

Seattle Department of Transportation

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Department Overview

The Seattle Department of Transportation (SDOT) develops, maintains, and operates a transportation system that promotes the safe and efficient mobility of people and goods, and enhances the quality of life, environment, and economy of Seattle and the surrounding region. The City's transportation infrastructure is estimated to be worth approximately \$28 billion, including these major system assets:

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

The SDOT budget covers three major lines of business:

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

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

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

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Budget Snapshot

	2019 Actuals	2020 Adopted	2021 Proposed
Department Support			
General Fund Support	43,818,562	46,652,133	57,387,782
Other Funding - Operating	235,987,454	275,531,322	201,492,035
Total Operations	279,806,017	322,183,455	258,879,817
Capital Support			
General Fund Support	106	3,060,000	1,260,728
Other Funding - Capital	245,178,580	413,685,733	347,726,697
Total Capital	245,178,686	416,745,733	348,987,424
Total Appropriations	524,984,703	738,929,188	607,867,241
Full-Time Equivalents Total*	931.50	958.00	1,079.00

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

Budget Overview

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

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

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

General principles underlying our approach to the proposed budget are:

- Maintaining essential services (as defined in the Continuity of Operations Plan), safety requirements and basic maintenance and restoration of transportation infrastructure (including the West Seattle High Bridge)

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- Minimizing direct impacts to underserved communities and engaging in an equity-centered recovery process - reexamine our work and how we engage communities in accomplishing our work
- Preserving City personnel to maintain ability to respond to COVID-19 recovery, return-to-work ramp up activities, West Seattle Bridge support/mitigation, and other emerging issues
- Maintaining funding and flexibility within larger transportation and mobility focused programs and opt instead to postpone discrete capital projects and remain responsive to Federal and State funding opportunities

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

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

Some highlights of the 2021 Proposed Budget are:

1. **Move Seattle Levy:** Move Seattle Levy: The 2021 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 Madison BRT, continuing Northgate Bridge, AAC 15th Ave NE and Vision Zero 12th Ave S are notable. Despite project and program pauses and reductions in the 2020 budget rebalance, cash flow needs require short-term borrowing to meet spending plans. A placeholder for \$50 million in borrowing that was assumed in the 2020 adopted budget has been reduced to \$20 million in 2021. In addition, due to the COVID-19 emergency and ensuing General Fund shortfall, the Move Seattle General Fund floor cannot be met in 2021.

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

Move Seattle Category	2021 All Funds	2022 All Funds	2023 All Funds	2024 All Funds
Safe Routes	\$52,949,618	\$44,059,378	\$46,284,318	\$36,507,734
Maintenance and Repair	\$48,212,862	\$37,104,529	\$43,534,714	\$58,016,134
Congestion Relief	\$153,887,082	\$92,577,635	\$73,410,870	\$38,634,758
Total	\$255,049,562	\$173,741,542	\$163,229,902	\$133,158,626

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

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2. **STBD:** In November 2014, voters approved Seattle Transportation Benefit District (STBD) Proposition 1 which provides a \$60 vehicle license fee and 0.1% sales tax in support of enhanced transit service in Seattle purchased from King County Metro, along with ORCA Opportunity and low income transit access programs, transit capital investments and low income VLF rebates. This measure expires on December 31, 2020. The proposed budget invests remaining STBD funds on reduced Metro transit service and removes the associated budget from SDOT's baseline operating budget.
3. **West Seattle Bridge:** The proposed budget includes debt service for \$100 million in bond funding of activities including bridge monitoring and testing, emergency stabilization repairs, planning and design costs for repair or replacements, Low Bridge monitoring and maintenance, and traffic and travel mitigation projects including Reconnect West Seattle projects.
4. **Transfer Parking Enforcement** from the Seattle Police Department to SDOT, totaling \$15,013,173 and 123.00 FTE. The unit is being transferred because its core functions - the management of street parking and the right-of-way, and the enforcement thereof - is more appropriately situated in SDOT.
5. **Sound Transit 3 (ST3)** Investments in ST3 continue to be a priority for the City, and the proposed budget includes reimbursable funding of SDOT's work on behalf of Sound Transit. The work includes planning, designing, and constructing capital improvements to RapidRide C and D Lines.

Transportation Revenues

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

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

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

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

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Incremental Budget Changes

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

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Maintenance and Operations Reductions CIP	(37,826,917)	-
Street Use and REET II Capital Reductions	(778,895)	-
Additional Real Estate Excise Tax (REET) Reductions	(1,000,000)	-
Grant and Revenue Identification Changes	6,871,409	-
 Proposed Technical		
Leadership and Administration Indirect Cost Alignment	602,268	-
Funding Source Transfers	-	-
Debt Service Adjustments	1,977,522	-
Streetcar Adjustments	612,128	-
SDOT CIP Adjustment	(8,350,037)	-
SDOT "Out Year" Base CIP Adjustment	26,000,000	-
Q2 2020 Ongoing Item Reconciliation	-	1.00
SDOT O&M Adjustment	4,701,236	-
SDOT Reimbursable Adjustment	(2,412,244)	-
SDOT Street Use Adjustment	5,523,971	-
Programming REET II and Move Seattle Levy	2,500,000	-
SDOT Revenue Balancing Entry	-	-
 Total Incremental Changes	 \$(177,262,733)	 121.00
 Total 2021 Proposed Budget	 \$607,867,241	 1079.00

