

Seattle City Light

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

Department Overview

Seattle City Light (City Light or SCL) was created by the residents of Seattle in 1902 to provide affordable, reliable, and environmentally sound electric power to the City of Seattle and neighboring suburbs. Owned by the community it serves, City Light is a nationally recognized leader in energy efficiency, renewable resource development, and environmental stewardship.

City Light provides electric power to approximately 408,000 residential, business, and industrial customers within a 130 square-mile service area. City Light provides power to the City of Seattle and surrounding jurisdictions, including parts of Shoreline, Burien, Tukwila, SeaTac, Lake Forest Park, Renton, Normandy Park, and areas of unincorporated King County.

City Light owns about 2,000 megawatts of very low-cost, environmentally-responsible, hydroelectric generation capacity. In an average year, City Light meets about 50% of its load with owned hydroelectric generation and obtains the remainder primarily through the Bonneville Power Administration (BPA). City Light is the nation's tenth largest publicly-owned electric utility in terms of customers served.

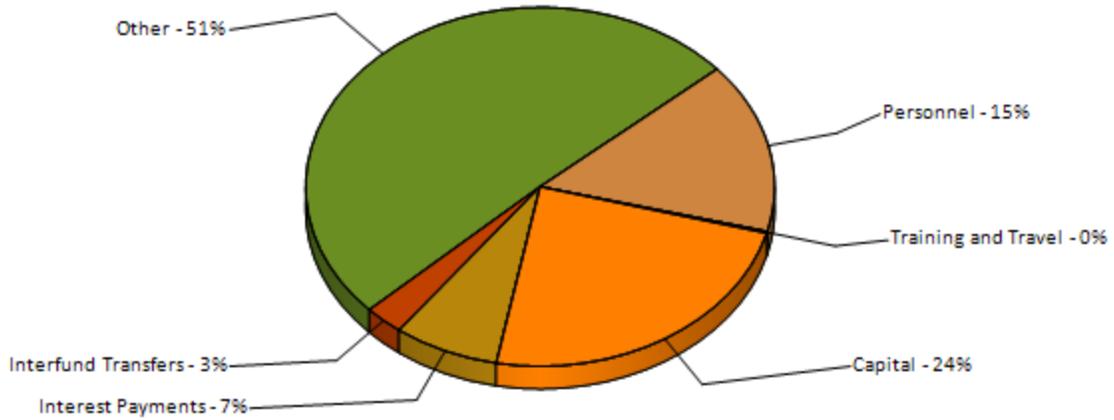
Budget Snapshot

Department Support	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Other Funding - Operating	\$947,148,669	\$976,901,496	\$1,000,876,933	\$1,039,209,824
Total Operations	\$947,148,669	\$976,901,496	\$1,000,876,933	\$1,039,209,824
Other funding - Capital	\$284,764,438	\$200,786,691	\$312,835,641	\$346,880,000
Total Appropriations	\$1,231,913,107	\$1,177,688,187	\$1,313,712,574	\$1,386,089,824
Full-time Equivalent Total*	1,830.25	1,835.25	1,861.30	1,861.30

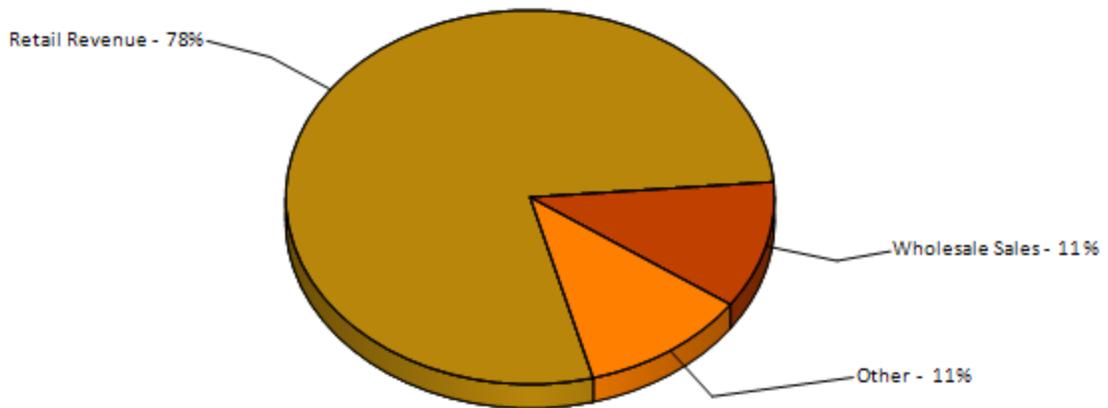
* FTE totals are provided for information purposes only. Changes in FTEs resulting from City Council or Human Resources Director actions outside of the budget process may not be detailed here.

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2015 Proposed Budget - Expenditure by Category



2015 Proposed Budget - Revenue by Category



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Budget Overview

The 2015-2016 Proposed Budget reflects the priorities outlined in the department's recently updated Strategic Plan. In June 2014, the City Council adopted the 2015-2020 Strategic Plan for City Light and endorsed the six-year rate path required to support the Strategic Plan ([Resolution 31529](#)). The plan, along with the six-year rate path which was initially approved in 2013 and updated every two years, is designed to:

- insulate customers from rate volatility and smooth increases over time, so as to create more rate certainty for SCL customers,
- fund critical infrastructure maintenance and repair work needed to ensure reliability, and to invest in new technology.

The adopted rates reflect average system rate increases of 4.2% in 2015 and 4.9% in 2016. The average annual increase for the entire six years is 4.4%, which is a reduction from the previous six-year plan's 4.7% average rate increase.

The City Light Fund is currently stable and strong, as reflected by the 2013 bond rating upgrade. The Rate Stabilization Account is adequately funded, and due to higher than anticipated precipitation this spring, there are no rate surcharges forecast for the 2015-2016 Proposed Budget.

The current rate path provides funding in the 2015-2016 Proposed Budget for several significant capital projects such as the Alaska Way Viaduct and Waterfront, the Denny Way substation, and the implementation of the Advanced Metering Infrastructure initiative (AMI), while also reducing the expected contribution from net wholesale revenues. For more information on City Light's capital program and individual capital projects (including power supply, transmission, distribution, and other projects), please see the 2015-2020 Proposed CIP Budget.

