

# Seattle Department of Transportation

Sam Zimbabwe, Director

(206) 684-5000

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

## 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 City's transportation infrastructure is estimated to be worth approximately \$28 billion, including these major system assets:

- 1,548 lane-miles of arterial streets;
- 2,396 lane-miles of non-arterial streets;
- 2,293 miles of sidewalks;
- 124 bridges;
- 499 stairways;
- 581 retaining walls;
- 22 miles of seawalls;
- 1,118 signalized intersections;
- 47 miles of multi-purpose trails;
- 2,293 miles of improved sidewalks and median pathways;
- 142 miles of on-street bicycle facilities;
- 38,000 street trees;
- 1,512 pay stations;
- 31,823 curb ramps;
- more than 194,000 signs

The SDOT budget covers three major lines of business:

The **Transportation Capital Improvement Program** includes the major maintenance and replacement of SDOT's capital assets; the program also develops and constructs additions to the City's transportation infrastructure. The program includes the Major Maintenance/Replacement, Major Projects, and Mobility-Capital Budget Summary Levels (BSLs).

**Operations and Maintenance** covers day-to-day operations and routine maintenance that keep people and goods moving throughout the city, which includes operating the city's movable bridges and traffic signals, cleaning streets, repairing potholes, issuing permits, maintaining trees, and transportation planning and engineering. The four BSLs in this area are: Bridges and Structures; Maintenance Operations; Mobility-Operations; and Right-of-Way Management.

**Business Management and Support** provides overall policy direction and business support for SDOT and includes the Leadership and Administration and General Expense BSLs.

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## Budget Snapshot

	2019 Actuals	2020 Adopted	2021 Adopted
<b>Department Support</b>			
General Fund Support	43,818,562	46,652,133	54,595,885
Other Funding - Operating	235,987,454	317,031,321	217,276,720
<b>Total Operations</b>	<b>279,806,017</b>	<b>363,683,454</b>	<b>271,872,605</b>
<b>Capital Support</b>			
General Fund Support	106	3,060,000	2,060,728
Other Funding - Capital	245,178,580	413,685,733	362,696,697
<b>Total Capital</b>	<b>245,178,686</b>	<b>416,745,733</b>	<b>364,757,424</b>
<b>Total Appropriations</b>	<b>524,984,703</b>	<b>780,429,187</b>	<b>636,630,029</b>

Full-Time Equivalents Total\* 931.50 958.00 959.00

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

## Budget Overview

The City of Seattle, like the rest of the country, is recovering from the impacts of the COVID-19 pandemic. In addition to adverse public health impacts, the pandemic has had a devastating impact on national, state, and local economies resulting in significant declines in revenues and increases in emergency spending. It is within this context of uncertainty and economic instability that the City took action to rebalance the 2020 Seattle Department of Transportation (SDOT) budget through a series of reductions and pauses on operating and capital spending and that the 2021 Adopted Budget was developed.

Significant revenue shortfalls (citywide and transportation specific) due to the economic downturn coupled with uncertainties regarding the outcome on I-976 and STBD renewal and possible reduction of grant and partnership funding create a high-risk environment for SDOT revenues. In addition, cost pressures from the West Seattle Bridge closure and resulting traffic mitigation, protest response, and COVID-19 impacts are further increasing the funding gap. Winter weather response and past fund balance issues exacerbate an already volatile financial condition.

The 2021 funding gap is anticipated to be \$85.1 million with revenue and funding declines comprising \$53 million or 66% of the gap, with timing and fund balance issues making up \$24.8 million and the remaining \$2.3 million resulting from a shortfall in reimbursable revenue. Because there are no local tools to make up for all the revenue losses nor does this budget reflect significant financial assistance from our federal or state partners, the proposed budget includes direct program and project reductions of \$60 million in 2021 and \$25 million in borrowing through an interfund loan intended to minimize the extent of cuts needed in 2021 and 2022. Repayment of this interfund loan in 2022-2024 will be facilitated by reduced spending in those years.

General principles underlying our approach to the 2021 Adopted Budget are:

- Maintaining essential services (as defined in the Continuity of Operations Plan), safety requirements and basic maintenance and restoration of transportation infrastructure (including the West Seattle High Bridge)
- Minimizing direct impacts to underserved communities and engaging in an equity-centered recovery process - reexamine our work and how we engage communities in accomplishing our work

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- Preserving City personnel to maintain ability to respond to COVID-19 recovery, return-to-work ramp up activities, West Seattle Bridge support/mitigation, and other emerging issues
- Maintaining funding and flexibility within larger transportation and mobility focused programs and opt instead to postpone discrete capital projects and remain responsive to Federal and State funding opportunities

The 2021 Adopted Budget continues support for investments that enhance safe environments for walking, biking, riding transit, driving, and moving freight based on geographic equity and community need. All budget investments are intended to further integrate SDOT's master plans and continue to implement a comprehensive Move Seattle strategy that maintains and expands the City's transportation infrastructure. All investments are prioritized based on safety, need, regulatory requirements and policies established by the City.

Although the financial challenges and uncertainty made decisions difficult, the actions we have taken in 2020 and 2021 will prevent making deeper cuts in the future.

Some highlights of the 2021 Adopted Budget are:

1. **Move Seattle Levy:** The 2021 Adopted Budget continues to support the Move Seattle Levy plan by including capital project staffing support, sidewalk and ADA improvements, bridge rehabilitation, and school zone safety enhancements. Construction funding for significant capital projects include Madison BRT, continuing Northgate Bridge, AAC 15th Ave NE and Vision Zero 12th Ave S. Despite project and program pauses and reductions in the 2020 budget rebalance, cash flow needs require short-term borrowing to meet spending plans. A placeholder for \$50 million in borrowing that was assumed in the 2020 Adopted Budget has been reduced to \$20 million in 2021.

The Mayor is committed to receiving public input on the difficult budget choices in transportation programs and projects, including pauses and reductions. While the timing of rebalancing 2020 and incorporating public input in developing the 2021 budgets did not align with the 2021 Adopted Budget submission schedule, the Mayor is seeking this input through the Move Seattle Levy assessment process. This assessment process began concurrent with budget review last fall, with a draft assessment presented to the Move Seattle Levy Oversight Committee in December 2020. Note that public input may alter the list of projects proposed as paused in the 2021 Adopted Budget, however the size of the revenue reductions will make it difficult to provide alternatives to some of the project pauses.

2. **STBD:** In November 2014, voters approved Seattle Transportation Benefit District (STBD) Proposition 1 which provides a \$60 vehicle license fee and 0.1% sales tax in support of enhanced transit service in Seattle purchased from King County Metro, along with ORCA Opportunity and low-income transit access programs, transit capital investments and low income VLF rebates. This measure expired on December 31, 2020. In November 2020, voters approved a new STBD measure which provides a 0.15% sales tax to partially replace the funding from the expired 2014 ballot measure. The 2021 Adopted Budget includes \$29.8 million of STBD funds to pay for transit service, emerging needs/West Seattle mobility, ORCA transit passes, and capital improvements. In addition, Council passed Ordinance 126234 which increases vehicle license fees in 2021 from \$20 to \$40 per vehicle. The adopted budget places the \$3.6 million associated with this fee increase in Finance General. These funds will be transferred to SDOT in 2021 after Council approves a spending plan for the use of these new revenues.
3. **West Seattle Bridge:** The 2021 Adopted Budget includes debt service for \$100 million in bond funding of activities including bridge monitoring and testing, emergency stabilization repairs, planning and design costs for repair or replacements, Low Bridge monitoring and maintenance, and traffic and travel mitigation projects including Reconnect West Seattle projects.
4. **Transfer Parking Enforcement** from the Seattle Police Department to SDOT, totaling \$15,013,173 and 123.00 FTE. The unit is being transferred because its core functions - the management of street parking and the right-of-way, and the enforcement thereof - is more appropriately situated in SDOT (note: City Council Modified this proposal; see below for Council Changes to the 2021 Proposed Budget).

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5. Sound Transit 3 (ST3): Investments in ST3 continue to be a priority for the City, and the proposed budget includes reimbursable funding of SDOT's work on behalf of Sound Transit. The work includes planning, designing, and constructing capital improvements to RapidRide C and D Lines.

## Transportation Revenues

The 2021 Proposed Budget relies on several funding sources to support transportation needs—sources include: federal, state and local grants; bonds; Move Seattle property tax levy; commercial parking tax; vehicle license fees; fees for service; Real Estate Excise Taxes; street vacation fees; gas tax; multimodal funds; property sale proceeds; school zone camera fines; sales tax; and an annual allocation from the City's General Fund.

In 2020, transportation-specific revenues are expected to decline by about \$33.5M or 5.2%. This is in addition to the \$13.3 million loss of General Fund support, so the total revenue reduction is about 7% of all department revenues. In 2021 expected transportation specific revenue loss over 2020 Adopted projections is \$70.6M and loss in all sources of revenue is \$85.7M.

For 2021, projected commercial parking tax revenue has been adjusted downward to reflect actual and forecasted declines in this revenue stream. These revenues are leveraged to back bond financing of both seawall and waterfront projects and general transportation needs. Investments of Real Estate Excise Tax (REET) supporting SDOT's Capital Improvement Program (CIP) will be focused on funding the West Seattle Bridge through debt service payments, which will limit future investment in other city projects long-term.

Additionally, for 2021, any revenue collected from the new taxes on Transportation Network Companies (TNCs) established in 2020 that would have been split between housing and transportation purposes will instead be dedicated to support transportation projects, after implementation costs and the Dispute Resolution Center has been fully funded.

## Council Changes to the Proposed Budget

As part of the Council Budget Process, the City produced a November Revenue Forecast with significant changes compared to the August Revenue Forecast that was used to develop the Mayor's Proposed Budget. Most notably, citywide revenues like General Fund and Real Estate Excise Tax (REET) projections increased (\$32.6 million and \$3.0 million over August Forecast projections, respectively), while transportation-specific revenue projections saw further declines in Commercial Parking Tax (CPT) and School Zone Camera penalties (reductions of \$9.6 million and \$8.5 million, respectively), with the exception of a \$2.3 million increase in Seattle Transportation District sales tax in 2020. As a result of these updated projections, the City Council applied some of the increased revenue from the General Fund and REET to support CPT and School Zone Camera shortfalls, preventing the need for further reductions to SDOT Programs.

In addition, funding was added for substantial completion milestones for previously unfunded projects, as well as partial restoration of reductions included in the 2021 Proposed Budget. These are explained in more detail, below.

City Council modified the transfer of Seattle Police Department's Parking Enforcement Officers (PEOs) from SDOT and instead the 2021 Adopted Budget transfers PEOs to the newly established Community Safety and Communications Center. Please refer to that section in the Budget Book for more information.

In November 2021, Seattle voters approved a ballot measure to impose a 0.15% sales tax that funds transit service and related activities. Consequently, the 2021 Adopted Budget appropriates \$29.8 million for the Seattle Transportation Benefit District.

