

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 estimated to be worth approximately \$20 billion, including:

- 1,548 lane-miles of arterial streets;
- 2,396 lane-miles of non-arterial streets;
- 2,293 miles of sidewalks;
- 124 bridges;
- 502 stairways;
- 613 retaining walls;
- 22 miles of seawalls;
- 267 traffic cameras;
- 1,085 signalized intersections;
- 361 miles of on-street bicycle facilities;
- 41,000 street trees;
- 1,581 pay stations;
- 31,319 curb ramps;
- more than 191,000 signs

The SDOT budget covers three major lines of business:

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

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

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

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Budget Snapshot

	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Department Support				
General Fund Support	43,377,214	43,193,043	44,337,400	45,877,133
Other Funding - Operating	199,229,878	245,353,073	247,064,152	275,381,322
Total Operations	242,607,092	288,546,116	291,401,552	321,258,455
Capital Support				
General Fund Support	37,083	-	-	-
Other Funding - Capital	221,468,862	345,469,150	406,275,283	404,625,733
Total Capital	221,505,945	345,469,150	406,275,283	404,625,733
Total Appropriations	464,113,037	634,015,266	697,676,835	725,884,188

Full-Time Equivalents Total*	918.50	931.50	931.50	957.00
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* FTE totals are provided for informational purposes only. Changes in FTEs resulting from City Council or Human Resources Director actions outside of the budget process may not be detailed here

Budget Overview

The City of Seattle is one of the fastest growing cities in the United States. 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 2020 Proposed Budget builds on the 2019 Adopted Budget with continued support for investments that enhance safe environments for walking, biking, riding transit, driving and moving freight based on geographic equity and community need. In addition, the proposed budget adjusts staffing to better maintain levels of service, leverage investments in improved customer service and help deliver key projects. All budget investments are intended to further integrate SDOT's master plans and continue to implement a comprehensive Move Seattle strategy that maintains and expands the City's transportation infrastructure. All investments are prioritized based on safety, need, regulatory requirements and policies established by the City.

For 2020, resources are focused in the areas below:

- delivering on voter commitments - STBD and Move Seattle Levy;
- enhancing safety and accessibility;
- engaging in effective management of the public right-of-way (ROW); and
- addressing emerging issues

Delivering on voter commitments- STBD and Move Seattle Levy The 2020 Proposed Budget invests the remaining Seattle Transportation Benefit District (STBD) Proposition One revenues by adding 25,000 Metro transit service hours in March 2020 and continues funding for first/last mile transit service. These investments will support and increase mobility in areas where there are service gaps. The proposed budget also adds almost \$5 million to STBD's capital improvement program to fund items such as new bus shelter pads and benches, transit-only lanes, queue jumps and other spot improvements. Using different modes of transit should help reduce single occupancy vehicle trips thus addressing a major contributor to traffic congestion. Funding in the proposed budget continues to promote affordability and accessibility of transportation options through the ORCA Opportunity program, which provides bus passes to students. The STBD Proposition One measure will expire at the end of 2020.

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The 2020 Proposed Budget continues to support the Move Seattle Levy plan by including capital project staffing support, sidewalk and ADA improvements, bridge rehabilitation, and school zone safety enhancements. Construction funding for significant capital projects include the Fairview and Northgate Bridges, and the Delridge Way SW – RapidRide H Line multimodal corridor. 2019 is a critical year for the Levy as SDOT delivers Move Seattle projects and improvements, including the S. Lander Bridge and targeting 6 Vision Zero corridors, 25-32 Safe Routes to School projects, 6 miles each of protected bike lanes and neighborhood greenways, and 29 arterial lane miles re-paved.

The table below summarizes the Move Seattle Levy capital and operations investments in the proposed budget.

<u>Move Seattle Category (Levy Fund only)</u>	<u>2019 Adopted</u>	<u>2020 Proposed</u>	<u>Original Total 9- year Levy</u>	<u>November 2018 Levy Workplan Update 9-year Levy</u>
Safe Routes	\$26,768,737	\$30,018,257	\$207,000,000	\$206,047,002
Vision Zero	\$9,539,877	\$4,830,188	\$71,000,000	\$70,881,807
Pedestrian and Bike Safety	\$14,055,979	\$21,838,068	\$110,000,000	\$108,909,724
Neighborhood Projects	\$3,172,881	\$3,350,001	\$26,000,000	\$26,255,471
Maintenance and Repair	\$65,923,361	\$71,225,917	\$420,000,000	\$420,445,711
Maintain Streets	\$36,775,405	\$38,051,074	\$250,000,000	\$250,571,854
Bridges and Structures	\$25,772,480	\$30,392,988	\$140,000,000	\$139,929,330
Urban Forestry and Drainage	\$3,375,476	\$2,781,855	\$30,000,000	\$29,944,527
Congestion Relief	\$55,089,929	\$30,682,288	\$303,000,000	\$303,507,287
Corridor Mobility Improvements	\$28,056,800	\$16,101,383	\$169,000,000	\$168,407,172
Light Rail Partnership Improvements	\$7,142,873	\$2,912,645	\$27,000,000	\$27,000,239
Pedestrian and Bike Improvements	\$11,449,770	\$8,887,540	\$68,000,000	\$69,630,458
Freight Mobility Improvements	\$8,440,489	\$2,780,720	\$39,000,000	\$38,469,418
Grand Total	\$147,782,028	\$131,926,462	\$930,000,000	\$930,000,000

Enhancing Safety and Accessibility The proposed budget includes several items that improve pedestrian and bike safety under the Vision Zero program and the Safe Routes to School program. The use of \$16.7 million in one-time revenues from the sale of surplus property in South Lake Union (known as the Mercer Megablock) will be used to support Vision Zero projects that enhance pedestrian and bicycle safety. In addition, the budget includes new school safety cameras at 2-3 locations in the fall of 2020 and funds a variety of additional school safety improvements. School safety cameras have a convincing track record of changing behavior (the longer a camera is in place, the better compliance is with posted school zone speed limits). Lastly, in order to meet our requirements for ADA curb ramps, additional funding is provided for curb ramp construction and staffing for inspections to ensure the ramps are code compliant.

Engaging in effective management of the public right-of-way (ROW) The City's investment in paid parking technology provides a wealth of data that supports management of the right of way and maintaining parking space availability. The 2020 Proposed Budget implements a number of improvements to meet this goal – including updating commercial

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vehicle load zone permit fees and meter hooding fees. This action also improves service delivery at the Traffic Permit Counter and in the Commercial Vehicle Enforcement program by adding additional staffing resources that are backed by permit fee revenue. One position is added to the Traffic Permit Counter to improve processing times of permits and respond to customer inquiries. A second position is added to the Commercial Vehicle Enforcement program to more effectively address commercial vehicle-related mobility issues in increasingly congested areas of the city, including Downtown and Pioneer Square.

SDOT continues to work with Seattle IT on a number of key collaborative efforts, including service delivery and new enterprise-wide permitting and mobility technology initiatives. The 2020 Proposed Budget includes funding for the department to develop a comprehensive and consolidated IT strategic plan for both emerging transportation technology and operational technology. Additional funding will support Hansen Permit Data Archiving to allow for closing out existing permits, examining prior conditions and collecting a permit history for future development.

Addressing Emerging Needs The Northlake Avenue retaining wall at the north end of Lake Union is deteriorating. A multi-year major investment is needed to replace the worn structure with something that will better suit the needs of local businesses and the public. This budget funds a modest effort to begin design on this project. As part of the capital monitoring and oversight process, this project will be used as a pilot for a new “partial funding” approach being developed by the Project Delivery Executive Committee, a subgroup of the Capital Subcabinet.