To support the capital program and other eligible SCL costs, the 2015-2016 Proposed Budget anticipates a 2015 bond issue of approximately \$300 million and a 2016 bond issue of approximately \$300 million.

Other key initiatives funded this biennium are in the areas of security and technology. The 2015-2016 Proposed Budget invests in both facility security upgrades (at substations and power-generating facilities), as well as cyber security enhancements for the department's IT systems. Other investments in technology are made through the Enterprise Content Management project, which will increase efficiencies and streamline operations; and the New Customer Information System project, designed to improve customer service, credit and collections, and billing and metering.

In addition to the operational initiatives listed above, the 2015-2016 Proposed Budget includes funding to achieve the Mayor's goal of making Seattle more affordable, and to therefore set a goal of doubling participation in the [Utility Discount Program](#) (UDP) by 2018. Currently, only 14,000 households, out of an estimated 75,000 eligible, are enrolled in the UDP. An interdepartmental team began work in 2014 and has already made progress toward the goal of 28,000 participants as it focuses on reforms and improvements to the program in the areas of customer retention, recruitment/enrollment, and marketing.

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Incremental Budget Changes

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	2015		2016	
	Budget	FTE	Budget	FTE
Total 2014 Adopted Budget	\$ 1,177,688,191	1,835.25	\$ 1,177,688,191	1,835.25
Baseline Changes				
CIP - Strategic Plan Reconciling Adjustments	\$ 100,480,126	0.00	\$ 115,050,866	0.00
Citywide Adjustments for Standard Cost Changes	\$ 8,634,880	0.00	\$ 13,414,706	0.00
Supplemental Budget Changes	\$ 0	18.05	\$ 0	18.05
Proposed Changes				
Business and Technology Planning	\$ 123,000	0.00	\$ 129,534	0.00
Facility Energy Efficiency Upgrades	\$ 120,423	0.00	\$ 498,588	0.00
Substation and Hydro Facility Security Improvements	\$ 5,207,100	0.00	\$ 2,392,900	0.00
Cyber Security Upgrades	\$ 102,000	2.00	\$ 156,000	2.00
Technology Upgrades	\$ 6,726,230	0.00	\$ 7,391,439	0.00
Alaskan Way Viaduct Adjustments	\$ 2,495,805	0.00	\$ 30,170,334	0.00
Proposed Technical Changes				
Technical Adjustments	\$ 8,846,477	6.00	\$ 30,555,885	6.00
Final Citywide Adjustments for Standard Cost Changes	\$ 3,288,342	0.00	\$ 8,641,381	0.00
Total Incremental Changes	\$ 136,024,383	26.05	\$ 208,401,633	26.05
2015 - 2016 Proposed Budget	\$ 1,313,712,574	1,861.30	\$ 1,386,089,824	1,861.30

Descriptions of Incremental Budget Changes

Baseline Changes

CIP - Strategic Plan Reconciling Adjustments - \$100,480,126

This adjustment increases CIP appropriation authority to reflect project spending outlined in the Strategic Plan and the 2014-2019 Adopted CIP budget. Examples of projects that have significant increases in 2015-2016 include the Alaskan Way Viaduct, the Denny Substation and the New Customer Information Systems.

Citywide Adjustments for Standard Cost Changes - \$8,634,880

Citywide technical adjustments made in the "Baseline Phase" reflect changes due to inflation, central cost

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allocations, retirement, healthcare, workers' compensation, and unemployment costs. These adjustments reflect initial assumptions about these costs and inflators early in the budget process.

Supplemental Budget Changes/18.05 FTE

This adjustment reflects changes made through supplemental budget legislation since the last Adopted Budget. Supplemental budget legislation is developed by the Executive and adopted by the City Council four times a year to provide for corrections to the Adopted Budget, unforeseen changes in circumstance, new funding opportunities or new policy priorities. These changes may include additions or reductions in appropriations and FTEs.

Proposed Changes

Business and Technology Planning - \$123,000

This adjustment funds temporary resources to develop a comprehensive blueprint of City Light's current lines of business and technologies. The development of an Enterprise Architecture program will help map and align business and technology needs, and will be used to inform departmentwide decisions and IT purchases.

Facility Energy Efficiency Upgrades - \$120,423

As outlined in the City's Resource Conservation Plan, City facilities must achieve 20% energy savings by 2020. This adjustment funds both a conservation analysis, as well as various improvements to some of City Lights 160-plus facilities. Examples of improvements include upgrades to plumbing, lighting, insulation and electrical systems.

Substation and Hydro Facility Security Improvements - \$5,207,100

The North American Electric Reliability Corporation (NERC), an international regulatory authority that develops and enforces electricity reliability standards, recently revised security standards, and to remain in compliance, upgrades are needed at numerous substations, and at the Cedar Falls and Tolt generating facilities. Improvements include the installation of access card reader-controlled motorized gates, access card reader-controlled pedestrian gates, improved fencing, and adequate camera coverage.

Cyber Security Upgrades - \$102,000/2.00 FTE

This funding provides additional ongoing support to the Cyber Security project that began in 2013 as part of the 2013 Strategic Plan initiative on IT security. The project focuses on updating or replacing information security systems that are at high risk of failure. It will provide enhanced vulnerability and intrusion detection and better response capabilities and procedures.

This adjustment adds the necessary staffing, 2.0 FTEs, to fully implement and sustain the program, along with a small amount of funding for IT equipment. The FTEs will perform a variety of IT security work including conducting risk and threat assessments of critical IT infrastructure and systems; performing vulnerability scans; managing malware incidents; and developing educational materials for users. FTE costs are offset by reductions in term-limited funding.

Technology Upgrades - \$6,726,230

This adjustment includes three technology upgrade projects: Summit Reimplementation, the New Customer Service Information System, and Enterprise Content Management. The Summit Reimplementation project includes \$3.0 million in 2015 to fund backfill costs for staff working to modify side-systems and implement the new software. However, these costs may change, as there are several outstanding decisions to be made regarding

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possible paths forward.

The New Customer Service Information System expands the 2013 Customer Information System replacement project, funded 50/50 with SPU, adding \$2.5 million to the 2015 budget. The original project was undertaken because the capabilities of the current systems do not adequately support existing and/or changing business processes. A new suite of Oracle applications will replace the old customer service system, which has been in place since 2000, and will provide more robust technology in the areas of billing and metering, customer service and field work, and finance and collections. The expected go-live date is Oct 2015.

