

# 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;
- 126 bridges;
- 584 stairways;
- 537 retaining walls;
- 2.2 miles of seawalls;
- 1,132 signalized intersections;
- 47.9 miles of multi-purpose trails;
- 2,277 miles of improved sidewalks and median pathways;
- 165 miles of on-street bicycle facilities;
- 39,049 street trees;
- 1,589 pay stations;
- 35,872 curb ramps;
- close to 203,000 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 five BSLs in this area are: Bridges and Structures; Maintenance Operations; Mobility-Operations; Parking Enforcement; 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

	2022 Actuals	2023 Adopted	2024 Endorsed	2024 Proposed
<b>Department Support</b>				
General Fund Support	70,219,728	56,860,468	58,534,381	58,407,455
Other Funding - Operating	210,917,734	251,348,211	262,831,886	267,923,785
<b>Total Operations</b>	<b>281,137,462</b>	<b>308,208,678</b>	<b>321,366,266</b>	<b>326,331,204</b>
<b>Capital Support</b>				
General Fund Support	393,926	1,000,000	500,000	500,000
Other Funding - Capital	335,904,225	403,688,022	237,990,471	379,307,664
<b>Total Capital</b>	<b>336,298,152</b>	<b>404,688,022</b>	<b>238,490,471</b>	<b>379,807,664</b>
<b>Total Appropriations</b>	<b>617,435,614</b>	<b>712,896,701</b>	<b>559,856,738</b>	<b>706,138,904</b>
 Full-Time Equivalents Total*	 1,114.50	 1,044.00	 1,044.00	 1,113.50

\* 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

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## Incremental Budget Changes

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	2024 Budget	FTE
<b>Total 2024 Endorsed Budget</b>	<b>559,856,738</b>	<b>1044.00</b>
<b>Baseline</b>		
Citywide Adjustments for Standard Cost Changes	328,835	-
<b>Proposed Operating</b>		
Debt Financing for Alaskan Way Main Corridor - Concrete Strike Costs	1,351,875	-
Bridge Maintenance Investments	500,365	-
Positions for Bridge Maintenance	300,062	3.00
Emergency Events Response	2,000,000	-
Pay-by-Phone Service Investment	2,200,000	-
Pothole Repair Response	1,500,000	-
Right-of-way investments for the Downtown Activation Plan	1,000,000	-
Staffing Investments for Ongoing Commitments	-	8.00
Project Development Position Increase	-	1.50
Seattle Streetcar Operations Funding Transfer	-	-
School Safety Traffic & Pedestrian Improvement Fund Operating Program Reductions	(350,000)	-
<b>Proposed Capital</b>		
School Safety Traffic & Pedestrian Improvement Fund Capital Program Reductions	(2,900,000)	-
Bridge Maintenance Reductions	(1,938,254)	-
Grant Budget Increases	7,942,500	-
Alaskan Way Main Corridor - Concrete Strike Delay Costs	25,000,000	-
Project Development Position Increase Budget	142,680	-
Arts Coordinator Position Increase	-	-
Transfer Funding for RapidRide J Project	-	-
Payment in Lieu of Tree Planting	132,000	-
Transportation Network Tax Reductions and Transfers	-	-
Sound Transit 3 Project Reduction	(250,000)	-
Ongoing CIP Corrections and 2029 Spending Estimates	(299,791)	-
<b>Proposed Technical</b>		
Debt Service Adjustment	(64,311)	-
Debt Service Reduction	(51,746)	-
Fund Balancing Entries	-	-
SLU Streetcar Operations Technical Adjustment	-	-

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First Hill Streetcar Operations Technical Adjustment	-	-
Street Use Technical Adjustment	832,833	-
Ongoing Changes from Current Year Legislation	100,000	57.00
Reconcile Central Cost Budget with the 2024 Endorsed Budget	-	-
Annual Capital Budget True-up	83,159,798	-
Capital Project Technical Adjustments	-	-
SDOT O&M Technical Adjustment	(2,047,275)	-
Reimbursable Technical Adjustment	(2,283,728)	-
2024-2029 Future Year Adjustments	26,614,068	-
Waterfront Bond Timing Adjustments	3,713,000	-
August Forecast Central Revenue Update	-	-
August Forecast SDOT Revenue Update	-	-
Reduce Transportation Network Tax	(350,744)	-
<b>Total Incremental Changes</b>	<b>\$146,282,166</b>	<b>69.50</b>
<b>Total 2024 Proposed Budget</b>	<b>\$706,138,904</b>	<b>1113.50</b>