Transportation Revenues

The 2020 Proposed Budget uses several funding sources and increased revenues to support transportation needs. Sources include federal, state and local grants; bonds; Move Seattle Levy proceeds; commercial parking tax; vehicle license fees; fees for service; real estate excise taxes; street vacation fees; gas tax; multimodal funds, property sale proceeds; school zone camera tickets; red light camera tickets; sales tax; and an annual allocation from the City's General Fund.

Commercial parking tax revenues have been adjusted downward to reflect recent and forecast growth in this revenue stream. 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 2020 for infrastructure maintenance, preservation and expansion primarily focused on the Central Waterfront and general transportation projects including ADA curb ramps.

The 2020 Proposed Budget includes a portion of the sale of property in South Lake Union commonly known as the Mercer Properties (Megablock). Of the total anticipated proceeds from the sale, \$54.7 million has been identified as available for SDOT use. This funding is proposed to be allocated across six categories in 2020-2023:

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Mercer Megablock Property Proceeds

Category	Amount (\$ in millions)	Description of Use of Funds
Mercer West Construction Loan Repayment	\$12.2	This amount will allow repayment of the Interfund Loan.
SLU Streetcar Operating Loan Repayment	\$3.6	This amount will allow repayment of the Interfund Loan.
Center City Connector Streetcar Capital Loan Repayment	\$9.0	This amount will allow SDOT to repay an interfund loan authorized in 2019 for Center City Streetcar planning and engineering design work.
Commercial Parking Tax Revenues Offset	\$9.2	This allocation of Mercer Megablock proceeds will allow SDOT to offset a shortfall in CPT revenue.
<u>SDOT Vision Zero Priorities:</u> <ul style="list-style-type: none"> • PMP - Crossings \$1.7 • NE 43rd St Improvements \$0.65 • BMP - Greenways \$2 • Highland Park Roundabout (Rename to HPW Safety Project) \$3.5 • BMP – Protected Bike Lane \$8.35 • PMP – Crossings \$0.5 	\$16.7	SDOT will use these funds to support new Vision Zero capital projects, including Bicycle Master Plan and Pedestrian Master Plan implementation projects. Funding will be spread over 2020-2023 based on planned project construction dates. The 2020 Proposed Budget allocates \$1.8 million.
Transaction Costs	\$4.0	Of the total transaction costs related to the sale of the Mercer Megablock property, \$4 million will be charged to SDOT.

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Incremental Budget Changes

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	2020 Budget	FTE
Total 2020 Endorsed Budget	697,676,835	931.50
Baseline		
2020 Coalition and Non-Rep Annual Wage Increase Base Budget	5,758,641	-
2020 State Paid Family Medical Leave Increase Base Budget	128,004	-
2020 SDOT Baseline CIP Adjustment	(5,973,774)	-
2020 Waterfront Baseline CIP Adjustment	(14,483,200)	-
Proposed Operating		
STBD 2020 O&M Adjustment	7,077,780	-
Mercer Megablock Property Proceeds - Operating	7,600,000	-
SDOT Emerging Technology and IT Strategic Plan	125,000	-
Seattle Department of Transportation Permitting Archives	235,686	-
Increase Seattle IT Allocation to Fund Accela Support	275,042	-
Positions to Support Continuing Operations	218,266	23.50
Commercial Vehicle Loading Zone Program Upgrade	210,000	-
Commercial Vehicle Enforcement Program and Traffic Permit Counter	425,729	2.00
Proposed Capital		
Megablock Property Proceeds - Capital	1,800,001	-
STBD 2020 CIP Adjustment	4,958,462	-
Northgate Bridge and Cycle Track	1,000,000	-
SDOT ADA Program	2,067,645	-
Northlake Retaining Wall	2,000,000	-
School Safety Traffic and Pedestrian Improvement	1,250,001	-
Proposed Technical		
South Lake Union Streetcar Operations	928,002	-
First Hill Streetcar Operations	1,132,362	-
REET Debt Service Project Alignment Correction	-	-
Debt Service Technical Adjustments	(1,881,573)	-
O&M Technical Adjustments	(2,471,235)	-
CIP Technical Adjustments	5,225,129	-
Reimbursable Technical Adjustments	801,793	-
Street Use Technical Adjustments	1,690,017	-
Reimbursable CWF transfer to new BSL	8,109,575	-

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Total Incremental Changes	\$28,207,353	25.50
Total 2020 Proposed Budget	\$725,884,188	957.00

Description of Incremental Budget Changes

Baseline

2020 Coalition and Non-Rep Annual Wage Increase Base Budget

Expenditures \$5,758,641

This centrally administered change adjusts appropriations to reflect the Annual Wage Increase, as outlined in the tentative agreement between the City and the Coalition of Unions, for personnel costs included in this department's baseline budget. This includes increases to salary, FICA, Medicare, retirement, overtime and temporary labor. Of the total adjustment for 2020, about \$885,000 is from the General Fund, and the remainder is from other transportation-related funds.

2020 State Paid Family Medical Leave Increase Base Budget

Expenditures \$128,004

Starting in January 2020, Washington State will offer paid family and medical leave benefits to all workers in the State of Washington, including City of Seattle employees. In 2020, the tentative agreement with the Coalition of Unions moves a portion of the cost responsibility to the employee, with the City paying the remainder. This item increases appropriations to account for the City's obligation for all employees.

2020 SDOT Baseline CIP Adjustment

Expenditures \$(5,973,774)

This technical CIP adjustment applies Council changes made during 2019 to the "out years" (2020-2024) of the CIP projects. This change reestablishes the budget from which the 2020-2025 Proposed CIP incremental changes are applied.

2020 Waterfront Baseline CIP Adjustment

Expenditures \$(14,483,200)

This technical CIP adjustments applies Council changes made during 2019 to the "out years" (2020-2024) of the CIP projects. This change reestablishes the budget from which the 2020-2025 Proposed CIP incremental changes are applied.

Proposed Operating

STBD 2020 O&M Adjustment

Expenditures \$7,077,780

This one-time increase is for the City's purchase of Seattle Transportation Benefit District (STBD) transit services provided by King County Metro. The increased appropriation will fund 25,000 additional transit service hours in March 2020 (\$2.6 million), First Mile-Last Mile Service (\$4 million), and budget to adjust for 2019 actual transit service costs that were higher than anticipated (\$1.3 million). In addition, partnership service costs are decreasing

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by \$867,000; however, service levels will remain constant. The fund source is the Transportation Benefit District Fund (vehicle license fees and sales tax).

Mercer Megablock Property Proceeds - Operating

Expenditures \$7,600,000

This action programs a portion of the anticipated proceeds from the sale of the City's "Mercer Megablock" property in South Lake Union for transportation projects and programs administered by SDOT. Of the total anticipated proceeds from the sale, \$54.7 million has been identified as available for SDOT use. This funding is proposed to be allocated across six categories in 2020-2023:

SDOT Emerging Technology and IT Strategic Plan

Expenditures \$125,000

The 2020 Proposed Budget includes \$125,000 from internal overhead to complete a comprehensive transportation technology strategic plan, approved in a prior budget, that addresses all facets of SDOT technology including the technology infrastructure necessary to support emerging transportation systems and services; technology to expand and improve transportation operations such as traffic management and navigation; and operational technology for maintenance/operations and critical business functions. The Transportation Technology Plan (TTP) will be used to improve the safety, efficiency, cost effectiveness and end-user experience of travel in the city.