Similarly, the Enterprise Content Management adjustment expands the scope of an earlier document management project, adding \$1.3 million to the 2015 budget. The project provides a more powerful IT solution, and will now also allow for a departmentwide review of current business practices to improve efficiencies. Along with improvements in workflow, retention, and document-sharing, the software allows for the building of City Light's own applications as needs develop.

Alaskan Way Viaduct Adjustments - \$2,495,805

The increase in the Alaskan Way Viaduct (AWV) project cost is primarily associated with utility relocation costs for the Waterfront Seattle Revitalization. This funding was not previously included in the AWV project costs and the total funding associated with recent changes is approximately \$52 million during 2015-2017. City Light has offset this increase cost with reductions in the proposed CIP plan during 2018-2020. These project adjustments make the utility budget consistent with SDOT's cost assumptions on the project.

Proposed Technical Changes

Technical Adjustments - \$8,846,477/6.00 FTE

Changes reflected in this category include: adjustments within or between Budget Control Levels that align funding with spending requirements, corrections to baseline adjustments made during Executive phase, and other technical changes to staffing and program funding requirements. These changes are considered technical in nature because they do not significantly affect approved department service delivery or require new or additional policy decisions.

Final Citywide Adjustments for Standard Cost Changes - \$3,288,342

Citywide technical adjustments made in the "Proposed Phase" reflect changes due to inflation, central cost allocation, retirement, healthcare, workers' compensation, and unemployment costs. These adjustments reflect updates to preliminary cost assumptions established in the "Baseline Phase."

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Expenditure Overview

Appropriations	Summit Code	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Capital					
Customer Focused - CIP Budget Control Level	SCL370	81,309,256	42,214,506	91,365,428	105,013,083
Financial Services - CIP Budget Control Level	SCL550	8,130,506	5,848,245	9,375,409	9,742,161
Power Supply & Environmental Affairs - CIP Budget Control Level	SCL250	99,538,623	63,588,127	81,060,225	74,769,483
Transmission and Distribution - CIP Budget Control Level	SCL360	95,786,052	89,135,813	131,034,579	157,355,273
General Expense					
Debt Service Budget Control Level	SCL810	178,896,377	192,033,882	200,478,917	210,793,126
General Expenses Budget Control Level	SCL800	86,991,426	88,093,979	95,354,245	98,312,021
Taxes Budget Control Level	SCL820	78,898,000	87,435,816	90,307,625	93,459,200
Operations and Maintenance					
Compliance and Security Budget Control Level	SCL900	3,014,655	3,414,125	3,623,730	3,672,762
Conservation Resources and Environmental Affairs O&M Budget Control Level	SCL220	94,862,794	61,414,394	61,129,723	62,203,633
Customer Services Budget Control Level	SCL320	27,811,815	28,010,479	29,804,255	30,262,489
Distribution Services Budget Control Level	SCL310	75,131,845	74,119,489	77,538,454	79,537,621
Financial Services - O&M Budget Control Level	SCL500	38,284,019	36,700,561	40,168,027	42,752,733
Human Resources Budget Control Level	SCL400	9,459,317	9,043,468	9,171,102	9,265,883
Office of Superintendent Budget Control Level	SCL100	3,887,932	3,161,305	3,452,807	3,503,629
Power Supply O&M Budget Control Level	SCL210	53,528,118	50,843,630	50,902,787	51,651,886
Power Purchase					
Long-Term Purchased Power Budget Control Level	SCL720	259,259,540	287,056,886	296,476,914	312,449,567
Short-Term Purchased Power Budget Control Level	SCL710	37,122,832	55,573,482	42,468,347	41,345,274
Department Total		1,231,913,107	1,177,688,187	1,313,712,574	1,386,089,824

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Department Full-time Equivalents Total* **1,830.25** **1,835.25** **1,861.30** **1,861.30**

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

Revenue Overview

2015 Estimated Revenues

Summit Code	Source	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
431010	Operating Grants	3,184,094	1,000,000	1,000,000	0
431200	BPA Payments for Conservation Deferred	3,602,390	4,814,404	0	0
443250	Other O&M Revenue	7,896,740	8,391,596	8,591,990	8,798,677
443250	Revenue From Damage	1,677,257	1,153,844	1,181,399	1,209,818
443345	BPA Credit for South Fork Tolt	3,298,824	3,412,748	3,249,924	3,106,758
443380	Account Change Fees	1,336,482	1,254,456	1,267,001	1,279,671
443380	Construction & Miscellaneous Charges	49,548	1,000	301,000	301,000
443380	Late Payment Fees	3,956,647	5,261,013	5,449,827	5,628,740
443380	Pole Attachments	2,311,254	5,955,867	2,674,867	2,674,867
443380	Property Rentals	2,842,944	2,521,144	2,581,350	2,643,446
443380	Reconnect Charges	1,148,853	1,000,000	1,000,000	1,000,000
443380	Transmission Attach. & Cell Sites	1,391,967	1,549,740	1,549,740	1,549,740
443380	Water Heater & Miscellaneous Rentals	160,352	150,000	150,000	150,000
461100	Federal Subsidies of Interest Payments on Debt	5,159,166	5,165,588	5,051,281	5,051,281
461100	Interest Earnings	4,723,762	5,497,640	7,408,541	8,369,973
461100	Sale of Property, Material & Equip.	2,438,000	19,127,594	19,023,880	1,048,511
462900	North Mountain Substation (Snohomish PUD)	216,099	401,544	412,584	422,349
462900	Transmission Sales	5,140,270	5,420,004	5,599,996	4,000,000
473010	Capital Fees and Grants	498,418	109,887	112,230	114,714
482000	Contributions in Aid of Construction	26,530,368	18,192,404	32,234,759	38,933,543
482000	Suburban Undergrounding	672,709	831,105	873,626	1,079,758
541830	DOIT Rebate for Data Center	0	501,013	0	0
541830	Reimbursement for CCSS - O&M	668,293	2,293,380	1,129,320	1,129,320
541830	Reimbursement for CCSS and NCIS - CIP	2,239,323	7,217,500	10,000,000	10,000,000
	Total Other	81,143,759	101,223,471	110,843,314	98,492,166
443310	Energy Sales to Customers	688,444,211	753,904,086	773,987,679	815,616,756
443310	Seattle Green Power/GreenUp/Community	1,428,701	2,863,034	1,092,949	1,119,609

