

# Seattle Department of Transportation

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<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 valued at more than \$19.8 billion, including:

- 1,547 lane-miles of arterial streets;
- 2,407 lane-miles of non-arterial streets;
- 117 bridges;
- 509 stairways;
- 581 retaining walls;
- 22 miles of seawalls;
- 158 traffic cameras;
- 1,071 signalized intersections;
- 338 miles of on-street bicycle facilities;
- 41,000 street trees;
- 2,018 pay station locations;
- 29,073 curb ramps;
- more than 180,000 signs; and
- 110 acres of SDOT managed landscape areas.

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 Control Levels (BCLs).

**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 planning and engineering transportation. The six BCLs in this area are: Bridges and Structures; Engineering Services; Mobility-Operations; Right-of-Way Management; Street Maintenance; and Urban Forestry.

**Business Management and Support** provides overall policy direction and business support for SDOT and includes the Department Management and General Expense BCLs.

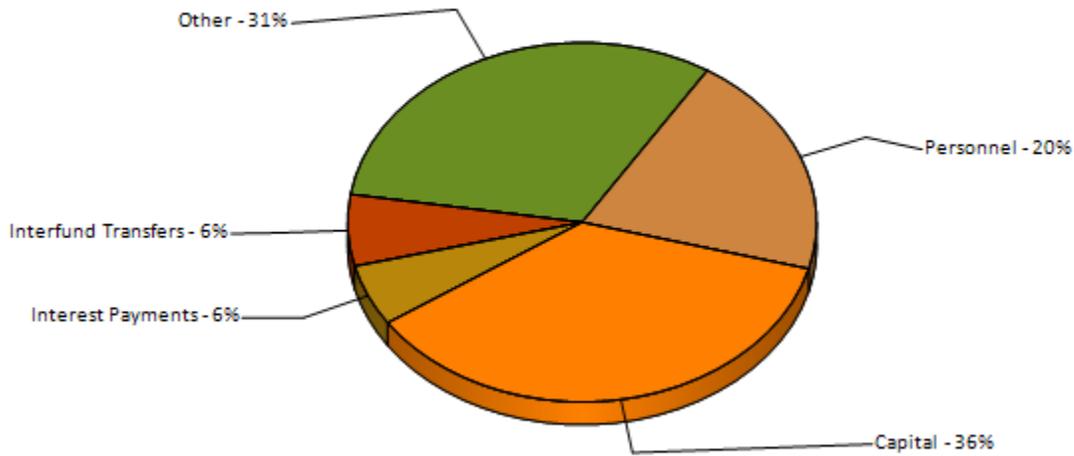
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## Budget Snapshot

| Department Support          | 2014<br>Actuals      | 2015<br>Adopted      | 2016<br>Endorsed     | 2016<br>Adopted      |
|-----------------------------|----------------------|----------------------|----------------------|----------------------|
| General Fund Support        | \$41,555,600         | \$40,576,723         | \$45,167,662         | \$44,308,048         |
| Other Funding - Operating   | \$367,487,943        | \$388,789,729        | \$296,873,685        | \$446,726,658        |
| <b>Total Operations</b>     | <b>\$409,043,543</b> | <b>\$429,366,452</b> | <b>\$342,041,347</b> | <b>\$491,034,706</b> |
| <b>Total Appropriations</b> | <b>\$409,043,543</b> | <b>\$429,366,452</b> | <b>\$342,041,347</b> | <b>\$491,034,706</b> |
| Full-time Equivalent Total* | 758.50               | 794.00               | 797.00               | 844.00               |

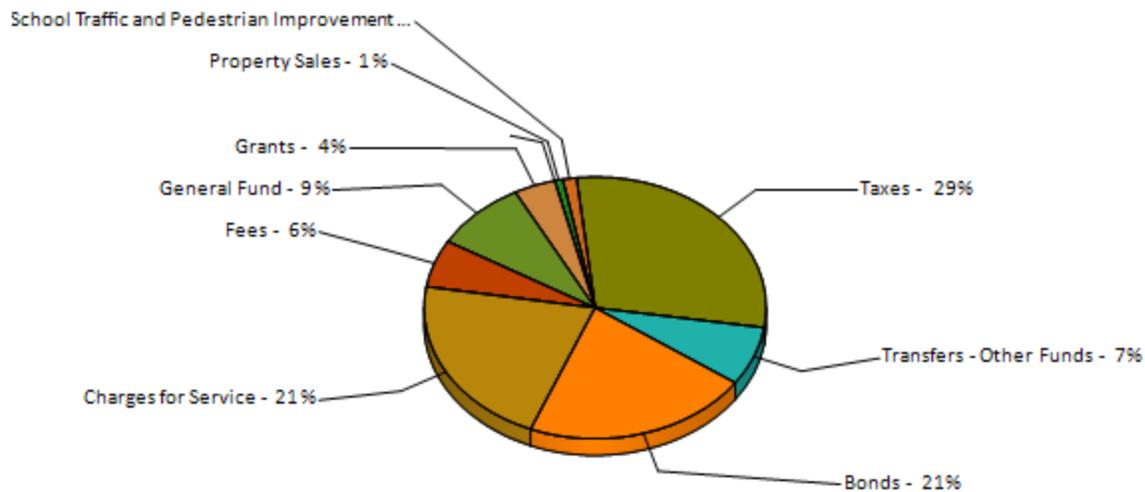
\* FTE totals are provided for information purposes only. Changes in FTEs resulting from City Council or Human Resources Director actions outside of the budget process may not be detailed here.

## 2016 Adopted Budget - Expenditure by Category



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## 2016 Adopted Budget - Revenue by Category



## Budget Overview

The City of Seattle is one of the fastest growing large cities in America. While this growth provides great opportunities for economic development, it also places significant pressure on the transportation system. Within this context of growth and increasing density, the financial investment for transportation in 2016 is higher due in large part to the passage of the Move Seattle transportation levy, receipt of \$44 million of Seattle Transportation Benefit District Proposition One revenues (which will be used to purchase additional transit service from King County Metro) and higher than anticipated costs for the Elliott Bay Seawall replacement project.

The 2016 Adopted Budget emphasizes transportation safety and the efficient movement of goods and people of all ages and abilities. It relies on strategic planning and management of the transportation system with an emphasis on developing and implementing a comprehensive, multi-modal transportation strategy for Seattle. The strategy will integrate and prioritize within the pedestrian, bicycle, transit and freight master plans recognizing that they must work together as a system that maintains and preserves the City's transportation assets. Large infrastructure projects taking place within the city--the Elliott Bay Seawall, Alaskan Way Viaduct and the new State Route 520 Bridge--are viewed fundamentally as safety projects made more critical by the effects climate change and seismic activity could have on the city.

All improvements funded in the 2016 Adopted Budget aim at enhancing the environments for walking, biking, riding transit, driving and moving freight based on geographic equity and community need. Recognizing that thriving neighborhoods are critical to Seattle's vitality, the adopted budget makes targeted investments in neighborhoods throughout the city. The budget also targets investments in smart technology, including a robust Transportation Operations Center and new pay stations that allow flexibility in managing parking and pricing. These investments are prioritized based on safety, need, regulatory requirements and policies established by the Mayor and the City Council.

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## Neighborhood-Based Multi-Modal Transportation Investments

To address increased demand for multi-modal transportation options, the 2016 Adopted Budget makes important mobility investments, including funding to implement the Transit, Pedestrian and Bicycle Master Plans. The 2016 Adopted Budget provides:

- \$44.9 million to implement the Seattle Transportation Benefit District's Proposition One; \$690,000 for the Broadway Streetcar Extension, which will extend the First Hill Streetcar north to Roy Street; and \$973,000 to construct improvements in the South Lake Union area that are required to expand the RapidRide C and D lines into that neighborhood.
- \$7.5 million for necessary replacements of SDOT's permitting technology software and the City's financial software system.
- \$5 million for the bike share program.
- \$426,000 for the design and construction of four more pavement-to-parks projects throughout Seattle.

## Strategic Planning and Management of Existing and New Assets

The 2016 Adopted Budget makes investments in strategic planning as well as the management of existing and new assets, including improving business practices and keeping the City in compliance with regulatory planning requirements. In addition to major capital projects and basic maintenance, the adopted budget funds provisions that maintain accessibility in the midst of significant downtown construction, including:

- Providing \$39.5 million for the seawall/waterfront program to complete the work currently under contract, and identifying an additional \$31.4 million for 2017 to fully complete Season 3 construction at Piers 62 and 63.
- Expanding the hours of operation for the traffic management center that serves as a central point to coordinate construction, manage traffic, monitor emergency responses, dispatch personnel and address customer inquiries.
- Funding enhancement of the Street Use Division's right of way management and enforcement processes with an updated permit fee model and increased levels of staffing.
- Replacing aging pay stations with technology that will allow for more dynamic management of parking in the public right-of-way.

## New Transportation Revenues

The 2016 Adopted Budget uses several funding sources and increased revenues to support transportation infrastructure maintenance. Sources include federal, state and local grants; bonds; Move Seattle property levy proceeds; commercial parking tax; vehicle license fees; fees for service; real estate excise taxes; street vacations; gas tax; property sales proceeds; school zone camera tickets; red light camera tickets; and an annual allocation from the City's General Fund.

The gas tax revenues are increasing in 2016 due to state legislative changes. However, commercial parking tax revenues have been adjusted to reflect less actual receipts in 2015. These revenues are leveraged to back bond financing of both seawall/waterfront program items and general transportation needs. Continued investments of Real Estate Excise Tax (REET) support SDOT's Capital Improvement Program (CIP), allowing for increased funding in 2016 for infrastructure maintenance, preservation and expansion primarily focused on the central waterfront project.

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The biggest change in the 2016 Adopted Budget, relative to 2015, is the \$95 million Move Seattle property tax levy that was passed by voters in November 2015; this levy replaces the Bridging the Gap Levy that expired in 2015 and provided approximately \$43 million annually. The adopted budget provides SDOT with \$44 million in General Funds and \$446 million from other funding sources in 2016. Collectively, this represents a \$148 million (43 percent) increase relative to the 2016 Endorsed Budget.

## City Council Changes to Proposed Budget

The City Council altered the proposed budget in the following ways:

- added \$95 million to reflect passage of the Move Seattle transportation levy in November 2015;
- reduced school zone camera revenues by \$800,000;
- added \$409,801 of red light camera revenues;
- added \$1 million to provide transit passes to income-qualified youth in Seattle Public Schools;
- added \$600,000 for West Seattle Bridge corridor congestion management;
- added \$20,000 to study shared off-street parking; and
- made a technical correction to restore 10 emergency positions that were inadvertently omitted from the proposed budget.