Restoration In the 2021 Adopted Budget, the City Council restored budget for a number of projects that were proposed for reduction in the Mayor's 2021 Proposed Budget. This funding did not increase projects or programs beyond previously established scope. Included was funding to continue projects previously supported by Transportation Network Tax that did not materialize in 2020 (Capitol Hill Public Life Study, Thomas Street Redesigned), restoration of pedestrian improvements budget for two Transit-Plus Multimodal Corridor projects

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(Route 7 and Route 44), and selected projects that impact the Georgetown and South Park neighborhoods (Georgetown to South Park Trail, Georgetown to Downtown Protected Bike Lanes).

Program/Project Increases In addition to restoring projects to previously funded levels, the 2021 Adopted Budget expanded funding projects that were not fully funded in previous budgets. This allowed for substantial completion or providing general increases to programs and projects including pedestrian and bike improvements on the NE 45th corridor, sidewalk improvements near Rainier Ave. S, and expanded bridge maintenance funding.

### City Council Provisos

The City Council included the following provisos in the 2021 Adopted Budget:

Of the appropriation in the 2021 Budget for the Seattle Department of Transportation's SDOT-BC-TR19001 BSL, \$222,890 is appropriated solely for retaining either or both of the following positions: an Asphalt Paving CC, Assistant (#00008616) position and an Asphalt Raker, Senior (#00008614) position and may be spent for no other purpose.

Of the appropriation in the 2021 Budget for the Seattle Department of Transportation's SDOT-BO-TR17003 BSL, \$98,151 is appropriated solely for retaining an Engineering Aide (#00007736) position and may be spent for no other purpose.

Of the appropriation in the 2021 Budget for the Seattle Department of Transportation's SDOT-BO-TR18001 BSL, \$910,235 is appropriated solely for retaining any combination of the following positions: Executive 2 (#00008348) position, Labor Relations Coordinator (#00012005) position, Res & Eval Assistant-BU (#00022523) position, Space Planner (#00007693) position, Strategic Advisor 1, General Government (#10004402) position, and Strategic Advisor 2, Finance, Budget, and Accounting (#10005232) position and may be spent for no other purpose.

### City Council CIP Provisos

The City Council included the following provisos in the 2021-2026 Adopted CIP Budget:

Of the appropriation in the 2021 budget for the Seattle Department of Transportation's Mobility Capital BSL, \$400,000 is appropriated solely for bicycle and pedestrian improvements along NE 45th Street between Wallingford and the University District Light Rail Station and may be spent for no other purpose.

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## Incremental Budget Changes

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	Dollars	FTE
<b>2021 Beginning Budget</b>	<b>785,129,974</b>	<b>958.00</b>
 <b>Baseline</b>		
Citywide Adjustments for Standard Cost Changes	5,267,111	-
Central Cost Manual Account Reconciliation	457,002	-
Baseline Adjustments for Personnel Costs	(1,110,201)	-
Adjustment for One-Time Budget Changes	(11,978,577)	-
Baseline Revenue	-	-
Baseline Transfer	-	-
Debt Service Adjustment	1,843,421	-
STBD Proposition 1	(66,851,338)	-
 <b>Proposed Operating</b>		
Move Seattle Levy Debt Service	170,000	-
Program Reductions	(1,483,754)	(1.00)
Add Transportation Network Tax Funds to Transportation Equity	63,022	-
Seattle Wayfinding Maps	50,000	-
Transfer Parking Enforcement from the Seattle Police Department	15,013,173	123.00
Parking Enforcement Special Event Overtime	803,000	-
Leadership and Administration Reductions	(5,214,893)	(2.00)
Transportation Operations Reductions	(2,032,221)	-
Transit and Mobility Reductions	(3,569,633)	-
Streetcar Operations Reduction	(700,000)	-
Seattle Transportation Benefit District O&M Appropriation adjustment	7,343,447	-
 <b>Proposed Capital</b>		
Marion Street Bridge WSDOT Construction	500,000	-
Waterfront Funding Plan Adjustments	(82,649,000)	-
Waterfront Transportation Infrastructure Maintenance	100,000	-
Add Transportation Network Tax Funds to Capital Projects	1,200,000	-
C/D Line Transit Improvements	6,000,000	-
Rt 48 Re-Appropriation	300,000	-
Capital Project Reductions and Reallocations	(2,635,528)	-
Delayed Capital Projects	(26,761,002)	-
Select Move Seattle Program Reductions	(7,058,091)	-
Transit Capital Reductions	(2,749,112)	-
Maintenance and Operations Reductions CIP	(37,826,917)	-
Street Use and REET II Capital Reductions	(778,895)	-

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Additional Real Estate Excise Tax (REET) Reductions	(1,000,000)	-
Grant and Revenue Identification Changes	6,871,409	-
<b>Proposed Technical</b>		
Leadership and Administration Indirect Cost Alignment	602,268	-
Funding Source Transfers	-	-
Debt Service Adjustments	1,977,522	-
Streetcar Adjustments	612,128	-
SDOT CIP Adjustment	(8,350,037)	-
SDOT "Out Year" Base CIP Adjustment	26,000,000	-
Q2 2020 Ongoing Item Reconciliation	-	1.00
SDOT O&M Adjustment	4,701,236	-
SDOT Reimbursable Adjustment	(2,412,244)	-
SDOT Street Use Adjustment	5,523,971	-
Programming REET II and Move Seattle Levy	2,500,000	-
SDOT Revenue Balancing Entry	-	-
<b>Council</b>		
Clean Cities Initiative	693,000	-
Errata Corrections to the Proposed Budget and CIP	-	-
Recognize November 2020 Forecast Update	-	-
Seattle Transportation Benefit District Fund - 2020 Ballot Measure	29,784,685	-
Transfer General Fund Revenue to the School Safety Traffic and Pedestrian Improvement Fund	-	-
Add \$2.18 million GF to restore positions proposed for budgetary layoffs in HSD, OED, OPCD, SDOT, and SFD; and impose provisos	1,231,276	-
Capitol Hill Public Life Study	100,000	-
Pedestrian and Bike Improvements to NE 45th Corridor	400,000	-
Georgetown to Downtown Protected Bike Lanes	400,000	-
Increase Bridge Maintenance Funding	4,000,000	-
Fund Georgetown to South Park Trail Project	5,200,000	-
Restore reductions to Route 44 Transit-Plus Multimodal Corridor Project	500,000	-
Expand Low-Cost Sidewalk Improvements	550,000	-
Re-instate Thomas Street Redesign CIP Project	777,000	-
Backfill for Reduced 2021 Commercial Parking Tax	-	-
Restore Reductions to Route 7 Transit-Plus Multimodal Corridor Project	943,000	-
Transfer Funding to the West Marginal Way Safe Street and Accessibility Improvements Project	-	-
Transfer the 911 Communications Center and Parking Enforcement Unit to SPD until June 1; Establish a new Community Safety and Communications Center (CSCC)	(15,816,173)	(120.00)
<b>Total Incremental Changes</b>	<b>\$(148,499,945)</b>	<b>1.00</b>

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Total 2021 Adopted Budget \$636,630,029 959.00

## Description of Incremental Budget Changes

### Baseline

#### Citywide Adjustments for Standard Cost Changes

Expenditures \$5,267,111

This technical change adds budget to support central city costs including increases to healthcare, retirement, information technology, fleet and central finance costs.

#### Central Cost Manual Account Reconciliation

Expenditures \$457,002

This baseline item makes several technical adjustments to bring the 2021 baseline in line with the Central Cost Manual. The fund source for the appropriation increase is the Transportation Fund.

#### Baseline Adjustments for Personnel Costs

Expenditures \$(1,110,201)

This item reflects the removal of a 2021 salary increase for non-represented Executives, Managers and Strategic Advisors.

#### Adjustment for One-Time Budget Changes

Expenditures \$(11,978,577)

Revenues \$(58,474,891)

This baseline change modifies SDOT's budget to remove one-time budget changes included in the 2020 Adopted Budget.

#### Baseline Revenue

Revenues \$(107,890,192)

This baseline change adjusts revenue projections, makes technical adjustments, and sets SDOT's baseline revenue assumptions that align SDOT Revenues with August forecast amounts provided by the City Budget Office and SDOT's Finance & Administration Division.

#### Baseline Transfer

Expenditures -

This baseline change completes several net-zero budget transfers. The transfers include: 1) completing a budget transfer that splits Capital Projects and Roadway Structures into two divisions, moving overhead costs to the correct budget; 2) transferring budget for a 2020 change wherein the Strategy and Performance group was moved to the Asset and Performance Management group, and; 3) moving ongoing budget for the Roadway Structures Engineering team to the correct location.

#### Debt Service Adjustment



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Expenditures \$1,843,421

This technical change updates the expected costs associated with debt service from past bond issuances to support project work. This also includes a transfer of debt service support from State Gas Tax revenues to Seattle Commercial Parking Tax revenues.

## STBD Proposition 1

Expenditures \$(66,851,338)

In November 2014, voters approved Seattle Transportation Benefit District (STBD) Proposition 1 which provides a \$60 vehicle license fee (VLF) and 0.1% sales tax to purchase enhanced transit service from King County Metro, support low income transit access programs, and provide low income VLF rebates. Following Council passage of material change legislation in 2018, STBD also funds the ORCA Opportunity program and limited transit capital investments. This measure expires on December 31, 2020. This change removes the associated budget from SDOT's baseline operating budget. This reduction is from the STBD Fund.

## Proposed Operating

### Move Seattle Levy Debt Service

Expenditures \$170,000

This item adds budget to support debt issuance costs associated with the 2021 bond issuance to support Move Seattle Levy spending in 2021.

### Program Reductions

Expenditures \$(1,483,754)

Position Allocation (1.00)

This change reflects programmatic reductions across numerous SDOT operational budgets. Changes include: 1) Street Use reductions for direct purchases, equipment and supplies, training and travel, and contracted services commensurate with revenue reductions; 2) non-labor reductions in Street Vacation, Waterways, and Vending Enforcement programs commensurate with revenue reductions; 3) reductions to staffing in landscape cleaning services and street cleaning, and; 4) reductions to staffing in regional and state planning activities serving SDOT's capital project portfolio. These reductions may result in reduced service in these programs and projects. The change also reduces 1.0 FTE Office Aide in Operations Support.

### Add Transportation Network Tax Funds to Transportation Equity

Expenditures \$63,022

This item will support the continued work of the Transportation Equity program using Transportation Network Company Tax (TNC). Note that these funds cannot be spent until the City has collected enough revenue to: 1) fund fixed costs for TNC tax implementation and administration in Finance and Administrative Services and Office of Labor Standards; 2) pay back interfund loans for 2020 expenditures, and; 3) fund the Dispute Resolution Center (DRC).

### Seattle Wayfinding Maps

Expenditures \$50,000

This change increases budget for expansion of pedestrian wayfinding maps and kiosks, supported in part by partnerships with developers and other large projects that impact right-of-way. Historically, this program was only funded by partnerships with developers. This expansion will also help SDOT better serve race and social justice goals

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by allowing SDOT to initiate projects in areas of Seattle that have historically not seen significant investment by developers (i.e. South Seattle).