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Solar					
	Total Retail Revenue	689,872,912	756,767,120	775,080,628	816,736,364
443310	Sales from Priest Rapids	5,210,602	5,151,204	5,754,528	5,756,978
443345	Article 49 Sale to Pend Oreille Country	1,688,416	1,808,988	1,854,024	1,897,903
443345	Basis Sales	6,190,306	3,000,000	6,000,000	6,000,000
443345	Other Power Related Services	2,682,252	3,615,804	7,788,093	7,847,898
443345	Surplus Energy Sales	82,628,295	185,049,536	88,545,408	83,202,783
	Total Wholesale Sales	98,399,872	198,625,532	109,942,053	104,705,562
	Total Revenues	869,416,543	1,056,616,122	995,865,995	1,019,934,092
379100	Transfers from Construction Fund	362,496,565	121,072,067	317,846,579	366,155,732
	Total Transfers	362,496,565	121,072,067	317,846,579	366,155,732
	Total Resources	1,231,913,108	1,177,688,189	1,313,712,574	1,386,089,824

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Appropriations By Budget Control Level (BCL) and Program

Customer Focused - CIP Budget Control Level

The purpose of the Customer Focused - CIP Budget Control Level is to provide for the capital costs of customer service connections, meters, and other customer-driven projects, including large inter-agency projects requiring utility services or relocations. This Budget Control Level supports capital projects identified in the department's Capital Improvement Plan.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Customer Focused - CIP	81,309,256	42,214,506	91,365,428	105,013,083
Total	81,309,256	42,214,506	91,365,428	105,013,083
Full-time Equivalents Total*	132.32	132.32	132.32	132.32

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

Financial Services - CIP Budget Control Level

The purpose of the Financial Services - CIP Budget Control Level is to provide for the capital costs of rehabilitation and replacement of the Utility's financial systems and information technology infrastructure, and the development and implementation of large software applications. This Budget Control Level supports capital projects identified in the department's Capital Improvement Plan.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Financial Services - CIP	8,130,506	5,848,245	9,375,409	9,742,161
Total	8,130,506	5,848,245	9,375,409	9,742,161
Full-time Equivalents Total*	8.71	8.71	10.71	10.71

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Power Supply & Environmental Affairs - CIP Budget Control Level

The purpose of the Power Supply & Environmental Affairs - CIP Budget Control Level is to provide for the capital costs of maintaining the physical generating plant and associated power license and regulatory requirements. This Budget Control Level supports capital projects identified in the department's Capital Improvement Plan.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Power Supply & Environmental Affairs - CIP	99,538,623	63,588,127	81,060,225	74,769,483
Total	99,538,623	63,588,127	81,060,225	74,769,483
Full-time Equivalents Total*	73.26	73.26	73.26	73.26

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Transmission and Distribution - CIP Budget Control Level

The purpose of the Transmission and Distribution - CIP Budget Control Level is to provide for the capital costs of installation, major maintenance, rehabilitation, and replacement of transmission lines, substations, distribution feeders, transformers, and other elements of the Utility's transmission and distribution systems. This Budget Control Level supports capital projects identified in the department's Capital Improvement Plan.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Transmission and Distribution - CIP	95,786,052	89,135,813	131,034,579	157,355,273
Total	95,786,052	89,135,813	131,034,579	157,355,273
Full-time Equivalents Total*	156.06	156.06	156.06	156.06

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Debt Service Budget Control Level

The purpose of the Debt Service Budget Control Level is to meet principal repayment and interest obligations on funds borrowed to meet City Light's capital expenditure requirements.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Debt Service - BCL	178,896,377	192,033,882	200,478,917	210,793,126
Total	178,896,377	192,033,882	200,478,917	210,793,126

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General Expenses Budget Control Level

The purpose of the General Expenses Budget Control Level is to provide for the general expenses of the Utility that, for the most part, are not directly attributable to a specific organizational unit. These expenditures include insurance, bond issue costs, bond maintenance fees, audit costs, Law Department legal fees, external legal fees, employee benefits (medical and retirement costs), industrial insurance costs, general claims costs, and services provided by the City's internal services departments through the central cost allocation mechanism.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
General Expenses	86,991,426	88,093,979	95,354,245	98,312,021
Total	86,991,426	88,093,979	95,354,245	98,312,021

Taxes Budget Control Level

The purpose of the Taxes Budget Control Level is to pay City Light's legally required tax payments for state, city, and local jurisdictions. This Budget Control Level includes funding for franchise contract payments negotiated with local jurisdictions in City Light's service territory.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Taxes	78,898,000	87,435,816	90,307,625	93,459,200
Total	78,898,000	87,435,816	90,307,625	93,459,200

Compliance and Security Budget Control Level

The purpose of the Compliance and Security Budget Control Level is to monitor compliance with federal electric reliability standards and secure critical utility infrastructure.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Compliance and Security	3,014,655	3,414,125	3,623,730	3,672,762
Total	3,014,655	3,414,125	3,623,730	3,672,762
Full-time Equivalents Total*	16.00	16.00	17.00	17.00

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Conservation Resources and Environmental Affairs O&M Budget Control Level

The purpose of the Conservation Resources and Environmental Affairs O&M Budget Control Level is to design and implement demand-side conservation measures that offset the need for additional generation resources, and to help the utility generate and deliver energy in an environmentally responsible manner. This Budget Control Level also supports the utility's renewable resource development programs.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Conservation Resources and Environmental Affairs O&M	94,862,794	61,414,394	61,129,723	62,203,633
Total	94,862,794	61,414,394	61,129,723	62,203,633
Full-time Equivalents Total*	116.50	117.50	116.50	116.50

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

Customer Services Budget Control Level

The purpose of the Customer Services Budget Control Level is to provide customer services, including metering, billing, account management, and customer information systems.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Customer Services	27,811,815	28,010,479	29,804,255	30,262,489
Total	27,811,815	28,010,479	29,804,255	30,262,489
Full-time Equivalents Total*	203.75	203.75	210.75	210.75

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Distribution Services Budget Control Level

The purpose of the Distribution Services Budget Control Level is to provide reliable electricity to customers through operation and maintenance of City Light's overhead and underground distribution systems, substations, and transmission systems.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Distribution Services	75,131,845	74,119,489	77,538,454	79,537,621
Total	75,131,845	74,119,489	77,538,454	79,537,621
Full-time Equivalents Total*	578.04	584.04	584.04	584.04