## Incremental Budget Changes

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|   | 2016<br>Budget        | FTE           |
|---|-----------------------|---------------|
| <b>Total 2016 Endorsed Budget</b>                       | <b>\$ 342,041,347</b> | <b>797.00</b> |
| <b>Baseline Changes</b>                                 |                       |               |
| Department Baseline Technical Adjustment                | \$ 0                  | 0.00          |
| <b>Proposed Changes</b>                                 |                       |               |
| Seawall/Waterfront Program Revisions                    | \$ 43,365,000         | 0.00          |
| Seawall/Waterfront Program Staffing Change              | \$ 0                  | 1.00          |
| Bike Share Expansion                                    | \$ 5,000,000          | 0.00          |
| Transit Investments                                     | \$ 45,556,320         | 0.00          |
| Street Use Staffing and Fee Changes                     | \$ 11,044,341         | 36.00         |
| Expanded Hours for the Transportation Operations Center | \$ 820,000            | 0.00          |
| Pavement-to-Parks and Improving Public Spaces           | \$ 426,000            | 0.00          |
| Pay Station Financing                                   | \$ 3,997,000          | 0.00          |
| Information Technology Improvements                     | \$ 7,486,122          | 0.00          |
| Spokane Bridge Maintenance                              | \$ 250,000            | 0.00          |
| Capital Improvement Reductions                          | -\$ 3,000,000         | 0.00          |
| Funding Shifts to Save General Fund Resources           | \$ 0                  | 0.00          |
| Debt Service Update                                     | \$ 1,540,125          | 0.00          |

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## Proposed Technical Changes

|   |                |      |
|---|----------------|------|
| Reallocate Policy and Planning Budget           | \$ 0           | 0.00 |
| Operations and Maintenance Technical Adjustment | \$ 3,190,909   | 0.00 |
| CIP Technical Adjustment                        | -\$ 66,871,359 | 0.00 |

## Council Changes

|   |               |       |
|---|---------------|-------|
| Move Seattle Levy                         | \$ 94,959,105 | 0.00  |
| Camera Funding for Pedestrian Projects    | -\$ 390,204   | 0.00  |
| West Seattle Bridge Congestion Management | \$ 600,000    | 0.00  |
| Transit Passes for Low Income Students    | \$ 1,000,000  | 0.00  |
| Off-Street Shared Parking                 | \$ 20,000     | 0.00  |
| Restoring Emergency Positions             | \$ 0          | 10.00 |

**Total Incremental Changes** **\$ 148,993,359** **47.00**

**2016 Adopted Budget** **\$ 491,034,706** **844.00**

## Descriptions of Incremental Budget Changes

### Baseline Changes

#### Department Baseline Technical Adjustment

This budget-neutral technical adjustment shifts costs among SDOT programs. Two items move across BCLs: \$2.1 million for pavement Microsurfacing and \$1.6 million for traffic signals both move from the operating budget to the capital budget.

### Proposed Changes

#### Seawall/Waterfront Program Revisions - \$43,365,000

The City of Seattle's downtown waterfront is undergoing tremendous change, and critical components of the future Waterfront Improvement Program include replacement of both the existing Elliott Bay Seawall and Alaskan Way Viaduct. As both of these projects continue construction in 2016, the Central Waterfront program focuses on completion of environmental processes and core program design to prepare for implementation of surface restoration and improvements after the Seawall is complete and the viaduct is removed. The key program changes are:

- Elliott Bay Seawall Replacement Project** - This project is a critical public safety project that replaces the aging and seismically vulnerable seawall stretching from South Washington Street to Virginia Street. In 2015, project costs increased due to challenging, unforeseen conditions and higher than expected spending on items such as water management and spoils disposals. The 2016 Adopted Budget provides an additional \$39.5 million in funding for the work currently under contract, and identifies an additional \$31.4 million for 2017 to fully complete Season 3 construction at Piers 62 and 63. Schedule changes on

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the project have allowed additional waterfront parking spaces to become available, and revenue from these spaces are used to fund \$2.1 million of the increase (\$700,000 in 2016; \$1.4 million in 2017). Additional funding sources are bonds backed by Commercial Parking Tax (\$25 million in 2016; \$20 million in 2017), REET (\$13.1 million in 2016; \$10 million in 2017), and Waterway Use Fees (\$750,000 in 2016). *(one-time)*

- **Pike/Pine Renaissance Project** - The 2016 Adopted Budget provides \$675,000 of street use fees within the Central Waterfront Program to advance design and preliminary engineering of the Downtown Seattle Association Pike/Pine Renaissance Streetscape Design Vision (between 1st Ave and Melrose/Minor). This funding also allows for early coordination with the Convention Center expansion. As a core connection between downtown Seattle and the future Waterfront Park, the Pike/Pine corridor renaissance project incorporates streetscape improvements and roadway improvements to enhance the corridor for all users. *(one-time)*
- **Fire Station 5 Relocation** - The 2016 Adopted Budget provides \$3,140,000 in funding within the Central Waterfront Program for temporary relocation of Fire Station 5 during Elliott Bay Seawall Replacement project construction. \$1,840,000 of this amount is REET; the remainder is Cumulative Reserve Subfund Unrestricted. *(one-time)*

## **Seawall/Waterfront Program Staffing Change/1.00 FTE**

This organizational change transfers a Strategic Advisor 3 position from Finance and Administrative Services (FAS) to the Office of Waterfront. This position was originally created for management of the City's relationship with Central Waterfront Improvement Program partner agencies, including the Seattle Aquarium and the Pike Place Market, and was located within FAS. This transfer to the Office of Waterfront allows for greater efficiency and more streamlined budgeting for the program's management costs. As this position was already budgeted within the Waterfront Program, the transfer does not result in a net budget change to the program.

## **Bike Share Expansion - \$5,000,000**

This funding supports an expansion of the City's bike share program. This \$5 million investment of street use fees intends to serve as a match for a potential future \$10 million Federal Transit Authority (FTA) Transportation Investment Generating Economic Recovery (TIGER) grant. The scale of the expansion will vary depending on final funding, including whether the Move Seattle Levy passes on the November 2015 general election ballot. *(one-time)*

## **Transit Investments - \$45,556,320**

Council added funding to this proposal in the adopted budget. Refer to the "Transit Passes for Low Income Students" item in the Council Changes section below. The proposed budget description follows:

The 2016 Proposed Budget includes the following transit investments:

- \$43.9 million to implement Seattle Transportation Benefit District Proposition One, which was approved by voters in November 2014. The \$60 vehicle license fee (above the previous \$20 fee) and 0.1% sales tax revenue supports the following Proposed Budget activities:
  - \$39,043,000 to purchase transit service from King County Metro, including transit service that SDOT currently purchases with Bridging the Gap funding;
  - \$1,100,000 for regional partnership agreements;
  - \$1,828,000 for vehicle license fee rebates to income-qualified individuals;

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- \$1,000,000 to promote access to Metro's low-income fare program called ORCA LIFT; and
- \$922,000 for planning and analysis activities related to Proposition One.
- \$973,000 in bonds backed by commercial parking tax revenues to construct improvements in the South Lake Union area that are required to expand the RapidRide C and D lines into that neighborhood. This route change should increase schedule reliability on both transit lines. This funding is augmented by an additional \$1,195,000 investment within the Transit Corridor Improvements CIP. (*one-time*)
- \$690,000 for the Broadway Streetcar Extension, which will extend the First Hill Streetcar north to Roy Street. Of this amount, \$395,000 of street vacation revenues will be used to complete design work on the project and \$295,000 of commercial parking tax will be used to conduct research and analysis associated with forming a future Local Improvement District to fund the streetcar expansion. (*one-time*)

In addition to the above, the City is pursuing Federal funding for the Center City Streetcar Connector, which will connect the First Hill and South Lake Union streetcar lines. Should the project be identified in the U.S. President's budget proposal, the City will identify local matching funds.

## **Street Use Staffing and Fee Changes - \$11,044,341/36.00 FTE**

The 2016 Adopted Budget supports an enhancement of the Street Use Division's right of way management and enforcement processes with an updated permit fee model and increased level of staffing. The 2015 Adopted Budget included \$200,000 to fund an update of the rate model, and the 2016 budget implements the revisions identified by this study.

Historically, Street Use has been unable to dynamically respond to rapidly changing economic conditions and construction levels because the ability to adjust staffing has occurred through the annual budget process. As permitting activity continued to increase due to extraordinary levels of development within the City of Seattle, SDOT added 20 emergency positions in 2015 to meet the higher than anticipated demand. The 2016 Adopted Budget sustains funding for these positions and provides 36 new positions to the Right of Way Management BCL. The increased staffing level will increase capacity of inspection and plan review, resulting in a higher level of coordination between adjacent projects and public and private utilities to better protect and restore City assets in the right of way and manage the impacts of development. The added positions are funded through an increase of Street Use permit fees. As permitting volumes fluctuate, the level of staffing will be adjusted accordingly.

## **Expanded Hours for the Transportation Operations Center - \$820,000**

SDOT's Transportation Operations Center (TOC) monitors traffic conditions, works with partner departments and agencies, and alerts the public to traffic incidents and changing traffic conditions. The 2015 Adopted Budget funds staffing for the TOC from 7 AM to 6 PM weekdays. In the 2015 second quarter supplemental budget ordinance, funding was added to expand the hours of operation to 16 hours a day, seven days a week; the rest of the time, a supervisor is on standby and can access the Center remotely. The 2016 Adopted Budget continues these expanded hours of operation on an ongoing basis using street use fee revenues.

## **Pavement-to-Parks and Improving Public Spaces - \$426,000**

Streets and sidewalks make up 27 percent of Seattle's surface area. Increases in population density are creating a need to change how we use public right-of-way to create vibrant social spaces.

Pavement-to-parks is a strategy to repurpose underutilized streets as public space areas. The first of these projects opened in the First Hill neighborhood on August 8, 2015. The 2016 Adopted Budget provides \$280,000 of street use fee revenues to develop four more pavement-to-parks projects throughout the City. In addition, the

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Mayor's budget proposal includes \$146,000 of street use fees to provide staff support to work on the pavement-to-parks projects and other creative, small-scale solutions to create safer and more vibrant public spaces in the public right-of-way.

## **Pay Station Financing - \$3,997,000**

The first of the City's parking pay stations reached the end of their 10-year lifecycle in 2014; therefore, the 2014 Adopted Budget included funds to begin replacing the pay stations. The 2016 Endorsed Budget anticipated that the City would lease the new pay stations and use General Fund resources to pay for maintenance and operations.

The City has since decided to purchase the pay stations. As a result, the 2016 Adopted Budget issues \$9.1 million of General Fund-supported five-year debt for capital costs planned for 2016. Unexpended resources from 2015 will be used to offset expected increases in 2016 for operations and maintenance costs. Debt service of \$211,000 will be paid from the General Fund.

All pay stations are scheduled for replacement by the end of 2016. For additional information, please consult the 2016-2021 Adopted CIP. (*one-time*)

## **Information Technology Improvements - \$7,486,122**

The 2016 Adopted Budget invests in necessary replacements of SDOT's permitting technology software and the City's financial system.

### *Permitting System Upgrade*

SDOT's existing permit system, Hansen 7, will soon be incompatible with City technology systems. The 2016 Adopted Budget provides \$5.5 million in street use fee revenues for a new Accela permitting platform. The vision for Accela is to create a fully integrated Citywide permitting system that provides an online "all in one place experience" for Seattle customers and staff. An additional \$5.1 million will be needed for this project in 2017.

Funding to upgrade the system (rather than replace it entirely) was identified in the 2013-2015 Adopted Budgets. The 2016 Adopted Budget is a reset of this project budget and assumes that the unused funds from prior budgets will not be carried forward.

For additional details, please consult the 2016-2021 Adopted CIP.

### *Citywide Summit Re-Implementation Project*

This item represents the department's work in support of the Citywide Summit Re-Implementation project. A description of the Summit Re-Implementation project is located within the Department of Finance and Administrative Services. This effort is funded by \$486,000 from the General Fund and \$1.456 million in SDOT overhead.