## Description of Incremental Budget Changes

### Baseline

#### Citywide Adjustments for Standard Cost Changes

Expenditures \$328,835

Citywide technical adjustments made in the baseline phase reflect changes to internal services costs, including rates from the Department of Finance & Administrative Services, Seattle Information Technology Department, Seattle Department of Human Resources, and for healthcare, retirement, and industrial insurance charges for the department. These adjustments reflect initial assumptions about these costs and inflators early in the budget process.

### Proposed Operating

#### Debt Financing for Alaskan Way Main Corridor - Concrete Strike Costs

Expenditures \$1,351,875

This item provides additional appropriation for the debt service costs related to Alaskan Way Main Corridor capital project (MC-TR-C072) in the Transportation Fund General Expense Budget Control Level (13000-B0-TR-18002). The proposed budget includes a 2024 debt issuance request for \$25 million to complete construction of the Alaskan Way Main Corridor project. The Teamster's concrete strike in late 2021 and early 2022 has significant impacts on project activities, schedule, work windows, and costs. Adapting the project to the realities of the concrete strike required significant changes in the project delivery plan and has extended the project's schedule into late 2024. The potential risk of cost overruns has been planned for by the Office of the Waterfront and Civic Projects (OWCP) along with SDOT; and Commercial Parking Tax (CPT) funds have been reserved in anticipation of cost risks, like the concrete strike. These reserve CPT funds are available to fund this request.

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## Bridge Maintenance Investments

Expenditures \$500,365

In 2020, the Seattle Office of City Auditor published an audit report: Seattle Department of Transportation: Strategic Approach to Vehicle Bridge Maintenance is Warranted. There were multiple recommendations in that report including Recommendation 2, which held that SDOT should dedicate bridge maintenance workers to bridge maintenance work. Facing reductions in bridge maintenance funding in the Real Estate Excise Tax Fund, SDOT is prioritizing staffing investments now that can build SDOT's capacity to implement complex bridge maintenance activities on improved timelines. This change adds funding to expand SDOT's ability to plan bridge maintenance and deliver more work with SDOT crews. This change helps offset and support reductions described in the item "Bridge Maintenance Reductions" (see below) by using available Vehicle License Fees to invest in this important work.

## Positions for Bridge Maintenance

Expenditures \$300,062

Position Allocation 3.00

SDOT is adding 3.0 FTE new positions in the Roadway Structures Division for bridge maintenance, 1.0 FTE Capital Project Bridge/Structural Program Manager, 1.0 FTE Sr. Bridge Engineer, and 1.0 FTE Administrative Specialist. These positions are in response to the 2020 vehicle bridge maintenance audit conducted by the Office of the City Auditor. The audit recommended that SDOT develop a more strategic approach to vehicle bridge maintenance. This approach is essential to ensure that bridges comply with federal regulations, maintenance work is preventative and proactive rather than reactive, public safety is a priority, and costs are effectively managed. These three positions are necessary to implement these recommendations.

## Emergency Events Response

Expenditures \$2,000,000

Revenues \$200,000

This change supports expanded needs in SDOT's Emergency Events program. SDOT is the City's primary responder for emergency events that affect the right-of-way. The City continues to see increasing severity of winter storms and ice, windstorms, traffic incidents, spills, encampment-related incidents, and landslides. It is SDOT's responsibility to respond to these events to secure safe passage for City and County services, including first responders, transit, and other high-priority transport. SDOT's budget has been historically challenged to meet the increasing incidence, severity, and cost to respond. This change will establish \$10,093,510 of ongoing budget (\$1,659,691 General Fund, \$8,433,819 Commercial Parking Tax) to support this work in 2024. Revenues from the General Fund are being partially allocated to support this critical work.