Emerging Transportation technology Systems and Services include items such as autonomous vehicles (AV), intelligent transportation systems (ITS), pay-by-plate parking systems, navigation systems, ride-share services, incident response/congestion management applications and much more. To implement and support these systems, SDOT must also have the technology for daily maintenance and operations (M&O), business services (Financial, Purchasing/Contracting, Human Resources, etc.). The development of a comprehensive transportation technology plan is needed to ensure that City technology investments are identified and implemented proactively to improve efficiency, reduce costs, and ensure proper prioritization and sequencing.

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Expenditures \$235,686

The State of Washington requires that the City keep permit records for 6 to 10 years. This item, funded by Street Use fees, will create an archive of the SDOT's current legacy permitting system (Hansen), which is at the end of its life and is being replaced by Accela. This project has two parts: Part 1 will migrate active records to Accela; Part 2 will develop a user-friendly mechanism to enable the business to readily store and search historical data that does not get converted into Accela (closed, inactive records). Enabling access to legacy data will allow the business to more readily research claims and other questions related to historical permit data.

Increase Seattle IT Allocation to Fund Accela Support

Expenditures \$275,042

Seattle IT added FTE to support the Permitting System Integration (PSI) body of work, related to the Accela permitting platform. This item adds \$275,042 in expenditure authority from the Transportation Fund to cover SDOT's allocation of expenditures for this effort. See Seattle Information Technology Department's budget book pages for more detail on the Increase Staff Support for Accela Program item.

Positions to Support Continuing Operations

Expenditures \$218,266

Position Allocation 23.50

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This action maintains staffing capacity within SDOT to continue to provide basic services and voter-approved projects and programs delivered throughout the department by converting 19 Term-Limited Assignment (TLA) and Temporary Employment Services (TES) positions to regular, ongoing FTE and by adding 4.5 new FTE. No additional budget appropriation authority or revenues are needed for the 19 existing positions, as the costs and funding for these positions is already built into SDOT's 2020 Endorsed Budget. These positions support and perform essential services necessary to fulfill SDOT's mission and commitments to the community. All 19 TLA and TES positions will expire during 2020; conversion at the start of 2020 will help retain experienced and knowledgeable staff and ensure seamless delivery of services. Funding for the two (2) ADA curb ramp inspectors mentioned previously are included in this item. The remaining 1.5 positions are primarily revenue-backed. Any requested funding will be covered by a combination of permit fees and reimbursements from state agencies.

Commercial Vehicle Loading Zone Program Upgrade

Expenditures \$210,000

This action adjusts Commercial Vehicle Load Zone (CVLZ) permit fees to modernize the CVLZ system and improve curb space management in support of more efficient urban goods delivery. The fee will be raised from \$195 to \$250 (+\$55). This growing industry is critical to Seattle's continued economic vitality but faces increasing pressures from congestion and limited loading options. Without better CVLZ management, vehicles will continue to skip deliveries to return later or double-park, adding to congestion and business financial costs. Accompanying legislation adjusts the CVLZ permit fee. General Fund will cover payment program additions and upgrades, system set-up, ensuing credit card fees, and customer outreach.

Commercial Vehicle Enforcement Program and Traffic Permit Counter

Expenditures \$425,729

Position Allocation 2.00

This item adds \$425,729 and 2.0 FTE to improve SDOT service levels at the Traffic Permit Counter and in the Commercial Vehicle Enforcement program. One position is added to the Traffic Permit Counter to improve processing times of permits and respond to customer inquiries. A second position is added to the Commercial Vehicle Enforcement program to more effectively address commercial vehicle-related mobility issues in increasingly congested areas of the city, including Downtown and Pioneer Square. In addition, a modest increase in Temporary No Parking fees (also known as meter hooding) of \$2 (8%-13% increase) is made to reflect current administrative program costs. General Fund, permit fees, and a reduction in costs related to contracted work at the permit counter are used to pay for the staffing as well as one-time costs such as protective equipment and vehicles.

Proposed Capital

Megablock Property Proceeds - Capital

Expenditures \$1,800,001

The proposed budget funds investments of \$16.7 million to support new Vision Zero capital projects, supplement existing projects, and increase spot safety projects, including bicycle and pedestrian projects over four years. The proposed 2020 budget funding amount is \$1.8 million. The Vision Zero projects were selected based on the priorities in the Bike Master Plan, the Pedestrian Master Plan and the Safe Routes to School Action Plan. These documents contain strong equity components, driving capital investments toward neighborhoods that are historically disadvantaged. The funding source for this item is Mercer Megablock proceeds.

STBD 2020 CIP Adjustment

Expenditures \$4,958,462

This one-time item increases funding to build additional capital projects that enhance transit speed, reliability, access and safety. Projects funded in 2020 include bus stop shelter footings and benches, transit-only lane markings

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(red lane treatment), queue jumps, and spot improvements. The fund source is the Transportation Benefit District Fund (vehicle license fees and sales tax).

Northgate Bridge and Cycle Track

Expenditures \$1,000,000

This item increases Move Seattle Levy funding for the construction of the Northgate Pedestrian and Bicycle Bridge by \$1 million in 2020 and increases total project costs by \$11.6 million. Funding for this project is coming from Bridge Rehabilitation and savings from the S Lander project. The project will construct pedestrian and bicycle improvements to enhance access to the Sound Transit Link Light Rail station under construction in Northgate; improvements include a pedestrian and bike bridge over I-5 and a protected bike lane and multi-use path along 1st Avenue NE. The existing transit center currently serves over 6,000 passengers daily, and the future light rail station is expected to serve over 15,000 passengers per day.

The completed project will improve connections between the east and west sides of the Northgate community, helping to knit together a neighborhood historically divided by a 10-lane interstate. The new bridge will span roughly 1,900 feet, landing at North Seattle College on the west side and at the future light rail station on the east side.

SDOT ADA Program

Expenditures \$2,067,645

The 2020 Proposed Budget adds \$7.22 million to fund the installation of an additional 273 curb ramps in 2020. Funding includes \$5.1 million of capital project savings and \$2.1 million in School Safety Traffic and Pedestrian Improvement (SSTPI). These investments allow the City to meet the annual ADA curb ramp requirement per the Reynoldson Consent Decree. Per the Consent Decree, a minimum of 1,250 ADA-compliant curb ramp improvements or remediations are required to be constructed in the city every calendar year. Ramps above 1,250, and up to 625, can be deposited into a “credit bank” and applied to future years. The proposed budget also provides two new, full time FTE’s for inspection positions to support the ADA program to ensure ramps are constructed correctly. Timely curb ramp inspection due to staffing limitations has been one of the biggest challenges to counting ramps towards yearly deliverables.

Northlake Retaining Wall

Expenditures \$2,000,000

This item creates a new CIP project to fund the design of a replacement for the Northlake Retaining Wall (location: <https://www.google.com/maps/@47.6480779,-122.3437823,19.22z?hl=en>) to the 30% design level. This critical structure is a 452-foot-long lake front timber structure constructed in 1951 and is located along the north shoreline of Lake Union adjacent to North Northlake Way. The wall currently shows signs of advanced deterioration, overstress, and some sections of structural failure. The current calculated capacity/demand ratio is 0.1 where 1.0 represents stability. This presents a significant risk to public safety given the right-of-way supported by the wall, the private structures directly offshore and adjacent to the wall, and the close proximity (immediately adjacent and up to 50 feet onshore) of overhead power lines and subsurface gas, sewer, drainage and water utility infrastructure.