## **Spokane Bridge Maintenance - \$250,000**

The Spokane Street Swing Bridge opened to traffic in 1991. Since that time, river silt has built up next to the bridge foundations and could cause the bridge to fail prematurely during an earthquake. Therefore, the 2016 Adopted Budget identifies \$250,000 of City Waterway funds to remove the Duwamish River silt. (*one-time*)

## **Capital Improvement Reductions - (\$3,000,000)**

In order to meet other budget priorities, the 2016 Adopted Budget includes the following reductions:

- **Heavy Haul Corridor:** The 2016 Endorsed CIP included \$1,500,000 of REET to demonstrate the City's commitment to a future heavy haul corridor. However, before any street work can begin, a study is

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needed to determine the impacts of changing streets to a heavy haul designation. The funding is therefore removed pending the outcome of this study.

- **Microsurfacing:** The 2016 Adopted Budget maintains the 2015 funding levels for Microsurfacing on City streets at \$2.5 million. This represents a \$1.5 million reduction from the 2016 Endorsed Budget amount.

## Funding Shifts to Save General Fund Resources

The 2016 Adopted Budget reduces General Fund support through the following actions:

- The 2016 Endorsed Budget assumes that the General Fund pays the debt service related to 2010 LTGO bonds sold for the Alaskan Way Viaduct & Seawall project. The 2016 Adopted Budget pays this \$479,750 of debt service from 2.5% Commercial Parking Tax revenues instead of from the General Fund. (*one-time*)
- The 2016 Endorsed Budget funds Street Vacation program staffing costs with General Fund revenues. The 2016 Adopted Budget pays this \$433,000 from street use fees instead of from the General Fund. This is only a funding change; the program, process and concepts will continue to operate as required by the Seattle Municipal Code and the Revised Code of Washington. (*one-time*)

## Debt Service Update - \$1,540,125

The 2016 Adopted Budget updates debt service to reflect current capital spending plans, including changes for the Elliott Bay Seawall Project/Central Waterfront Project.

## Proposed Technical Changes

### Reallocate Policy and Planning Budget

The 2016 Adopted Budget includes a budget-neutral shift of \$158,000 to move a management position from the Policy and Planning division to the Urban Design Team. The staff person will work on pavement-to-parks and other creative, low-cost solutions to improve public spaces.

### Operations and Maintenance Technical Adjustment - \$3,190,909

The most significant changes in the O&M technical adjustment are to align the 2016 Adopted Budget for reimbursable work and to move fringe benefit costs among various budget control lines. The technical adjustment also makes baseline corrections related to the Bridging the Gap levy and makes other minor adjustments and shifts.

### CIP Technical Adjustment - (\$66,871,359)

The Capital Improvement Program technical adjustment aligns the budget with the 2016-2021 Adopted Capital Improvement Program, including the revised plan for pay stations. It also reduces revenue and expenditures related to the School Zone Fixed Automated Camera Fund, which was renamed the School Safety Traffic and Pedestrian Improvement Fund during Council's budget phase.

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## Council Changes

### **Move Seattle Levy - \$94,959,105**

This item provides spending authority due to passage of the Move Seattle Levy. The Mayor's proposed budget did not include this authority because the outcome of the election was not yet known. After voters approved the Move Seattle Levy on November 3, 2015, Council added ongoing budget authority associated with the levy. For additional information, please consult the 2016-2021 Adopted Capital Improvement Program.

### **Camera Funding for Pedestrian Projects - (\$390,204)**

The Executive's November 2015 revenue projection indicates that school zone camera revenues will be \$800,000 less than anticipated during 2015 and 2016. Therefore, this item decreases 2016 appropriations from school zone camera revenues by \$800,000. In addition, the Council passed a bill requiring that 10% of revenue generated from red light cameras be used to improve school zone traffic and pedestrian safety. Therefore, this item increases 2016 appropriations from red light cameras by \$409,801. (*one-time*)

### **West Seattle Bridge Congestion Management - \$600,000**

This item utilizes unreserved Commercial Parking Tax to address congestion and delay along the West Seattle Bridge. \$500,000 is provided to install intelligent transportation system infrastructure and \$100,000 is provided for operational feasibility studies. The Council imposed a proviso on the corridor feasibility study funding. For further information, please see the "City Council Provisos" section below. (*one-time*)

### **Transit Passes for Low Income Students - \$1,000,000**

This item adds Seattle Transportation Benefit District funds to expand the Seattle Public Schools' ORCA Passport program for low-income students. The ongoing funding supports transit passes for students who are eligible for the federal Free and Reduced Lunch Program who live within two miles of their school. Funds will first be used to provide passes to low-income high school students. If additional funds remain, passes will be distributed to low-income middle-school students.

### **Off-Street Shared Parking - \$20,000**

This item provides General Fund support to advance shared parking efforts within the Capitol Hill Eco District. The funding enables SDOT to contract with an organization based on Capitol Hill to identify regulatory and incentive barriers to shared parking, develop design guidelines for new off-street parking that enables sharing, and advance the implementation of a district shared parking pilot in the Pike/Pine Urban Village. (*one-time*)

### **Restoring Emergency Positions/10.00 FTE**

This item is a technical correction to restore ten emergency positions that were inadvertently omitted from the 2016 Proposed Budget. It was assumed that these positions were sunset positions included in SDOT's base FTE count; however, these positions were actually emergency positions converted from various term-limited/temporary positions and were not included in the base count.

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## City Council Provisos

The City Council adopted the following budget provisos:

- None of the money appropriated in the 2016 budget for the Seattle Department of Transportation (SDOT)'s Major Projects BCL may be spent for a construction contract change order to build that portion of the Elliott Bay Seawall Replacement Project between Pine and Virginia until SDOT files a report with the City Clerk providing an update of contract negotiations to fully complete the Elliott Bay Seawall Replacement Project.
- Of the appropriations in SDOT's Mobility-Capital BCL, \$5,000,000 is appropriated solely for expansion of the Bike Share program and may be spent for no other purpose. Furthermore, none of the money so appropriated may be spent until authorized by future ordinance. Council anticipates that such authority will not be granted until the Seattle Department of Transportation provides a detailed spending and implementation plan and financial analysis of the expansion and long-term operations of the Bike Share program.
- None of the money appropriated in the 2016 budget for SDOT's Mobility-Capital BCL may be spent for design of the Broadway Streetcar Extension until authorized by future ordinance. Council anticipates that such authority will not be granted until SDOT provides a detailed spending and implementation plan, including a financing plan for the Broadway Streetcar Extension project.
- Of the appropriation in the 2016 budget for the Seattle Department of Transportation's Mobility Operations BCL, \$100,000 is appropriated solely for West Seattle Bridge Corridor feasibility studies. Furthermore, none of the money so appropriated may be spent until the Chair of the Transportation Committee files with the City Clerk his or her certification that the Seattle Department of Transportation has provided a report to the Transportation Committee describing (1) the discrete West Seattle Bridge Corridor feasibility study scope elements, (2) the resources required to complete all elements of the feasibility studies, and (3) the anticipated completion date for the studies.
- Of the appropriations in the 2016 budget for the Mobility-Operations BCL, \$1,000,000 is appropriated solely for the provision of transit passes to income-qualified students in Seattle Public Schools and may be spent for no other purpose.

## Expenditure Overview

| Appropriations                                 | Summit Code  | 2014 Actuals     | 2015 Adopted     | 2016 Endorsed    | 2016 Adopted      |
|--|--------------|------------------|------------------|------------------|-------------------|
| <b>Bridges &amp; Structures Budget Control</b> |              |                  |                  |                  |                   |
| Bridge Operations                              |              | 3,043,869        | 3,363,961        | 3,420,950        | 3,420,952         |
| Structures Engineering                         |              | 668,619          | 850,690          | 872,385          | 872,385           |
| Structures Maintenance                         |              | 4,335,797        | 4,594,263        | 3,748,899        | 7,282,684         |
| <b>Total</b>                                   | <b>17001</b> | <b>8,048,284</b> | <b>8,808,914</b> | <b>8,042,234</b> | <b>11,576,021</b> |
| <b>Department Management Budget Control</b>    |              |                  |                  |                  |                   |
| Director's Office                              |              | 1,416,116        | 2,881,401        | 2,940,600        | 2,375,677         |
| Division Management                            |              | 12,682,853       | 12,317,142       | 12,579,569       | 7,227,706         |
| Human Resources                                |              | 834,250          | 1,349,778        | 1,381,485        | 998,943           |
| Indirect Cost Recovery - Department Management |              | -33,197,834      | -29,224,416      | -29,185,251      | -29,666,913       |

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|   |              |                    |                    |                    |                    |
|---|--------------|--------------------|--------------------|--------------------|--------------------|
| Public Information                                  |              | 591,002            | 1,354,734          | 1,073,088          | 639,001            |
| Resource Management                                 |              | 17,510,881         | 12,571,235         | 12,050,154         | 20,829,181         |
| Revenue Development                                 |              | 524,948            | 611,380            | 623,937            | 463,869            |
| <b>Total</b>  | <b>18001</b> | <b>362,217</b>     | <b>1,861,254</b>   | <b>1,463,582</b>   | <b>2,867,464</b>   |
| <b>Engineering Services Budget</b>                  | <b>17002</b> | <b>4,520,789</b>   | <b>1,461,009</b>   | <b>1,492,775</b>   | <b>3,968,864</b>   |
| <b>Control Level</b>                                |              |                    |                    |                    |                    |
| <b>General Expense Budget Control</b>               |              |                    |                    |                    |                    |
| City Central Costs                                  |              | 12,809,326         | 20,287,668         | 21,713,171         | 22,529,470         |
| Debt Service  |              | 28,750,934         | 24,628,235         | 25,362,053         | 27,113,178         |
| Indirect Cost Recovery - General Expense            |              | -13,098,088        | -19,390,996        | -20,816,499        | -22,529,470        |
| Judgment & Claims                                   |              | 3,553,310          | 1,769,402          | 3,250,869          | 3,250,869          |
| <b>Total</b>  | <b>18002</b> | <b>32,015,482</b>  | <b>27,294,309</b>  | <b>29,509,594</b>  | <b>30,364,047</b>  |
| <b>Major Maintenance/Replacement Budget Control</b> |              |                    |                    |                    |                    |
| Bridges & Structures                                |              | 21,521,327         | 15,164,196         | 20,804,000         | 19,045,500         |
| Landslide Mitigation                                |              | 368,211            | 716,000            | 1,345,000          | 1,345,000          |
| Roads   |              | 25,092,746         | 19,272,601         | 9,972,999          | 45,434,497         |
| Sidewalk Maintenance                                |              | 2,342,838          | 1,047,000          | 0                  | 1,500,000          |
| Trails and Bike Paths                               |              | 5,527,264          | 6,479,001          | 1,300,001          | 9,250,000          |
| <b>Total</b>  | <b>19001</b> | <b>54,852,387</b>  | <b>42,678,798</b>  | <b>33,422,000</b>  | <b>76,574,997</b>  |
| <b>Major Projects Budget Control</b>                |              |                    |                    |                    |                    |
| Alaskan Way Viaduct and Seawall Replacement         |              | 122,931,509        | 160,631,000        | 143,059,224        | 127,564,000        |
| First Hill Streetcar                                |              | 22,572,569         | 0                  | 0                  | 0                  |
| Magnolia Bridge Replacement                         |              | 228,611            | 0                  | 0                  | 0                  |
| Mercer Corridor                                     |              | 3,149,402          | 0                  | 0                  | 0                  |
| Mercer West   |              | 29,392,252         | 25,599,866         | 1,905,677          | 3,909,000          |
| Spokane Street Viaduct                              |              | 195,647            | 0                  | 0                  | 0                  |
| SR-520  |              | 475,205            | 249,425            | 119,717            | 119,000            |
| <b>Total</b>  | <b>19002</b> | <b>178,945,193</b> | <b>186,480,291</b> | <b>145,084,618</b> | <b>131,592,000</b> |
| <b>Mobility-Capital Budget Control</b>              |              |                    |                    |                    |                    |
| Corridor & Intersection Improvements                |              | 10,599,685         | 17,029,001         | 19,571,827         | 24,524,501         |
| Freight Mobility                                    |              | 474,773            | 256,000            | 1,500,000          | 1,500,000          |
| Intelligent Transportation System                   |              | 1,373,325          | 5,010,000          | 2,600,000          | 7,300,001          |
| Neighborhood Enhancements                           |              | 4,098,577          | 8,943,999          | 6,893,000          | 21,057,001         |
| New Trails and Bike Paths                           |              | 3,806,435          | 322,343            | 0                  | 0                  |
| Sidewalks & Pedestrian Facilities                   |              | 14,886,103         | 24,017,465         | 10,056,499         | 18,810,266         |
| Transit & HOV                                       |              | 9,544,342          | 9,310,062          | 1,395,872          | 14,554,001         |
| <b>Total</b>  | <b>19003</b> | <b>44,783,239</b>  | <b>64,888,870</b>  | <b>42,017,198</b>  | <b>87,745,770</b>  |
| <b>Mobility-Operations Budget Control</b>           |              |                    |                    |                    |                    |
| Commuter Mobility                                   |              | 13,649,811         | 14,273,032         | 10,626,197         | 13,550,476         |