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Financial Services - O&M Budget Control Level

The purpose of the Financial Services - O&M Budget Control Level is to manage the utility's financial health through planning, risk mitigation, and provision of information to make financial decisions. Information technology services are also provided through this Budget Control Level to support systems and applications used throughout the utility.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Financial Services - O&M	38,284,019	36,700,561	40,168,027	42,752,733
Total	38,284,019	36,700,561	40,168,027	42,752,733
Full-time Equivalents Total*	191.90	191.90	197.95	197.95

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Human Resources Budget Control Level

The purpose of the Human Resources Budget Control Level is to provide employee and management support services, including safety programs, organizational development, training, personnel, and labor relations.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Human Resources	9,459,317	9,043,468	9,171,102	9,265,883
Total	9,459,317	9,043,468	9,171,102	9,265,883
Full-time Equivalents Total*	57.50	56.50	56.50	56.50

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Office of Superintendent Budget Control Level

The purpose of the Office of the Superintendent Budget Control Level is to provide leadership and broad departmental policy direction to deliver reliable electric power and maintain the financial health of the utility. The utility's communications and governmental affairs functions are included in this Budget Control Level.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Office of Superintendent	3,887,932	3,161,305	3,452,807	3,503,629
Total	3,887,932	3,161,305	3,452,807	3,503,629
Full-time Equivalents Total*	17.75	16.75	21.75	21.75

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

Seattle City Light

Power Supply O&M Budget Control Level

The purpose of the Power Supply O&M Budget Control Level is to provide clean, safe, economic, efficient, reliable sources of electric power for City Light customers. This Budget Control Level supports the power generation and power marketing operations of the utility. Utility-wide support services such as shops, real estate, fleet, and facility management services are also included in this Budget Control Level.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Power Supply O&M	53,528,118	50,843,630	50,902,787	51,651,886
Total	53,528,118	50,843,630	50,902,787	51,651,886
Full-time Equivalents Total*	278.46	278.46	284.46	284.46

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

Long-Term Purchased Power Budget Control Level

The purpose of the Long-Term Purchased Power Budget Control Level is to acquire wholesale power, transmission, and other related services (including renewable energy credits) to meet the Utility's long-term demand for power. This Budget Control Level provides appropriations for planned transactions beyond 24 months in advance.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Long-Term Purchased Power	259,259,540	287,056,886	296,476,914	312,449,567
Total	259,259,540	287,056,886	296,476,914	312,449,567

Short-Term Purchased Power Budget Control Level

The purpose of the Short-Term Purchased Power Budget Control Level is to acquire wholesale power, transmission, and other related services (including renewable energy credits) to manage the Utility's short-term demand given the variability of hydroelectric power. This Budget Control Level provides appropriations for planned transactions of up to 24 months in advance.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Short-Term Purchased Power	37,122,832	55,573,482	42,468,347	41,345,274
Total	37,122,832	55,573,482	42,468,347	41,345,274

Seattle City Light

City Light Fund Table

City Light Fund

	2013 Actuals	2014 Adopted	2014 Revised	2015 Proposed	2016 Proposed
Beginning Fund Balance	432,001,461	363,722,256	420,807,192	358,830,829	434,649,857
Accounting and Technical Adjustments	351,302,295	105,347,148	155,604,676	393,665,607	316,430,410
Plus: Actual and Estimated Revenues	869,416,543	1,056,616,122	960,107,148	995,865,995	1,019,934,092
Less: Actual and Budgeted Expenditures	1,231,913,107	1,177,688,187	1,177,688,187	1,313,712,574	1,386,089,824
Ending Fund Balance	420,807,192	347,997,339	358,830,829	434,649,857	384,924,535
Construction Account	58,522,549	0	50,315,171	112,422,761	15,248,847
Contingency/RSA*	109,985,965	93,867,867	112,587,990	114,209,257	115,922,395
Restricted Accounts**	58,529,869	80,043,791	80,274,485	112,818,376	142,450,490
Total Reserves	227,038,383	173,911,658	243,177,646	339,450,394	273,621,733
Ending Unreserved Fund Balance***	193,768,809	174,085,681	115,653,184	95,199,463	111,302,803

* Includes Special Deposits, Debt Service Account, and Bond Reserves. Does not include the Construction Account. The Revised 2014 Revenue Budget projects that Net Wholesale Revenue will be higher than the RSA Baseline, therefore excess cash will be transferred from Operating Cash to the RSA, increasing the RSA balance to an amount higher than was assumed in the Adopted Budget. The RSA Baseline amount of Net Wholesale Revenue is per the Strategic Plan.

** Includes Special Deposits, Debt Service Account, and Bond Reserves. Does not include the Construction Account.

*** Includes All City Light Cash other than Special Deposits, Debt Service Account, and Bond Reserve.

Seattle Public Utilities

Ray Hoffman, Director

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

Department Overview

Seattle Public Utilities (SPU) provides reliable, efficient and environmentally conscious utility services to enhance the quality of life and livability in all communities SPU serves. SPU operates three distinct utilities: Drainage and Wastewater, Solid Waste and Water. The three utilities each have unique revenue sources and capital improvement projects, but share many operations and administration activities within SPU and the City.

Drainage and Wastewater: The Drainage and Wastewater Utility collects and disposes or discharges storm runoff and wastewater from residences, businesses, institutions and public properties within the City. In addition to handling sewage and storm water runoff, Drainage and Wastewater works with other government agencies and private parties to address Federal EPA-mandated sediment cleanup projects where contamination is linked to storm water or sewage, such as Gas Works Park and the Lower Duwamish Waterway. The drainage and wastewater system includes approximately 448 miles of sanitary sewers, 968 miles of combined sewers, 477 miles of storm drains, 68 pump stations, 90 permitted combined sewer overflow outfalls, 295 storm drain outfalls, 189 stormwater quality treatment facilities, 145 flow control facilities, and 38 combined sewer overflow control detention tanks and pipes.