School Safety Traffic and Pedestrian Improvement

Expenditures \$1,250,001

The 2020 proposed budget funds pedestrian safety and accessibility projects in school zones through 2024 via School Safety Traffic and Pedestrian Improvement Fund (SSTPI). Safe Routes to School is an integral part of the City’s commitment to Vision Zero, the plan to end traffic deaths and serious injuries by 2030. The program uses a combination of strategies, including engineering, encouragement, and education to reach the goal of increased safe walking for all of Seattle’s Public School students. The engineering toolkit includes projects like curb bulbs, curb ramps, raised crosswalks, crossing beacons, and pedestrian signals; sidewalks; school zone signage, 20mph flashing

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beacons, speed humps, lane reduction/lane narrowing, and street trees; for example. The program will construct as many of these types of projects as possible with this funding, including the installation of an additional 3-5 school zone cameras, and citation-related staffing.

Proposed Technical

South Lake Union Streetcar Operations

Expenditures	\$928,002
Revenues	\$1,506,763

This ongoing item increases the operating budget for the South Lake Union Streetcar. Several budget assumptions have changed since the 2020 Endorsed Budget: King County Metro has agreed to contribute \$1.5 million annually for streetcar operations through 2024, projected operating revenues have decreased by \$335,000, operating expenses have increased by \$37,000, and accounting practices have changed between the City and King County, which operates the streetcar. As a result of these changed accounting practices, the proposed budget includes revenues received from the ORCA fare payment system; in the past, these revenues were not included in SDOT's budget. Of the \$928,000 expenditure increase, \$37,000 is due to increased operating costs and the remaining \$891,000 is due to accounting practice changes. This item also reduces the CPT transfer to SLU to reflect the increased contribution from King County. The fund source for this increase is King County Metro funds.

First Hill Streetcar Operations

Expenditures	\$1,132,362
Revenues	\$641,845

This ongoing item increases the operating budget for the First Hill Streetcar. Several budget assumptions have changed since the 2020 Endorsed Budget: projected operating revenues have decreased by \$491,000 and accounting practices have changed between the City and King County, which operates the streetcar. As a result of these changed accounting practices, the proposed budget included revenues from the ORCA fare payment system; in the past, these revenues were not included in SDOT's budget. The proposed budget does not anticipate any increased operating expenses. The fund sources for the increase are operating revenues (\$860,000) and Commercial Parking Tax 10% (\$272,000).

REET Debt Service Project Alignment Correction

Expenditures	-
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This change request corrects the allocation of REET II funds for debt service payments in the 2019-2024 CIP between projects, from Debt Service - REET I (MO-TR-D003) to Debt Service - REET II (MO-TR-D006). This reflects the project structure in PeopleSoft 9.2 and will help prevent reporting discrepancies moving forwards.

Debt Service Technical Adjustments

Expenditures	\$(1,881,573)
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This is a technical adjustment for debt service based on funding swaps, updated financing cost assumptions, and changes in annual LTGO bond needs based on current project spend plans.

O&M Technical Adjustments

Expenditures	\$(2,471,235)
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This technical adjustment action updates 2020 proposed budget amounts by \$2,47 million to reflect Citywide technical adjustments made in the baseline phase, changes to internal services costs, including the Department of Finance & Administrative Services rates, Information Technology rates and Human Resources rates, health care,

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retirement and industrial insurance charges for the department. This adjustment also includes a transfer of resources from the department to the Human Resources Investigations Unit (HRIU) as part of the City's efforts to improve investigative processes and practices across City departments.

CIP Technical Adjustments

Expenditures \$5,225,129

This technical adjustment includes several projects with capital savings that have transferred funds to support upcoming projects and those with scope or schedule adjustments. Key work includes street paving and resurfacing; building new sidewalks and curb ramps; school safety improvements; implementation of the Bike, Pedestrian, and Transit Master Plans; investments to facilitate freight mobility; traffic cameras and signals; bridge projects such as bridge replacement, maintenance, and seismic retrofitting; and support for the Seawall and Waterfront Program.

Reimbursable Technical Adjustments

Expenditures \$801,793

This technical adjustment updates the 2020 proposed budget amounts for estimated reimbursable work by \$801,792 to account for anticipated increases in reimbursable work that SDOT will be undertaking.

Street Use Technical Adjustments

Expenditures \$1,690,017

This one-time adjustment aligns the 2020 Proposed Budget with anticipated expenditures in SDOT's Street Use program. Funds will be used to support increased costs for temporary labor (\$388,000), training, fees, printing and other services (\$569,000), downtown mobility staffing (\$439,000), urban design work (\$169,000), and various budget reallocations. The fund source is street use fees within SDOT's Transportation Fund.

Reimbursable CWF transfer to new BSL

Expenditures \$8,109,575

This action adds reimbursable appropriation authority to a new BSL for the Central Waterfront program (created in change request OWF-904). This appropriation was previously made within the Bridges and Structures BSL. The change request also reflects a reduction from this BSL. It increases the reimbursable authority by \$8,109,575, to \$41,500,000. This accounts for updated cashflow and additional reimbursable work above what was budgeted in the 2020 Endorsed budget.

The \$41.5M is for the following reimbursable work: Seattle Parks (\$12,000,000), Office of Arts and Culture (\$250,000), SCL (\$15,000,000), Washington State Ferries/SCL (\$1,500,000), SPU (\$10,000,000) and Telecom (\$2,750,000).

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Expenditure Overview

Appropriations	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
SDOT - BC-TR-16000 - Central Waterfront				
13000 - Transportation Fund	-	-	-	71,160,854
35040 - Waterfront LID #6751	-	-	-	7,008,000
35900 - Central Waterfront Improvement Fund	-	-	-	7,455,221
36700 - 2020 Multipurpose LTGO Bond Fund	-	-	-	10,779,000
36710 - 2020 LTGO Taxable Bond Fund	-	-	-	1,725,000
Total for BSL: BC-TR-16000	-	-	-	98,128,075
SDOT - BC-TR-19001 - Major Maintenance/Replacement				
00164 - Unrestricted Cumulative Reserve Fund	238,894	-	-	-
10394 - Bridging The Gap Levy Fund	128,712	-	-	-
10398 - Move Seattle Levy Fund	32,669,687	64,242,926	53,221,901	76,924,725
13000 - Transportation Fund	11,483,508	25,042,837	20,001,000	18,744,231
18500 - School Safety Traffic and Pedestrian Improvement Fund	-	2,000,000	-	-
19900 - Transportation Benefit District Fund	1,411,165	770,000	789,000	794,431
30010 - REET I Capital Fund	3,131,368	607,719	-	-
30020 - REET II Capital Fund	5,954,516	9,029,000	8,672,000	8,672,002
36200 - 2015 Multipurpose LTGO Bond Fund	39,230	-	-	-
36400 - 2017 Multipurpose LTGO Bond Fund	361,552	-	-	-
36500 - 2018 Multipurpose LTGO Bond Fund	-	-	-	2,000,000
Total for BSL: BC-TR-19001	55,418,631	101,692,482	82,683,901	107,135,389
SDOT - BC-TR-19002 - Major Projects				
00164 - Unrestricted Cumulative Reserve Fund	1,300,000	-	-	-
13000 - Transportation Fund	19,199,780	32,521,793	73,688,854	109,328
30020 - REET II Capital Fund	2,360,846	-	-	-
35040 - Waterfront LID #6751	-	-	18,691,200	-
35900 - Central Waterfront Improvement Fund	517,066	5,040,000	10,455,221	-
36200 - 2015 Multipurpose LTGO Bond Fund	200,737	-	-	-
36300 - 2016 Multipurpose LTGO Bond Fund	4,308,679	-	-	-