Description of Incremental Budget Changes

Baseline

Citywide Adjustments for Standard Cost Changes

Expenditures \$5,267,111

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

Central Cost Manual Account Reconciliation

Expenditures \$457,002

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

Baseline Adjustments for Personnel Costs

Expenditures \$(1,110,201)

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

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Adjustment for One-Time Budget Changes

Expenditures	\$(11,978,577)
Revenues	\$(58,474,891)

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

Baseline Revenue

Revenues	\$(107,890,192)
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This baseline change adjusts revenue projections, makes technical adjustments, and sets SDOT's baseline revenue assumptions that align SDOT Revenues with August forecast amounts provided by the City Budget Office and SDOT's Finance & Administration Division.

Baseline Transfer

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

Debt Service Adjustment

Expenditures	\$1,843,421
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This technical change updates the expected costs associated with debt service from past bond issuances to support project work. This also includes a transfer of debt service support from State Gas Tax revenues to Seattle Commercial Parking Tax revenues.

STBD Proposition 1

Expenditures	\$(66,851,338)
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In November 2014, voters approved Seattle Transportation Benefit District (STBD) Proposition 1 which provides a \$60 vehicle license fee (VLF) and 0.1% sales tax to purchase enhanced transit service from King County Metro, support low income transit access programs, and provide low income VLF rebates. Following Council passage of material change legislation in 2018, STBD also funds the ORCA Opportunity program and limited transit capital investments. This measure expires on December 31, 2020. This change removes the associated budget from SDOT's baseline operating budget. This reduction is from the STBD Fund.

Proposed Operating

Move Seattle Levy Debt Service

Expenditures	\$170,000
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This item adds budget to support debt issuance costs associated with the 2021 bond issuance to support Move Seattle Levy spending in 2021.

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Program Reductions

Expenditures	\$ (1,483,754)
Position Allocation	(1.00)

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

Add Transportation Network Tax Funds to Transportation Equity

Expenditures	\$63,022
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This item will support the continued work of the Transportation Equity program using Transportation Network Company Tax (TNC). Note that these funds cannot be spent until the City has collected enough revenue to: 1) fund fixed costs for TNC tax implementation and administration in Finance and Administrative Services and Office of Labor Standards; 2) pay back interfund loans for 2020 expenditures, and; 3) fund the Dispute Resolution Center (DRC).

Seattle Wayfinding Maps

Expenditures	\$50,000
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This change increases budget for expansion of pedestrian wayfinding maps and kiosks, supported in part by partnerships with developers and other large projects that impact right-of-way. Historically, this program was only funded by partnerships with developers. This expansion will also help SDOT better serve race and social justice goals by allowing SDOT to initiate projects in areas of Seattle that have historically not seen significant investment by developers (i.e. South Seattle).

Transfer Parking Enforcement from the Seattle Police Department

Expenditures	\$15,013,173
Position Allocation	123.00

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

Parking Enforcement Special Event Overtime

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

Leadership and Administration Reductions

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

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

Transportation Operations Reductions

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

Transit and Mobility Reductions

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

Streetcar Operations Reduction

Expenditures	\$ (700,000)
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This change reduces streetcar service by 10% compared to January 2020 service levels. This reduction reduces the frequency of service on both the South Lake Union and First Hill streetcars, reduces the number of train cars, and changes the hours of streetcar operations. This is a reduction to the Seattle Streetcar Operations Fund.

Seattle Transportation Benefit District O&M Appropriation adjustment

Expenditures	\$ 7,343,447
Position Allocation	-

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

Proposed Capital

Marion Street Bridge WSDOT Construction

Expenditures	\$ 500,000
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This change increases the funding of the Alaskan Way Main Corridor project and reflects higher construction costs for the Marion Street Pedestrian Bridge replacement over Alaskan Way. The City and State are in the process of negotiating the final Task Order to fund this construction and it is expected to be executed prior to the end of 2020. Funds for this scope of work will be provided to the City by the state Department of Transportation.

Waterfront Funding Plan Adjustments

Expenditures \$(82,649,000)

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

Waterfront Transportation Infrastructure Maintenance

Expenditures \$100,000

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

Add Transportation Network Tax Funds to Capital Projects

Expenditures \$1,200,000

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

C/D Line Transit Improvements

Expenditures \$6,000,000

Revenues \$6,000,000

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

Rt 48 Re-Appropriation

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Expenditures	\$300,000
Revenues	-

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

Capital Project Reductions and Reallocations

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

Delayed Capital Projects

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

Select Move Seattle Program Reductions

Expenditures	\$(7,058,091)
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This change reflects reductions across many Move Seattle Levy-funded projects, primarily resulting from loss of non-levy resources in SDOT including: Safe Routes To School projects, Pedestrian Master Plan Crossing Improvements, Bicycle Master Plan protected bike lanes, neighborhood greenway projects, neighborhood large projects, neighborhood traffic control projects, and components of the Burke-Gilman Trail project. Please see individual project pages in the 2021-2026 Proposed CIP for funding detail for these projects and programs. Some of these programs have been funded through other funding sources (like Transportation Network Tax) in other changes in this budget.