## Transfer Parking Enforcement from the Seattle Police Department

Expenditures	\$15,013,173
Position Allocation	123.00

This item transfers the Parking Enforcement Office from the Seattle Police Department (SPD) to SDOT. The transfer includes all budget and personnel costs associated with the unit, including enforcement FTEs, support staff and overhead costs. The unit is being transferred because its core functions - the management of street parking and the right-of-way, and the enforcement thereof - is more appropriately situated in SDOT.

## Parking Enforcement Special Event Overtime

Expenditures	\$803,000
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This item transfers overtime funding from the Seattle Police Department (SPD) to SDOT for special events staffed by Parking Enforcement Officers. SPD, SDOT and the Special Events Office will work together to develop a Memo of Understanding (MOU) on special events policy and appropriate funding levels that is consistent with the Executive Order on Community Safety.

## Leadership and Administration Reductions

Expenditures	\$(5,214,893)
Position Allocation	(2.00)

This item includes funding-only reductions for 25 FTEs and 4.5 FTE temporary positions across numerous functions in 2021, and includes direct project reductions to travel, training and supply budgets. This reduction is necessary to address revenue shortfalls and other financial challenges facing SDOT in 2021. The change also includes 2.0 FTE Management System Analyst Assistant reductions to position authority.

## Transportation Operations Reductions

Expenditures	\$(2,032,221)
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This item reduces expenditures across multiple programs in the Transportation Operations Division. Reductions include: 1) fewer transportation studies and dedicated coordination on Special Events planning; 2) less supplementary traffic control plan contractor reviews; 3) less staff support for traffic data and records; 4) less commercial vehicle enforcement labor support; 5) less collision report evaluation, which will be absorbed as part of existing division work; 6) less staff support for the Your Voice, Your Choice neighborhood capital program, and; 7) less planning and support for small scale "spot" capital improvements.

## Transit and Mobility Reductions

Expenditures	\$(3,569,633)
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This item reduces program budget in the Transit and Mobility Division. Reductions include: 1) public education programming for the Pay-by-Phone program for parking fees; 2) Bike Share, Carshare, and Carpool program support in line with reduced revenue collection in these programs; 3) reducing the number of parking pay stations from 1,500 to 1,000 citywide; 4) labor support for Corridor Project Development program; 5) labor support for Transit Service and Strategy Development program, and; 6) credit card processing fee budgets for parking paid by credit card transactions, in line with reduced parking usage.

## Streetcar Operations Reduction

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Expenditures \$(700,000)

This change reduces streetcar service by 10% compared to January 2020 service levels. This reduction reduces the frequency of service on both the South Lake Union and First Hill streetcars, reduces the number of train cars, and changes the hours of streetcar operations. This is a reduction to the Seattle Streetcar Operations Fund.

## Seattle Transportation Benefit District O&M Appropriation adjustment

Expenditures \$7,343,447

Position Allocation -

The City Council modified this item because voters approved a new STBD ballot measure in November 2020. The proposed budget description follows:

This item appropriates anticipated fund balance from the November 2014 STBD Proposition One ballot measure to pay for ramp-down of transit service and other associated costs. This item also extends the sunset date for one Strategic Advisor 2 position from December 31, 2020 to December 31, 2021. This item does not include any appropriations related to the November 2020 ballot measure.

## Proposed Capital

### Marion Street Bridge WSDOT Construction

Expenditures \$500,000

This change increases the funding of the Alaskan Way Main Corridor project and reflects higher construction costs for the Marion Street Pedestrian Bridge replacement over Alaskan Way. The City and State are in the process of negotiating the final Task Order to fund this construction and it is expected to be executed prior to the end of 2020. Funds for this scope of work will be provided to the City by the state Department of Transportation.

### Waterfront Funding Plan Adjustments

Expenditures \$(82,649,000)

This item amends the funding plan for the Central Waterfront CIP projects; MC-TR-C072 (Alaskan Way Main Corridor) and MC-TR-C073 (Overlook Walk and East-West Connections). Due to COVID-19, resolution of appeals as part of the Waterfront LID process has been delayed, and other sources of revenue have also seen changes. Despite these changes, the Waterfront program is expected to continue toward make progress to completion in 2024.

### Waterfront Transportation Infrastructure Maintenance

Expenditures \$100,000

This item creates the Waterfront Transportation Infrastructure Maintenance program in SDOT's CIP. This program will maintain and keep in a state of good repair new, improved and reconstructed transportation infrastructure being built as part of the Waterfront Seattle program. This infrastructure includes transportation assets such as pavement, sidewalks, ADA ramps, signs, signals, markings and landscapes that will need on-going maintenance to remain safe and in a state of good repair. New or rehabilitated transportation facilities covered will include the new Alaskan Way/Elliott Way, Pine Street Connector, several pedestrian bridges, east-west streets and the Overlook Walk. The funding source is Commercial Parking Tax.

### Add Transportation Network Tax Funds to Capital Projects

Expenditures \$1,200,000

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This item restores partial funding to projects originally proposed for reduction using Transportation Network Company Tax (TNC) funds for the following capital projects: 1) West Marginal Way improvements associated with the West Seattle Bridge Immediate Response CIP project; 2) Freight Spot Improvement Program, 3) Bike Master Plan Protected Bike Lanes projects, and; 4) Vision Zero pedestrian improvement projects. Note that these funds will not be spent until the City has collected enough revenue to: 1) fund fixed costs for TNC tax implementation and administration in Finance and Administrative Services and Office of Labor Standards; 2) pay back interfund loans for 2020 expenditures, and; 3) fund the Dispute Resolution Center (DRC).

### C/D Line Transit Improvements

Expenditures	\$6,000,000
Revenues	\$6,000,000

This change supports SDOT's work on behalf of Sound Transit, with all expenses to be reimbursed by Sound Transit. Improvements are funded by Sound Transit as part of the 2016 ST3 initiative, which included commitments for transit investments to West Seattle and Ballard in advance of Link light rail expansion. This project will deliver additional transit spot improvements aimed at improving travel time and reliability along RapidRide C&D lines, in preparation for Light Rail extensions into the West Seattle and Ballard neighborhoods. These projects make changes to SDOT-owned infrastructure, including streets and signals, and will result in adjustments to signal and street operations.

### Rt 48 Re-Appropriation

Expenditures	\$300,000
Revenues	-

This change budgets unused funds remaining from a previous project (Route 48 Electrification, to be completed by King County Metro) to continue progress on the last of the seven Transit-Plus Multimodal Corridor (TPMC) projects. This funding will support future federal grant requirements for this project.

### Capital Project Reductions and Reallocations

Expenditures	\$(2,635,528)
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This change reduces a selection of Capital Projects: 1) The 23rd Avenue Corridor Phase 3 Vision Zero project will be removed from the 2021-2022 capital improvement program and deferred until at least 2023, with impacts to the 2021; 2) reduces activities on the WSDOT/SDOT joint State Route 520 project, including reductions to the City-requested design changes, construction coordination, and localized traffic impact improvements in 2022; 3) reduces 2022 funding for the Center City Connector (C3) project consistent with 2020 budget rebalancing, pausing the project until new revenues can be identified; 4) reduces expected spending on the Graham Street Station project in 2024, pushing planning budgets to future years in line with Sound Transit planning horizons for this project, and; 5) reallocates remaining budget from the Fauntleroy SW Boulevard project that was reduced in 2020 to support continued investments in Arterial Asphalt and Concrete and Protected Bike Lane projects. Please see the 2021-2026 Proposed CIP for all changes beyond 2021.

### Delayed Capital Projects

Expenditures	\$(26,761,002)
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This item reflects delays to projects that held unsecured funding originally expected to be identified as part of the 2021-2022 Proposed Budget: 1) Delay funding on the Northlake Retaining Wall project to 2022; 3) delay funding on Pedestrian Master Plan Crossing Improvement projects to 2022; 4) delay funding (including unidentified grants) on the Georgetown to South Park Trail project to 2023; 5) delay funding (including unidentified grants) on the Heavy Haul Network project work until 2024, and; 6) delay crossing improvements on West Marginal Way to 2023 (partially restored with TNC tax).

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## Select Move Seattle Program Reductions

Expenditures \$(7,058,091)

This change reflects reductions across many Move Seattle Levy-funded projects, primarily resulting from loss of non-levy resources in SDOT including: Safe Routes To School projects, Pedestrian Master Plan Crossing Improvements, Bicycle Master Plan protected bike lanes, neighborhood greenway projects, neighborhood large projects, neighborhood traffic control projects, and components of the Burke-Gilman Trail project. Please see individual project pages in the 2021-2026 Proposed CIP for funding detail for these projects and programs. Some of these programs have been funded through other funding sources (like Transportation Network Tax) in other changes in this budget.

## Transit Capital Reductions

Expenditures \$(2,749,112)

This change reduces the capital appropriation for several Transit Capital projects as follows: 1) Transit Spot Improvement Program: Reductions will delay improvements planned for Lake City Way @ NE 125th Street and Gilman Avenue in 2021 and reduce further investments for spot improvements in 2022; 2) Route 7 Transit-Plus Multimodal Corridor (TPMC) project: Levy reductions in 2022 will reduce the amount of elements in scope of work for Route 7 improvements; 3) Route 40 TPMC: Levy reductions will result in a re-scoping of project elements at 30% design milestone; 4) Bus Rapid Transit Concept Design: Levy reductions will result in less planning and support efforts toward the TPMC program; 5) Sound Transit 3: This action reduces funding for technical support and EIS review for the Sound Transit 3 West Seattle Ballard Link Extension (WSBLE).

## Maintenance and Operations Reductions CIP

Expenditures \$(37,826,917)

This change reflects reductions/delays to maintenance and operations activities in SDOT's Capital Improvement Program. The change includes: 1) reducing Arterial Asphalt and Concrete improvement projects associated with the Route 44 Rapid Ride project and various Ballard pavement projects on Leary Way NW, 15th Ave NW, Ballard Bridge, and non-arterial street resurfacing/restoration projects; 2) postponing project development for various Bike Master Plan, Vision Zero, Safe Routes to School, Neighborhood Traffic Control, Broadview, and Greenway Program projects with a one-time reduction in 2021 until future funding can be secured; 3) reducing budget in the Roadway Structures division that will delay seismic retrofit planning on non-critical bridges, and; 4) reducing various capital Transportation Operations activities including reducing funding for dynamic message signs, adaptive signal control, signal maintenance and new signal installations, and small improvement "spot" improvements for freight in 2021.

## Street Use and REET II Capital Reductions

Expenditures \$(778,895)

This item reduces funding for the Accela permitting system development by \$800,000 in 2021; the funding source is Street Use fees. This item also reduces funding for the Hazard Mitigation Landslide Program by \$1 million; the funding source is REET II. This reduction will affect SDOT's ability to respond to small landslides and make minor repairs. Finally, this change reduces spending in the Shoreline Street Ends CIP by \$300,000 in 2021. This reduction will come from non-labor savings and delay of Shoreline Street End improvement projects. The funding source is permit fees in the Transportation Fund.