## Seattle Department of Transportation

|  |              |                    |                    |                    |                    |
|--|--------------|--------------------|--------------------|--------------------|--------------------|
| Neighborhoods                                  |              | 3,133,783          | 3,464,187          | 3,356,386          | 5,667,933          |
| Parking  |              | 8,629,651          | 8,693,014          | 8,896,743          | 9,055,635          |
| Signs & Markings                               |              | 4,300,733          | 4,585,167          | 3,216,074          | 3,357,094          |
| Traffic Signals                                |              | 10,353,849         | 10,767,745         | 6,824,188          | 8,938,900          |
| Transit Operations                             |              | 0                  | 0                  | 0                  | 44,893,320         |
| <b>Total</b>                                   | <b>17003</b> | <b>40,067,828</b>  | <b>41,783,145</b>  | <b>32,919,588</b>  | <b>85,463,358</b>  |
| <b>ROW Management Budget</b>                   | <b>17004</b> | <b>18,598,422</b>  | <b>24,173,839</b>  | <b>18,379,222</b>  | <b>30,354,732</b>  |
| <b>Control Level</b>                           |              |                    |                    |                    |                    |
| <b>Street Maintenance Budget Control</b>       |              |                    |                    |                    |                    |
| Emergency Response                             |              | 1,373,520          | 2,039,759          | 2,093,558          | 2,093,557          |
| Operations Support                             |              | 3,530,203          | 4,211,448          | 4,243,939          | 4,585,736          |
| Pavement Management                            |              | 422,962            | 304,478            | 313,572            | 313,572            |
| Street Cleaning                                |              | 5,869,665          | 5,670,945          | 6,038,583          | 6,141,995          |
| Street Repair                                  |              | 10,835,696         | 12,892,539         | 13,589,299         | 12,011,498         |
| <b>Total</b>                                   | <b>17005</b> | <b>22,032,047</b>  | <b>25,119,169</b>  | <b>26,278,951</b>  | <b>25,146,358</b>  |
| <b>Urban Forestry Budget Control</b>           |              |                    |                    |                    |                    |
| Arborist Services                              |              | 1,440,814          | 1,379,592          | 514,809            | 1,418,432          |
| Tree & Landscape Maintenance                   |              | 3,376,843          | 3,437,262          | 2,916,776          | 3,962,663          |
| <b>Total</b>                                   | <b>17006</b> | <b>4,817,656</b>   | <b>4,816,854</b>   | <b>3,431,585</b>   | <b>5,381,095</b>   |
| <b>Department Total</b>                        |              | <b>409,043,543</b> | <b>429,366,452</b> | <b>342,041,347</b> | <b>491,034,706</b> |
| <b>Department Full-time Equivalents Total*</b> |              | <b>758.50</b>      | <b>794.00</b>      | <b>797.00</b>      | <b>844.00</b>      |

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

## Revenue Overview

### 2016 Estimated Revenues

| Summit Code | Source   | 2014 Actuals | 2015 Adopted | 2016 Endorsed | 2016 Adopted |
|-------------|--|--------------|--------------|---------------|--------------|
| 481100      | G.O. Bond Proceeds                             | 0            | 15,633,371   | 33,819,000    | 70,120,487   |
| 481100      | Operating Transfer In-From 2008 MULTIPURP LTGO | 212,289      | 0            | 0             | 0            |
| 481100      | Operating Transfer In-From 2009 MULTIPURP BD   | 404,494      | 0            | 0             | 0            |
| 481100      | Operating Transfer In-From 2010 LTGO Bonds     | 3,798,016    | 0            | 0             | 0            |
| 481100      | Operating Transfer In-From 2011 LTGO Bonds     | 4,431,693    | 0            | 0             | 0            |
| 481100      | Operating Transfer In-From 2012 LTGO Bonds     | 5,908,810    | 0            | 0             | 0            |
| 481100      | Operating Transfer In-From 2014 LTGO Bond Fund | 10,096,094   | 0            | 0             | 0            |
| 587358      | Operating Transfer In-From                     | 76,931,631   | 134,700,000  | 78,103,000    | 37,946,000   |

## Seattle Department of Transportation

### ALASKA SEA

|        | <b>Total Bonds</b>                      | <b>101,783,027</b> | <b>150,333,371</b> | <b>111,922,000</b> | <b>108,066,487</b> |
|--------|---|--------------------|--------------------|--------------------|--------------------|
| 422401 | Permit Issuance SDOT Only               | 1,700,645          | 0                  | 0                  | 1,600,000          |
| 422402 | Permit Renewal SDOT Only                | 897,860            | 0                  | 0                  | 800,000            |
| 422490 | Other Street Use & Curb Permit          | 869,286            | 8,496,308          | 8,496,308          | 750,725            |
| 422801 | Penalties on SDOT Permits               | 96,909             | 0                  | 0                  | 50,000             |
| 422990 | Other Non-Business License/PE           | 1,168,283          | 865,256            | 865,256            | 0                  |
| 439090 | Other Private Contributions & Donations | 1,022,678          | 0                  | 0                  | 0                  |
| 442490 | Other Protective Inspection Fees        | 0                  | 1,750,984          | 1,750,984          | 0                  |
| 444100 | Street Maintenance & Repair Charges     | 369,515            | 1,290,940          | 1,290,940          | 898,679            |
| 444300 | Vehicles & Equipment Repair Charges     | -8,099             | 0                  | 0                  | 0                  |
| 444590 | Miscellaneous - Other Revenues          | 20,746             | 0                  | 0                  | 2,633              |
| 444900 | Other Charges - Transportation          | 61,472,085         | 12,573,214         | 12,079,291         | 40,381,932         |
| 444901 | Street Occupation LT SDOT Only          | 984,685            | 0                  | 0                  | 950,000            |
| 444902 | Street Use ST SDOT Only                 | 15,111,767         | 0                  | 0                  | 14,750,000         |
| 444903 | Annual Fees SDOT Only                   | 629,042            | 0                  | 0                  | 600,000            |
| 444904 | Administrative Services SDOT Only       | 30,272             | 0                  | 0                  | 25,000             |
| 444905 | Night Vending Program Admin Fees        | 8,944              | 0                  | 0                  | 7,500              |
| 445831 | Plan Review & Inspection SDOT           | 5,700,969          | 0                  | 0                  | 14,000,000         |
| 462500 | Building/Other Space Rental Charge      | 84,095             | 0                  | 0                  | 0                  |
| 469100 | Sale of Junk or Salvage                 | 26,153             | 0                  | 0                  | 269,757            |
| 469400 | Other Judgments & Settlements           | 1,882,675          | 0                  | 0                  | 0                  |
| 522401 | I/F Permit Issuance SDOT Only           | 309,870            | 0                  | 0                  | 0                  |
| 522402 | I/F Permit Renewal SDOT Only            | 3,780              | 0                  | 0                  | 0                  |
| 522801 | I/F Penalties on SDOT Permits           | 4,800              | 0                  | 0                  | 0                  |
| 522990 | Other Non-Business License/PE           | 13,114             | 0                  | 0                  | 0                  |
| 541490 | IF Administrative Fees                  | 418,650            | 0                  | 0                  | 54,392             |
| 541960 | IF Other General Governmental Charges   | 0                  | 0                  | 0                  | 495,795            |
| 541960 | IF Personnel Service Charges            | 92,232             | 0                  | 0                  | 158,274            |
| 543210 | IF Architecture/Engineering Services    | 0                  | 709,354            | 0                  | 204,000            |
| 544590 | Abatement Charges                       | 217                | 0                  | 0                  | 0                  |
| 544590 | Collection Expenses - Charges           | 284,444            | 0                  | 0                  | 0                  |
| 544590 | IF Misc - Other Revenues                | 6,000              | 0                  | 0                  | 0                  |
| 544590 | Miscellaneous Fines & Penalties         | 18,450             | 0                  | 0                  | 0                  |
| 544590 | NSF Check Fees                          | 477                | 0                  | 0                  | 0                  |
| 544590 | Other Miscellaneous Revenues            | 12,265             | 0                  | 0                  | 0                  |
| 544590 | Uncollectible Expense - Charges         | -227,543           | 0                  | 0                  | 0                  |
| 544900 | IF Other Charges -                      | 12,731,287         | 3,580,070          | 4,435,832          | 9,184,181          |