Transit Capital Reductions

Expenditures	\$(2,749,112)
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This change reduces the capital appropriation for several Transit Capital projects as follows: 1) Transit Spot Improvement Program: Reductions will delay improvements planned for Lake City Way @ NE 125th Street and Gilman Avenue in 2021 and reduce further investments for spot improvements in 2022; 2) Route 7 Transit-Plus Multimodal Corridor (TPMC) project: Levy reductions in 2022 will reduce the amount of elements in scope of work

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for Route 7 improvements; 3) Route 40 TPMC: Levy reductions will result in a re-scoping of project elements at 30% design milestone; 4) Bus Rapid Transit Concept Design: Levy reductions will result in less planning and support efforts toward the TPMC program; 5) Sound Transit 3: This action reduces funding for technical support and EIS review for the Sound Transit 3 West Seattle Ballard Link Extension (WSBLE).

Maintenance and Operations Reductions CIP

Expenditures \$(37,826,917)

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

Street Use and REET II Capital Reductions

Expenditures \$(778,895)

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

Additional Real Estate Excise Tax (REET) Reductions

Expenditures \$(1,000,000)

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

Grant and Revenue Identification Changes

Expenditures \$6,871,409

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

Proposed Technical

Leadership and Administration Indirect Cost Alignment

Expenditures \$602,268

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

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Funding Source Transfers

Expenditures -

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

Debt Service Adjustments

Expenditures \$1,977,522

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

Streetcar Adjustments

Expenditures \$612,128

Revenues \$(3,671,492)

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

SDOT CIP Adjustment

Expenditures \$(8,350,037)

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

SDOT "Out Year" Base CIP Adjustment

Expenditures \$26,000,000

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

Q2 2020 Ongoing Item Reconciliation

Position Allocation 1.00

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

SDOT O&M Adjustment

Expenditures \$4,701,236

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

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SDOT Reimbursable Adjustment

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

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

SDOT Street Use Adjustment

Expenditures	\$5,523,971
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This technical adjustment aligns the budget with anticipated expenditures in SDOT's Street Use program, which is funded by permit issuance, hourly service fees, use, occupancy and modification fees. Since the 2020 Street Use Technical Adjustment was a one-time change, this technical adjustment is based on the 2019 appropriation plus two years of inflation. The fund source is street use fees within SDOT's Transportation Fund.

Programming REET II and Move Seattle Levy

Expenditures	\$2,500,000
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This item reconciles SDOT's citywide Real Estate Excise Tax and Move Seattle Levy project allocations against departmental and citywide targets.

SDOT Revenue Balancing Entry

Revenues	\$ (4,555,829)
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This is a technical item to balance revenues and expenditures for the Funds managed by this department.

Seattle Department of Transportation

Expenditure Overview

Appropriations	2019 Actuals	2020 Adopted	2021 Proposed
SDOT - BC-TR-16000 - Central Waterfront			
13000 - Transportation Fund	-	112,660,854	41,990,059
30020 - REET II Capital Fund	-	-	2,900,000
35040 - Waterfront LID #6751	-	7,008,000	-
35900 - Central Waterfront Improvement Fund	-	7,455,221	9,500,000
36700 - 2020 Multipurpose LTGO Bond Fund	-	10,779,000	-
36710 - 2020 LTGO Taxable Bond Fund	-	1,725,000	-
36800 - 2021 Multipurpose LTGO Bond Fund	-	-	10,000,000
36810 - 2021 LTGO Taxable Bond Fund	-	-	4,260,000
36900 - 2022 Multipurpose LTGO Bond Fund	-	-	-
36910 - 2022 LTGO Taxable Bond Fund	-	-	-
Total for BSL: BC-TR-16000	-	139,628,075	68,650,059
SDOT - BC-TR-19001 - Major Maintenance/Replacement			
00100 - General Fund	-	-	500,000
00164 - Unrestricted Cumulative Reserve Fund	60,000	-	-
10394 - Bridging The Gap Levy Fund	14,854	-	-
10398 - Move Seattle Levy Fund	53,616,923	76,924,725	29,607,510
13000 - Transportation Fund	17,160,102	18,744,231	7,097,952
18500 - School Safety Traffic and Pedestrian Improvement Fund	1,998,402	-	-
19900 - Transportation Benefit District Fund	788,915	794,431	819,280
30010 - REET I Capital Fund	123,355	-	-
30020 - REET II Capital Fund	11,210,391	8,672,002	4,940,581
33860 - 2008 Parks Levy Fund	5,208	-	-
35500 - 2011 Multipurpose LTGO Bond Fund	9,246	-	-
36200 - 2015 Multipurpose LTGO Bond Fund	124,049	-	-
36400 - 2017 Multipurpose LTGO Bond Fund	14,191	-	-
36500 - 2018 Multipurpose LTGO Bond Fund	-	2,000,000	-
36800 - 2021 Multipurpose LTGO Bond	-	-	6,978,490