## Additional Real Estate Excise Tax (REET) Reductions

Expenditures \$(1,000,000)

## Seattle Department of Transportation

This item reduces the department's allocation of Real Estate Excise Tax, decreasing overall planned maintenance support for transportation infrastructure like sidewalks in 2024 and 2025, and reducing support for the Your Voice, Your Choice program in 2021.

### Grant and Revenue Identification Changes

Expenditures \$6,871,409

This item trues up grant funding by removing unsecured funding amounts and allocating budget to projects where revenues have been identified to support continuation of that project work.

### Proposed Technical

#### Leadership and Administration Indirect Cost Alignment

Expenditures \$602,268

This technical adjustment aligns SDOT's indirect cost allocation with anticipated expenditure and recovery projections.

#### Funding Source Transfers

Expenditures -

This technical change reallocates budget in projects impacted by the COVID19 emergency, economic conditions, and revenue shortfalls, to allow reprogramming of resources to maintain core service levels in operating and capital projects in 2021.

#### Debt Service Adjustments

Expenditures \$1,977,522

This technical change updates the expected costs associated with debt service from past bond issuances to support project work and establishes debt service costs for bonds issued for the West Seattle Bridge Immediate Response capital project. This also includes a transfer of debt service support from State Gasoline Tax revenues to Seattle Commercial Parking Tax revenues.

#### Streetcar Adjustments

Expenditures \$612,128

Revenues \$(3,671,492)

This action makes a technical adjustment to SDOT's 2021-2022 Baseline Budget for the projected operating expenses of the South Lake Union and First Hill streetcars. The adjustment is based on current cost and operating revenue assumptions.

#### SDOT CIP Adjustment

Expenditures \$(8,350,037)

This technical change transfers budgets within capital projects to align budget accounts with expected spending.

#### SDOT "Out Year" Base CIP Adjustment

Expenditures \$26,000,000

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This technical change aligns budget changes made during the 2020 fiscal year to correctly reflect them as part of the 2021-2026 Proposed Capital Improvement Program.

## Q2 2020 Ongoing Item Reconciliation

Position Allocation 1.00

This item implements the following change in the 2021 Proposed Budget that was approved as part of the Second Quarter 2020 Supplemental Budget Ordinance: This change moves 1.0 FTE from the Office of Intergovernmental Relations (OIR) to the Seattle Department of Transportation. This position is an ongoing permanent position and will be funded primarily through multiple capital projects.

## SDOT O&M Adjustment

Expenditures \$4,701,236

This technical change adjusts operating budgets for various cost changes and budget transfers related to contract inflation, workgroup reorganizations, adjusted wage increases, and central cost adjustments.

## SDOT Reimbursable Adjustment

Expenditures \$(2,412,244)  
Revenues \$(2,412,244)

This technical change identifies revenues and budget changes associated with work that is fully reimbursed by grants, partnerships, and other city departments.

## SDOT Street Use Adjustment

Expenditures \$5,523,971

This technical adjustment aligns the budget with anticipated expenditures in SDOT's Street Use program, which is funded by permit issuance, hourly service fees, use, occupancy and modification fees. Since the 2020 Street Use Technical Adjustment was a one-time change, this technical adjustment is based on the 2019 appropriation plus two years of inflation. The fund source is street use fees within SDOT's Transportation Fund.

## Programming REET II and Move Seattle Levy

Expenditures \$2,500,000

This item reconciles SDOT's citywide Real Estate Excise Tax and Move Seattle Levy project allocations against departmental and citywide targets.

## SDOT Revenue Balancing Entry

Revenues \$(4,555,829)

This is a technical item to balance revenues and expenditures for the Funds managed by this department.

## Council

### Clean Cities Initiative

Expenditures \$693,000

This Council Budget Action (CBA) adds \$2.383 million of one-time General Fund (GF) resources to several departments, including the Department of Parks and Recreation (SPR), to implement a Clean Cities Initiative. A

## Seattle Department of Transportation

related CBA amended the 2020 3rd Quarter Supplemental Ordinance to add \$720,000 GF for the same purpose, for a total of \$3.1 million in funding for the Clean Cities Initiative in 2020 and 2021.

The Clean Cities Initiative increases trash pick-up in rights of way, parks, and open space for a four-month period. Teams of Seattle Parks and Recreation and Seattle Department of Transportation employees will conduct the trash pick-up work. Funding will also be used to expand several of Seattle Public Utilities' programs, including the Litter Abatement program, the Needle Disposal Box program, and the Graffiti Ranger program. Finally, a portion of this funding is provided to the Office of Economic Development for grants to business associations, including Business Improvement Areas, to install and service trash cans, conduct litter removal, and conduct graffiti clean-up efforts. The Council has requested that the Executive prioritize allocating grant awards to equity business districts, as identified by OED.

This item reflects the 2021 funding allocated to SDOT. Please see the budget book pages for Seattle Department of Parks and Recreation, Seattle Public Utilities, and the Office of Economic Development for their respective allocations to implement this work.

### Errata Corrections to the Proposed Budget and CIP

Revenues	\$(6,291,898)
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This Council Budget Action (CBA) adopts corrections to errors in amounts of appropriations or revenues, the errata, for the 2021 Proposed Budget and the 2021 – 2026 Proposed Capital Improvement Program (CIP) identified by the City Budget Office and Central Staff after transmittal to the City Council.

### Recognize November 2020 Forecast Update

Revenues	\$(15,659,309)
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This budget action recognizes the results from the City November 2020 forecast update. Non-General Fund revenue changes include a \$15.3 million decrease in Commercial Parking Tax revenues to the Transportation Fund, and a \$9.2 million decrease in School Zone Camera revenues to the School Zone Camera Fund..

### Seattle Transportation Benefit District Fund - 2020 Ballot Measure

Expenditures	\$29,784,685
Revenues	\$33,403,631

This item adds \$29.8 million of appropriations from the Seattle Transportation Benefit District (STBD) Fund to implement the Proposition 1 transit funding measure that was approved by Seattle voters on November 3, 2020. Proposition 1 authorizes a 0.15 percent sales tax for transit service and related transportation programs as described in Ordinance 126115. This funding partially replaces the 2014 voter-approved measure for transit service that expires on December 31, 2020. Of this amount, \$5 million is being directed to a new capital project called "Seattle Transportation Benefit District - Transit Improvements (MC-TR-C108)" and the remainder is directed to operations. This item also converts two sunsetting positions to permanent positions to provide for continued staffing of SDOT's transit program.

In a separate budget action, the City Council passed Ordinance 126234 which increases STBD vehicle license fees in 2021 from \$20 to \$40 per vehicle. The \$3.6 million of budget authority associated with that item is being held in Finance General pending Council Council's approval of a spending plan for these new revenues.

### Transfer General Fund Revenue to the School Safety Traffic and Pedestrian Improvement Fund

Revenues	\$9,000,000
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This Council Budget Action adds \$9 million of General Fund to transfer to the School Safety Traffic and Pedestrian Improvement (SSTPI) Fund. The General Fund transfer will backfill for the revised 2021 School Zone Camera revenue forecast. Together with the use of \$200,000 of unreserved fund balance, this action fully offsets the projected 2021 School Zone Camera revenue reduction.

### **Add \$2.18 million GF to restore positions proposed for budgetary layoffs in HSD, OED, OPCD, SDOT, and SFD; and impose provisos**

Expenditures \$1,231,276

This item provides General Fund appropriation to restore 17 positions proposed for budgetary layoffs in five departments. It also restores position authority for 2 positions in HSD, 2 positions in OED, 1 position in OPCD and 2 positions in SFD.

The following provisos would restrict use of the added funds as follows:

Of the appropriation in the 2021 Budget for the Seattle Department of Transportation's SDOT-BC-TR19001 BSL, \$222,890 is appropriated solely for retaining either or both of the following positions: an Asphalt Paving CC, Assistant (#00008616) position and an Asphalt Raker, Senior (#00008614) position and may be spent for no other purpose.

Of the appropriation in the 2021 Budget for the Seattle Department of Transportation's SDOT-BO-TR17003 BSL, \$98,151 is appropriated solely for retaining an Engineering Aide (#00007736) position and may be spent for no other purpose.

Of the appropriation in the 2021 Budget for the Seattle Department of Transportation's SDOT-BO-TR18001 BSL, \$910,235 is appropriated solely for retaining any combination of the following positions: Executive 2 (#00008348) position, Labor Relations Coordinator (#00012005) position, Res & Eval Assistant-BU (#00022523) position, Space Planner (#00007693) position, Strategic Advisor 1, General Government (#10004402) position, and Strategic Advisor 2, Finance, Budget, and Accounting (#10005232) position and may be spent for no other purpose.

### **Capitol Hill Public Life Study**

Expenditures \$100,000

This item would re-instate funding for a Public Life Study of Capitol Hill. This study was originally funded with Transportation Network Company Tax revenue in 2020 that was not collected due to COVID-19 impacts on revenue collection. This item is funded with General Fund in 2021.

### **Pedestrian and Bike Improvements to NE 45th Corridor**

Expenditures \$400,000

This item adds \$400,000 to fund improvements to the NE 45th Street corridor across Interstate 5 to improve bicycle and pedestrian connections between Wallingford and the University District Light Rail Station.

### **Georgetown to Downtown Protected Bike Lanes**

Expenditures \$400,000

This item adds \$350,000 for feasibility, planning, and preliminary design of the Georgetown to Downtown bicycle connection, and \$50,000 for feasibility and planning of the MLK Jr Way S (Rainier Ave S to S Henderson St) bicycle connection.

### **Increase Bridge Maintenance Funding**

# Seattle Department of Transportation

Expenditures \$4,000,000

This item adds funding to support bridge maintenance: (1) \$440,000 for the Bridge Load Rating CIP Project; (2) \$1.56 million for a new Structures Major Maintenance CIP Project; and (3) \$2 million for the Structures Maintenance program. These changes will increase funding to bridge maintenance in alignment with recommendations provided by the City Auditor.

## **Fund Georgetown to South Park Trail Project**

Expenditures \$5,200,000

This item adds \$5.2 million to the Georgetown to South Park Trail. This funding closes the remaining gap to complete this project.

## **Restore reductions to Route 44 Transit-Plus Multimodal Corridor Project**

Expenditures \$500,000

This item restores \$500,000 to support the Route 44 Transit-Plus Multimodal Corridor Project along the Route 44 between the University of Washington, Wallingford, and Ballard and may fund bus lanes, pedestrian improvements, channelization changes, signal modifications, transit signal priority, and new adaptive signals. SDOT reduced funding for this project by \$1 million in 2020 due to economic impacts of COVID-19.

## **Expand Low-Cost Sidewalk Improvements**

Expenditures \$550,000

This item adds \$550,000 to the New Sidewalks Project. This funding would be used to construct low-cost sidewalk and pedestrian improvements to 32nd Ave S, between S Graham St and S Orcas St.