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36400 - 2017 Multipurpose LTGO Bond Fund	1,780,984	-	-	-
36410 - 2017 LTGO Taxable Bond Fund	59	-	-	-
36500 - 2018 Multipurpose LTGO Bond Fund	6,399,956	-	-	-
36510 - 2018 LTGO Taxable Bond Fund	1,302,197	-	-	-
36600 - 2019 Multipurpose LTGO Bond Fund	-	20,191,924	-	-
36610 - 2019 LTGO Taxable Bond Fund	-	1,000,000	-	-
36700 - 2020 Multipurpose LTGO Bond Fund	-	-	10,779,000	-
36710 - 2020 LTGO Taxable Bond Fund	-	-	1,725,000	-
Total for BSL: BC-TR-19002	37,370,305	58,753,717	115,339,275	109,328

SDOT - BC-TR-19003 - Mobility-Capital

00100 - General Fund	37,083	-	-	-
00164 - Unrestricted Cumulative Reserve Fund	104,574	94,856	-	-
10394 - Bridging The Gap Levy Fund	224,098	-	-	-
10398 - Move Seattle Levy Fund	42,188,511	72,830,476	59,027,897	52,758,123
13000 - Transportation Fund	52,414,069	76,642,975	105,891,493	113,066,565
18500 - School Safety Traffic and Pedestrian Improvement Fund	7,875,883	12,016,322	6,166,150	9,484,131
19900 - Transportation Benefit District Fund	4,405,541	14,333,569	8,493,679	13,271,233
30010 - REET I Capital Fund	1,791,494	1,572,716	-	-
30020 - REET II Capital Fund	4,346,111	7,532,038	7,857,513	9,857,514
33850 - 2000 Parks Levy Fund	11,390	-	-	-
33860 - 2008 Parks Levy Fund	1,402,841	-	-	-
36300 - 2016 Multipurpose LTGO Bond Fund	6,455,026	-	-	-
36400 - 2017 Multipurpose LTGO Bond Fund	3,861,268	-	-	-
36500 - 2018 Multipurpose LTGO Bond Fund	317,014	-	-	-
36510 - 2018 LTGO Taxable Bond Fund	3,282,104	-	-	-
36700 - 2020 Multipurpose LTGO Bond Fund	-	-	20,000,000	-
Total for BSL: BC-TR-19003	128,717,008	185,022,952	207,436,732	198,437,566

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

10800 - Seattle Streetcar Operations	972,797	2,793,955	3,428,841	4,356,843
13000 - Transportation Fund	1,887	-	-	-
Total for BSL: BO-TR-12001	974,684	2,793,955	3,428,841	4,356,843

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

10800 - Seattle Streetcar Operations	5,927,202	12,069,474	8,288,386	9,420,748
Total for BSL: BO-TR-12002	5,927,202	12,069,474	8,288,386	9,420,748

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

13000 - Transportation Fund	-	-	-	41,499,999
Total for BSL: BO-TR-16000	-	-	-	41,499,999

SDOT - BO-TR-17001 - Bridges & Structures

00100 - General Fund	5,333,333	4,718,535	4,815,909	4,946,975
10398 - Move Seattle Levy Fund	1,712,545	2,687,109	2,689,192	2,778,341
13000 - Transportation Fund	22,150,595	39,603,059	40,234,479	7,213,701
Total for BSL: BO-TR-17001	29,196,474	47,008,703	47,739,580	14,939,017

SDOT - BO-TR-17003 - Mobility Operations

00100 - General Fund	24,192,321	22,609,272	22,965,609	24,219,918
10398 - Move Seattle Levy Fund	5,977,764	5,846,038	5,850,735	6,042,736
13000 - Transportation Fund	19,684,522	30,335,619	23,831,633	18,007,593
18500 - School Safety Traffic and Pedestrian Improvement Fund	5,272,642	3,905,596	3,006,090	787,184
19900 - Transportation Benefit District Fund	44,411,074	52,782,556	60,583,808	67,738,963
Total for BSL: BO-TR-17003	99,538,322	115,479,081	116,237,875	116,796,394

SDOT - BO-TR-17004 - ROW Management

13000 - Transportation Fund	31,865,155	36,347,438	36,363,829	40,114,478
Total for BSL: BO-TR-17004	31,865,155	36,347,438	36,363,829	40,114,478

SDOT - BO-TR-17005 - Maintenance Operations

00100 - General Fund	10,685,058	10,703,682	11,171,839	11,327,219
10398 - Move Seattle Levy Fund	2,132,820	2,175,478	2,177,087	2,252,112
13000 - Transportation Fund	23,098,267	21,672,198	21,679,583	22,295,909
19900 - Transportation Benefit District Fund	2,624,974	2,677,472	2,757,797	2,847,028
Total for BSL: BO-TR-17005	38,541,119	37,228,830	37,786,306	38,722,268

SDOT - BO-TR-18001 - Leadership and Administration

00100 - General Fund	-	-	-	558
10398 - Move Seattle Levy Fund	-	-	-	484
13000 - Transportation Fund	344,177	-	-	1,582,504
Total for BSL: BO-TR-18001	344,177	-	-	1,583,546

SDOT - BO-TR-18002 - General Expense

00100 - General Fund	3,166,502	5,161,554	5,384,043	5,382,463
13000 - Transportation Fund	30,341,958	31,642,956	35,357,317	48,442,699

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30010 - REET I Capital Fund	1,900,000	-	-	-
30020 - REET II Capital Fund	811,500	814,125	1,630,750	815,375
Total for BSL: BO-TR-18002	36,219,960	37,618,635	42,372,110	54,640,537
Department Total	464,113,037	634,015,266	697,676,835	725,884,188
Department Full-Time Equivalents Total*	918.50	931.50	931.50	957.00

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

Budget Summary by Fund Seattle Department of Transportation

	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
00100 - General Fund	43,414,297	43,193,043	44,337,400	45,877,133
00164 - Unrestricted Cumulative Reserve Fund	1,643,468	94,856	-	-
10394 - Bridging The Gap Levy Fund	352,810	-	-	-
10398 - Move Seattle Levy Fund	84,681,326	147,782,027	122,966,812	140,756,521
10800 - Seattle Streetcar Operations	6,899,999	14,863,429	11,717,227	13,777,591
13000 - Transportation Fund	210,583,918	293,808,874	357,048,188	382,237,861
18500 - School Safety Traffic and Pedestrian Improvement Fund	13,148,525	17,921,918	9,172,240	10,271,315
19900 - Transportation Benefit District Fund	52,852,754	70,563,597	72,624,284	84,651,655
30010 - REET I Capital Fund	6,822,862	2,180,435	-	-
30020 - REET II Capital Fund	13,472,973	17,375,163	18,160,263	19,344,891
33850 - 2000 Parks Levy Fund	11,390	-	-	-
33860 - 2008 Parks Levy Fund	1,402,841	-	-	-
35040 - Waterfront LID #6751	-	-	18,691,200	7,008,000
35900 - Central Waterfront Improvement Fund	517,066	5,040,000	10,455,221	7,455,221
36200 - 2015 Multipurpose LTGO Bond Fund	239,967	-	-	-
36300 - 2016 Multipurpose LTGO Bond Fund	10,763,705	-	-	-
36400 - 2017 Multipurpose LTGO Bond Fund	6,003,804	-	-	-
36410 - 2017 LTGO Taxable Bond Fund	59	-	-	-
36500 - 2018 Multipurpose LTGO Bond Fund	6,716,970	-	-	2,000,000
36510 - 2018 LTGO Taxable Bond Fund	4,584,301	-	-	-
36600 - 2019 Multipurpose LTGO Bond Fund	-	20,191,924	-	-
36610 - 2019 LTGO Taxable Bond Fund	-	1,000,000	-	-
36700 - 2020 Multipurpose LTGO Bond Fund	-	-	30,779,000	10,779,000
36710 - 2020 LTGO Taxable Bond Fund	-	-	1,725,000	1,725,000
Budget Totals for SDOT	464,113,037	634,015,266	697,676,835	725,884,188