Seattle Department of Transportation

Fund			
36810 - 2021 LTGO Taxable Bond Fund	-	-	30,000,000
36910 - 2022 LTGO Taxable Bond Fund	-	-	-
TBD - To Be Determined	-	-	-
Total for BSL: BC-TR-19001	85,125,636	107,135,389	79,943,813

SDOT - BC-TR-19002 - Major Projects

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

SDOT - BC-TR-19003 - Mobility-Capital

00100 - General Fund	106	3,060,000	760,728
00164 - Unrestricted Cumulative Reserve Fund	184,036	-	-
10394 - Bridging The Gap Levy Fund	103,548	-	-
10398 - Move Seattle Levy Fund	48,343,377	52,758,123	52,865,895
13000 - Transportation Fund	54,741,110	121,926,565	110,003,538
18500 - School Safety Traffic and Pedestrian Improvement Fund	7,281,213	9,684,131	6,383,669
19900 - Transportation Benefit District Fund	7,702,631	13,271,233	4,744,721
30010 - REET I Capital Fund	3,748,426	-	-
30020 - REET II Capital Fund	5,256,906	9,857,514	4,799,229
33850 - 2000 Parks Levy Fund	6,309	-	-

Seattle Department of Transportation

36300 - 2016 Multipurpose LTGO Bond Fund	1,033,670	-	-
36400 - 2017 Multipurpose LTGO Bond Fund	1,041,213	-	-
36500 - 2018 Multipurpose LTGO Bond Fund	575,185	-	-
36510 - 2018 LTGO Taxable Bond Fund	609,364	-	-
36800 - 2021 Multipurpose LTGO Bond Fund	-	-	15,021,510
TBD - To Be Determined	-	-	-
Total for BSL: BC-TR-19003	130,627,095	210,557,566	194,579,289
 SDOT - BO-TR-12001 - South Lake Union Streetcar Operations			
10800 - Seattle Streetcar Operations	5,022,377	4,356,843	4,224,358
Total for BSL: BO-TR-12001	5,022,377	4,356,843	4,224,358
 SDOT - BO-TR-12002 - First Hill Streetcar Operations			
10800 - Seattle Streetcar Operations	13,147,245	9,420,748	9,466,145
Total for BSL: BO-TR-12002	13,147,245	9,420,748	9,466,145
 SDOT - BO-TR-16000 - Waterfront and Civic Projects			
13000 - Transportation Fund	-	(1)	30,612,193
Total for BSL: BO-TR-16000	-	(1)	30,612,193
 SDOT - BO-TR-17001 - Bridges & Structures			
00100 - General Fund	4,695,041	4,946,975	2,591,003
10398 - Move Seattle Levy Fund	2,678,185	2,778,341	5,189,249
13000 - Transportation Fund	19,099,028	7,213,701	6,605,160
Total for BSL: BO-TR-17001	26,472,255	14,939,017	14,385,412
 SDOT - BO-TR-17003 - Mobility Operations			
00100 - General Fund	22,574,328	24,994,918	15,058,960
10398 - Move Seattle Levy Fund	5,695,752	6,042,736	16,351,914
13000 - Transportation Fund	26,440,444	18,007,593	11,459,836
18500 - School Safety Traffic and Pedestrian Improvement Fund	3,826,969	937,184	943,345
19900 - Transportation Benefit District Fund	59,534,079	67,738,963	8,236,306
30020 - REET II Capital Fund	15,368	-	-
Total for BSL: BO-TR-17003	118,086,939	117,721,394	52,050,361
 SDOT - BO-TR-17004 - ROW Management			
00100 - General Fund	-	-	-

Seattle Department of Transportation

13000 - Transportation Fund	31,749,391	40,114,478	42,995,188
Total for BSL: BO-TR-17004	31,749,391	40,114,478	42,995,188
 SDOT - BO-TR-17005 - Maintenance Operations			
00100 - General Fund	11,684,870	11,327,219	28,847,805
10398 - Move Seattle Levy Fund	2,174,558	2,252,112	5,960,840
13000 - Transportation Fund	29,683,482	22,295,909	16,268,867
19900 - Transportation Benefit District Fund	2,715,929	2,847,028	2,883,059
Total for BSL: BO-TR-17005	46,258,840	38,722,268	53,960,571
 SDOT - BO-TR-18001 - Leadership and Administration			
00100 - General Fund	-	558	908,041
10398 - Move Seattle Levy Fund	-	484	-
13000 - Transportation Fund	2,306,846	1,582,504	-
Total for BSL: BO-TR-18001	2,306,846	1,583,546	908,041
 SDOT - BO-TR-18002 - General Expense			
00100 - General Fund	4,864,323	5,382,463	9,981,973
10398 - Move Seattle Levy Fund	-	-	170,000
13000 - Transportation Fund	31,083,676	48,442,699	40,125,575
30010 - REET I Capital Fund	-	-	-
30020 - REET II Capital Fund	814,125	815,375	5,008,332
Total for BSL: BO-TR-18002	36,762,124	54,640,537	55,285,880
 SDOT - BO-TR-19003A - UNASSIGNED			
19900 - Transportation Benefit District Fund	402,110	-	-
Total for BSL: BO-TR-19003A	402,110	-	-
 Department Total			
	524,984,703	738,929,188	607,867,241
 Department Full-Time Equivalents Total*			
	931.50	958.00	1,079.00