## **Re-instate Thomas Street Redesign CIP Project**

Expenditures \$777,000

This item would re-instate funding for the Thomas Street Redesign project. This project was originally funded with Transportation Network Company Tax revenue in 2020 that was not collected due to COVID-19 impacts on revenue collection. This item is funded with General Fund in 2021.

## **Backfill for Reduced 2021 Commercial Parking Tax**

Expenditures -

This net-zero change shifts \$9 million of debt service costs from Commercial Parking Tax (CPT) to the General Fund to accommodate reductions in revenue forecasts for CPT due to economic impacts of COVID-19.

## **Restore Reductions to Route 7 Transit-Plus Multimodal Corridor Project**

Expenditures \$943,000

This item restores funding for the following sidewalk improvements in the Route 7 Transit-Plus Multimodal Corridor Project: (1) \$96,000 for S Walden St/ Rainier Ave S intersection spot sidewalk repair. (2) \$291,000 for Rainier Ave S from S Dearborn St to S Massachusetts St spot sidewalk repair. (3) \$146,000 for Rainier Ave S from S Mt Baker Blvd to S Walden St spot sidewalk repair. (4) \$162,000 for Rainier Ave S and Letitia Ave S from S Charlestown St to S Adams St spot sidewalk repair. (5) \$248,000 for Rainier Ave S from 39th Ave S to S Findlay St spot sidewalk repair.

## **Transfer Funding to the West Marginal Way Safe Street and Accessibility Improvements Project**

# Seattle Department of Transportation

Expenditures

-

This item transfers \$2.5 million from the West Seattle Bridge Immediate Response (MC-TR-C110) CIP project to the West Marginal Way Safe Street and Accessibility Improvements (MC-TR-C103) CIP project. There are no impacts to either project from this change.

## **Transfer the 911 Communications Center and Parking Enforcement Unit to SPD until June 1; Establish a new Community Safety and Communications Center (CSCC)**

Expenditures

\$(15,816,173)

Position Allocation

(120.00)

This change reverses the inclusion of Parking Enforcement Officers in SDOT, instead transferring them to the Seattle Police Department until a new Community Safety and Communications Center can be established. Please see this section in the Budget Book for more information.

# Seattle Department of Transportation

## Expenditure Overview

Appropriations	2019 Actuals	2020 Adopted	2021 Adopted
<b>SDOT - BC-TR-16000 - Central Waterfront</b>			
13000 - Transportation Fund	-	112,660,854	41,990,059
30020 - REET II Capital Fund	-	-	2,900,000
35040 - Waterfront LID #6751	-	7,008,000	-
35900 - Central Waterfront Improvement Fund	-	7,455,221	9,500,000
36700 - 2020 Multipurpose LTGO Bond Fund	-	10,779,000	-
36710 - 2020 LTGO Taxable Bond Fund	-	1,725,000	-
36800 - 2021 Multipurpose LTGO Bond Fund	-	-	10,000,000
36810 - 2021 LTGO Taxable Bond Fund	-	-	4,260,000
36900 - 2022 Multipurpose LTGO Bond Fund	-	-	-
36910 - 2022 LTGO Taxable Bond Fund	-	-	-
<b>Total for BSL: BC-TR-16000</b>	<b>-</b>	<b>139,628,075</b>	<b>68,650,059</b>
<b>SDOT - BC-TR-19001 - Major Maintenance/Replacement</b>			
00100 - General Fund	-	-	722,890
00164 - Unrestricted Cumulative Reserve Fund	60,000	-	-
10394 - Bridging The Gap Levy Fund	14,854	-	-
10398 - Move Seattle Levy Fund	53,616,923	76,924,725	29,607,510
13000 - Transportation Fund	17,160,102	18,744,231	7,097,952
18500 - School Safety Traffic and Pedestrian Improvement Fund	1,998,402	-	-
19900 - Transportation Benefit District Fund	788,915	794,431	819,280
30010 - REET I Capital Fund	123,355	-	440,000
30020 - REET II Capital Fund	11,210,391	8,672,002	6,500,581
33860 - 2008 Parks Levy Fund	5,208	-	-
35500 - 2011 Multipurpose LTGO Bond Fund	9,246	-	-
36200 - 2015 Multipurpose LTGO Bond Fund	124,049	-	-
36400 - 2017 Multipurpose LTGO Bond Fund	14,191	-	-
36500 - 2018 Multipurpose LTGO Bond Fund	-	2,000,000	-
36800 - 2021 Multipurpose LTGO Bond Fund	-	-	6,978,490
36810 - 2021 LTGO Taxable Bond Fund	-	-	27,200,000

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36910 - 2022 LTGO Taxable Bond Fund	-	-	-
TBD - To Be Determined	-	-	-
<b>Total for BSL: BC-TR-19001</b>	<b>85,125,636</b>	<b>107,135,389</b>	<b>79,366,703</b>

### SDOT - BC-TR-19002 - Major Projects

00164 - Unrestricted Cumulative Reserve Fund	1,730,399	-	-
13000 - Transportation Fund	8,473,451	109,328	805,931
30020 - REET II Capital Fund	(301,584)	-	-
35840 - 2016 UTGO-Alaskan Way Seawall	790,871	-	-
35900 - Central Waterfront Improvement Fund	2,484,393	-	-
36200 - 2015 Multipurpose LTGO Bond Fund	125,863	-	-
36300 - 2016 Multipurpose LTGO Bond Fund	2,238,049	-	-
36400 - 2017 Multipurpose LTGO Bond Fund	763,313	-	-
36410 - 2017 LTGO Taxable Bond Fund	(59)	-	-
36500 - 2018 Multipurpose LTGO Bond Fund	(21,693)	-	-
36510 - 2018 LTGO Taxable Bond Fund	1,242,425	-	-
36600 - 2019 Multipurpose LTGO Bond Fund	10,498,710	-	-
36610 - 2019 LTGO Taxable Bond Fund	999,708	-	-
<b>Total for BSL: BC-TR-19002</b>	<b>29,023,846</b>	<b>109,328</b>	<b>805,931</b>

### SDOT - BC-TR-19003 - Mobility-Capital

00100 - General Fund	106	3,060,000	1,560,728
00164 - Unrestricted Cumulative Reserve Fund	184,036	-	-
10394 - Bridging The Gap Levy Fund	103,548	-	-
10398 - Move Seattle Levy Fund	48,343,377	52,758,123	52,865,895
13000 - Transportation Fund	54,741,110	121,926,565	110,003,538
18500 - School Safety Traffic and Pedestrian Improvement Fund	7,281,213	9,684,131	6,933,669
19900 - Transportation Benefit District Fund	7,702,631	13,271,233	9,744,721
30010 - REET I Capital Fund	3,748,426	-	7,420,000
30020 - REET II Capital Fund	5,256,906	9,857,514	4,799,229
33850 - 2000 Parks Levy Fund	6,309	-	-
36300 - 2016 Multipurpose LTGO Bond Fund	1,033,670	-	-
36400 - 2017 Multipurpose LTGO Bond Fund	1,041,213	-	-

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36500 - 2018 Multipurpose LTGO Bond Fund	575,185	-	-
36510 - 2018 LTGO Taxable Bond Fund	609,364	-	-
36800 - 2021 Multipurpose LTGO Bond Fund	-	-	15,021,510
36810 - 2021 LTGO Taxable Bond Fund	-	-	2,800,000
TBD - To Be Determined	-	-	-
<b>Total for BSL: BC-TR-19003</b>	<b>130,627,095</b>	<b>210,557,566</b>	<b>211,149,289</b>
 <b>SDOT - BO-TR-12001 - South Lake Union Streetcar Operations</b>			
10800 - Seattle Streetcar Operations	5,022,377	4,356,843	4,224,358
<b>Total for BSL: BO-TR-12001</b>	<b>5,022,377</b>	<b>4,356,843</b>	<b>4,224,358</b>
 <b>SDOT - BO-TR-12002 - First Hill Streetcar Operations</b>			
10800 - Seattle Streetcar Operations	13,147,245	9,420,748	9,466,145
<b>Total for BSL: BO-TR-12002</b>	<b>13,147,245</b>	<b>9,420,748</b>	<b>9,466,145</b>
 <b>SDOT - BO-TR-16000 - Waterfront and Civic Projects</b>			
13000 - Transportation Fund	-	41,499,998	30,612,193
<b>Total for BSL: BO-TR-16000</b>	<b>-</b>	<b>41,499,998</b>	<b>30,612,193</b>
 <b>SDOT - BO-TR-17001 - Bridges &amp; Structures</b>			
00100 - General Fund	4,695,041	4,946,975	4,591,003
10398 - Move Seattle Levy Fund	2,678,185	2,778,341	5,189,249
13000 - Transportation Fund	19,099,028	7,213,701	6,605,160
<b>Total for BSL: BO-TR-17001</b>	<b>26,472,255</b>	<b>14,939,017</b>	<b>16,385,412</b>
 <b>SDOT - BO-TR-17003 - Mobility Operations</b>			
00100 - General Fund	22,574,328	24,994,918	15,257,111
10398 - Move Seattle Levy Fund	5,695,752	6,042,736	16,351,914
13000 - Transportation Fund	26,440,444	18,007,593	11,459,836
18500 - School Safety Traffic and Pedestrian Improvement Fund	3,826,969	937,184	943,345
19900 - Transportation Benefit District Fund	59,534,079	67,738,963	33,020,991
30020 - REET II Capital Fund	15,368	-	-
<b>Total for BSL: BO-TR-17003</b>	<b>118,086,939</b>	<b>117,721,394</b>	<b>77,033,197</b>
 <b>SDOT - BO-TR-17004 - ROW Management</b>			
00100 - General Fund	-	-	-
13000 - Transportation Fund	31,749,391	40,114,478	42,995,188
<b>Total for BSL: BO-TR-17004</b>	<b>31,749,391</b>	<b>40,114,478</b>	<b>42,995,188</b>
 <b>SDOT - BO-TR-17005 - Maintenance Operations</b>			