## Pay-by-Phone Service Investment

Expenditures \$2,200,000

Revenues \$2,200,000

The Paid Parking program at SDOT includes the Paid Parking Maintenance Program that pays for the expenses associated with pay stations and Pay-by-Phone services, the application that allows paying parking fees with a cell phone rather than at the station. During the pandemic, SDOT reduced its budget in this program to align with reduced demand for these services and is now restoring that budget. Fees based on usage have increased as demand for paid on-street parking returns to pre-pandemic levels, and drivers increasingly use the Pay-by-Phone applications to pay for parking. This critical need is being supported by \$2.2 million of General Fund resources generated by updated parking rate policies and changes to the minimum and maximum parking rates. These rate increases are in-line and supported by parking data that shows an increase in the demand for parking throughout the city.

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## Pothole Repair Response

Expenditures \$1,500,000

Pothole repair is one of the core functions of SDOT in responding to conditions to secure safe passage for City and County services including not only first responders, transit, and other high-priority transport - both commercial and private - as well as the general public. Increased storm events and aging infrastructure have increased the amount of necessary pothole response within SDOT's target of 72 hours, exceeding existing budget. This item supports SDOT's ability to meet these response times and is supported by Vehicle License Fees that are collected in the Seattle Transportation Benefit District Fund.

## Right-of-way investments for the Downtown Activation Plan

Expenditures \$1,000,000

The City's 2023-2024 Proposed Mid-Biennial Budget Adjustments appropriates approximately \$301 million in JumpStart Payroll Expense Tax (payroll tax) proceeds, of which \$31 million is allocated to investments promoting economic revitalization and workforce development. This item will fund activities that support the Downtown Activation Plan (DAP). Through the management of the right-of-way, SDOT activities are part of a broader package that is intended to foster community building, placemaking, and economic vitality. The Downtown Activation Plan (DAP), announced in June 2023, outlines the Mayor's plan to revitalize and transform Downtown Seattle as the city continues to recover from the impacts of the COVID-19 pandemic. The DAP details a suite of legislative and regulatory actions and program investments to be undertaken with the goal of making Seattle's downtown a more vibrant, inclusive, and resilient hub for residents, workers, and visitors. Under the DAP, SDOT will work to support restaurant business with load zones for food pick-up and take-out, launch weekend and evening street or alleyway closures for special events and programming, install wayfinding kiosk in the Downtown core to help pedestrians navigate the area, facilitate the proliferation of downtown street eateries, and support public safety improvements like installing new bus shelters, trash receptacles, lighting, etc.

## Staffing Investments for Ongoing Commitments

Expenditures -  
Position Allocation 8.00

This item expands SDOT staffing with 8.0 FTE, four of which will convert existing temporary staffing to ongoing, permanent positions, and four are new positions. These positions are necessary to continue (or fully resource) important ongoing areas of work across many areas in the Seattle Department of Transportation, including support of the City's 1% for Art Program in the public right-of-way, Transportation Access, Human Resources, Equity, Facilities and Property Management, and Finance. Funding to support these positions is either already included in SDOT's base budget or will be prioritized for these critical departmental functions.

## Project Development Position Increase

Position Allocation 1.50

This item establishes 1.5 FTE of ongoing positions in the SDOT's Home Zones program. This program also supports the Stay Healthy Streets program, Aurora Avenue safety projects, and the Safe Routes to School program. A Home Zone is a holistic and cost-effective approach to making residential streets more walkable within a neighborhood. Rooted in successful pedestrian-focused systems from around the world, the Home Zone Program provides an alternative to traditional sidewalks and traffic calming measures. The heart of the program is its community-centered development process. These positions establish ongoing staffing resources that were otherwise supported by temporary assignments, and are critical to implementing public outreach, project identification, project

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development, and design of traffic improvements that can include traffic circles, speed humps, and cost-effective walkways coupled with neighborhood activation and beautification. These positions will also support exploring the implementation of low-pollution neighborhoods directed by Mayor Harrell's 2022 Transportation and Climate Justice Executive Order.