* 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

	2019 Actuals	2020 Adopted	2021 Proposed
00100 - General Fund	43,818,669	49,712,133	58,648,510
00164 - Unrestricted Cumulative Reserve Fund	1,974,435	-	-

Seattle Department of Transportation

10394 - Bridging The Gap Levy Fund	118,402	-	-
10398 - Move Seattle Levy Fund	112,508,796	140,756,521	110,145,408
10800 - Seattle Streetcar Operations	18,169,622	13,777,591	13,690,503
13000 - Transportation Fund	220,737,530	391,097,861	307,964,299
18500 - School Safety Traffic and Pedestrian Improvement Fund	13,106,584	10,621,315	7,327,014
19900 - Transportation Benefit District Fund	71,143,664	84,651,655	16,683,366
30010 - REET I Capital Fund	3,871,782	-	-
30020 - REET II Capital Fund	16,995,206	19,344,891	17,648,142
33850 - 2000 Parks Levy Fund	6,309	-	-
33860 - 2008 Parks Levy Fund	5,208	-	-
35040 - Waterfront LID #6751	-	7,008,000	-
35500 - 2011 Multipurpose LTGO Bond Fund	9,246	-	-
35840 - 2016 UTGO-Alaskan Way Seawall	790,871	-	-
35900 - Central Waterfront Improvement Fund	2,484,393	7,455,221	9,500,000
36200 - 2015 Multipurpose LTGO Bond Fund	249,912	-	-
36300 - 2016 Multipurpose LTGO Bond Fund	3,271,719	-	-
36400 - 2017 Multipurpose LTGO Bond Fund	1,818,716	-	-
36410 - 2017 LTGO Taxable Bond Fund	(59)	-	-
36500 - 2018 Multipurpose LTGO Bond Fund	553,493	2,000,000	-
36510 - 2018 LTGO Taxable Bond Fund	1,851,789	-	-
36600 - 2019 Multipurpose LTGO Bond Fund	10,498,710	-	-
36610 - 2019 LTGO Taxable Bond Fund	999,708	-	-
36700 - 2020 Multipurpose LTGO Bond Fund	-	10,779,000	-
36710 - 2020 LTGO Taxable Bond Fund	-	1,725,000	-
36800 - 2021 Multipurpose LTGO Bond Fund	-	-	32,000,000
36810 - 2021 LTGO Taxable Bond Fund	-	-	34,260,000
36900 - 2022 Multipurpose LTGO Bond Fund	-	-	-
36910 - 2022 LTGO Taxable Bond Fund	-	-	-
TBD - To Be Determined	-	-	-
Budget Totals for SDOT	524,984,703	738,929,188	607,867,241

Seattle Department of Transportation

Revenue Overview

2021 Estimated Revenues

Account Code	Account Name	2019 Actuals	2020 Adopted	2021 Proposed
311010	Real & Personal Property Taxes	100,261,958	103,236,976	102,255,747
322260	Nonbus Lic&Perm-Meter Hood Fee	21,900	-	-
344900	Transportation-Other Rev	410,341	-	-
360020	Inv Earn-Residual Cash	-	1,549,746	978,356
360150	Interest On Loan Payoffs	1,329,149	-	-
360300	St Space Facilities Rentals	(215)	-	-
360360	Sponsorship And Royalties	(500)	-	-
360380	Sale Of Junk Or Salvage	(152)	-	-
Total Revenues for: 10398 - Move Seattle Levy Fund		102,022,481	104,786,722	103,234,104
400000	Use of/Contribution to Fund Balance	-	35,969,799	6,911,304
Total Resources for:10398 - Move Seattle Levy Fund		102,022,481	140,756,521	110,145,408
331110	Direct Fed Grants	97,573	-	-
337080	Other Private Contrib & Dons	448,723	6,795,000	6,804,000
344900	Transportation-Other Rev	8,824,303	1,655,445	1,171,200
360310	Lt Space/Facilities Leases	89,340	-	-
360360	Sponsorship And Royalties	-	200,000	132,000
374030	Capital Contr-Fed Dir Grants	-	272,123	1,000,000
397010	Operating Transfers In	9,111,537	9,152,138	5,296,014
Total Revenues for: 10800 - Seattle Streetcar Operations		18,571,477	18,074,706	14,403,214
400000	Use of/Contribution to Fund Balance	-	(4,297,115)	(712,711)
Total Resources for:10800 - Seattle Streetcar Operations		18,571,477	13,777,591	13,690,503
316060	B&O Tax-Commercial Parking	49,231,599	45,595,607	38,756,266
318020	Employee Hrs Tax	1,628	-	-
318060	Comm Parking Tax Penalties Int	8,675	-	-