Solid Waste: The Solid Waste Utility collects and processes recycling, compostables, and residential and commercial garbage to promote quality of life, environmental stewardship, public health and safety. The City owns and operates two transfer stations, two household hazardous waste facilities, a fleet of trucks and heavy equipment and two closed landfills. The Solid Waste Capital Improvement Plan (CIP) supports the transfer stations, heavy equipment and post-closure projects on two landfills previously used by the City. In addition, SPU contracts with private companies who collect household refuse, compostable material, and recyclables and deliver the material to recycling and composting facilities and to transfer stations for its ultimate processing or disposal. In concert with its waste handling and disposal activities, Solid Waste engages its customers in environmental sustainability programs that promote recycling, composting and reducing waste generation. Solid Waste also works to keep Seattle clean, by targeting illegal dumping, automobile abandonment, graffiti removal and providing public litter cans and recycling bins across Seattle.

Water: The Water Utility provides reliable, clean and safe water to more than 1.3 million customers in and around Seattle for consumption and other uses. The water delivery system extends from Edmonds to Des Moines and from Puget Sound to Lake Joy near Duvall. SPU delivers water directly to its customers in Seattle and adjacent areas, and provides wholesale water to 21 suburban water utilities and two interlocal associations for distribution to their customers. The Water Utility includes 1,900 miles of pipeline, 30 pump stations, 15 treated water reservoirs, three wells and 104,000 acres in two watersheds. The Utility builds, operates and maintains the City's water infrastructure to ensure system reliability, conserve and enhance the region's environmental resources and protect public health and safety. SPU engages the community in conservation efforts to reduce water consumption.

SPU monitors its funds using financial targets and employs these metrics to communicate about the financial health of its utilities with the Mayor and Council, Seattle residents and businesses and the bond rating agencies. Financial performance metrics include net income; year-end cash balance; the amount of cash versus debt

Seattle Public Utilities

dedicated to the CIP; debt service coverage, which is the amount of cash available to pay annual debt service after day-to-day system expenses are paid; and, for the Drainage and Wastewater Fund, the debt to asset ratio. As a result of strong financial management and a commitment on the part of elected officials to establishing prudent rates, SPU has some of the strongest bond ratings of any utility in the country. SPU's Water and Drainage and Wastewater bonds are rated one notch below the highest rating by both S&P (AA+) and Moody's (Aa1), while Solid Waste bonds, which traditionally are viewed as more risky by ratings agencies, are just slightly lower and still categorized as High Grade High Quality bonds (AA and Aa3 from the two agencies, respectively). These high ratings help SPU sell revenue bonds to fund infrastructure investments at the lowest costs possible. These lowered costs benefit the utilities and the rate payers they serve.

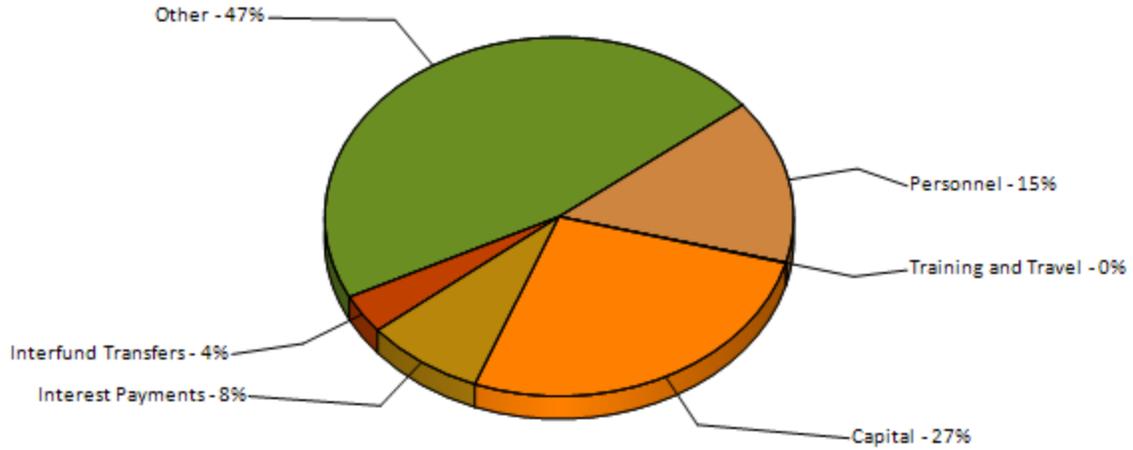
Budget Snapshot

Department Support	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
General Fund Support	\$1,127,681	\$1,396,287	\$1,912,026	\$1,665,377
Other Funding - Operating	\$669,504,024	\$706,215,771	\$743,744,380	\$771,324,373
Total Operations	\$670,631,705	\$707,612,058	\$745,656,406	\$772,989,750
Other funding - Capital	\$138,454,303	\$217,215,899	\$270,867,879	\$238,079,327
Total Appropriations	\$809,086,007	\$924,827,957	\$1,016,524,285	\$1,011,069,077
Full-time Equivalent Total*	1,400.55	1,401.55	1,437.05	1,437.05

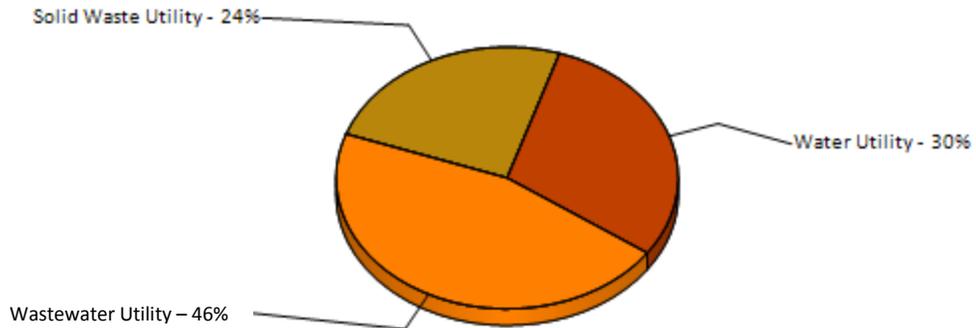
* FTE totals are provided for information purposes only. Changes in FTEs resulting from City Council or Human Resources Director actions outside of the budget process may not be detailed here.

Seattle Public Utilities

2015 Proposed Budget - Expenditure by Category



2015 Proposed Budget - Revenue by Category



Seattle Public Utilities

Budget Overview

The 2015-16 Proposed Seattle Public Utilities (SPU) Budget includes some significant program changes and rate adjustments from the 2014 Adopted Budget due to changes in SPU's department-wide long term vision, which were established through a new strategic business planning process.