The funding change for this investment is captured in "Project Development Position Increase Budget" in this budget document, due to the requirement that positions are incorporated into the operating budget but the funding for this activity is included in the capital project budget.

### Seattle Streetcar Operations Funding Transfer

Expenditures -

The 2024 Endorsed Budget included \$10.2 million of commercial parking tax (CPT) support for First Hill and South Lake Union streetcar service. These streetcars are owned by the City of Seattle and operated by King County Metro. CPT and other Transportation Fund revenues are in decline; and Sound Transit's \$5 million annual contribution to First Hill streetcar operations ends in 2023; therefore, the proposed budget replaces this funding with Seattle Transit Measure (STM) funding. Per Ordinance 126115, STM provides funding for Metro-operated transit service as well as transit access programs and transit capital improvements.

### School Safety Traffic & Pedestrian Improvement Fund Operating Program Reductions

Expenditures \$(350,000)

The School Safety Traffic & Pedestrian Improvement (SSTPI) Fund saw actual 2022 revenue decline \$4.3 million and projected 2023-2027 revenue decline \$14.6 million as a result of reduced collections of School Zone Automated Camera Enforcement and slower projected growth. This funding supports school traffic and pedestrian safety infrastructure; pedestrian, bicyclist, and driver education campaigns; and the administration of automated camera enforcement in school zones. As a result of this revenue shortfall, delays and reductions to planned investments are necessary. This change reduces the following programs and projects: Road Safety Initiative \$(350,000). The Seattle Police Department (SPD) is responsible for reviewing and issuing camera-based infractions. SPD's capacity to issue infractions is limited by staffing, and continues to be a challenge as SPD is impacted from low staffing.

### Proposed Capital

### School Safety Traffic & Pedestrian Improvement Fund Capital Program Reductions

Expenditures \$(2,900,000)

The SSTPI Fund traditionally supports school traffic and pedestrian safety infrastructure; pedestrian, bicyclist, and driver education campaigns; and the administration of automated camera enforcement in school zones. The School Safety Traffic & Pedestrian Improvement (SSTPI) Fund saw an actual 2022 revenue decline of \$4.3 million and a projected 2023-2027 revenue decline of \$14.6 million as a result of reduced collections of School Zone Automated Camera Enforcement and slower projected growth. As a result of this revenue shortfall, changes to planned investments are required. These include reductions to the following programs and projects: ADA Curb Ramp Program (\$2.4 million) and BMP - Greenways (\$500,000). While reductions to ADA Curb Ramp Program will delay or defer some projects in these programs the City will continue to meet its obligations. Greenway reductions in this change will be offset by commensurate investments under the Vision Zero project. Please see the 2024-2029 Proposed CIP for more information on these projects.

Note: Some projects above have reduced 2025-2029 CIP Planning assumptions, please see the 2024-2029 Proposed

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CIP for full project impacts. Additional capital project operating reductions in this mid-biennium update are included elsewhere in this document ("School Safety Traffic & Pedestrian Improvement Fund Operating Program Reductions").

## Bridge Maintenance Reductions

Expenditures \$(1,938,254)

This change reduces spending in the Seattle Department of Transportation's (SDOT) bridge maintenance activities planned in 2024 and 2026 and realigns funding to 2027 and 2028. The Real Estate and Excise Tax (REET) revenue, a source of funding for bridge maintenance activities, saw lowered revenue projections beginning in 2024, requiring budget realignment to balance the REET I and REET II Funds. SDOT is reducing REET budget and planning assumptions in 2024 (\$2 million) and 2026 (\$1.8 million) in the 2024 Budget Update for the Bridge Painting and Structures Major Maintenance capital projects. These reductions will defer some maintenance work in these projects. Even with these reductions, SDOT will meet maintenance work planning without impacting service levels or any commitments the department has made as a result of any grant awards.