Seattle Department of Transportation

322040	Nonbus Lic&Perm-Comm Park	-	-	36,450
322060	Nonbus Lic&Perm-Sign	(723)	291,875	323,264
322090	Nonbus Lic&Perm-Furn & Oil	34,531	-	-
322130	Nonbus Lic&Perm-Cats	(6,936)	-	-
322150	Nonbus Lic&Perm-Issuance	2,125,191	1,954,221	1,956,379
322160	Nonbus Lic&Perm-Renewal	1,163,878	1,445,476	1,448,392
322180	Nonbus Lic&Perm-Oth Street Use	910,408	937,149	945,689
322260	Nonbus Lic&Perm-Meter Hood Fee	(21,900)	-	-
322900	Nonbus Lic&Perm-Other	2,662,964	3,230,913	1,206,554
331110	Direct Fed Grants	4,761,878	-	62,006,409
333110	Ind Fed Grants	9,874,923	36,442,783	-
334010	State Grants	8,273,832	20,790,352	5,829,135
334090	State Grants-Passthr	13,210	-	-
335011	Multimodal Transportation Dist	1,011,144	1,016,328	1,016,328
335050	Mtr Veh Fuel Tx-St Improvement	15,363,212	15,880,125	14,150,181
337050	Proceeds-Countywide Tax Levy	949,795	889,287	1,870,704
337080	Other Private Contrib & Dons	6,634	1,259,361	649,980
341040	Sales Of Maps & Publications	(130)	-	-
341070	Print & Copy Svcs-Outsourced	(6,490)	-	-
341190	Personnel Service Fees	(299)	-	-
341200	Scanning Systems License	(1,002,832)	-	-
341300	Administrative Fees & Charges	3,439,063	3,787,613	726,069
341360	Fees	(2)	-	-
343010	Architect/Engineering Svc Chrg	-	1,264,635	-
344010	Street Maintenance & Repair	(1,673,505)	1,425,224	1,473,651
344040	Mitigation Payments	-	-	234,837
344070	Street Occupation Rev	114,105	465,779	1,207,484
344080	Street Use Rev	26,300,926	23,962,899	23,966,077
344090	Annual Fees Rev	1,008,371	1,156,230	1,158,714
344100	Transportation Admin Svcs Rev	31,826	-	-
344110	Night Vending Prog Admin Fees	2,064	-	-
344130	Plan Review & Inspection	13,889,070	12,138,849	12,132,907

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344900	Transportation-Other Rev	43,337,018	143,458,806	129,618,057
347080	Cult & Rec Training Charges	(376)	-	-
350180	Misc Fines & Penalties	167,474	-	-
360020	Inv Earn-Residual Cash	(128,713)	-	-
360220	Interest Earned On Deliquent A	91,772	-	-
360300	St Space Facilities Rentals	215	-	-
360310	Lt Space/Facilities Leases	203,980	-	-
360380	Sale Of Junk Or Salvage	12,796	-	-
360390	Proceeds From Sale Of Assets	28,631	-	-
360900	Miscellaneous Revs-Other Rev	43,730	-	25,000,000
374030	Capital Contr-Fed Dir Grants	(499,983)	-	-
391060	Long-Term Intergovtl Loan Proc	-	3,242,106	559,928
395010	Sales Of Land & Buildings	6,198,667	54,715,000	1,700,000
397010	Operating Transfers In	1,025,641	-	-
Total Revenues for: 13000 - Transportation Fund		188,946,958	375,350,618	327,973,454
400000	Use of/Contribution to Fund Balance	-	4,571,843	(20,009,155)
Total Resources for:13000 - Transportation Fund		188,946,958	379,922,461	307,964,299
350030	Parking Infraction Penalties	9,656,678	10,628,507	13,186,634
Total Revenues for: 18500 - School Safety Traffic and Pedestrian Improvement Fund		9,656,678	10,628,507	13,186,634
400000	Use of/Contribution to Fund Balance	-	1,774,593	(3,728,530)
Total Resources for:18500 - School Safety Traffic and Pedestrian Improvement Fund		9,656,678	12,403,100	9,458,104
313020	Sales & Use Tax	30,439,622	32,896,535	32,896,535
317030	Trans Ben Dist Vehicle Fees	34,392,226	30,912,698	(26,028,083)
341300	Administrative Fees & Charges	(699)	-	-
344900	Transportation-Other Rev	(126)	-	-
REV	Revenue	-	386,651	386,651
Total Revenues for: 19900 - Transportation Benefit District Fund		64,831,023	64,195,884	7,255,103

Seattle Department of Transportation

400000	Use of/Contribution to Fund Balance	-	20,455,771	9,428,263
Total Resources for:19900 - Transportation Benefit District Fund		64,831,023	84,651,655	16,683,366
391030	Lid Bond Proceeds	-	7,008,000	7,008,000
Total Revenues for: 35040 - Waterfront LID #6751		-	7,008,000	7,008,000
337080	Other Private Contrib & Dons	12,300,000	7,445,000	7,445,000
341150	Private Reimbursements	352,946	-	-
344900	Transportation-Other Rev	5,223	-	-
360300	St Space Facilities Rentals	269,485	-	-
360310	Lt Space/Facilities Leases	372,678	-	-
Total Revenues for: 35900 - Central Waterfront Improvement Fund		13,300,333	7,445,000	7,445,000
400000	Use of/Contribution to Fund Balance	-	-	3,555,000
Total Resources for:35900 - Central Waterfront Improvement Fund		13,300,333	7,445,000	11,000,000
350180	Misc Fines & Penalties	(500)	-	-
Total Revenues for: 36510 - 2018 LTGO Taxable Bond Fund		(500)	-	-
Total SDOT Resources		397,328,450	645,964,328	475,949,680