Strategic Business Plan:

SPU embarked on developing a Strategic Business Plan in 2012 to guide the department's operations and investments for the next six years. A nine-member customer panel oversaw the development of the plan. The Plan sets a transparent and integrated direction for all SPU utilities and contains a six-year rate path for water, drainage, wastewater, and solid waste rates. SPU completed the plan in June 2014 and the Plan was adopted by City Council in August 2014.

The Plan begins by presenting Baseline Adjustments that reflect ongoing costs, regulatory requirements, and city-wide central costs with no additions in service. The Plan then recognizes opportunities for programmatic reprioritization and efficiency cost savings to streamline utility services for its customers. Finally, the plan proposes a number of new investments across all lines of business that correspond to four main focus areas:

- Customer Experience
- Environment and Public Health
- Operational Excellence
- Transforming the Workforce

Adjustments for each of these sections are detailed in the Description of Incremental Budget Changes of the same title.

Drainage and Wastewater Highlights:

The Drainage and Wastewater Utility provides wastewater and stormwater management services to residences and businesses in the City of Seattle. It is supported almost entirely by utility fees. For wastewater, SPU collects charges based on the metered water usage via the SPU combined utility bill. For drainage, SPU charges Seattle property owners fees based on property characteristics contributing to stormwater runoff. The drainage fee appears as a line item on King County property tax bills.

The Strategic Business Plan anticipates that wastewater rates will increase by 0.8% in 2015 and 3.9% in 2016 to support ongoing efforts in environmental compliance. Drainage rates will increase by 9.9% in 2015 and 10.1% in 2016, which will help fund continued investments in wastewater treatment by King County.

Environmental Compliance: In 2015, Drainage and Wastewater will continue the efforts identified in the 2014 Adopted Budget to address environmental compliance through long-term issues like Combined Sewer Overflows (CSOs), National Pollutant Discharge Elimination System (NPDES) permits and contaminated soil clean-ups and containment areas. Capital program increases in the 2015-2020 Proposed CIP reprioritize and add projects based on CSO and clean-up efforts.

Solid Waste Highlights:

The Solid Waste Utility provides collection services to residents and businesses within the City of Seattle. Financial support of this service is primarily generated through charges based on the amount of garbage collected from residential and commercial waste collection contracts. Solid Waste will pursue opportunities for efficiencies in service delivery as it continues to experience decreased demand for services as a result of its conservation efforts to reduce solid waste and increase recycling activity.

Solid Waste established new contracts in 2009 with two private refuse collection companies. These contracts

Seattle Public Utilities

continue through 2019 unless extended by the City. The contracts' terms allow pass-through adjustment for inflation of fuel costs, labor and consumer price indices, resulting in annual adjustments in contract expenses. In 2015, SPU expects these contract adjustments to increase by \$2.3 million due to fuel costs and inflation.

The Solid Waste Fund continues to see only modest growth in projected revenues for 2015 and 2016, representing customer demand growing only slightly faster than the diversion of solid waste from the waste stream due to increases in recycling activities. Increased investments and changes to financial policy will require potential rate increases of 5.9% in 2015 and 3.4% in 2016.

Transfer Station Replacement: Solid Waste will continue to focus on construction of the new North Transfer Station slightly later than anticipated due to delays in design and stakeholder engagement processes. During the construction of the North Transfer Station, SPU will redirect solid waste drop-off from the northern service area to the old and new southern facilities. The delays in completing construction of the North Transfer Station will mean that the old South Transfer Station, which was planned for decommissioning in 2015, will remain in use, resulting in additional operations and maintenance costs in 2015 and 2016.

Financial Policy Changes: In 2014, the Solid Waste Fund underwent an update to its Debt Service Coverage (DSC) financial policy, relating to the amount of cash held in reserve to cover long term debt obligations. The updated DSC policy reflects a more conservative approach to debt service coverage, and requires the utility to collect more revenues relative to its current costs. This increased revenue requirement will result in a mid-term rate adjustment of 1.6% in 2015 and 2.5% in 2016 above rate increases detailed in the Strategic Business Plan, totaling 5.8% in 2015 and 6% in 2016.

Water Highlights:

Water delivers potable water directly to retail customers both inside the City and in adjacent areas. These retail customers provide about 71% of the Water Fund's revenues, with roughly equal revenues coming from residential and commercial users. SPU also delivers water to districts and agencies who then deliver water to their direct customers. This wholesaling of water represents about 26% of Water's projected revenues in 2015. Remaining revenue come from charges and reimbursement services that Water provides on behalf of the City, as well as from grants and contributions.

The Water line of business is now moving away from a period of intensive capital investment in new projects and transitioning into maintenance and improvements of the existing transmission and distribution system. SPU will continue its efforts to complete reservoir retrofits and covering, water supply and asset preservation projects as detailed in the 2015-2020 Proposed CIP.

The City Council adopted water rates for retail customers in 2011 for 2012 through 2014. As detailed in the Strategic Business Plan, SPU anticipates an increase of 0.0% in 2015 and 5.2% in 2016 for the average retail water customer.

Incremental Budget Changes

Seattle Public Utilities

	2015		2016	
	Budget	FTE	Budget	FTE
Total 2014 Adopted Budget	\$ 924,827,957	1,401.55	\$ 924,827,957	1,401.55

Baseline Changes

Citywide Adjustments for Standard Cost Changes	\$ 0	25.50	\$ 0	25.50
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Seattle Public Utilities

Proposed Technical Changes

Citywide Adjustments for Standard Cost Changes	\$ 2,059,983	0.00	\$ 2,338,130	0.00
Shared Technical Changes	\$ 27,110,969	0.00	\$ 51,987,212	0.00

Proposed CIP Changes

Water Fund CIP	\$ 9,627,020	0.00	\$ 11,874,565	0.00
Solid Waste Fund CIP	\$ 22,757,288	0.00	-\$ 1,904,334	0.00
Drainage and Wastewater Fund CIP	\$ 16,867,282	0.00	\$ 13,555,970	0.00
Shared Technology CIP	\$ 4,400,390	0.00	-\$ 2,662,773	0.00

Proposed Strategic Plan Action Plan Investments

Customer Experience Action Plans	\$ 384,375	0.00	\$ 499,034	0.00
Environment and Public Health Action Plans	\$ 953,331	0.00	\$ 1,827,386	0.00
Operational Excellence Action Plans	\$ 3,991,761	7.00	\$ 4,896,368	7.00
Transforming the Workforce Action Plans	\$ 1,201,148	3.00	\$ 1,229,933	3.00