## Grant Budget Increases

Expenditures \$7,942,500

Revenues \$7,942,500

This change adds budget authority to spend against four Federal Highway Administration grants that were accepted as part of the 2023 Year-End budget legislation: S. Spokane Street Viaduct bridge repair (\$2.5 million), Denny Way Paving (\$1.5 million), Beacon Ave Non-motorized Access Phase 3 project (\$1.1 million), and 130th Link Station Transit & Multimodal Access (\$2.8 million in 2023, total \$5.5 million 2023-2024). These budget increases will be included in the associated capital projects in the Structures Major Maintenance CIP (Spokane St. project), Arterial Asphalt/Concrete Phase 2 CIP, and BMP - Protected Bike Lanes CIP. Please see the 2024-2029 Proposed CIP for more information on these overarching projects.

## Alaskan Way Main Corridor - Concrete Strike Delay Costs

Expenditures \$25,000,000

This item provides additional appropriation for the Alaskan Way Main Corridor capital project (MC-TR-C073) in the 2024 Multipurpose LTGO Bond Fund's Office of the Waterfront Budget Control Level (37200-BC-TR-16000). This item is necessary to complete construction of the Alaskan Way Main Corridor project, which has experienced significant impacts on project activities, schedule, work windows, and extended overhead costs due to the Teamster's concrete strike in late 2021 and early 2022. Adapting the project to the realities of the concrete strike required significant changes in the project delivery plan and has extended the project's schedule into late 2024. The potential risk of cost overruns has been planned for by the Office of the Waterfront and Civic Projects (OWCP) along with SDOT partners; and Commercial Parking Tax (CPT) funds have been reserved in anticipation of cost increase risks, like the concrete strike, and are available to fund debt service costs.

## Project Development Position Increase Budget

Expenditures \$142,680

This item increases budget to support 1.5 FTE of permanent positions in the Seattle Department of Transportation's (SDOT) Home Zones program. The Home Zone Program also supports the Stay Healthy Streets program, Aurora Avenue safety projects, and the Safe Routes to School program. A Home Zone is a holistic and cost-effective approach to making residential streets more walkable within a neighborhood. Rooted in successful pedestrian-focused systems from around the world, the Home Zone Program provides an alternative to traditional sidewalks



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and traffic calming measures. The heart of the program is its community-centered development process. These positions establish permanent staffing resources that were otherwise supported by temporary assignments, and are critical to implementing public outreach, project identification, project development, and design of traffic improvements that can include traffic circles, speed humps, and cost-effective walkways coupled with neighborhood activation and beautification. These positions will also support exploring the implementation of low-pollution neighborhoods directed by Mayor Harrell's 2022 Transportation and Climate Justice Executive Order. Budget is available in SDOT's base budget to continue this important work with permanent positions.

The position authority for this investment is captured in ("Project Development Position Increase") due to the requirement that positions are incorporated into the operating budget but the funding for this activity is included in the capital project budget.

### Arts Coordinator Position Increase

Expenditures -

The Seattle Department of Transportation (SDOT) implements public art through various efforts, including developing right-of-way policies and design standards, implementing the SDOT art plan, developing plans and street concept designs, capital project design and delivery, coordinating the complete streets evaluation process for SDOT capital projects, creating public-facing graphics and project documentation, and delivering street furnishings such as benches, wayfinding, and lighting that help SDOT deliver on its goal to create a livable, accessible, and equitable mobility environment. This change transfers temporary budget ongoing to support the 1.0 FTE Public Arts Coordinator in the change item "Staffing Investments for Ongoing Commitments."

### Transfer Funding for RapidRide J Project

Expenditures -

This one-time item transfers \$3.5 million of Seattle Transit Measure funds from the Seattle Transportation Benefit District - Transit Improvements project (MC-TR-C108) to the RapidRide J Line project (MC-TR-C013) in order to provide the local match required for the Federal Transportation Authority's \$65 million Small Starts Grant. For more information on the Rapid Ride J project, please see the 2024-2029 Proposed CIP.