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Revenue Overview

2020 Estimated Revenues

Account Code	Account Name	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
311010	Real & Personal Property Taxes	98,740,711	99,261,935	102,344,965	103,236,976
332010	Fed Entitlmnt-Forfeited Prop	(231)	-	-	-
341060	Photocopy Svcs	(2,117)	-	-	-
344900	Transportation-Other Rev	952,194	-	-	-
360020	Inv Earn-Residual Cash	982,140	-	-	1,549,746
360100	Unreald Gns/Losses-Inv Gasb31	(132,865)	-	-	-
360380	Sale Of Junk Or Salvage	(142)	-	-	-
Total Revenues for: 10398 - Move Seattle Levy Fund		100,539,690	99,261,935	102,344,965	104,786,722
400000	Use of/Contribution to Fund Balance	-	48,520,092	20,621,847	35,969,799
Total Resources for:10398 - Move Seattle Levy Fund		100,539,690	147,782,027	122,966,812	140,756,521
337080	Other Private Contrib & Dons	4,926,645	5,237,000	5,245,000	6,795,000
344900	Transportation-Other Rev	158,975	170,128	175,232	1,655,445
360360	Sponsorship And Royalties	345,131	314,000	323,420	200,000
374030	Capital Contr-Fed Dir Grants	23,686	430,106	430,308	272,123
397010	Operating Transfers In	1,444,873	9,111,537	9,752,138	9,152,138
Total Revenues for: 10800 - Seattle Streetcar Operations		6,899,310	15,262,771	15,926,098	18,074,706
400000	Use of/Contribution to Fund Balance	-	(399,342)	(4,208,871)	(4,297,115)
Total Resources for:10800 - Seattle Streetcar Operations		6,899,310	14,863,429	11,717,227	13,777,591
309010	Non-Operating Revenues	16,163	-	-	-
311020	Sale Of Tax Title Property	347,255	-	-	-
316060	B&O Tax-Commercial Parking	42,978,233	47,010,380	48,771,979	45,595,607
318020	Employee Hrs Tax	14,019	-	-	-
318060	Comm Parking Tax Penalties Int	202,483	-	-	-
322060	Nonbus Lic&Perm-Sign	303,671	-	-	291,875
322130	Nonbus Lic&Perm-Cats	6,936	-	-	-
322150	Nonbus Lic&Perm-Issuance	2,033,938	3,664,790	3,475,900	1,954,221
322160	Nonbus Lic&Perm-Renewal	1,503,895	957,844	908,475	1,445,476
322180	Nonbus Lic&Perm-Oth Street Use	1,102,491	1,958,691	1,863,056	937,149
322190	Nonbus Lic&Perm-Penalties	4,526	17,726	16,812	-

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322260	Nonbus Lic&Perm-Meter Hood Fee	21,900	-	-	-
322900	Nonbus Lic&Perm-Other	3,133,953	2,971,014	3,060,144	3,230,913
332010	Fed Entitlmnt-Forfeited Prop	(231)	-	-	-
333110	Ind Fed Grants	543,212	32,978,330	62,498,042	36,442,783
333120	Ind Fed Grants-Passthr	349,939	-	-	-
334010	State Grants	2,220,386	17,210,295	13,587,717	21,780,352
334020	State Grants-Arterial Imp Prog	107,338	-	-	-
335011	Multimodal Transportation Dist	1,004,288	1,007,952	1,007,952	1,016,328
335050	Mtr Veh Fuel Tx-St Improvement	15,599,263	14,333,081	14,476,412	15,880,125
337050	Proceeds-Countywide Tax Levy	795,901	1,684,591	1,701,437	889,287
337080	Other Private Contrib & Dons	-	250,000	-	1,259,361
341070	Print & Copy Svcs-Outsourced	(1,992)	-	-	-
341100	Data Proc-Computer Resources	(1,321)	-	-	-
341300	Administrative Fees & Charges	953,347	2,487,045	3,085,577	3,787,613
342900	Public Safety-Other Rev	(25)	-	-	-
343010	Architect/Engineering Svc Chrg	-	10,840,364	13,449,203	1,264,635
344010	Street Maintenance & Repair	1,935,417	1,243,156	1,542,334	1,425,224
344020	Vehicle & Equipment Repair	(720)	-	-	-
344070	Street Occupation Rev	575,061	2,117,779	1,978,069	465,779
344080	Street Use Rev	24,880,400	24,438,080	23,178,495	23,962,899
344090	Annual Fees Rev	1,202,959	1,054,270	999,931	1,156,230
344100	Transportation Admin Svcs Rev	57,104	72,638	90,119	-
344110	Night Vending Prog Admin Fees	4,816	-	-	-
344130	Plan Review & Inspection	13,190,199	10,824,111	10,266,215	12,138,849
344900	Transportation-Other Rev	71,426,875	92,879,387	135,713,618	144,784,206
347170	Public Benefit Rev	(833)	-	-	-
350180	Misc Fines & Penalties	121,376	-	-	-
350190	Nsf Check Fees	320	-	-	-
360220	Interest Earned On Deliquent A	77,248	-	-	-
360250	Other Equip/Vehicle Rentals	(5,780)	-	-	-
360300	St Space Facilities Rentals	(215)	-	-	-
360310	Lt Space/Facilities Leases	3,165	-	-	-
360380	Sale Of Junk Or Salvage	10,813	-	-	-
360400	Unclaimed Money/Property Sales	290	-	-	-
360420	Other Judgments & Settlements	14,104	-	-	-
360760	Sale Of Surplus Items	5,020	-	-	-
374010	Capital Contr-State Grants	1,673,672	-	-	-
374020	Capital Contr-Fed Indir Grants	5,650,361	-	-	-
374030	Capital Contr-Fed Dir Grants	234,218	-	-	-
391060	Long-Term Intergovtl Loan Proc	-	5,197,894	3,802,106	3,242,106

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395010	Sales Of Land & Buildings	2,062,450	20,244,605	9,700,000	54,715,000
Total Revenues for: 13000 - Transportation Fund		196,357,889	295,444,024	355,173,592	377,666,018
400000	Use of/Contribution to Fund Balance	-	(1,635,568)	1,874,596	4,571,843
Total Resources for:13000 - Transportation Fund		196,357,889	293,808,456	357,048,188	382,237,861
350030	Parking Infraction Penalties	13,334,844	10,684,071	10,339,483	10,628,507
Total Revenues for: 18500 - School Safety Traffic and Pedestrian Improvement Fund		13,334,844	10,684,071	10,339,483	10,628,507
400000	Use of/Contribution to Fund Balance	-	7,237,847	(1,167,243)	1,774,593
Total Resources for:18500 - School Safety Traffic and Pedestrian Improvement Fund		13,334,844	17,921,918	9,172,240	12,403,100
313020	Sales & Use Tax	28,905,632	29,032,415	29,785,466	32,896,535
317030	Trans Ben Dist Vehicle Fees	32,236,112	32,969,148	33,546,108	30,912,698
341060	Photocopy Svcs	(706)	-	-	-
Total Revenues for: 19900 - Transportation Benefit District Fund		61,141,038	62,001,563	63,331,574	63,809,233
400000	Use of/Contribution to Fund Balance	(8,308,284)	6,562,034	9,292,710	20,842,422
Total Resources for:19900 - Transportation Benefit District Fund		52,832,754	68,563,597	72,624,284	84,651,655
391030	Lid Bond Proceeds	-	-	-	7,008,000
Total Revenues for: 35040 - Waterfront LID #6751		-	-	-	7,008,000
337080	Other Private Contrib & Dons	2,700,000	4,925,000	11,955,221	7,445,000
344900	Transportation-Other Rev	3,053,846	-	-	-
360310	Lt Space/Facilities Leases	146,262	-	-	-
391030	Lid Bond Proceeds	-	6,964,092	19,135,119	-
Total Revenues for: 35900 - Central Waterfront Improvement Fund		5,900,108	11,889,092	31,090,340	7,445,000
400000	Use of/Contribution to Fund Balance	-	(6,849,092)	(20,635,119)	-
Total Resources for:35900 - Central Waterfront Improvement Fund		5,900,108	5,040,000	10,455,221	7,445,000
Total SDOT Resources		375,864,594	547,979,427	583,983,972	648,279,728