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00100 - General Fund	11,684,870	11,327,219	14,632,673
10398 - Move Seattle Levy Fund	2,174,558	2,252,112	5,960,840
13000 - Transportation Fund	29,683,482	22,295,909	16,268,867
19900 - Transportation Benefit District Fund	2,715,929	2,847,028	2,883,059
<b>Total for BSL: BO-TR-17005</b>	<b>46,258,840</b>	<b>38,722,268</b>	<b>39,745,439</b>
<b>SDOT - BO-TR-18001 - Leadership and Administration</b>			
00100 - General Fund	-	558	910,235
10398 - Move Seattle Levy Fund	-	484	-
13000 - Transportation Fund	2,306,846	1,582,504	-
<b>Total for BSL: BO-TR-18001</b>	<b>2,306,846</b>	<b>1,583,546</b>	<b>910,235</b>
<b>SDOT - BO-TR-18002 - General Expense</b>			
00100 - General Fund	4,864,323	5,382,463	18,981,973
10398 - Move Seattle Levy Fund	-	-	170,000
13000 - Transportation Fund	31,083,676	48,442,699	31,125,575
30010 - REET I Capital Fund	-	-	-
30020 - REET II Capital Fund	814,125	815,375	5,008,332
<b>Total for BSL: BO-TR-18002</b>	<b>36,762,124</b>	<b>54,640,537</b>	<b>55,285,880</b>
<b>SDOT - BO-TR-19003A - UNASSIGNED</b>			
19900 - Transportation Benefit District Fund	402,110	-	-
<b>Total for BSL: BO-TR-19003A</b>	<b>402,110</b>	<b>-</b>	<b>-</b>
<b>Department Total</b>	<b>524,984,703</b>	<b>780,429,187</b>	<b>636,630,029</b>
<b>Department Full-Time Equivalents Total*</b>	<b>931.50</b>	<b>958.00</b>	<b>959.00</b>

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

## Seattle Department of Transportation

### Budget Summary by Fund Seattle Department of Transportation

	2019 Actuals	2020 Adopted	2021 Adopted
00100 - General Fund	43,818,669	49,712,133	56,656,613
00164 - Unrestricted Cumulative Reserve Fund	1,974,435	-	-
10394 - Bridging The Gap Levy Fund	118,402	-	-
10398 - Move Seattle Levy Fund	112,508,796	140,756,521	110,145,408
10800 - Seattle Streetcar Operations	18,169,622	13,777,591	13,690,503
13000 - Transportation Fund	220,737,530	432,597,860	298,964,299
18500 - School Safety Traffic and Pedestrian Improvement Fund	13,106,584	10,621,315	7,877,014
19900 - Transportation Benefit District Fund	71,143,664	84,651,655	46,468,051
30010 - REET I Capital Fund	3,871,782	-	7,860,000
30020 - REET II Capital Fund	16,995,206	19,344,891	19,208,142
33850 - 2000 Parks Levy Fund	6,309	-	-
33860 - 2008 Parks Levy Fund	5,208	-	-
35040 - Waterfront LID #6751	-	7,008,000	-
35500 - 2011 Multipurpose LTGO Bond Fund	9,246	-	-
35840 - 2016 UTGO-Alaskan Way Seawall	790,871	-	-
35900 - Central Waterfront Improvement Fund	2,484,393	7,455,221	9,500,000
36200 - 2015 Multipurpose LTGO Bond Fund	249,912	-	-
36300 - 2016 Multipurpose LTGO Bond Fund	3,271,719	-	-
36400 - 2017 Multipurpose LTGO Bond Fund	1,818,716	-	-
36410 - 2017 LTGO Taxable Bond Fund	(59)	-	-
36500 - 2018 Multipurpose LTGO Bond Fund	553,493	2,000,000	-
36510 - 2018 LTGO Taxable Bond Fund	1,851,789	-	-
36600 - 2019 Multipurpose LTGO Bond Fund	10,498,710	-	-
36610 - 2019 LTGO Taxable Bond Fund	999,708	-	-
36700 - 2020 Multipurpose LTGO Bond Fund	-	10,779,000	-
36710 - 2020 LTGO Taxable Bond Fund	-	1,725,000	-
36800 - 2021 Multipurpose LTGO Bond Fund	-	-	32,000,000
36810 - 2021 LTGO Taxable Bond Fund	-	-	34,260,000
36900 - 2022 Multipurpose LTGO Bond Fund	-	-	-
36910 - 2022 LTGO Taxable Bond Fund	-	-	-
TBD - To Be Determined	-	-	-
<b>Budget Totals for SDOT</b>	<b>524,984,703</b>	<b>780,429,187</b>	<b>636,630,029</b>



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## Revenue Overview

### 2021 Estimated Revenues

Account Code	Account Name	2019 Actuals	2020 Adopted	2021 Adopted
322040	Nonbus Lic&Perm-Comm Park	1,227,362	-	-
322170	Nonbus Lic&Perm-Truck Overload	219,443	-	-
322260	Nonbus Lic&Perm-Meter Hood Fee	2,734,576	-	-
344900	Transportation-Other Rev	89,970	-	-
350180	Misc Fines & Penalties	250	-	-
360290	Parking Fees	38,297,695	-	-
360380	Sale Of Junk Or Salvage	(31)	-	-
<b>Total Revenues for: 00100 - General Fund</b>		<b>42,569,263</b>	<b>-</b>	<b>-</b>
311010	Real & Personal Property Taxes	15,079	-	-
<b>Total Revenues for: 10394 - Bridging The Gap Levy Fund</b>		<b>15,079</b>	<b>-</b>	<b>-</b>
311010	Real & Personal Property Taxes	100,261,958	103,236,976	102,255,747
322260	Nonbus Lic&Perm-Meter Hood Fee	21,900	-	-
344900	Transportation-Other Rev	410,341	-	-
360020	Inv Earn-Residual Cash	-	1,549,746	978,356
360150	Interest On Loan Payoffs	1,329,149	-	-
360300	St Space Facilities Rentals	(215)	-	-
360360	Sponsorship And Royalties	(500)	-	-
360380	Sale Of Junk Or Salvage	(152)	-	-
<b>Total Revenues for: 10398 - Move Seattle Levy Fund</b>		<b>102,022,481</b>	<b>104,786,722</b>	<b>103,234,104</b>
400000	Use of/Contribution to Fund Balance	-	35,969,799	6,911,304
<b>Total Resources for:10398 - Move Seattle Levy Fund</b>		<b>102,022,481</b>	<b>140,756,521</b>	<b>110,145,408</b>
331110	Direct Fed Grants	97,573	-	-
337080	Other Private Contrib & Dons	448,723	6,795,000	6,804,000
344900	Transportation-Other Rev	8,824,303	1,655,445	1,171,200
360310	Lt Space/Facilities Leases	89,340	-	-
360360	Sponsorship And Royalties	-	200,000	132,000
374030	Capital Contr-Fed Dir Grants	-	272,123	1,000,000
397010	Operating Transfers In	9,111,537	9,152,138	5,296,014

## Seattle Department of Transportation

<b>Total Revenues for: 10800 - Seattle Streetcar Operations</b>		<b>18,571,477</b>	<b>18,074,706</b>	<b>14,403,214</b>
400000	Use of/Contribution to Fund Balance	-	(4,297,115)	(712,711)
<b>Total Resources for:10800 - Seattle Streetcar Operations</b>		<b>18,571,477</b>	<b>13,777,591</b>	<b>13,690,503</b>
316060	B&O Tax-Commercial Parking	49,231,599	45,595,607	29,181,188
318020	Employee Hrs Tax	1,628	-	-
318060	Comm Parking Tax Penalties Int	8,675	-	-
322040	Nonbus Lic&Perm-Comm Park	-	-	36,450
322060	Nonbus Lic&Perm-Sign	(723)	291,875	323,264
322090	Nonbus Lic&Perm-Furn & Oil	34,531	-	-
322130	Nonbus Lic&Perm-Cats	(6,936)	-	-
322150	Nonbus Lic&Perm-Issuance	2,125,191	1,954,221	1,956,379
322160	Nonbus Lic&Perm-Renewal	1,163,878	1,445,476	1,448,392
322180	Nonbus Lic&Perm-Oth Street Use	910,408	937,149	945,689
322260	Nonbus Lic&Perm-Meter Hood Fee	(21,900)	-	-
322900	Nonbus Lic&Perm-Other	2,662,964	3,230,913	1,206,554
331110	Direct Fed Grants	4,761,878	-	62,006,409
333110	Ind Fed Grants	9,874,923	36,442,783	-
334010	State Grants	8,273,832	20,790,352	5,829,135
334090	State Grants-Passthr	13,210	-	-
335011	Multimodal Transportation Dist	1,011,144	1,016,328	1,016,328
335050	Mtr Veh Fuel Tx-St Improvement	15,363,212	15,880,125	14,150,181
337050	Proceeds-Countywide Tax Levy	949,795	889,287	1,870,704
337080	Other Private Contrib & Dons	6,634	1,259,361	649,980
341040	Sales Of Maps & Publications	(130)	-	-
341070	Print & Copy Svcs-Outsourced	(6,490)	-	-
341190	Personnel Service Fees	(299)	-	-
341200	Scanning Systems License	(1,002,832)	-	-
341300	Administrative Fees & Charges	3,439,063	3,787,613	726,069
341360	Fees	(2)	-	-
343010	Architect/Engineering Svc Chrg	-	1,264,635	-
344010	Street Maintenance & Repair	(1,673,505)	1,425,224	1,473,651
344040	Mitigation Payments	-	-	234,837
344070	Street Occupation Rev	114,105	465,779	1,207,484
344080	Street Use Rev	26,300,926	23,962,899	23,966,077
344090	Annual Fees Rev	1,008,371	1,156,230	1,158,714
344100	Transportation Admin Svcs Rev	31,826	-	-
344110	Night Vending Prog Admin Fees	2,064	-	-

## Seattle Department of Transportation

344130	Plan Review & Inspection	13,889,070	12,138,849	12,132,907
344900	Transportation-Other Rev	43,337,018	143,458,806	129,618,057
347080	Cult & Rec Training Charges	(376)	-	-
350180	Misc Fines & Penalties	167,474	-	-
360020	Inv Earn-Residual Cash	(128,713)	-	-
360220	Interest Earned On Delinquent A	91,772	-	-
360300	St Space Facilities Rentals	215	-	-
360310	Lt Space/Facilities Leases	203,980	-	-
360380	Sale Of Junk Or Salvage	12,796	-	-
360390	Proceeds From Sale Of Assets	28,631	-	-
360900	Miscellaneous Revs-Other Rev	43,730	-	25,000,000
374030	Capital Contr-Fed Dir Grants	(499,983)	-	-
391060	Long-Term Intergovtl Loan Proc	-	3,242,106	559,928
395010	Sales Of Land & Buildings	6,198,667	54,715,000	1,700,000
397010	Operating Transfers In	1,025,641	-	-
<b>Total Revenues for: 13000 - Transportation Fund</b>		<b>188,946,958</b>	<b>375,350,618</b>	<b>318,398,376</b>
400000	Use of/Contribution to Fund Balance	-	4,571,843	(19,408,606)
<b>Total Resources for:13000 - Transportation Fund</b>		<b>188,946,958</b>	<b>379,922,461</b>	<b>298,989,770</b>
350030	Parking Infraction Penalties	9,656,678	10,628,507	4,712,665
397010	Operating Transfers In	-	-	9,000,000
<b>Total Revenues for: 18500 - School Safety Traffic and Pedestrian Improvement Fund</b>		<b>9,656,678</b>	<b>10,628,507</b>	<b>13,712,665</b>
400000	Use of/Contribution to Fund Balance	-	1,774,593	(3,571,370)
<b>Total Resources for:18500 - School Safety Traffic and Pedestrian Improvement Fund</b>		<b>9,656,678</b>	<b>12,403,100</b>	<b>10,141,295</b>
313010	Sales & Use Tax-Local Share	-	-	33,403,631
313020	Sales & Use Tax	30,439,622	32,896,535	-
317030	Trans Ben Dist Vehicle Fees	34,392,226	30,912,698	7,255,103
341300	Administrative Fees & Charges	(699)	-	-
344900	Transportation-Other Rev	(126)	-	-
REV	Revenue	-	386,651	-
<b>Total Revenues for: 19900 - Transportation Benefit District Fund</b>		<b>64,831,023</b>	<b>64,195,884</b>	<b>40,658,734</b>
400000	Use of/Contribution to Fund Balance	-	20,455,771	11,776,394
<b>Total Resources for:19900 - Transportation Benefit District Fund</b>		<b>64,831,023</b>	<b>84,651,655</b>	<b>52,435,128</b>

