373</b>	<b>23,166,772</b>	<b>23,611,176</b>
Full-time Equivalents Total*	59.00	120.50	113.00	113.00

*\* 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.*

**The following information summarizes the programs in Street Maintenance Budget Control Level:**

#### **Emergency Response Program**

The purpose of the Emergency Response Program is to respond to safety and mobility issues such as pavement collapses, severe weather, landslides and other emergencies to make the right-of-way safe for moving people and goods. This program proactively addresses landslide hazards to keep the right-of-way open and safe.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Emergency Response	1,520,935	2,210,050	1,951,627	1,992,517
Full-time Equivalents Total	21.50	2.25	2.25	2.25

#### **Operations Support Program**

The purpose of the Operations Support Program is to provide essential operating support services necessary for the daily operation of SDOT's equipment and field workers dispatched from three field locations in support of street maintenance activities. These functions include warehousing, bulk material supply and management, tool cleaning and repair, equipment maintenance and repair, project accounting and technical support, and crew supervision.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Operations Support	3,559,363	4,104,354	4,206,905	4,300,872
Full-time Equivalents Total	2.00	34.25	33.75	33.75

## Seattle Department of Transportation

### Pavement Management Program

The purpose of the Pavement Management Program is to assess the condition of asphalt and concrete pavements and establish citywide paving priorities for annual resurfacing and repair programs.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Pavement Management	214,374	87,193	284,075	295,125
Full-time Equivalents Total	18.50	0.75	0.75	0.75

### Street Cleaning Program

The purpose of the Street Cleaning Program is to keep Seattle's streets, improved alleys, stairways and pathways clean, safe and environmentally friendly by conducting sweeping, hand-cleaning, flushing and mowing on a regular schedule.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Street Cleaning	4,868,677	4,438,281	5,303,120	5,386,919
Full-time Equivalents Total	6.50	21.25	21.25	21.25

### Street Repair Program

The purpose of the Street Repair Program is to preserve and maintain all streets and adjacent areas such as sidewalks and road shoulders by making spot repairs and conducting annual major maintenance paving and rehabilitation programs.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Street Repair	11,757,754	11,179,495	11,421,044	11,635,744
Full-time Equivalents Total	10.50	62.00	55.00	55.00

# Seattle Department of Transportation

## Urban Forestry Budget Control Level

The purpose of the Urban Forestry Budget Control Level is to administer, maintain, protect and expand the city's urban landscape in the street right-of-way through the maintenance and planting of new trees and landscaping to enhance the environment and aesthetics of the city. The Urban Forestry BCL maintains City-owned trees to improve the safety of the right-of-way for Seattle's residents and visitors.

<b>Program Expenditures</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Arborist Services	1,270,829	970,067	1,028,688	1,061,302
Tree & Landscape Maintenance	2,640,354	3,432,561	3,582,080	3,695,904
<b>Total</b>	<b>3,911,183</b>	<b>4,402,628</b>	<b>4,610,768</b>	<b>4,757,206</b>
Full-time Equivalents Total*	25.75	31.25	31.25	31.25

\* 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.

**The following information summarizes the programs in Urban Forestry Budget Control Level:**

### **Arborist Services Program**

The purpose of the Arborist Services Program is to maintain, protect and preserve city street trees and to regulate privately-owned trees in the right-of-way by developing plans, policies and procedures to govern and improve the care and quality of street trees.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Arborist Services	1,270,829	970,067	1,028,688	1,061,302
Full-time Equivalents Total	18.50	8.75	8.75	8.75

### **Tree & Landscape Maintenance Program**

The purpose of the Tree & Landscape Maintenance Program is to provide planning, design, construction and construction inspection services for the landscape elements of transportation capital projects, as well as guidance to developers on the preservation of city street trees and landscaped sites during construction of their projects.

<b>Expenditures/FTE</b>	<b>2011 Actual</b>	<b>2012 Adopted</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Tree & Landscape Maintenance	2,640,354	3,432,561	3,582,080	3,695,904
Full-time Equivalents Total	7.25	22.50	22.50	22.50