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Appropriations by Budget Summary Level and Program

SDOT - BC-TR-16000 - Central Waterfront

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

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Central Waterfront	-	-	-	98,128,075
Total	-	-	-	98,128,075

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

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

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

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Bridges & Structures	9,136,126	42,492,825	26,691,223	38,795,436
Landslide Mitigation	414,304	453,000	466,000	475,349
Roads	38,583,621	50,402,124	48,966,885	61,154,175
Sidewalk Maintenance	4,076,007	5,692,000	3,765,648	3,807,479
Signs, Signals and Markings	1,338,651	1,552,533	1,594,145	1,657,420
Trails and Bike Paths	1,644,454	1,100,000	1,200,000	1,236,594
Urban Forestry	225,468	-	-	8,936
Total	55,418,631	101,692,482	82,683,901	107,135,389
Full-time Equivalents Total*	96.25	98.25	98.25	98.25

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

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

Bridges & Structures

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Bridges & Structures	9,136,126	42,492,825	26,691,223	38,795,436
Full Time Equivalents Total	12.75	13.75	13.75	13.75

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Landslide Mitigation

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Landslide Mitigation	414,304	453,000	466,000	475,349
Full Time Equivalents Total	2.00	2.00	2.00	2.00

Roads

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Roads	38,583,621	50,402,124	48,966,885	61,154,175
Full Time Equivalents Total	46.00	47.00	47.00	47.00

Sidewalk Maintenance

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Sidewalk Maintenance	4,076,007	5,692,000	3,765,648	3,807,479
Full Time Equivalents Total	6.00	6.00	6.00	6.00

Signs, Signals and Markings

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Signs, Signals and Markings	1,338,651	1,552,533	1,594,145	1,657,420

Trails and Bike Paths

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Trails and Bike Paths	1,644,454	1,100,000	1,200,000	1,236,594
Full Time Equivalents Total	27.75	27.75	27.75	27.75

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Urban Forestry

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Urban Forestry	225,468	-	-	8,936
Full Time Equivalents Total	1.75	1.75	1.75	1.75

SDOT - BC-TR-19002 - Major Projects

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

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Alaskan Way Viaduct	34,074,130	57,469,717	114,051,275	-
First Hill Streetcar	13,879	-	-	-
Mercer Corridor	5,527	-	-	-
Mercer West	2,387,817	-	-	-
SR-520	888,954	1,284,000	1,288,000	109,328
Total	37,370,305	58,753,717	115,339,275	109,328
Full-time Equivalents Total*	23.50	24.50	24.50	24.50

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

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

Alaskan Way Viaduct

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Alaskan Way Viaduct	34,074,130	57,469,717	114,051,275	-
Full Time Equivalents Total	22.00	23.00	23.00	23.00

Seattle Department of Transportation

First Hill Streetcar

	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Expenditures/FTE				
First Hill Streetcar	13,879	-	-	-

Mercer Corridor

	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Expenditures/FTE				
Mercer Corridor	5,527	-	-	-

Mercer West

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

	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Expenditures/FTE				
Mercer West	2,387,817	-	-	-

SR-520

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

	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Expenditures/FTE				
SR-520	888,954	1,284,000	1,288,000	109,328
Full Time Equivalents Total	1.50	1.50	1.50	1.50

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SDOT - BC-TR-19003 - Mobility-Capital

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

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Corridor & Intersection Imprv	20,426,227	32,081,095	26,606,393	39,398,696
Freight Mobility	14,803,094	38,267,051	33,819,822	38,752,769
Intelligent Transp System	3,007,711	4,516,945	6,833,055	3,259,933
Neighborhood Enhancements	10,232,341	7,469,532	4,538,724	8,615,342
New Trails and Bike Paths	16,470,151	20,619,831	12,482,045	23,144,949
Sidewalks & Ped Facilities	28,424,508	33,731,293	25,607,632	36,441,122
Transit & HOV	35,352,977	48,337,205	97,549,061	48,824,755
Total	128,717,008	185,022,952	207,436,732	198,437,566
Full-time Equivalents Total*	121.50	134.50	134.50	138.50

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

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

Corridor & Intersection Imprv

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Corridor & Intersection Imprv	20,426,227	32,081,095	26,606,393	39,398,696
Full Time Equivalents Total	37.50	37.50	37.50	38.50

Freight Mobility

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Freight Mobility	14,803,094	38,267,051	33,819,822	38,752,769
Full Time Equivalents Total	4.50	4.50	4.50	4.50

Intelligent Transp System

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;

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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.

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Intelligent Transp System	3,007,711	4,516,945	6,833,055	3,259,933
Full Time Equivalents Total	8.25	9.25	9.25	9.25

Neighborhood Enhancements

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Neighborhood Enhancements	10,232,341	7,469,532	4,538,724	8,615,342
Full Time Equivalents Total	19.75	19.75	19.75	19.75

New Trails and Bike Paths

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
New Trails and Bike Paths	16,470,151	20,619,831	12,482,045	23,144,949
Full Time Equivalents Total	-	-	-	1.00

Sidewalks & Ped Facilities

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Sidewalks & Ped Facilities	28,424,508	33,731,293	25,607,632	36,441,122
Full Time Equivalents Total	37.50	50.50	50.50	52.50

Transit & HOV

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Transit & HOV	35,352,977	48,337,205	97,549,061	48,824,755
Full Time Equivalents Total	14.00	13.00	13.00	13.00

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

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

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
S Lake Union Streetcar Ops	974,684	2,793,955	3,428,841	4,356,843
Total	974,684	2,793,955	3,428,841	4,356,843

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

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

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
First Hill Streetcar Ops	5,927,202	12,069,474	8,288,386	9,420,748
Total	5,927,202	12,069,474	8,288,386	9,420,748

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

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

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Waterfront and Civic Projects	-	-	-	41,499,999
Total	-	-	-	41,499,999

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

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SDOT - BO-TR-17001 - Bridges & Structures

The purpose of the Bridges and Structures Budget Summary Level is to maintain the City's bridges and structures which helps provide for the safe and efficient movement of people, goods, and services throughout the City. Additionally, the BSL provides general construction management, engineering support for street vacations, scoping of neighborhood projects, and other transportation activities requiring engineering oversight.