Seattle Department of Transportation

Appropriations by Budget Summary Level and Program

SDOT - BC-TR-16000 - Central Waterfront

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

Program Expenditures	2019 Actuals	2020 Adopted	2021 Proposed
Central Waterfront	-	139,628,075	68,650,059
Total	-	139,628,075	68,650,059

**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	2019 Actuals	2020 Adopted	2021 Proposed
Bridges & Structures	23,022,477	38,795,436	47,059,735
Landslide Mitigation	369,671	475,349	282,212
Roads	52,127,067	61,154,175	27,026,344
Sidewalk Maintenance	6,194,151	3,807,479	3,063,723
Signs, Signals and Markings	1,482,013	1,657,420	1,435,737
Trails and Bike Paths	1,620,914	1,236,594	1,067,125
Urban Forestry	309,342	-	-
Urban Forestry	-	-	8,937
Urban Forestry	-	8,936	-
Total	85,125,636	107,135,389	79,943,813
Full-time Equivalents Total*	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

Seattle Department of Transportation

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Bridges & Structures	23,022,477	38,795,436	47,059,735
Full Time Equivalents Total	13.75	13.75	13.75

Landslide Mitigation

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

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

Roads

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Roads	52,127,067	61,154,175	27,026,344
Full Time Equivalents Total	47.00	47.00	47.00

Sidewalk Maintenance

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Sidewalk Maintenance	6,194,151	3,807,479	3,063,723
Full Time Equivalents Total	6.00	6.00	6.00

Signs, Signals and Markings

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
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Seattle Department of Transportation

Alaskan Way Viaduct

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Alaskan Way Viaduct	27,598,464	-	-
Full Time Equivalents Total	23.00	23.00	23.00

First Hill Streetcar

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
First Hill Streetcar	6,339	-	-

Mercer Corridor

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Mercer Corridor	386	-	-

Mercer West

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Mercer West	304,967	-	-

SR-520

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

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

Seattle Department of Transportation

SDOT - BC-TR-19003 - Mobility-Capital

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

Program Expenditures	2019 Actuals	2020 Adopted	2021 Proposed
Corridor & Intersection Imprv	25,994,501	40,668,696	32,986,274
Freight Mobility	30,406,559	38,752,769	18,110,133
Intelligent Transp System	4,257,520	3,259,933	7,515,393
Neighborhood Enhancements	7,191,672	9,415,342	7,991,922
New Trails and Bike Paths	19,881,820	32,994,949	10,647,527
Sidewalks & Ped Facilities	28,346,746	36,641,122	31,175,687
Transit & HOV	14,548,277	48,824,755	86,152,354
Total	130,627,095	210,557,566	194,579,289
Full-time Equivalents Total*	134.50	138.50	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	2019 Actuals	2020 Adopted	2021 Proposed
Corridor & Intersection Imprv	25,994,501	40,668,696	32,986,274
Full Time Equivalents Total	37.50	38.50	38.50

Freight Mobility

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Freight Mobility	30,406,559	38,752,769	18,110,133
Full Time Equivalents Total	4.50	4.50	4.50

Seattle Department of Transportation

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

Neighborhood Enhancements

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

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

New Trails and Bike Paths

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
New Trails and Bike Paths	19,881,820	32,994,949	10,647,527
Full Time Equivalents Total	-	1.00	1.00

Sidewalks & Ped Facilities

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Sidewalks & Ped Facilities	28,346,746	36,641,122	31,175,687
Full Time Equivalents Total	50.50	52.50	52.50

Transit & HOV

Seattle Department of Transportation

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

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

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

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

Program Expenditures	2019 Actuals	2020 Adopted	2021 Proposed
S Lake Union Streetcar Ops	5,022,377	4,356,843	4,224,358
Total	5,022,377	4,356,843	4,224,358

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

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

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

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

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

Program Expenditures	2019 Actuals	2020 Adopted	2021 Proposed
Waterfront and Civic Projects	-	(1)	30,612,193

Seattle Department of Transportation

Total	-	(1)	30,612,193
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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	2019 Actuals	2020 Adopted	2021 Proposed
Bridge Operations	3,757,936	3,902,269	3,923,867
Engineering & Ops Support	15,513,240	2,285,329	1,589,400
Structures Engineering	1,090,555	1,008,015	1,356,154
Structures Maintenance	6,110,525	7,743,404	7,515,991
Total	26,472,255	14,939,017	14,385,412
Full-time Equivalents Total*	56.00	57.00	57.00

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

Bridge Operations

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

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

Engineering & Ops Support

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

Expenditures/FTE	2019	2020	2021
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Seattle Department of Transportation

	Actuals	Adopted	Proposed
Engineering & Ops Support	15,513,240	2,285,329	1,589,400
Full Time Equivalents Total	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.