## Seattle Department of Transportation

|        |   |                    |                   |                   |                    |
|--------|---|--------------------|-------------------|-------------------|--------------------|
|        | Transportation  |                    |                   |                   |                    |
| 544901 | I/F Street Occupation LT SDOT   | 8,874              | 0                 | 0                 | 0                  |
| 544902 | I/F Street Use ST SDOT Only   | 47,831             | 0                 | 0                 | 0                  |
| 545831 | I/F Plan Review & Inspection<br>SDOT  | 683,414            | 0                 | 0                 | 0                  |
| 587199 | Operating Transfer In-From<br>Transportation Benefit District<br>Fund Prop 1 - 1% Sales Tax | 0                  | 0                 | 0                 | 22,863,627         |
|        | <b>Total Charges for Service</b>  | <b>106,476,671</b> | <b>29,266,126</b> | <b>28,918,611</b> | <b>108,046,494</b> |
| 587199 | Operating Transfer In-From<br>Transportation Benefit District -<br>\$20                     | 5,025,998          | 8,002,427         | 7,256,441         | 7,667,662          |
| 587199 | Operating Transfer In-From<br>Transportation Benefit District -<br>\$60                     | 0                  | 0                 | 0                 | 22,029,543         |
|        | <b>Total Fees</b>   | <b>5,025,998</b>   | <b>8,002,427</b>  | <b>7,256,441</b>  | <b>29,697,205</b>  |
| 587001 | Operating Transfer In-From<br>General Fund  | 41,418,952         | 40,576,723        | 45,167,662        | 44,308,048         |
|        | <b>Total General Fund</b>   | <b>41,418,952</b>  | <b>40,576,723</b> | <b>45,167,662</b> | <b>44,308,048</b>  |
| 437010 | Interlocal Grants   | 6,005              | 0                 | 0                 | 0                  |
| 471010 | Federal Capital Grant - Indirect<br>FHWA  | 19,063,273         | 0                 | 0                 | 0                  |
| 471010 | FEDERAL CAPITL GRNT IND<br>ISTEA/   | 74,598             | 0                 | 0                 | 0                  |
| 471010 | Federal Grants  | 1,323,485          | 1,452,826         | 21,103,835        | 6,536,974          |
| 471010 | Federal Grants - Indirect   | 78,435             | 0                 | 0                 | 0                  |
| 471010 | FEDRL CAPITL CONTR/GRNT-<br>INDRCT  | 4,470,595          | 0                 | 0                 | 0                  |
| 474010 | State Capital Grant Arterial<br>Improvement   | 5,010,630          | 0                 | 0                 | 0                  |
| 474010 | State Grants  | 2,258,142          | 16,669,135        | 17,837,000        | 1,900,000          |
| 577010 | IF Capital Contributions &<br>Grants  | 0                  | 2,450,000         | 27,850,000        | 11,396,683         |
|        | <b>Total Grants</b>   | <b>32,285,163</b>  | <b>20,571,961</b> | <b>66,790,835</b> | <b>19,833,657</b>  |
| 461110 | Investment Earnings-Residual<br>Cash  | 220,646            | 0                 | 0                 | 0                  |
| 461320 | Unrealized Gains/Losses   | 106,974            | 0                 | 0                 | 0                  |
| 461900 | Other Interest Earnings   | -13,730            | 0                 | 0                 | 0                  |
| 485400 | Gain(Loss)-Disposition FI   | 13,322             | 0                 | 0                 | 0                  |
|        | <b>Total Interest Earnings</b>  | <b>327,213</b>     | <b>0</b>          | <b>0</b>          | <b>0</b>           |
| 485110 | Property Proceeds   | 2,094,723          | 24,217,045        | 7,850,679         | 3,909,152          |
|        | <b>Total Property Sales</b>   | <b>2,094,723</b>   | <b>24,217,045</b> | <b>7,850,679</b>  | <b>3,909,152</b>   |
| 587185 | School Safety Traffic and<br>Pedestrian Improvement Fund                                    | 2,475,255          | 8,524,411         | 6,217,212         | 6,599,495          |
|        | <b>Total School Traffic and<br/>Pedestrian Improvement</b>                                  | <b>2,475,255</b>   | <b>8,524,411</b>  | <b>6,217,212</b>  | <b>6,599,495</b>   |
| 411100 | BTG-Property Tax Levy   | 42,717,715         | 43,700,092        | 0                 | 0                  |
| 411100 | Move Seattle Property Tax Levy  | 0                  | 0                 | 0                 | 94,959,100         |

## Seattle Department of Transportation

|        |  |                    |                    |                    |                    |
|--------|--|--------------------|--------------------|--------------------|--------------------|
| 416310 | BTG-Commercial Parking Tax   | 28,674,051         | 31,218,202         | 32,154,749         | 30,663,579         |
| 416310 | COMMERCIAL PARKING PERMIT FEES   | 1,560              | 0                  | 0                  | 0                  |
| 416310 | COMMERCIAL PARKING TAX-PENALTIES INT                                     | 47,732             | 0                  | 0                  | 0                  |
| 418800 | BTG-Employee Hours Tax   | 31,261             | 0                  | 0                  | 0                  |
| 418800 | Employee Hours Tax Penalties & Interest                                  | 2,315              | 0                  | 0                  | 0                  |
| 419997 | Commercial Parking Tax-AWV   | 7,012,982          | 7,804,551          | 8,038,687          | 7,665,895          |
| 436088 | Motor Vehicle Fuel Tax   | 12,935,844         | 12,964,909         | 12,964,909         | 13,786,909         |
|        | <b>Total Taxes</b>   | <b>91,423,460</b>  | <b>95,687,754</b>  | <b>53,158,345</b>  | <b>147,075,483</b> |
| 587116 | Operating Transfer In-From Cumulative Reserve Subfund - REET I           | 1,348,509          | 3,500,000          | 0                  | 0                  |
| 587116 | Operating Transfer In-From Cumulative Reserve Subfund - REET II          | 21,776,828         | 25,171,500         | 16,091,000         | 24,756,000         |
| 587116 | Operating Transfer In-From Cumulative Reserve Subfund - Street Vacations | 2,800              | 2,056,000          | 3,395,000          | 6,409,095          |
| 587116 | Operating Transfer In-From Cumulative Reserve Subfund - Unrestricted     | 1,588,410          | 0                  | 1,000,000          | 2,300,000          |
| 587118 | Operating Transfer In-From Emergency Subfund                             | 240                | 0                  | 0                  | 0                  |
| 587338 | Operating Transfer In-From 2000 Park Levy Fund                           | 1,342,417          | 0                  | 0                  | 0                  |
| 587359 | Operating Transfer In-From CEN WF IMP FUND                               | 9,913,173          | 0                  | 0                  | 0                  |
| 587410 | Operating Transfer In-From SCL Fund                                      | 0                  | 1,450,331          | 3,750,000          | 3,388,438          |
|        | <b>Total Transfers - Other Funds</b>                                     | <b>35,972,377</b>  | <b>32,177,831</b>  | <b>24,236,000</b>  | <b>36,853,533</b>  |
|        | <b>Total Revenues</b>  | <b>419,282,840</b> | <b>409,357,649</b> | <b>351,517,785</b> | <b>504,389,554</b> |
| 379100 | Use of (Contribution to) Fund Balance                                    | -12,684,889        | 20,008,803         | -9,476,438         | -13,354,848        |
|        | <b>Total Use of (Contribution to) Fund Balance</b>                       | <b>-12,684,889</b> | <b>20,008,803</b>  | <b>-9,476,438</b>  | <b>-13,354,848</b> |
|        | <b>Total Resources</b>   | <b>406,597,951</b> | <b>429,366,452</b> | <b>342,041,347</b> | <b>491,034,706</b> |

# Seattle Department of Transportation

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

### Bridges & Structures Budget Control Level

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

|                              | 2014             | 2015             | 2016             | 2016              |
|------------------------------|------------------|------------------|------------------|-------------------|
| <b>Program Expenditures</b>  | <b>Actuals</b>   | <b>Adopted</b>   | <b>Endorsed</b>  | <b>Adopted</b>    |
| Bridge Operations            | 3,043,869        | 3,363,961        | 3,420,950        | 3,420,952         |
| Structures Engineering       | 668,619          | 850,690          | 872,385          | 872,385           |
| Structures Maintenance       | 4,335,797        | 4,594,263        | 3,748,899        | 7,282,684         |
| <b>Total</b>                 | <b>8,048,284</b> | <b>8,808,914</b> | <b>8,042,234</b> | <b>11,576,021</b> |
| Full-time Equivalents Total* | 56.50            | 61.50            | 61.50            | 61.50             |

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

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

#### **Bridge Operations Program**

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

|                             | 2014           | 2015           | 2016            | 2016           |
|-----------------------------|----------------|----------------|-----------------|----------------|
| <b>Expenditures/FTE</b>     | <b>Actuals</b> | <b>Adopted</b> | <b>Endorsed</b> | <b>Adopted</b> |
| Bridge Operations           | 3,043,869      | 3,363,961      | 3,420,950       | 3,420,952      |
| Full-time Equivalents Total | 28.00          | 28.00          | 28.00           | 28.00          |

#### **Structures Engineering Program**

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

|                             | 2014           | 2015           | 2016            | 2016           |
|-----------------------------|----------------|----------------|-----------------|----------------|
| <b>Expenditures/FTE</b>     | <b>Actuals</b> | <b>Adopted</b> | <b>Endorsed</b> | <b>Adopted</b> |
| Structures Engineering      | 668,619        | 850,690        | 872,385         | 872,385        |
| Full-time Equivalents Total | 5.75           | 5.75           | 5.75            | 5.75           |

#### **Structures Maintenance Program**

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

|                             | 2014           | 2015           | 2016            | 2016           |
|-----------------------------|----------------|----------------|-----------------|----------------|
| <b>Expenditures/FTE</b>     | <b>Actuals</b> | <b>Adopted</b> | <b>Endorsed</b> | <b>Adopted</b> |
| Structures Maintenance      | 4,335,797      | 4,594,263      | 3,748,899       | 7,282,684      |
| Full-time Equivalents Total | 22.75          | 27.75          | 27.75           | 27.75          |

# Seattle Department of Transportation

## Department Management Budget Control Level

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

|  | 2014           | 2015             | 2016             | 2016             |
|--|----------------|------------------|------------------|------------------|
| <b>Program Expenditures</b>                    | <b>Actuals</b> | <b>Adopted</b>   | <b>Endorsed</b>  | <b>Adopted</b>   |
| Director's Office                              | 1,416,116      | 2,881,401        | 2,940,600        | 2,375,677        |
| Division Management                            | 12,682,853     | 12,317,142       | 12,579,569       | 7,227,706        |
| Human Resources                                | 834,250        | 1,349,778        | 1,381,485        | 998,943          |
| Indirect Cost Recovery - Department Management | -33,197,834    | -29,224,416      | -29,185,251      | -29,666,913      |
| Public Information                             | 591,002        | 1,354,734        | 1,073,088        | 639,001          |
| Resource Management                            | 17,510,881     | 12,571,235       | 12,050,154       | 20,829,181       |
| Revenue Development                            | 524,948        | 611,380          | 623,937          | 463,869          |
| <b>Total</b>                                   | <b>362,217</b> | <b>1,861,254</b> | <b>1,463,582</b> | <b>2,867,464</b> |
| Full-time Equivalents Total*                   | 126.50         | 131.50           | 131.50           | 131.50           |

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

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

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

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

|                             | 2014           | 2015           | 2016            | 2016           |
|-----------------------------|----------------|----------------|-----------------|----------------|
| <b>Expenditures/FTE</b>     | <b>Actuals</b> | <b>Adopted</b> | <b>Endorsed</b> | <b>Adopted</b> |
| Director's Office           | 1,416,116      | 2,881,401      | 2,940,600       | 2,375,677      |
| Full-time Equivalents Total | 5.00           | 5.00           | 5.00            | 5.00           |

### **Division Management Program**

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

|                             | 2014           | 2015           | 2016            | 2016           |
|-----------------------------|----------------|----------------|-----------------|----------------|
| <b>Expenditures/FTE</b>     | <b>Actuals</b> | <b>Adopted</b> | <b>Endorsed</b> | <b>Adopted</b> |
| Division Management         | 12,682,853     | 12,317,142     | 12,579,569      | 7,227,706      |
| Full-time Equivalents Total | 30.50          | 30.50          | 30.50           | 30.50          |

### **Human Resources Program**

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

| <b>Expenditures/FTE</b> | <b>2014</b> | <b>2015</b> | <b>2016</b> | <b>2016</b> |
|-------------------------|-------------|-------------|-------------|-------------|
|-------------------------|-------------|-------------|-------------|-------------|

# Seattle Department of Transportation

|                             | Actuals | Adopted   | Endorsed  | Adopted |
|-----------------------------|---------|-----------|-----------|---------|
| Human Resources             | 834,250 | 1,349,778 | 1,381,485 | 998,943 |
| Full-time Equivalents Total | 9.75    | 9.75      | 9.75      | 9.75    |

## Indirect Cost Recovery - Department Management Program

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

|  | 2014<br>Actuals | 2015<br>Adopted | 2016<br>Endorsed | 2016<br>Adopted |
|--|-----------------|-----------------|------------------|-----------------|
| Expenditures/FTE                               |                 |                 |                  |                 |
| Indirect Cost Recovery - Department Management | -33,197,834     | -29,224,416     | -29,185,251      | -29,666,913     |
| Full-time Equivalents Total                    | 0.00            | 5.00            | 5.00             | 5.00            |