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Bridge Operations	3,425,281	3,739,773	3,760,574	3,902,269
Engineering & Ops Support	17,973,963	35,010,749	35,653,269	2,285,329
Structures Engineering	1,036,863	957,142	975,611	1,008,015
Structures Maintenance	6,760,367	7,301,039	7,350,126	7,743,404
Total	29,196,474	47,008,703	47,739,580	14,939,017
Full-time Equivalents Total*	56.00	56.00	56.00	57.00

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

Bridge Operations

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Bridge Operations	3,425,281	3,739,773	3,760,574	3,902,269
Full Time Equivalents Total	18.50	17.50	17.50	17.50

Engineering & Ops Support

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Engineering & Ops Support	17,973,963	35,010,749	35,653,269	2,285,329
Full Time Equivalents Total	3.00	3.00	3.00	3.00

Structures Engineering

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.

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	2018	2019	2020	2020
Expenditures/FTE	Actuals	Adopted	Endorsed	Proposed
Structures Engineering	1,036,863	957,142	975,611	1,008,015
Full Time Equivalents Total	3.50	3.50	3.50	3.50

Structures Maintenance

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

	2018	2019	2020	2020
Expenditures/FTE	Actuals	Adopted	Endorsed	Proposed
Structures Maintenance	6,760,367	7,301,039	7,350,126	7,743,404
Full Time Equivalents Total	31.00	32.00	32.00	33.00

SDOT - BO-TR-17003 - Mobility Operations

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

Program Expenditures	2018	2019	2020	2020
	Actuals	Adopted	Endorsed	Proposed
Commuter Mobility	24,471,567	31,136,140	25,094,822	17,100,325
Neighborhoods	1,121,688	1,140,569	1,137,844	1,153,967
Parking & Curbspace	13,240,830	13,670,815	13,869,926	14,767,719
Signs & Markings	3,755,300	3,990,599	4,048,767	4,191,653
Traffic Signals	9,569,956	9,360,650	9,249,598	9,487,442
Transit Operations	43,380,667	52,120,211	59,717,169	66,851,338
Urban Planning	3,998,313	4,060,096	3,119,749	3,243,950
Total	99,538,322	115,479,081	116,237,875	116,796,394
Full-time Equivalents Total*	133.75	134.75	134.75	140.75

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

Commuter Mobility

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.

	2018	2019	2020	2020
Expenditures/FTE	Actuals	Adopted	Endorsed	Proposed
Commuter Mobility	24,471,567	31,136,140	25,094,822	17,100,325
Full Time Equivalents Total	45.25	44.25	44.25	50.25

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Neighborhoods

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Neighborhoods	1,121,688	1,140,569	1,137,844	1,153,967
Full Time Equivalents Total	2.50	2.50	2.50	2.50

Parking & Curbspace

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Parking & Curbspace	13,240,830	13,670,815	13,869,926	14,767,719
Full Time Equivalents Total	32.00	31.00	31.00	31.00

Signs & Markings

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Signs & Markings	3,755,300	3,990,599	4,048,767	4,191,653
Full Time Equivalents Total	19.50	19.50	19.50	19.50

Traffic Signals

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Traffic Signals	9,569,956	9,360,650	9,249,598	9,487,442
Full Time Equivalents Total	21.25	24.25	24.25	24.25

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Transit Operations

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Transit Operations	43,380,667	52,120,211	59,717,169	66,851,338
Full Time Equivalents Total	2.75	2.75	2.75	2.75

Urban Planning

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Urban Planning	3,998,313	4,060,096	3,119,749	3,243,950
Full Time Equivalents Total	10.50	10.50	10.50	10.50

SDOT - BO-TR-17004 - ROW Management

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

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
St Use Permit & Enforcement	31,865,155	36,347,438	36,363,829	40,114,478
Total	31,865,155	36,347,438	36,363,829	40,114,478
Full-time Equivalents Total*	133.25	134.25	134.25	139.25

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SDOT - BO-TR-17005 - Maintenance Operations

The purpose of the Maintenance Operations Budget Summary Level is to maintain the City's roadways and sidewalks, as well as to 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.

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Emergency Response	3,917,220	4,638,797	4,700,240	4,840,587
Operations Support	4,777,578	4,804,480	4,805,337	4,956,495
Pavement Management/Repair	15,792,089	14,321,048	14,474,065	14,732,700
Street Cleaning	7,793,657	7,616,728	7,699,401	7,878,769
Tree & Landscape Maintenance	6,260,577	5,847,777	6,107,263	6,313,717
Total	38,541,119	37,228,830	37,786,306	38,722,268
Full-time Equivalents Total*	146.00	144.00	144.00	144.50

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

Emergency Response

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Emergency Response	3,917,220	4,638,797	4,700,240	4,840,587
Full Time Equivalents Total	19.00	19.00	19.00	19.00

Operations Support

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Operations Support	4,777,578	4,804,480	4,805,337	4,956,495
Full Time Equivalents Total	22.50	22.50	22.50	22.50

Pavement Management/Repair

The purpose of the Pavement Management and Repair Program is to assess the condition of asphalt and concrete pavements and establish citywide paving priorities for annual resurfacing, preservation and maintenance of all

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streets and adjacent areas such as sidewalks and road shoulders by making spot repairs and conducting annual major maintenance paving and rehabilitation.

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Pavement Management/Repair	15,792,089	14,321,048	14,474,065	14,732,700
Full Time Equivalents Total	57.25	57.25	57.25	57.25

Street Cleaning

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Street Cleaning	7,793,657	7,616,728	7,699,401	7,878,769
Full Time Equivalents Total	22.50	22.50	22.50	22.50

Tree & Landscape Maintenance

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Tree & Landscape Maintenance	6,260,577	5,847,777	6,107,263	6,313,717
Full Time Equivalents Total	24.75	22.75	22.75	23.25

SDOT - BO-TR-18001 - Leadership and Administration

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

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Citywide Indirect Costs	35,749,039	39,937,628	39,766,385	39,733,357
Departmental Indirect Costs	14,706,586	17,257,390	14,905,527	18,968,116
Divisional Indirect Costs	15,019,142	13,050,957	14,497,115	12,147,358
Indirect Cost Recovery Offset	(98,299,089)	(70,245,975)	(69,169,027)	(69,265,285)
Pooled Benefits and PTO	33,168,500	-	-	-
Total	344,177	-	-	1,583,546
Full-time Equivalents Total*	208.25	205.25	205.25	214.25

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

Citywide Indirect Costs

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Citywide Indirect Costs	35,749,039	39,937,628	39,766,385	39,733,357

Departmental Indirect Costs

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Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Departmental Indirect Costs	14,706,586	17,257,390	14,905,527	18,968,116
Full Time Equivalents Total	114.00	112.00	112.00	120.00

Divisional Indirect Costs

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Divisional Indirect Costs	15,019,142	13,050,957	14,497,115	12,147,358
Full Time Equivalents Total	94.25	93.25	93.25	94.25

Indirect Cost Recovery Offset

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Indirect Cost Recovery Offset	(98,299,089)	(70,245,975)	(69,169,027)	(69,265,285)

Pooled Benefits and PTO

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Pooled Benefits and PTO	33,168,500	-	-	-

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SDOT - BO-TR-18002 - General Expense

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

Program Expenditures	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Citywide Initiatives	182,121	-	-	14,150,000
Debt Service	33,447,752	35,028,548	39,782,023	37,900,450
Judgment & Claims	2,590,087	2,590,087	2,590,087	2,590,087
Total	36,219,960	37,618,635	42,372,110	54,640,537

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

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

Citywide Initiatives

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Citywide Initiatives	182,121	-	-	14,150,000

Debt Service

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Debt Service	33,447,752	35,028,548	39,782,023	37,900,450

Judgment & Claims

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

Expenditures/FTE	2018 Actuals	2019 Adopted	2020 Endorsed	2020 Proposed
Judgment & Claims	2,590,087	2,590,087	2,590,087	2,590,087