### Payment in Lieu of Tree Planting

Expenditures \$132,000

Revenues \$132,000

In 2023, the City Council passed Ordinance 126821, which regulates trees on private property and establishes a new payment in lieu (PIL) of tree planting program. This program allows developers to make payments to the City in lieu of planting replacement trees on private property. Revenues from these payments will be used by the Seattle Department of Transportation (SDOT) and the Seattle Parks and Recreation Department to plant replacement trees on public right-of-way. This item places SDOT's share of projected revenues from the first year of the PIL program into the Urban Forestry Capital Establishment project (MC-TR-C050).

### Transportation Network Tax Reductions and Transfers

Expenditures -

This item is the companion to item "Sound Transit 3 Project Reduction" in this document. Taken together, these changes make a net-zero transfer of \$750,000 of General Fund from Seattle Department of Transportation to the Transportation Fund for debt service, reduce Waterfront Maintenance by \$250,000 in 2023, defer Seawall Maintenance by \$1,000,000 in 2023, and reduce the Sound Transit 3 project by \$250,000 in 2024. These net reductions are anticipated to have no immediate programmatic impacts. Maintenance budgets in Waterfront

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Maintenance and Seawall Maintenance are not needed for any maintenance activities in 2023. Sound Transit 3 reductions are projected to be offset by 2023 salary savings. For any future project needs, all projects will be evaluated as revenues and budget allow.

This item reflects the net-zero transfer of \$750,000 of General Fund from Seattle Department of Transportation to the Transportation Fund for debt service. The source of funding to support debt service is Commercial Parking Tax.

### Sound Transit 3 Project Reduction

Expenditures \$(250,000)

This item is the companion to "Transportation Network Tax Reductions and Transfers" in this document. Taken together, these changes make a net-zero transfer of \$750,000 of General Fund from Seattle Department of Transportation to the Transportation Fund for debt service, reduce Waterfront Maintenance by \$250,000 in 2023, defer Seawall Maintenance in 2023, and reduce the Sound Transit 3 project by \$250,000 in 2024. These net reductions are anticipated to have no immediate programmatic impacts. Maintenance budgets in Waterfront Maintenance and Seawall Maintenance are not needed for any maintenance activities in 2023. Sound Transit 3 reductions are projected to be offset by 2023 salary savings. For any future project needs, all projects will be evaluated as revenues and budget allow.

This change reflects the Sound Transit 3 project reduction portion of this action. The source of funding for this reduction is Real Estate Excise Tax II.

This is a companion change as part of the Year End Supplemental budget legislation that also transfers \$750,000 of Real Estate Excise Tax (REET), Transportation Network (TNC) Tax, and Commercial Parking Tax (CPT) between projects in 2023 and 2024, including Structures Major Maintenance and Debt Service. The impact to these projects is net-zero. Debt Service will be supported with CPT in the Transportation Fund, and Structures Major Maintenance will be supported with REET.

### Ongoing CIP Corrections and 2029 Spending Estimates

Expenditures \$(299,791)

Revenues -

This item adds spending estimates to the last year of the 2024-2029 Proposed CIP for ongoing capital projects and revises current year and future year planning assumptions in the previous CIP that were made in error.

## Proposed Technical

### Debt Service Adjustment

Expenditures \$(64,311)

This is a technical change that aligns the Seattle Department of Transportation's (SDOT) anticipated debt service payments with the necessary budget authority to make those payments. SDOT is obligated to pay debt service payments for past project bond issuances, and needs budget to pay for upcoming debt service for new bond issuances. Debt service schedules can adjust slightly based on payment history, refunding activities, and corrections. This change ensures SDOT will pay the most up-to-date debt service schedules anticipated for 2024 payments and beyond.

### Debt Service Reduction

Expenditures \$(51,746)

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This item is necessary to align the budget with the debt service schedule (2023 bond issuances are now complete, and actual interest payments due in 2023 are lower than originally estimated).

### Fund Balancing Entries

Revenues	\$44,681,420
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This technical change captures estimates of the contribution or use of fund balance for Seattle Department of Transportation managed funds.

### SLU Streetcar Operations Technical Adjustment

Expenditures	-
Revenues	-

This budget-neutral technical adjustment incorporates a small shift from the services budget to the staffing budget to align the budget with current staffing costs. It also includes a larger shift to account for higher King County Metro service costs.