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

Structures Maintenance

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

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

SDOT - BO-TR-17003 - Mobility Operations

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

Program Expenditures	2019 Actuals	2020 Adopted	2021 Proposed
Commuter Mobility	27,614,996	17,875,325	13,763,142
Neighborhoods	1,233,488	1,153,967	1,041,261
Parking & Curbspace	12,685,712	14,767,719	12,900,993
Signs & Markings	3,663,121	4,191,653	4,232,251
Traffic Signals	10,066,842	9,487,442	9,889,766
Transit Operations	59,166,887	66,851,338	-
Transit Operations	-	-	7,343,447
Urban Planning	3,655,894	3,393,950	2,879,501
Total	118,086,939	117,721,394	52,050,361
Full-time Equivalents Total*	134.75	141.75	141.75

Seattle Department of Transportation

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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.

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Commuter Mobility	27,614,996	17,875,325	13,763,142
Full Time Equivalents Total	44.25	51.25	51.25

Neighborhoods

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

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

Parking & Curbspace

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

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

Signs & Markings

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
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Seattle Department of Transportation

Signs & Markings	3,663,121	4,191,653	4,232,251
Full Time Equivalents Total	19.50	19.50	19.50

Traffic Signals

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

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

Transit Operations

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

	2019 Actuals	2020 Adopted	2021 Proposed
Expenditures/FTE			
Transit Operations	59,166,887	66,851,338	7,343,447
Full Time Equivalents Total	2.75	2.75	2.75

Urban Planning

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

	2019 Actuals	2020 Adopted	2021 Proposed
Expenditures/FTE			
Urban Planning	3,655,894	3,393,950	2,879,501
Full Time Equivalents Total	10.50	10.50	10.50

SDOT - BO-TR-17004 - ROW Management

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

Program Expenditures	2019	2020	2021
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Seattle Department of Transportation

	Actuals	Adopted	Proposed
St Use Permit & Enforcement	31,749,391	40,114,478	42,995,188
Total	31,749,391	40,114,478	42,995,188
Full-time Equivalents Total*	134.25	139.25	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; maintain, protect and expand the City's urban landscape in the street right-of-way through the maintenance and planting of new trees and landscaping to enhance the environment and aesthetics of the city; and manage and administer street parking rules and regulations in the right-of-way.

Program Expenditures	2019	2020	2021
	Actuals	Adopted	Proposed
Emergency Response	11,697,155	4,840,587	4,704,695
Operations Support	5,566,452	4,956,495	19,934,832
Pavement Management/Repair	15,330,146	14,732,700	15,064,086
Street Cleaning	7,428,828	7,878,769	7,889,820
Tree & Landscape Maintenance	6,236,258	6,313,717	6,367,138
Total	46,258,840	38,722,268	53,960,571
Full-time Equivalents Total*	144.00	144.50	265.50

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

Seattle Department of Transportation

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	2019 Actuals	2020 Adopted	2021 Proposed
Operations Support	5,566,452	4,956,495	19,934,832
Full Time Equivalents Total	22.50	22.50	143.50

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

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

Street Cleaning

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Street Cleaning	7,428,828	7,878,769	7,889,820
Full Time Equivalents Total	22.50	22.50	22.50

Tree & Landscape Maintenance

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

Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Tree & Landscape Maintenance	6,236,258	6,313,717	6,367,138

Seattle Department of Transportation

Full Time Equivalents Total 22.75 23.25 23.25

SDOT - BO-TR-18001 - Leadership and Administration

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

Program Expenditures	2019 Actuals	2020 Adopted	2021 Proposed
Citywide Indirect Costs	41,665,546	39,733,357	44,965,979
Departmental Indirect Costs	16,632,028	18,968,116	-
Departmental Indirect Costs	-	-	17,400,399
Divisional Indirect Costs	13,421,046	12,147,358	11,743,120
Indirect Cost Recovery Offset	(73,429,383)	(69,265,285)	(73,357,349)
Pooled Benefits and PTO	4,017,609	-	155,892
Total	2,306,846	1,583,546	908,041
Full-time Equivalents Total*	205.25	214.25	214.25

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

Citywide Indirect Costs

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

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

Departmental Indirect Costs

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Expenditures/FTE	2019 Actuals	2020 Adopted	2021 Proposed
Departmental Indirect Costs	16,632,028	18,968,116	17,400,399
Full Time Equivalents Total	112.00	120.00	120.00

Divisional Indirect Costs

Seattle Department of Transportation

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

	2019 Actuals	2020 Adopted	2021 Proposed
Expenditures/FTE			
Divisional Indirect Costs	13,421,046	12,147,358	11,743,120
Full Time Equivalents Total	93.25	94.25	94.25

Indirect Cost Recovery Offset

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

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

Pooled Benefits and PTO

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

	2019 Actuals	2020 Adopted	2021 Proposed
Expenditures/FTE			
Pooled Benefits and PTO	4,017,609	-	155,892

SDOT - BO-TR-18002 - General Expense

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

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

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

Seattle Department of Transportation

Citywide Initiatives

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

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

Debt Service

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

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

Judgment & Claims

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

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

<u>SDOT - BO-TR-19003A - UNASSIGNED</u>			
Program Expenditures	2019 Actuals	2020 Adopted	2021 Proposed
Corridor & Intersection Impr	402,110	-	-
Total	402,110	-	-
<p><i>*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</i></p>			