## Seattle Department of Transportation

344900	Transportation-Other Rev	(9,639)	-	-
<b>Total Revenues for: 30020 - REET II Capital Fund</b>		<b>(9,639)</b>	<b>-</b>	<b>-</b>
391030	Lid Bond Proceeds	-	7,008,000	-
<b>Total Revenues for: 35040 - Waterfront LID #6751</b>		<b>-</b>	<b>7,008,000</b>	<b>-</b>
337080	Other Private Contrib & Dons	12,300,000	7,445,000	7,445,000
341150	Private Reimbursements	352,946	-	-
344900	Transportation-Other Rev	5,223	-	-
360300	St Space Facilities Rentals	269,485	-	-
360310	Lt Space/Facilities Leases	372,678	-	-
<b>Total Revenues for: 35900 - Central Waterfront Improvement Fund</b>		<b>13,300,333</b>	<b>7,445,000</b>	<b>7,445,000</b>
400000	Use of/Contribution to Fund Balance	-	-	3,555,000
<b>Total Resources for:35900 - Central Waterfront Improvement Fund</b>		<b>13,300,333</b>	<b>7,445,000</b>	<b>11,000,000</b>
350180	Misc Fines & Penalties	(500)	-	-
<b>Total Revenues for: 36510 - 2018 LTGO Taxable Bond Fund</b>		<b>(500)</b>	<b>-</b>	<b>-</b>
<b>Total SDOT Resources</b>		<b>439,903,153</b>	<b>645,964,328</b>	<b>496,402,104</b>

# Seattle Department of Transportation

## Appropriations by Budget Summary Level and Program

### SDOT - BC-TR-16000 - Central Waterfront

The purpose of the Central Waterfront Budget Summary Level is to design, manage, and construct improvements to the transportation infrastructure and public spaces along the Central Waterfront.

<b>Program Expenditures</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Central Waterfront	-	139,628,075	68,650,059
<b>Total</b>	-	<b>139,628,075</b>	<b>68,650,059</b>

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### SDOT - BC-TR-19001 - Major Maintenance/Replacement

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

<b>Program Expenditures</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Bridges & Structures	23,022,477	38,795,436	46,259,735
Landslide Mitigation	369,671	475,349	282,212
Roads	52,127,067	61,154,175	27,249,234
Sidewalk Maintenance	6,194,151	3,807,479	3,063,723
Signs, Signals and Markings	1,482,013	1,657,420	1,435,737
Trails and Bike Paths	1,620,914	1,236,594	1,067,125
Urban Forestry	309,342	-	-
Urban Forestry	-	-	8,937
Urban Forestry	-	8,936	-
<b>Total</b>	<b>85,125,636</b>	<b>107,135,389</b>	<b>79,366,703</b>
Full-time Equivalents Total*	98.25	98.25	98.25

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The following information summarizes the programs in Major Maintenance/Replacement Budget Summary Level:

#### **Bridges & Structures**

## Seattle Department of Transportation

The purpose of Bridges and 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.

<b>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Bridges & Structures	23,022,477	38,795,436	46,259,735
Full Time Equivalents Total	13.75	13.75	13.75

### Landslide Mitigation

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>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Landslide Mitigation	369,671	475,349	282,212
Full Time Equivalents Total	2.00	2.00	2.00

### Roads

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>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Roads	52,127,067	61,154,175	27,249,234
Full Time Equivalents Total	47.00	47.00	47.00

### Sidewalk Maintenance

The purpose of Sidewalk Maintenance Program is to maintain and provide for 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>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Sidewalk Maintenance	6,194,151	3,807,479	3,063,723
Full Time Equivalents Total	6.00	6.00	6.00

### Signs, Signals and Markings

The purpose of Signs, Signals and Markings Program is to design, plan and maintain the city's signs, signals, and street, sidewalk markings

<b>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Signs, Signals and Markings	1,482,013	1,657,420	1,435,737

# Seattle Department of Transportation

## Trails and Bike Paths

The purpose of Trails and Bike Paths Program is to maintain and provide for 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.

	2019 Actuals	2020 Adopted	2021 Adopted
<b>Expenditures/FTE</b>			
Trails and Bike Paths	1,620,914	1,236,594	1,067,125
Full Time Equivalents Total	27.75	27.75	27.75

## Urban Forestry

The Tree and Landscape Maintenance program provides services to implement the citywide Urban Forestry Management Plan through education, stewardship, protection and maintenance of SDOT's green infrastructure assets including trees and landscapes. Arborists, Landscape Architects and Foresters provide design guidance, construction management support, citywide policy guidance and implementation including street tree permitting. Urban Forestry field operations provides critical maintenance of more than 40,000 SDOT street use tree assets and emergency response to over 350,000 right-of-way trees. Field operations is also responsible for the maintenance and operation of more than 200 formally landscaped right-of-way areas such as medians along Beacon Avenue South and Sand Point Way NE.

	2019 Actuals	2020 Adopted	2021 Adopted
<b>Expenditures/FTE</b>			
Urban Forestry	309,342	8,936	8,937
Full Time Equivalents Total	1.75	1.75	1.75

### **SDOT - BC-TR-19002 - Major Projects**

The purpose of the Major Projects Budget Summary 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>	2019 Actuals	2020 Adopted	2021 Adopted
Alaskan Way Viaduct	27,598,464	-	-
First Hill Streetcar	6,339	-	-
Mercer Corridor	386	-	-
Mercer West	304,967	-	-
SR-520	1,113,690	109,328	805,931
<b>Total</b>	<b>29,023,846</b>	<b>109,328</b>	<b>805,931</b>
Full-time Equivalents Total*	24.50	24.50	24.50

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

# Seattle Department of Transportation

## Alaskan Way Viaduct

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>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Alaskan Way Viaduct	27,598,464	-	-
Full Time Equivalents Total	23.00	23.00	23.00

## First Hill Streetcar

<b>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
First Hill Streetcar	6,339	-	-

## Mercer Corridor

<b>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Mercer Corridor	386	-	-

## Mercer West

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.

<b>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Mercer West	304,967	-	-

## SR-520

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.

<b>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
SR-520	1,113,690	109,328	805,931
Full Time Equivalents Total	1.50	1.50	1.50



## Seattle Department of Transportation

### SDOT - BC-TR-19003 - Mobility-Capital

The purpose of the Mobility-Capital Budget Summary 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>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Corridor & Intersection Imprv	25,994,501	40,668,696	43,006,274
Freight Mobility	30,406,559	38,752,769	18,110,133
Intelligent Transp System	4,257,520	3,259,933	7,515,393
Neighborhood Enhancements	7,191,672	9,415,342	7,991,922
New Trails and Bike Paths	19,881,820	32,994,949	16,647,527
Sidewalks & Ped Facilities	28,346,746	36,641,122	31,725,687
Transit & HOV	14,548,277	48,824,755	86,152,354
<b>Total</b>	<b>130,627,095</b>	<b>210,557,566</b>	<b>211,149,289</b>
Full-time Equivalents Total*	134.50	138.50	138.50

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

#### **Corridor & Intersection Imprv**

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>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Corridor & Intersection Imprv	25,994,501	40,668,696	43,006,274
Full Time Equivalents Total	37.50	38.50	38.50

#### **Freight Mobility**

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>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Freight Mobility	30,406,559	38,752,769	18,110,133
Full Time Equivalents Total	4.50	4.50	4.50

#### **Intelligent Transp System**

## Seattle Department of Transportation

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.

	2019	2020	2021
Expenditures/FTE	Actuals	Adopted	Adopted
Intelligent Transp System	4,257,520	3,259,933	7,515,393
Full Time Equivalents Total	9.25	9.25	9.25

### Neighborhood Enhancements

The purpose of the Neighborhood Enhancements 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.

	2019	2020	2021
Expenditures/FTE	Actuals	Adopted	Adopted
Neighborhood Enhancements	7,191,672	9,415,342	7,991,922
Full Time Equivalents Total	19.75	19.75	19.75

### New Trails and Bike Paths

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.

	2019	2020	2021
Expenditures/FTE	Actuals	Adopted	Adopted
New Trails and Bike Paths	19,881,820	32,994,949	16,647,527
Full Time Equivalents Total	-	1.00	1.00

### Sidewalks & Ped Facilities

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.

	2019	2020	2021
Expenditures/FTE	Actuals	Adopted	Adopted
Sidewalks & Ped Facilities	28,346,746	36,641,122	31,725,687
Full Time Equivalents Total	50.50	52.50	52.50

### Transit & HOV

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

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Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Adopted
Transit & HOV	14,548,277	48,824,755	86,152,354
Full Time Equivalents Total	13.00	13.00	13.00

### **SDOT - BO-TR-12001 - South Lake Union Streetcar Operations**

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	2019 Actuals	2020 Adopted	2021 Adopted
S Lake Union Streetcar Ops	5,022,377	4,356,843	4,224,358
<b>Total</b>	<b>5,022,377</b>	<b>4,356,843</b>	<b>4,224,358</b>

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### **SDOT - BO-TR-12002 - First Hill Streetcar Operations**

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

Program Expenditures	2019 Actuals	2020 Adopted	2021 Adopted
First Hill Streetcar Ops	13,147,245	9,420,748	9,466,145
<b>Total</b>	<b>13,147,245</b>	<b>9,420,748</b>	<b>9,466,145</b>

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### **SDOT - BO-TR-16000 - Waterfront and Civic Projects**

The purpose of the Waterfront and Civic Projects Summary Level is to pay for expenses related to reimbursable design and construction services provided by the Central Waterfront program for other City departments and external partners. Additionally, the BSL provides planning and leadership support for other Civic Projects.

Program Expenditures	2019 Actuals	2020 Adopted	2021 Adopted
Waterfront and Civic Projects	-	41,499,998	30,612,193
<b>Total</b>	<b>-</b>	<b>41,499,998</b>	<b>30,612,193</b>

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# Seattle Department of Transportation

## **SDOT - BO-TR-17001 - Bridges & Structures**

The purpose of the Bridges and Structures Budget Summary 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. Additionally, the BSL provides general construction management, engineering support for street vacations, scoping of neighborhood projects, and other transportation activities requiring engineering oversight.