## Seattle Department of Transportation

### Transportation Fund Table

#### Transportation Operating Fund (10310)

	2011 Actuals	2012 Adopted	2012 Revised	2013 Proposed	2014 Proposed
<b>Beginning Fund Balance</b>	<b>33,207,789</b>	<b>36,324,539</b>	<b>61,182,879</b>	<b>44,464,872</b>	<b>53,202,843</b>
Accounting and Technical Adjustments	-660,632	0	0	0	0
Plus: Actual and Estimated Revenues	294,121,077	295,499,942	294,886,056	326,625,615	378,285,034
Less: Actual and Budgeted Expenditures	265,485,356	310,651,000	311,604,063	317,887,645	385,297,119
<b>Ending Fund Balance</b>	<b>61,182,879</b>	<b>21,173,481</b>	<b>44,464,872</b>	<b>53,202,843</b>	<b>46,190,758</b>
Continuing Appropriations	41,501,931	23,000,000	41,501,931	41,501,931	41,501,931
Rubble Yard Reserve	16,800,000	2,057,420	2,000,000	0	0
<b>Total Reserves</b>	<b>58,301,931</b>	<b>25,057,420</b>	<b>43,501,931</b>	<b>41,501,931</b>	<b>41,501,931</b>
<b>Ending Unreserved Fund Balance</b>	<b>2,880,948</b>	<b>-3,883,939</b>	<b>962,941</b>	<b>11,700,912</b>	<b>4,688,827</b>



# Seattle Department of Transportation

## Capital Improvement Program Highlights

The Seattle Department of Transportation (SDOT) is responsible for maintaining, upgrading, and monitoring the use of the City's system of streets, bridges, retaining walls, seawalls, bicycle and pedestrian facilities, and traffic control devices. SDOT's Capital Improvement Program (CIP) outlines the Department's plan for repairing, improving, and adding to this extensive infrastructure. The CIP is financed from a variety of revenue sources that include the City's General Fund and Cumulative Reserve Subfund, state and federal grants, partnerships with private organizations and other public agencies, and bond proceeds.

The 2013-2018 Proposed CIP includes key infrastructure work such as support for the Alaskan Way Viaduct and Seawall Replacement Program, implementation of the Pedestrian and Bike Master Plans, implementation of the Transit Master Plan which was completed in early 2012, enhanced paving and street repair of the City's arterial and non-arterial streets, and Sound Transit's funding of the new First Hill Streetcar line.

The below information is somewhat technical in nature. However, more detailed information on SDOT's full capital program can be found in the 2013-2018 Proposed CIP.

Most capital appropriations for SDOT are included within the Budget Control Level (BCL) appropriations displayed at the start of this chapter. These appropriations are funded by a variety of revenue sources, most of which do not require separate authority to be transferred to the Transportation Operating Fund (TOF). Revenue sources which do require separate authority to transfer to the TOF include the Cumulative Reserve Subfund (CRS) and Limited Tax General Obligation Bond (LTGO) proceeds.

Table 1 provides an informational display of transfers of LTGO bond proceeds to the TOF and the projects to which these proceeds will be allocated. Authority to transfer these funds to the TOF is provided by the various LTGO bond ordinances or other legislation.

CRS appropriations authorized for specific programs are listed in the CRS section of the Proposed Budget. (See the informational Table 2, "2013 and 2014 Proposed SDOT Cumulative Reserve Subfund Program Detail" for a list of the specific CRS-funded projects by program.) The CRS Debt Service Program requires a separate appropriation outside of SDOT BCLs. Funding for REET debt is not included within the SDOT BCLs, and is appropriated in the CRS section of the budget. CRS-Unrestricted funds, backed by a transfer for the King County Proposition 2 Trail and Open Space Levy, are included in SDOT's budget and are also appropriated in the CRS section of the Proposed Budget.

Table 3, entitled "Capital Improvement Budget Control Level Outlay," shows the portion of the various SDOT appropriations that represent the Department's CIP outlays. Consistent with RCW 35.32A.080, if any portion of these outlays remains unexpended or unencumbered at the close of the fiscal year, that portion shall be held available for the following year, except if abandoned by the City Council by ordinance. A detailed list of all programs and projects in SDOT's CIP can be found in the 2013-2018 Proposed Capital Improvement Program document.

Table 4, entitled "Central Waterfront Improvement Fund Appropriation," is an informational display of funds appropriated from the Central Waterfront Improvement Fund to the Transportation Operating Fund for support of the Alaskan Way Viaduct and Seawall Replacement Program (AWVSRP). These funds are appropriated in the Central Waterfront Improvement Fund section of the Proposed Budget. The funding supports costs associated with the design and construction of the Central Waterfront component of the AWVSRP, costs for city administration, and costs eligible for financing by a future Local Improvement District (LID).