## Public Information Program

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

|                             | 2014<br>Actuals | 2015<br>Adopted | 2016<br>Endorsed | 2016<br>Adopted |
|-----------------------------|-----------------|-----------------|------------------|-----------------|
| Expenditures/FTE            |                 |                 |                  |                 |
| Public Information          | 591,002         | 1,354,734       | 1,073,088        | 639,001         |
| Full-time Equivalents Total | 7.50            | 7.50            | 7.50             | 7.50            |

## Resource Management Program

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

|                             | 2014<br>Actuals | 2015<br>Adopted | 2016<br>Endorsed | 2016<br>Adopted |
|-----------------------------|-----------------|-----------------|------------------|-----------------|
| Expenditures/FTE            |                 |                 |                  |                 |
| Resource Management         | 17,510,881      | 12,571,235      | 12,050,154       | 20,829,181      |
| Full-time Equivalents Total | 68.00           | 68.00           | 68.00            | 68.00           |

## Revenue Development Program

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

|                             | 2014<br>Actuals | 2015<br>Adopted | 2016<br>Endorsed | 2016<br>Adopted |
|-----------------------------|-----------------|-----------------|------------------|-----------------|
| Expenditures/FTE            |                 |                 |                  |                 |
| Revenue Development         | 524,948         | 611,380         | 623,937          | 463,869         |
| Full-time Equivalents Total | 5.75            | 5.75            | 5.75             | 5.75            |

## Seattle Department of Transportation

### Engineering Services Budget Control Level

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

|                                  | 2014             | 2015             | 2016             | 2016             |
|----------------------------------|------------------|------------------|------------------|------------------|
| <b>Program Expenditures</b>      | <b>Actuals</b>   | <b>Adopted</b>   | <b>Endorsed</b>  | <b>Adopted</b>   |
| Engineering & Operations Support | 4,520,789        | 1,461,009        | 1,492,775        | 3,968,864        |
| <b>Total</b>                     | <b>4,520,789</b> | <b>1,461,009</b> | <b>1,492,775</b> | <b>3,968,864</b> |
| Full-time Equivalents Total*     | 25.75            | 25.75            | 25.75            | 25.75            |

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

### General Expense Budget Control Level

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

|  | 2014              | 2015              | 2016              | 2016              |
|--|-------------------|-------------------|-------------------|-------------------|
| <b>Program Expenditures</b>              | <b>Actuals</b>    | <b>Adopted</b>    | <b>Endorsed</b>   | <b>Adopted</b>    |
| City Central Costs                       | 12,809,326        | 20,287,668        | 21,713,171        | 22,529,470        |
| Debt Service                             | 28,750,934        | 24,628,235        | 25,362,053        | 27,113,178        |
| Indirect Cost Recovery - General Expense | -13,098,088       | -19,390,996       | -20,816,499       | -22,529,470       |
| Judgment & Claims                        | 3,553,310         | 1,769,402         | 3,250,869         | 3,250,869         |
| <b>Total</b>                             | <b>32,015,482</b> | <b>27,294,309</b> | <b>29,509,594</b> | <b>30,364,047</b> |

# Seattle Department of Transportation

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

## City Central Costs Program

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

|                    | 2014       | 2015       | 2016       | 2016       |
|--------------------|------------|------------|------------|------------|
| Expenditures       | Actuals    | Adopted    | Endorsed   | Adopted    |
| City Central Costs | 12,809,326 | 20,287,668 | 21,713,171 | 22,529,470 |

## Debt Service Program

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

|              | 2014       | 2015       | 2016       | 2016       |
|--------------|------------|------------|------------|------------|
| Expenditures | Actuals    | Adopted    | Endorsed   | Adopted    |
| Debt Service | 28,750,934 | 24,628,235 | 25,362,053 | 27,113,178 |

## Indirect Cost Recovery - General Expense Program

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

|  | 2014        | 2015        | 2016        | 2016        |
|--|-------------|-------------|-------------|-------------|
| Expenditures                             | Actuals     | Adopted     | Endorsed    | Adopted     |
| Indirect Cost Recovery - General Expense | -13,098,088 | -19,390,996 | -20,816,499 | -22,529,470 |

## Judgment & Claims Program

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

|                   | 2014      | 2015      | 2016      | 2016      |
|-------------------|-----------|-----------|-----------|-----------|
| Expenditures      | Actuals   | Adopted   | Endorsed  | Adopted   |
| Judgment & Claims | 3,553,310 | 1,769,402 | 3,250,869 | 3,250,869 |

# Seattle Department of Transportation

## Major Maintenance/Replacement Budget Control Level

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

| Program Expenditures         | 2014              | 2015              | 2016              | 2016              |
|------------------------------|-------------------|-------------------|-------------------|-------------------|
|                              | Actuals           | Adopted           | Endorsed          | Adopted           |
| Bridges & Structures         | 21,521,327        | 15,164,196        | 20,804,000        | 19,045,500        |
| Landslide Mitigation         | 368,211           | 716,000           | 1,345,000         | 1,345,000         |
| Roads                        | 25,092,746        | 19,272,601        | 9,972,999         | 45,434,497        |
| Sidewalk Maintenance         | 2,342,838         | 1,047,000         | 0                 | 1,500,000         |
| Trails and Bike Paths        | 5,527,264         | 6,479,001         | 1,300,001         | 9,250,000         |
| <b>Total</b>                 | <b>54,852,387</b> | <b>42,678,798</b> | <b>33,422,000</b> | <b>76,574,997</b> |
| Full-time Equivalents Total* | 61.00             | 61.00             | 62.00             | 62.00             |

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

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

### **Bridges & Structures Program**

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

| Expenditures/FTE            | 2014       | 2015       | 2016       | 2016       |
|-----------------------------|------------|------------|------------|------------|
|                             | Actuals    | Adopted    | Endorsed   | Adopted    |
| Bridges & Structures        | 21,521,327 | 15,164,196 | 20,804,000 | 19,045,500 |
| Full-time Equivalents Total | 21.50      | 21.50      | 21.50      | 21.50      |

### **Landslide Mitigation Program**

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

| Expenditures/FTE            | 2014    | 2015    | 2016      | 2016      |
|-----------------------------|---------|---------|-----------|-----------|
|                             | Actuals | Adopted | Endorsed  | Adopted   |
| Landslide Mitigation        | 368,211 | 716,000 | 1,345,000 | 1,345,000 |
| Full-time Equivalents Total | 2.00    | 2.00    | 2.00      | 2.00      |

### **Roads Program**

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

| Expenditures/FTE            | 2014       | 2015       | 2016      | 2016       |
|-----------------------------|------------|------------|-----------|------------|
|                             | Actuals    | Adopted    | Endorsed  | Adopted    |
| Roads                       | 25,092,746 | 19,272,601 | 9,972,999 | 45,434,497 |
| Full-time Equivalents Total | 18.50      | 18.50      | 19.50     | 19.50      |

# Seattle Department of Transportation

## Sidewalk Maintenance Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Sidewalk Maintenance        | 2,342,838               | 1,047,000               | 0                        | 1,500,000               |
| Full-time Equivalents Total | 6.50                    | 6.50                    | 6.50                     | 6.50                    |

## Trails and Bike Paths Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Trails and Bike Paths       | 5,527,264               | 6,479,001               | 1,300,001                | 9,250,000               |
| Full-time Equivalents Total | 12.50                   | 12.50                   | 12.50                    | 12.50                   |

## **Major Projects Budget Control Level**

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

| <b>Program Expenditures</b>                 | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|---|-------------------------|-------------------------|--------------------------|-------------------------|
| Alaskan Way Viaduct and Seawall Replacement | 122,931,509             | 160,631,000             | 143,059,224              | 127,564,000             |
| First Hill Streetcar                        | 22,572,569              | 0                       | 0                        | 0                       |
| Magnolia Bridge Replacement                 | 228,611                 | 0                       | 0                        | 0                       |
| Mercer Corridor                             | 3,149,402               | 0                       | 0                        | 0                       |
| Mercer West                                 | 29,392,252              | 25,599,866              | 1,905,677                | 3,909,000               |
| Spokane Street Viaduct                      | 195,647                 | 0                       | 0                        | 0                       |
| SR-520                                      | 475,205                 | 249,425                 | 119,717                  | 119,000                 |
| <b>Total</b>                                | <b>178,945,193</b>      | <b>186,480,291</b>      | <b>145,084,618</b>       | <b>131,592,000</b>      |
| Full-time Equivalents Total*                | 37.75                   | 44.75                   | 44.75                    | 45.75                   |

\* FTE totals are provided for information 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

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

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

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

| <b>Expenditures/FTE</b>                     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|---|-------------------------|-------------------------|--------------------------|-------------------------|
| Alaskan Way Viaduct and Seawall Replacement | 122,931,509             | 160,631,000             | 143,059,224              | 127,564,000             |
| Full-time Equivalents Total                 | 21.50                   | 28.50                   | 28.50                    | 29.50                   |

## **First Hill Streetcar Program**

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| First Hill Streetcar        | 22,572,569              | 0                       | 0                        | 0                       |
| Full-time Equivalents Total | 1.00                    | 1.00                    | 1.00                     | 1.00                    |

## **Magnolia Bridge Replacement Program**

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

| <b>Expenditures</b>         | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Magnolia Bridge Replacement | 228,611                 | 0                       | 0                        | 0                       |

## **Mercer Corridor Program**

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Mercer Corridor             | 3,149,402               | 0                       | 0                        | 0                       |
| Full-time Equivalents Total | 7.25                    | 7.25                    | 7.25                     | 7.25                    |

## **Mercer West Program**

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

| <b>Expenditures</b> | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|---------------------|-------------------------|-------------------------|--------------------------|-------------------------|
|---------------------|-------------------------|-------------------------|--------------------------|-------------------------|

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Mercer West 29,392,252 25,599,866 1,905,677 3,909,000

## Spokane Street Viaduct Program

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

| Expenditures/FTE            | 2014    | 2015    | 2016     | 2016    |
|-----------------------------|---------|---------|----------|---------|
|                             | Actuals | Adopted | Endorsed | Adopted |
| Spokane Street Viaduct      | 195,647 | 0       | 0        | 0       |
| Full-time Equivalents Total | 6.50    | 6.50    | 6.50     | 6.50    |

## SR-520 Program

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

| Expenditures/FTE            | 2014    | 2015    | 2016     | 2016    |
|-----------------------------|---------|---------|----------|---------|
|                             | Actuals | Adopted | Endorsed | Adopted |
| SR-520                      | 475,205 | 249,425 | 119,717  | 119,000 |
| Full-time Equivalents Total | 1.50    | 1.50    | 1.50     | 1.50    |

## Mobility-Capital Budget Control Level

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

| Program Expenditures                 | 2014              | 2015              | 2016              | 2016              |
|--------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                      | Actuals           | Adopted           | Endorsed          | Adopted           |
| Corridor & Intersection Improvements | 10,599,685        | 17,029,001        | 19,571,827        | 24,524,501        |
| Freight Mobility                     | 474,773           | 256,000           | 1,500,000         | 1,500,000         |
| Intelligent Transportation System    | 1,373,325         | 5,010,000         | 2,600,000         | 7,300,001         |
| Neighborhood Enhancements            | 4,098,577         | 8,943,999         | 6,893,000         | 21,057,001        |
| New Trails and Bike Paths            | 3,806,435         | 322,343           | 0                 | 0                 |
| Sidewalks & Pedestrian Facilities    | 14,886,103        | 24,017,465        | 10,056,499        | 18,810,266        |
| Transit & HOV                        | 9,544,342         | 9,310,062         | 1,395,872         | 14,554,001        |
| <b>Total</b>                         | <b>44,783,239</b> | <b>64,888,870</b> | <b>42,017,198</b> | <b>87,745,770</b> |
| Full-time Equivalents Total*         | 69.50             | 73.50             | 73.50             | 73.50             |