<b>Program Expenditures</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Bridge Operations	3,757,936	3,902,269	3,923,867
Engineering & Ops Support	15,513,240	2,285,329	1,589,400
Structures Engineering	1,090,555	1,008,015	1,356,154
Structures Maintenance	6,110,525	7,743,404	9,515,991
<b>Total</b>	<b>26,472,255</b>	<b>14,939,017</b>	<b>16,385,412</b>
Full-time Equivalents Total*	56.00	57.00	57.00

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

### **Bridge Operations**

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

<b>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Bridge Operations	3,757,936	3,902,269	3,923,867
Full Time Equivalents Total	17.50	17.50	17.50

### **Engineering & Ops Support**

The purpose of the Engineering Ops & Support program is to provide engineering support services to other SDOT projects, perform engineering related to bridges and structures, and manage stormwater pollution control.

<b>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Engineering & Ops Support	15,513,240	2,285,329	1,589,400
Full Time Equivalents Total	3.00	3.00	3.00

### **Structures Engineering**

## Seattle Department of Transportation

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.

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Adopted
Structures Engineering	1,090,555	1,008,015	1,356,154
Full Time Equivalents Total	3.50	3.50	3.50

### Structures Maintenance

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Adopted
Structures Maintenance	6,110,525	7,743,404	9,515,991
Full Time Equivalents Total	32.00	33.00	33.00

### **SDOT - BO-TR-17003 - Mobility Operations**

The purpose of the Mobility-Operations Budget Summary 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.

Program Expenditures	2019 Actuals	2020 Adopted	2021 Adopted
Commuter Mobility	27,614,996	17,875,325	13,861,293
Neighborhoods	1,233,488	1,153,967	1,041,261
Parking & Curbspace	12,685,712	14,767,719	12,900,993
Signs & Markings	3,663,121	4,191,653	4,232,251
Traffic Signals	10,066,842	9,487,442	9,889,766
Transit Operations	59,166,887	66,851,338	-
Transit Operations	-	-	32,128,132
Urban Planning	3,655,894	3,393,950	2,979,501
<b>Total</b>	<b>118,086,939</b>	<b>117,721,394</b>	<b>77,033,197</b>
Full-time Equivalents Total*	134.75	141.75	141.75

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The following information summarizes the programs in Mobility Operations Budget Summary Level:

### Commuter Mobility

## Seattle Department of Transportation

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.

	2019	2020	2021
Expenditures/FTE	Actuals	Adopted	Adopted
Commuter Mobility	27,614,996	17,875,325	13,861,293
Full Time Equivalents Total	44.25	51.25	51.25

### Neighborhoods

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.

	2019	2020	2021
Expenditures/FTE	Actuals	Adopted	Adopted
Neighborhoods	1,233,488	1,153,967	1,041,261
Full Time Equivalents Total	2.50	2.50	2.50

### Parking & Curbspace

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

	2019	2020	2021
Expenditures/FTE	Actuals	Adopted	Adopted
Parking & Curbspace	12,685,712	14,767,719	12,900,993
Full Time Equivalents Total	31.00	31.00	31.00

### Signs & Markings

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.

	2019	2020	2021
Expenditures/FTE	Actuals	Adopted	Adopted
Signs & Markings	3,663,121	4,191,653	4,232,251
Full Time Equivalents Total	19.50	19.50	19.50

### Traffic Signals

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.

## Seattle Department of Transportation

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Adopted
Traffic Signals	10,066,842	9,487,442	9,889,766
Full Time Equivalents Total	24.25	24.25	24.25

### Transit Operations

The Purpose of the Transit Operations Program is to purchase Metro Transit service hours on routes with at least 65% of the stops within the city of Seattle and to support regional transit service in conjunction with other cities, transit agencies, and transportation benefit districts who contribute to the cost of providing regional transit service. The program also funds ORCA Opportunity which provides youth ORCA cards for Seattle Public Schools Students, Seattle Promise scholarship students or similar programs. The program also funds and administers a \$20 low-income VLF rebate to qualified individuals and supports access to transit service for low-income riders. The Transit Operations program revenues support the implementation of City-wide improvements to maximize transit operations.

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Adopted
Transit Operations	59,166,887	66,851,338	32,128,132
Full Time Equivalents Total	2.75	2.75	2.75

### Urban Planning

The Urban Planning Program is comprised of Adaptive Streets, Citywide & Community Planning, GIS, Urban Design, and the Center City Mobility Plan.

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Adopted
Urban Planning	3,655,894	3,393,950	2,979,501
Full Time Equivalents Total	10.50	10.50	10.50

### **SDOT - BO-TR-17004 - ROW Management**

The purpose of the (Right-of-Way) ROW Management Budget Summary Level is to review projects throughout the city for code compliance 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.

Program Expenditures	2019 Actuals	2020 Adopted	2021 Adopted
St Use Permit & Enforcement	31,749,391	40,114,478	42,995,188
<b>Total</b>	<b>31,749,391</b>	<b>40,114,478</b>	<b>42,995,188</b>
Full-time Equivalents Total*	134.25	139.25	139.25

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# Seattle Department of Transportation

## SDOT - BO-TR-17005 - Maintenance Operations

The purpose of the Maintenance Operations Budget Summary Level is to maintain the City's roadways and sidewalks; 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; and manage and administer street parking rules and regulations in the right-of-way.

<b>Program Expenditures</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Emergency Response	11,697,155	4,840,587	4,704,695
Operations Support	5,566,452	4,956,495	5,026,700
Pavement Management/Repair	15,330,146	14,732,700	15,064,086
Street Cleaning	7,428,828	7,878,769	8,582,820
Tree & Landscape Maintenance	6,236,258	6,313,717	6,367,138
<b>Total</b>	<b>46,258,840</b>	<b>38,722,268</b>	<b>39,745,439</b>
Full-time Equivalents Total*	144.00	144.50	145.50

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The following information summarizes the programs in Maintenance Operations Budget Summary Level:

### **Emergency Response**

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>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Emergency Response	11,697,155	4,840,587	4,704,695
Full Time Equivalents Total	19.00	19.00	19.00

### **Operations Support**

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>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Operations Support	5,566,452	4,956,495	5,026,700
Full Time Equivalents Total	22.50	22.50	23.50



# Seattle Department of Transportation

## Pavement Management/Repair

The purpose of the Pavement Management and Repair Program is to assess the condition of asphalt and concrete pavements and establish citywide paving priorities for annual resurfacing, preservation and maintenance of all streets and adjacent areas such as sidewalks and road shoulders by making spot repairs and conducting annual major maintenance paving and rehabilitation.

<b>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Pavement Management/Repair	15,330,146	14,732,700	15,064,086
Full Time Equivalents Total	57.25	57.25	57.25

## Street Cleaning

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>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Street Cleaning	7,428,828	7,878,769	8,582,820
Full Time Equivalents Total	22.50	22.50	22.50

## Tree & Landscape Maintenance

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

<b>Expenditures/FTE</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Tree & Landscape Maintenance	6,236,258	6,313,717	6,367,138
Full Time Equivalents Total	22.75	23.25	23.25

### **SDOT - BO-TR-18001 - Leadership and Administration**

The purpose of the Leadership & Administration Budget Summary Level is to provide executive, community, financial, human resource, technology and business support to the Seattle Department of Transportation.

<b>Program Expenditures</b>	<b>2019 Actuals</b>	<b>2020 Adopted</b>	<b>2021 Adopted</b>
Citywide Indirect Costs	41,665,546	39,733,357	44,965,979
Departmental Indirect Costs	16,632,028	18,968,116	-
Departmental Indirect Costs	-	-	17,888,096
Divisional Indirect Costs	13,421,046	12,147,358	11,413,509

## Seattle Department of Transportation

Indirect Cost Recovery Offset	(73,429,383)	(69,265,285)	(73,357,349)
Pooled Benefits and PTO	4,017,609	-	-
<b>Total</b>	<b>2,306,846</b>	<b>1,583,546</b>	<b>910,235</b>
Full-time Equivalents Total*	205.25	214.25	214.25

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The following information summarizes the programs in Leadership and Administration Budget Summary Level:

### Citywide Indirect Costs

The Purpose of Citywide Indirect Cost Program is to allocate the City's general service costs to SDOT in a way that benefits the delivery of transportation services to the public.

	2019 Actuals	2020 Adopted	2021 Adopted
Expenditures/FTE			
Citywide Indirect Costs	41,665,546	39,733,357	44,965,979

### Departmental Indirect Costs

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	2019 Actuals	2020 Adopted	2021 Adopted
Expenditures/FTE			
Departmental Indirect Costs	16,632,028	18,968,116	17,888,096
Full Time Equivalents Total	112.00	120.00	120.00

### Divisional Indirect Costs

The purpose of the Divisional Indirect Costs 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.

	2019 Actuals	2020 Adopted	2021 Adopted
Expenditures/FTE			
Divisional Indirect Costs	13,421,046	12,147,358	11,413,509
Full Time Equivalents Total	93.25	94.25	94.25

### Indirect Cost Recovery Offset

Indirect Cost Recovery Offset Program includes Department Management Indirect cost recovery and General Expense Indirect Cost Recovery. This program equitably recovers and allocates departmental and general expense indirect cost from all transportation activities and capital projects to fund departmental management and support services essential for delivery of transportation service to the public.

## Seattle Department of Transportation

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Adopted
Indirect Cost Recovery Offset	(73,429,383)	(69,265,285)	(73,357,349)

### Pooled Benefits and PTO

This budget program contains the funding associated with employee leave, time off, and benefit-related costs for Workers' Compensation, healthcare and other centrally distributed benefit costs.

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Adopted
Pooled Benefits and PTO	4,017,609	-	-

### **SDOT - BO-TR-18002 - General Expense**

The purpose of the General Expense Budget Summary Level is to pay for general business expenses necessary to the overall delivery of transportation services, such as Judgment and Claims contributions and debt service payments.

Program Expenditures	2019 Actuals	2020 Adopted	2021 Adopted
Citywide Initiatives	12,430	14,150,000	5,296,014
Debt Service	34,159,607	37,900,450	41,890,893
Judgment & Claims	2,590,087	2,590,087	8,098,973
<b>Total</b>	<b>36,762,124</b>	<b>54,640,537</b>	<b>55,285,880</b>

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

### Citywide Initiatives

The purpose of the Citywide Initiatives program is to support citywide or multi-departmental system or process improvement initiatives.

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Adopted
Citywide Initiatives	12,430	14,150,000	5,296,014

### Debt Service

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Adopted
Debt Service	34,159,607	37,900,450	41,890,893

# Seattle Department of Transportation

## Judgment & Claims

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 judgements and claims against the city are paid.

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Adopted
Judgment & Claims	2,590,087	2,590,087	8,098,973

### SDOT - BO-TR-19003A - UNASSIGNED

Program Expenditures	2019 Actuals	2020 Adopted	2021 Adopted
Corridor & Intersection Impr	402,110	-	-
<b>Total</b>	<b>402,110</b>	-	-

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