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**Table 1: Bond Transfers to the Transportation Operating Fund – Information Only**

	<b>2013 Proposed</b>	<b>2014 Proposed</b>
<b>Bridge Rehabilitation and Replacement: TC366850</b>		
2014 Multipurpose LTGO Bond	0	1,235,577
<b>Bridge Seismic Retrofit Phase II: TC365810</b>		
2013 Multipurpose LTGO Bond	6,928,043	0
2014 Multipurpose LTGO Bond	0	2,518,199
<b>Elliott Bay Seawall Project: TC367320</b>		
2013 Multipurpose LTGO Bond	6,200,000	0
Seawall Levy UTGO Bond	40,700,000	75,000,000
<b>Linden Avenue N Complete Streets: TC366930</b>		
2014 Multipurpose LTGO Bond	0	1,250,000
<b>Mercer Corridor Project West Phase: TC367110</b>		
2013 Multipurpose LTGO Bond	11,173,000	
<b>South Park Bridge: TC365780</b>		
2013 Multipurpose LTGO Bond	10,000,000	0
2014 Multipurpose LTGO Bond	0	5,000,000
<b>Waterfront Improvement Program: TC367330</b>		
2014 Multipurpose LTGO Bond	0	5,000,000
Seawall Levy UTGO Bond	3,000,000	3,000,000
<b>Total Bond Proceeds</b>	<b>78,001,043</b>	<b>93,003,776</b>

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**Table 2: 2013-2014 Proposed SDOT Cumulative Reserve Subfund Program Detail Information Only (\$1,000s)**

Program/Project	Project ID	Sub-Account	2013 Proposed	2014 Proposed
<b>Bridges &amp; Structures (19001A)</b>			<b>2,673</b>	<b>2,674</b>
Bridge Painting Program	TC324900	REET II	2,135	2,135
Hazard Mitigation Program - Areaways	TC365480	REET II	326	327
Retaining Wall Repair and Restoration	TC365890	REET II	212	212
<b>Debt Service (18002D) - CRS-U</b>			<b>1,026</b>	<b>505</b>
Trails - Debt Service	TG356590	CRS-U	1,026	505
<b>Debt Service (18002D) - REET II</b>			<b>1,362</b>	<b>1,362</b>
Alaskan Way Viaduct & Seawall - Debt Svc	TC320060	REET II	1,252	1,252
Fremont Bridge Approaches - Debt Svc	TC320060	REET II	110	110
<b>Freight Mobility (19003B)</b>			<b>0</b>	<b>235</b>
Freight Spot Improvement Program	TC365850	REET II	0	235
<b>Landslide Mitigation (19001B)</b>			<b>200</b>	<b>200</b>
Hazard Mitigation Program - Landslides	TC365510	REET II	200	200
<b>Neighborhood Enhancements (19003D)</b>			<b>752</b>	<b>0</b>
NSF/CRS Neighborhood Program	TC365770	REET II	752	0
<b>Roads (19001C)</b>			<b>4,190</b>	<b>4,190</b>
Arterial Major Maintenance	TC365940	REET II	3,040	3,040
Non-Arterial Asphalt Street Resurfacing	TC323920	REET II	650	650
Non-Arterial Concrete Rehabilitation	TC323160	REET II	500	500
<b>Sidewalks &amp; Pedestrian Facilities (19003F)</b>			<b>885</b>	<b>85</b>
Pedestrian Master Plan - School Safety	TC367170	REET II	836	36
Pedestrian Master Plan Implementation	TC367150	REET II	49	49
<b>Transit &amp; HOV (19003G)</b>			<b>1,500</b>	<b>0</b>
3rd Avenue Corridor Improvements	TC367370	REET II	1,000	0
Ballard-Downtown High Capacity Transit	TC367390	REET II	500	0
<b>Total CRS Funding to Transportation</b>			<b>12,588</b>	<b>9,251</b>

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**Table 3: Capital Improvement Budget Control Level Outlay**

<b>Budget Control Level</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Major Maintenance/Replacement	\$48,289,000	\$48,914,000
Major Projects	\$129,602,000	\$195,969,000
Mobility Capital	\$20,920,000	\$19,232,000
<b>Total Capital Improvement Program Outlay</b>	<b>\$198,793,000</b>	<b>\$264,115,000</b>

**Table 4: Central Waterfront Improvement Fund Appropriation (Information Only)**

The purpose of the Central Waterfront Improvement Fund Support to Transportation Budget Control Level is to appropriate funds from the Central Waterfront Improvement Fund to the Transportation Operating Fund for support of the Alaskan Way Viaduct and Seawall Replacement project.

<b>Expenditures</b>	<b>2013 Proposed</b>	<b>2014 Proposed</b>
Central Waterfront Improvement Fund Support to Transportation BCL	\$9,500,000	0