### First Hill Streetcar Operations Technical Adjustment

Expenditures	-
Revenues	-

This budget-neutral technical adjustment incorporates a small shift from the services budget to the staffing budget to align the budget with current staffing costs. It also includes a larger shift to account for higher King County Metro service costs.

### Street Use Technical Adjustment

Expenditures	\$832,833
Revenues	\$12,752,158

This technical adjustment aligns the budget with anticipated expenditures in SDOT's Street Use program, which is funded by permit issuance fees, hourly service fees, use and occupation fees, and modification fees.

### Ongoing Changes from Current Year Legislation

Expenditures	\$100,000
Position Allocation	57.00

This change trues up the 2023-2024 Proposed Mid-Biennial Budget Adjustment to include current year changes implemented by budget legislation in 2023.

### Reconcile Central Cost Budget with the 2024 Endorsed Budget

Expenditures	-
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Per the request of "2024 Baseline Budget and General Policies", this change request is to reconcile the City's Central Cost Manual accounts in the 2024 baseline with the 2024 endorsed amount. The associated adjustments on recovery projects are also included. The total budget impact of this change request is net zero.

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## Annual Capital Budget True-up

Expenditures	\$83,159,798
Revenues	\$50,005,934

This change is an annual true-up between SDOT's 2024-2029 capital spending plan and the 2024-2029 Proposed CIP. The intent of this action is to better align actual spending expectations with the budget every year. This change includes a companion appropriation change as part of the 2023 Year-End Supplemental Budget Legislation that abandons appropriations in the 2023 budget in order to reallocate them to future years when the budget is anticipated to be needed.

## Capital Project Technical Adjustments

Expenditures	-
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This item adjusts budget accounting fields and cleans up small budget variances to improve administrative tracking and transparency around project funding sources. There is no net budget impact from this item.

## SDOT O&M Technical Adjustment

Expenditures	\$(2,047,275)
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This item updates the Seattle Department of Transportation's (SDOT) budget to support various cost changes and budget transfers related to contract inflation, workgroup reorganizations, and central cost adjustments that align with citywide cost changes that SDOT is required to pay.

## Reimbursable Technical Adjustment

Expenditures	\$(2,283,728)
Revenues	\$(1,176,261)

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

## 2024-2029 Future Year Adjustments

Expenditures	\$26,614,068
Revenues	\$32,959,140

This technical change reconciles 2023 budget adjustments with the 2023-2024 Proposed Mid-Biennial Budget Adjustments that affect the 2024-2029 years of the Capital Improvement Project Program.

## Waterfront Bond Timing Adjustments

Expenditures	\$3,713,000
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This item adjusts the timing of bond issuances for the OWCP in the 2023 Multipurpose LTGO Bond Fund Office of the Waterfront Budget Control Level (13000-BC-TR-16000). This adjustment will move a total of \$3,713,000 in bond appropriation authority from 2023 to 2024 in two capital projects: Alaskan Way Main Corridor (MC-TR-C072) will move \$712,999 from 2023 to 2024 bond issuance, and Overlook Walk/East West Connections (MC-TR-C073) will move \$3,000,000 from 2023 to 2024 bond issuance. This adjustment will help "right size" the bond issuance to better align with projected spending, resulting in interest expense savings. These funds will be appropriated through the 2024 budget.

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## August Forecast Central Revenue Update

Revenues \$(18,077,686)

This item updates budgeted revenues for centrally forecasted transportation revenue streams to match the August Forecast Update. Included in this change is a reduction in projected revenues for Licensing and permitting, Fees, plan review, and inspection (-\$20.6 million), reduction to automated traffic camera enforcement revenues (-\$2.5 million), offset by increases to projections for Vehicle License Fees, Commercial Parking Tax, and Move Seattle Levy property taxes (\$5 million).

## August Forecast SDOT Revenue Update

Revenues \$(722,265)

This item updates budgeted revenues for SDOT-forecasted revenue streams to match the August Forecast Update.