\* FTE totals are provided for information 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

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

## Corridor & Intersection Improvements Program

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

| <b>Expenditures/FTE</b>              | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|--------------------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Corridor & Intersection Improvements | 10,599,685              | 17,029,001              | 19,571,827               | 24,524,501              |
| Full-time Equivalents Total          | 15.75                   | 15.75                   | 15.75                    | 15.75                   |

## Freight Mobility Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Freight Mobility            | 474,773                 | 256,000                 | 1,500,000                | 1,500,000               |
| Full-time Equivalents Total | 1.75                    | 1.75                    | 1.75                     | 1.75                    |

## Intelligent Transportation System Program

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

| <b>Expenditures/FTE</b>           | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Intelligent Transportation System | 1,373,325               | 5,010,000               | 2,600,000                | 7,300,001               |
| Full-time Equivalents Total       | 12.50                   | 12.50                   | 12.50                    | 12.50                   |

## Neighborhood Enhancements Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Neighborhood Enhancements   | 4,098,577               | 8,943,999               | 6,893,000                | 21,057,001              |
| Full-time Equivalents Total | 12.00                   | 12.00                   | 12.00                    | 12.00                   |

## New Trails and Bike Paths Program

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

| <b>Expenditures/FTE</b>   | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|---------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| New Trails and Bike Paths | 3,806,435               | 322,343                 | 0                        | 0                       |

# Seattle Department of Transportation

Full-time Equivalent Total 8.25 8.25 8.25 8.25

## Sidewalks & Pedestrian Facilities Program

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

| Expenditures/FTE                  | 2014<br>Actuals | 2015<br>Adopted | 2016<br>Endorsed | 2016<br>Adopted |
|-----------------------------------|-----------------|-----------------|------------------|-----------------|
| Sidewalks & Pedestrian Facilities | 14,886,103      | 24,017,465      | 10,056,499       | 18,810,266      |
| Full-time Equivalent Total        | 13.25           | 17.25           | 17.25            | 17.25           |

## Transit & HOV Program

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

| Expenditures/FTE           | 2014<br>Actuals | 2015<br>Adopted | 2016<br>Endorsed | 2016<br>Adopted |
|----------------------------|-----------------|-----------------|------------------|-----------------|
| Transit & HOV              | 9,544,342       | 9,310,062       | 1,395,872        | 14,554,001      |
| Full-time Equivalent Total | 6.00            | 6.00            | 6.00             | 6.00            |

## Mobility-Operations Budget Control Level

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

| Program Expenditures        | 2014<br>Actuals   | 2015<br>Adopted   | 2016<br>Endorsed  | 2016<br>Adopted   |
|-----------------------------|-------------------|-------------------|-------------------|-------------------|
| Commuter Mobility           | 13,649,811        | 14,273,032        | 10,626,197        | 13,550,476        |
| Neighborhoods               | 3,133,783         | 3,464,187         | 3,356,386         | 5,667,933         |
| Parking                     | 8,629,651         | 8,693,014         | 8,896,743         | 9,055,635         |
| Signs & Markings            | 4,300,733         | 4,585,167         | 3,216,074         | 3,357,094         |
| Traffic Signals             | 10,353,849        | 10,767,745        | 6,824,188         | 8,938,900         |
| Transit Operations          | 0                 | 0                 | 0                 | 44,893,320        |
| <b>Total</b>                | <b>40,067,828</b> | <b>41,783,145</b> | <b>32,919,588</b> | <b>85,463,358</b> |
| Full-time Equivalent Total* | 153.75            | 156.75            | 156.75            | 156.75            |

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

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

## Commuter Mobility Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Commuter Mobility           | 13,649,811              | 14,273,032              | 10,626,197               | 13,550,476              |
| Full-time Equivalents Total | 49.50                   | 51.50                   | 51.50                    | 51.50                   |

## Neighborhoods Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Neighborhoods               | 3,133,783               | 3,464,187               | 3,356,386                | 5,667,933               |
| Full-time Equivalents Total | 14.50                   | 15.50                   | 15.50                    | 15.50                   |

## Parking Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Parking                     | 8,629,651               | 8,693,014               | 8,896,743                | 9,055,635               |
| Full-time Equivalents Total | 33.25                   | 33.25                   | 33.25                    | 33.25                   |

## Signs & Markings Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Signs & Markings            | 4,300,733               | 4,585,167               | 3,216,074                | 3,357,094               |
| Full-time Equivalents Total | 18.75                   | 18.75                   | 18.75                    | 18.75                   |

## Traffic Signals Program

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

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| Expenditures/FTE            | 2014<br>Actuals | 2015<br>Adopted | 2016<br>Endorsed | 2016<br>Adopted |
|-----------------------------|-----------------|-----------------|------------------|-----------------|
| Traffic Signals             | 10,353,849      | 10,767,745      | 6,824,188        | 8,938,900       |
| Full-time Equivalents Total | 37.75           | 37.75           | 37.75            | 37.75           |

## Transit Operations Program

### Transit Operations

| Expenditures       | 2014<br>Actuals | 2015<br>Adopted | 2016<br>Endorsed | 2016<br>Adopted |
|--------------------|-----------------|-----------------|------------------|-----------------|
| Transit Operations | 0               | 0               | 0                | 44,893,320      |

### ROW Management Budget Control Level

The purpose of the Right-of-Way (ROW) Management Budget Control 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                | 2014<br>Actuals   | 2015<br>Adopted   | 2016<br>Endorsed  | 2016<br>Adopted   |
|-------------------------------------|-------------------|-------------------|-------------------|-------------------|
| Street Use Permitting & Enforcement | 18,598,422        | 24,173,839        | 18,379,222        | 30,354,732        |
| <b>Total</b>                        | <b>18,598,422</b> | <b>24,173,839</b> | <b>18,379,222</b> | <b>30,354,732</b> |
| Full-time Equivalents Total*        | 83.50             | 95.50             | 95.50             | 141.50            |

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

### Street Maintenance Budget Control Level

The purpose of the Street Maintenance Budget Control Level is to maintain the city's roadways and sidewalks.

| Program Expenditures         | 2014<br>Actuals   | 2015<br>Adopted   | 2016<br>Endorsed  | 2016<br>Adopted   |
|------------------------------|-------------------|-------------------|-------------------|-------------------|
| Emergency Response           | 1,373,520         | 2,039,759         | 2,093,558         | 2,093,557         |
| Operations Support           | 3,530,203         | 4,211,448         | 4,243,939         | 4,585,736         |
| Pavement Management          | 422,962           | 304,478           | 313,572           | 313,572           |
| Street Cleaning              | 5,869,665         | 5,670,945         | 6,038,583         | 6,141,995         |
| Street Repair                | 10,835,696        | 12,892,539        | 13,589,299        | 12,011,498        |
| <b>Total</b>                 | <b>22,032,047</b> | <b>25,119,169</b> | <b>26,278,951</b> | <b>25,146,358</b> |
| Full-time Equivalents Total* | 113.00            | 112.50            | 114.50            | 114.50            |

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

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

## Emergency Response Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Emergency Response          | 1,373,520               | 2,039,759               | 2,093,558                | 2,093,557               |
| Full-time Equivalents Total | 2.25                    | 2.25                    | 2.25                     | 2.25                    |

## Operations Support Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Operations Support          | 3,530,203               | 4,211,448               | 4,243,939                | 4,585,736               |
| Full-time Equivalents Total | 33.75                   | 33.25                   | 33.25                    | 33.25                   |

## Pavement Management Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Pavement Management         | 422,962                 | 304,478                 | 313,572                  | 313,572                 |
| Full-time Equivalents Total | 0.75                    | 0.75                    | 0.75                     | 0.75                    |

## Street Cleaning Program

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

| <b>Expenditures/FTE</b>     | <b>2014<br/>Actuals</b> | <b>2015<br/>Adopted</b> | <b>2016<br/>Endorsed</b> | <b>2016<br/>Adopted</b> |
|-----------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Street Cleaning             | 5,869,665               | 5,670,945               | 6,038,583                | 6,141,995               |
| Full-time Equivalents Total | 21.25                   | 21.25                   | 23.25                    | 23.25                   |

## Street Repair Program

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

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| Expenditures/FTE            | 2014<br>Actuals | 2015<br>Adopted | 2016<br>Endorsed | 2016<br>Adopted |
|-----------------------------|-----------------|-----------------|------------------|-----------------|
| Street Repair               | 10,835,696      | 12,892,539      | 13,589,299       | 12,011,498      |
| Full-time Equivalents Total | 55.00           | 55.00           | 55.00            | 55.00           |

## Urban Forestry Budget Control Level

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

| Program Expenditures         | 2014<br>Actuals  | 2015<br>Adopted  | 2016<br>Endorsed | 2016<br>Adopted  |
|------------------------------|------------------|------------------|------------------|------------------|
| Arborist Services            | 1,440,814        | 1,379,592        | 514,809          | 1,418,432        |
| Tree & Landscape Maintenance | 3,376,843        | 3,437,262        | 2,916,776        | 3,962,663        |
| <b>Total</b>                 | <b>4,817,656</b> | <b>4,816,854</b> | <b>3,431,585</b> | <b>5,381,095</b> |
| Full-time Equivalents Total* | 31.25            | 31.25            | 31.25            | 31.25            |

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

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

### **Arborist Services Program**

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

| Expenditures/FTE            | 2014<br>Actuals | 2015<br>Adopted | 2016<br>Endorsed | 2016<br>Adopted |
|-----------------------------|-----------------|-----------------|------------------|-----------------|
| Arborist Services           | 1,440,814       | 1,379,592       | 514,809          | 1,418,432       |
| Full-time Equivalents Total | 8.75            | 8.75            | 8.75             | 8.75            |

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

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

| Expenditures/FTE             | 2014<br>Actuals | 2015<br>Adopted | 2016<br>Endorsed | 2016<br>Adopted |
|------------------------------|-----------------|-----------------|------------------|-----------------|
| Tree & Landscape Maintenance | 3,376,843       | 3,437,262       | 2,916,776        | 3,962,663       |
| Full-time Equivalents Total  | 22.50           | 22.50           | 22.50            | 22.50           |

# Seattle Department of Transportation

## Transportation Fund Table

### Transportation Operating Fund (10310)

|  | 2014<br>Actuals   | 2015<br>Adopted   | 2015<br>Revised   | 2016<br>Endorsed  | 2016<br>Adopted   |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>Beginning Fund Balance</b>          | <b>72,318,216</b> | <b>75,410,017</b> | <b>83,902,318</b> | <b>55,401,214</b> | <b>78,162,835</b> |
| Accounting and Technical Adjustments   | 1,344,806         | 0                 | 0                 | 0                 | 0                 |
| Plus: Actual and Estimated Revenues    | 419,282,840       | 409,357,649       | 440,315,610       | 351,517,785       | 504,389,554       |
| Less: Actual and Budgeted Expenditures | 409,043,543       | 429,366,452       | 446,055,093       | 342,041,347       | 491,034,706       |
| <b>Ending Fund Balance</b>             | <b>83,902,318</b> | <b>55,401,214</b> | <b>78,162,835</b> | <b>64,877,652</b> | <b>91,517,684</b> |
| Continuing Appropriations              | 0                 | 0                 | 46,306,400        |                   | 46,306,400        |
| Planning Reserve                       |                   | 1,714,699         | 1,283,389         | 5,558,793         | 4,859,168         |
| <b>Total Reserves</b>                  | <b>0</b>          | <b>1,714,699</b>  | <b>47,589,789</b> | <b>5,558,793</b>  | <b>51,165,568</b> |
| <b>Ending Unreserved Fund Balance</b>  | <b>83,902,318</b> | <b>53,686,515</b> | <b>30,573,046</b> | <b>59,318,859</b> | <b>40,352,116</b> |

# Seattle Department of Transportation

## Capital Improvement Program Highlights

The Seattle Department of Transportation (SDOT) maintains, upgrades, and monitors the use of the City's system of streets, bridges, retaining walls, seawalls, bicycle and pedestrian facilities, and traffic control devices. SDOT's Capital Improvement Program (CIP) outlines the department's plan for repairing, improving, and adding to this extensive infrastructure. SDOT finances its CIP with a variety of revenue sources, including the Cumulative Reserve Subfund, Commercial Parking Tax, Real Estate Excise Taxes, gas tax, state and federal grants, partnerships with private organizations and other public agencies, and bond proceeds.