## Reduce Transportation Network Tax

Expenditures \$(350,744)

This change reduces unnecessary budget previously allocated to the Transportation Equity Workgroup. This work has been fully funded through Seattle Department of Transportation's (SDOT) administrative overhead program and no longer requires this budget. This change will allow SDOT to allocate this Transportation Network Tax to debt service.

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## 2023-24 Proposed Mid-Biennial Budget Adjustments – Operating Expenses

Budget Summary Level	Fund	Budget Process Phase Endorsed	Proposed Changes	Grand Total
Bridges & Structures	00100 - General Fund	5,413,790	0	5,413,790
	10398 - Move Seattle Levy Fund	3,038,849	0	3,038,849
	13000 - Transportation Fund	7,211,655	-1,860,854	5,350,801
	19900 - Transportation Benefit District Fund	2,041,021	800,427	2,841,448
<b>Bridges &amp; Structures Total</b>		<b>17,705,315</b>	<b>-1,060,427</b>	<b>16,644,888</b>
First Hill Streetcar Operations	10800 - Seattle Streetcar Operations	9,759,837	0	9,759,837
<b>First Hill Streetcar Operations Total</b>		<b>9,759,837</b>	<b>0</b>	<b>9,759,837</b>
General Expense	00100 - General Fund	15,053,234	-2,151,182	12,902,052
	10398 - Move Seattle Levy Fund	0	0	0
	13000 - Transportation Fund	34,137,705	-8,215,374	25,922,331
	19900 - Transportation Benefit District Fund	0	10,200,000	10,200,000
	30020 - REET II Capital Fund	0	0	0
<b>General Expense Total</b>		<b>49,190,939</b>	<b>-166,556</b>	<b>49,024,383</b>
Leadership and Administration	00100 - General Fund	0	0	0
	10398 - Move Seattle Levy Fund	0	0	0
	13000 - Transportation Fund	0	0	0
<b>Leadership and Administration Total</b>		<b>0</b>	<b>0</b>	<b>0</b>
Maintenance Operations	00100 - General Fund	12,865,943	200,000	13,065,943
	10398 - Move Seattle Levy Fund	2,446,570	0	2,446,570
	13000 - Transportation Fund	33,166,989	1,849,977	35,016,966
	14000 - Coronavirus Local Fiscal Recovery Fund	0	0	0
	19900 - Transportation Benefit District Fund	3,673,719	1,500,000	5,173,719
<b>Maintenance Operations Total</b>		<b>52,153,221</b>	<b>3,549,977</b>	<b>55,703,198</b>
Mobility Operations	00100 - General Fund	25,201,414	1,824,256	27,025,670
	10398 - Move Seattle Levy Fund	5,478,046	-247,985	5,230,061
	13000 - Transportation Fund	23,560,126	-417,124	23,143,002
	14500 - Payroll Expense Tax	0	0	0
	18500 - School Safety Traffic and Pedestrian Improvement Fund	1,053,595	-350,000	703,595
	19900 - Transportation Benefit District Fund	48,813,513	0	48,813,513
<b>Mobility Operations Total</b>		<b>104,106,694</b>	<b>809,147</b>	<b>104,915,841</b>
ROW Management	13000 - Transportation Fund	49,009,607	832,833	49,842,440
	14500 - Payroll Expense Tax	0	1,000,000	1,000,000
<b>ROW Management Total</b>		<b>49,009,607</b>	<b>1,832,833</b>	<b>50,842,440</b>
South Lake Union Streetcar Operations	10800 - Seattle Streetcar Operations	4,629,820	0	4,629,820
<b>South Lake Union Streetcar Operations Total</b>		<b>4,629,820</b>	<b>0</b>	<b>4,629,820</b>
Waterfront and Civic Projects	13000 - Transportation Fund	34,810,833	0	34,810,833
	35900 - Central Waterfront Improvement Fund	0	0	0
<b>Waterfront and Civic Projects Total</b>		<b>34,810,833</b>	<b>0</b>	<b>34,810,833</b>

## Seattle Department of Transportation

Grand Total		321,366,26	4,964,974	326,331,240
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