The 2016-2021 Adopted CIP includes key infrastructure investments, previously detailed in this chapter, to:

- implement the Move Settle levy approved by voters in November 2015;
- continue the Seawall and Waterfront Replacement projects;
- expand the Bike Share network;
- improve the City's transit infrastructure, including the Broadway Streetcar and RapidRide;
- replace the City's aging pay stations and;
- replace SDOT's permitting system.

For more information on SDOT's full capital program, please refer to the 2016-2021 Adopted CIP.

Most capital appropriations for SDOT are directly budgeted to a Budget Control Level (BCL) within the department. These are displayed at the start of this chapter and summarized in **Table I: Capital Improvement Budget Control Level Summary**. Consistent with RCW 35.32A.080, if any portion of these funds remains unexpended or unencumbered at the close of the fiscal year, SDOT holds that portion for the following year unless abandoned by the City Council by ordinance.

**Table 1: Capital Improvement Budget Control Level Summary**

| Budget Control Level                     | 2016 Endorsed        | 2016 Adopted         |
|--|----------------------|----------------------|
| Major Maintenance/Replacement            | \$33,422,000         | \$76,574,997         |
| Major Projects                           | \$145,084,618        | \$131,592,000        |
| Mobility Capital                         | \$42,017,198         | \$87,745,770         |
| <b>Total Capital Improvement Program</b> | <b>\$220,523,816</b> | <b>\$295,912,767</b> |

While the City appropriates most revenue sources for SDOT's capital projects directly to the Transportation Operating Fund (TOF), funding from the following funds require separate transfer authority to the TOF: Limited Tax General Obligation Bond (LTGO) proceeds; the Cumulative Reserve Subfund (CRS); the Central Waterfront Improvement Fund; and the School Safety Traffic and Pedestrian Improvement Fund. A summary of this information is presented in Tables 2 through 5 on the following pages.

**Table 2: SDOT Bond Appropriations in the 2016 CIP** provides an informational display of LTGO bond proceed transfers to the TOF and the projects to which these proceeds will be allocated. Authority to transfer these funds to the TOF is provided by the various LTGO bond ordinances or other legislation.

**Table 2: 2016 SDOT Bond Appropriations in the 2016 Adopted CIP**

|  | 2016 Endorsed | 2016 Adopted |
|--|---------------|--------------|
| <b>23rd Avenue Corridor: TC367420</b>      |               |              |
| Multipurpose LTGO Bond                     | \$9,578,000   | \$7,927,000  |
| <b>Alaskan Way Main Corridor: TC367330</b> |               |              |

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|   |                      |                      |
|---|----------------------|----------------------|
| Multipurpose LTGO Bond                                  | \$16,860,000         | \$18,721,000         |
| Seawall Levy UTGO Bond                                  | \$8,550,000          | \$0                  |
| <b>Bridge Rehabilitation and Replacement: TC366850</b>  |                      |                      |
| Multipurpose LTGO Bond                                  | \$6,100,000          | \$0                  |
| <b>Elliott Bay Seawall Project: TC367320</b>            |                      |                      |
| Seawall Levy UTGO Bond                                  | \$69,553,000         | \$37,946,000         |
| Multipurpose LTGO Bond                                  | \$0                  | \$33,413,000         |
| <b>Overlook Walk and East-West Connection: TC367630</b> |                      |                      |
| Multipurpose LTGO Bond                                  | \$1,281,000          | \$0                  |
| <b>Pay Stations: TC366350</b>                           |                      |                      |
| Multipurpose LTGO Bond                                  | \$0                  | \$9,086,000          |
| <b>Transit Corridor Improvements: TC366860</b>          |                      |                      |
| Multipurpose LTGO Bond                                  | \$0                  | \$973,000            |
| <hr/>   |                      |                      |
| <b>Total Bond Proceeds</b>                              | <b>\$111,922,000</b> | <b>\$108,066,000</b> |

The Cumulative Reserve Subfund section of the budget presents appropriations authorized for specific programs; however, they have been summarized in this section in **Table 3: 2016 Cumulative Reserve Subfund Program Funding to SDOT**. Appropriations from the CRS include Real Estate Excise Tax debt as well as CRS-Unrestricted funds, which are backed by street vacation revenues.

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*For Informational Purposes Only*

**Table 3: 2016 Cumulative Reserve Subfund Program Funding to SDOT**

\$'s in thousands

| Sub-Account  | Project ID | 2016 Endorsed   | 2016 Adopted    |
|--|------------|-----------------|-----------------|
| <b>Cumulative Reserve Subfund – REET II (00161)</b>      |            |                 |                 |
| 3 <sup>rd</sup> Avenue Corridor Improvements             | TC367370   | \$708           | \$708           |
| ADA Improvements – SDOT                                  | TC367500   | \$0             | \$432           |
| Alaskan Way Main Corridor                                | TC367330   | \$0             | \$1,840         |
| Bike Master Plan Implementation                          | TC366760   | \$100           | \$100           |
| Bridge Load Rating                                       | TC365060   | \$300           | \$300           |
| Bridge Painting Program                                  | TC324900   | \$2,135         | \$2,135         |
| Bridge Rehabilitation and Replacement Phase II           | TC367450   | \$595           | \$595           |
| Elliott Bay Seawall Project                              | TC367320   | \$0             | \$13,100        |
| Hazard Mitigation Program – Areaways                     | TC365480   | \$329           | \$329           |
| Hazard Mitigation Program – Landslide Mitigation         | TC365510   | \$200           | \$200           |
| Heavy Haul Corridor Program                              | TC367590   | \$1,500         | \$0             |
| Next Generation Intelligent Transportation Systems (ITS) | TC367430   | \$800           | \$800           |
| Non-Arterial Asphalt Street Resurfacing                  | TC323920   | \$650           | \$0             |
| Non-Arterial Concrete Rehabilitation                     | TC323160   | \$500           | \$0             |
| Non-Arterial Street Resurfacing and Restoration          | TC367710   | \$0             | \$650           |
| NSF/CRS Neighborhood Program                             | TC365770   | \$1,000         | \$1,793         |
| Pavement Microsurfacing                                  | TC367610   | \$4,000         | \$500           |
| Pedestrian Master Plan – New Sidewalks                   | TC367600   | \$2,000         | \$0             |
| Pedestrian Master Plan Implementation                    | TC367150   | \$49            | \$49            |
| Retaining Wall Repair and Restoration                    | TC365890   | \$212           | \$212           |
| Signal Major Maintenance                                 | TC367580   | \$1,013         | \$1,013         |
| <b>Subtotal REET II</b>                                  |            | <b>\$16,091</b> | <b>\$24,756</b> |

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**Cumulative Reserve Subfund – Unrestricted (00164)**

|                           |          |                |                |
|---------------------------|----------|----------------|----------------|
| Alaskan Way Main Corridor | TC367330 | \$1,000        | \$2,300        |
| <b>Subtotal CRS-U</b>     |          | <b>\$1,000</b> | <b>\$2,300</b> |

**Cumulative Reserve Subfund – Street Vacation (00169)**

|   |          |                 |                 |
|---|----------|-----------------|-----------------|
| Alaskan Way Main Corridor                               | TC367330 | \$1,543         | \$1,543         |
| Arterial Major Maintenance                              | TC365940 | \$0             | \$295           |
| Bridge Rehabilitation and Replacement                   | TC366850 | \$0             | \$676           |
| Bridge Rehabilitation and Replacement Phase II          | TC367450 | \$782           | \$571           |
| Bridge Seismic – Phase III                              | TC367300 | \$54            | \$1,413         |
| Broadway Streetcar Extension                            | TC367240 | \$0             | \$395           |
| Non-Arterial Street Resurfacing and Restoration         | TC367710 | \$0             | \$500           |
| Sound Transit North Link Bike & Pedestrian Improvements | TC367350 | \$1,016         | \$1,016         |
| <b>Subtotal CRS – Street Vacation</b>                   |          | <b>\$3,395</b>  | <b>\$6,409</b>  |
| <b>TOTAL – CRS FUNDING TO TRANSPORTATION</b>            |          | <b>\$20,486</b> | <b>\$33,465</b> |

**Table 4: Central Waterfront Improvement Fund Appropriation** displays appropriations from the Central Waterfront Improvement Fund to the Transportation Operating Fund for certain costs associated with the design and construction of the waterfront improvement program, including costs eligible for financing by a future Local Improvement District (LID), and related costs for City administration. This fund is backed by an interfund loan until such time that the LID is formed. Additional details of this fund are located in the Central Waterfront Improvement Fund section of the 2016 Adopted Budget.

**Table 4: Central Waterfront Improvement Fund Appropriation**

The purpose of the Central Waterfront Improvement Fund Support to Transportation Budget Control Level is to appropriate funds from the Central Waterfront Improvement Fund to the Transportation Operating Fund for support of the waterfront improvement program.

| <b>Expenditures</b>   | <b>2016 Endorsed</b> | <b>2016 Adopted</b> |
|---|----------------------|---------------------|
| Central Waterfront Improvement Fund Support to Transportation BCL | \$27,850,000         | \$0                 |

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**Table 5: School Safety Traffic and Pedestrian Improvement Fund Appropriation** displays the appropriation from the School Safety Traffic and Pedestrian Improvement Fund to the Transportation Operating Fund for support of the Pedestrian Master Plan – School Safety and the Pedestrian Master Plan – New Sidewalk capital programs and the operation and maintenance costs associated with the programs. This fund supports costs associated with design and construction of school safety infrastructure projects; school zone camera installation; school zone warning beacon maintenance; new sidewalks in school walk zones; and school safety program education, outreach and administration. Additional fund details are located in the School Safety Traffic and Pedestrian Improvement Fund section of the 2016 Adopted Budget.

## **Table 5: School Safety Traffic and Pedestrian Improvement Fund Appropriation**

The purpose of the School Safety Education and Outreach, Infrastructure Maintenance, and Capital Improvements BCL is to appropriate funds from the School Safety Traffic and Pedestrian Improvement Fund to the Transportation Operating Fund for support of operational and capital expenditures related to school safety projects.

| <b>Expenditures</b>   | <b>2016 Endorsed</b> | <b>2016 Adopted</b> |
|---|----------------------|---------------------|
| School Safety Traffic and Pedestrian Improvement Fund Support to Transportation BCL | \$5,016,332          | \$6,599,664         |