Proposed Strategic Plan Changes

Baseline Adjustments	\$ 7,817,445	0.00	\$ 8,991,370	0.00
Programmatic Reductions	-\$ 3,652,188	0.00	-\$ 3,872,785	0.00
Efficiency Reductions	-\$ 1,947,500	0.00	-\$ 2,416,380	0.00

Proposed Program Changes

Clean City Program Reductions	-\$ 141,000	0.00	-\$ 412,939	0.00
Local Hazardous Waste Management Program	\$ 205,000	0.00	\$ 246,000	0.00
Engineering Services Standards, Specifications and Plans	\$ 61,024	0.00	\$ 64,363	0.00

Total Incremental Changes	\$ 91,696,328	35.50	\$ 86,241,120	35.50
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2015 - 2016 Proposed Budget	\$ 1,016,524,285	1,437.05	\$ 1,011,069,077	1,437.05
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Seattle Public Utilities

Descriptions of Incremental Budget Changes

Baseline Changes

Citywide Adjustments for Standard Cost Changes/25.50 FTE

Citywide technical adjustments made in the "Baseline Phase" reflect changes due to inflation, central cost allocations, retirement, healthcare, workers' compensation, and unemployment costs. These adjustments reflect initial assumptions about these costs and inflators early in the budget process. The addition of 25.5 FTEs include 11 additional FTEs for the Labor Management Leadership Committee, 6 FTEs previously approved through the 2012 2nd Quarter Supplemental, 7 FTEs for the apprenticeship program, and 1.5 FTE for personnel support.

Proposed Technical Changes

Citywide Adjustments for Standard Cost Changes - \$2,059,983

Citywide technical adjustments reflect changes due to inflation, central cost allocations, retirement, health care, workers' compensation, and unemployment costs that apply to departments city-wide.

Shared Technical Changes - \$27,110,969

This technical adjustment increases budget authority to reflect changes in taxes, contract costs, debt service, and retirement costs across the Solid Waste, Drainage and Wastewater, and Water Funds.

Proposed CIP Changes

Water Fund CIP - \$9,627,020

The CIP budget for the Water Fund includes a number of projects that sustain delivery of water to SPU customers. The 2015-2020 time period will substantially close out an era of major projects in the Water Fund, leaving SPU to shift toward asset management in distribution and transmission. This item reflects this change with investments in soil contamination remediation, seismic retrofits of storage facilities, and additional efforts around habitat conservation.

Solid Waste Fund CIP - \$22,757,288

This item reflects the major projects undertaken by SPU to improve and replace solid waste facilities. The major projects in this item include the South Park Development Project and the replacement of the North Transfer Station.

Drainage and Wastewater Fund CIP - \$16,867,282

Capital projects within the Drainage and Wastewater Fund span a number of areas, which include sediment cleanup projects, stormwater quality projects to reduce runoff contaminants, pipe rehabilitation, Combined Sewer Overflow mitigation, and shared maintenance activities.

Shared Technology CIP - \$4,400,390

This item funds activities related to SPU's IT service delivery, shared across all three lines of business. This funding

Seattle Public Utilities

will support customer billing system improvements, business system improvements, upgrades and new investments in centralized enterprise resource planning and hardware systems, and changes to the Science and System Performance program area to meet emerging needs and requirements of the EPA Consent Decree.

Proposed Strategic Plan Action Plan Investments

Customer Experience Action Plans - \$384,375

The Customer Action Plans are individual investment plans that align with SPU's focus area of "creating an easy and engaged customer experience." This set of plans supports a number of activities including improvements to equal access to services, centralized and streamlined permitting and sales functions, and website improvements for customer activities.

Environment and Public Health Action Plans - \$953,331

These Action Plans focus on initial funding to improve health and the environment. Additional funding in this area supports investments in expanding drinking water storage, decentralizing utility system policy improvements, preserving tribal access around utility facilities, meeting carbon neutrality goals, and increasing street sweeping for improved water quality.

Operational Excellence Action Plans - \$3,991,761/7.00 FTE

The Operational Excellence Action Plans support the delivery of improvements, maintenance, and emergency planning for utility infrastructure. Activities in this item include increased funding for master planning on drainage basins, sewer and pipe inspection, proactive cleaning maintenance schedules, better earthquake preparedness plans, improved facility management systems, centralized meter management, and centralized materials management, among other programs.

Transforming the Workforce Action Plans - \$1,201,148/3.00 FTE

This item funds activities to improve performance, skills, and engagement in SPU's workforce. These activities include improved employee performance tools and data collection, performance management systems, talent management systems, and leadership development programs.

Proposed Strategic Plan Changes

Baseline Adjustments - \$7,817,445

During SPU's strategic planning process, SPU identified a number of ongoing cost increases that are required for continued service at status-quo levels. These increases reflect a number of items, including new operating needs for recently completed capital projects, new regulatory requirements, and Mayoral initiatives such as increased Low Income Rate Assistance program participation and recycling goals. This item does not include cost changes related to inflation, contracting, and labor.

Programmatic Reductions - (\$3,652,188)

As part of the larger SPU Strategic Business Plan, this adjustment reflects programmatic reductions that SPU will undertake to reduce overall program costs and minimize rate increases over the next six years. These reductions are shared across all divisions and lines of business, and will have minimal impacts to service delivery. The reduction areas include smaller education and outreach programs, reducing external contracts for environmental

Seattle Public Utilities

studies, and reduced capital planning, administrative planning, and internal software support.

Efficiency Reductions - (\$1,947,500)

This adjustment reflects a target for efficiency initiatives that will reduce SPU's program costs without a reduction in services. These savings will come from a combination of non-labor savings and salary savings. Non-labor savings may be realized through lower vendor costs captured in centralized procurement, more efficient service level agreements with other City departments, and lower Labor and Industry costs. Salary savings will primarily be realized through reassignment and reallocation of staff to higher-priority work, and not through reductions in staffing.

Proposed Program Changes

Clean City Program Reductions - (\$141,000)

The Clean City Program funds waste collection, graffiti clean-up, abandoned vehicle response, and illegal dumping clean-up activities in areas such as streets and parks that serve the general public. The Tonnage Tax, a general tax revenue that fully supports the Clean City Program, is projected to decline in 2015 and 2016 because of improvements in SPU's recycling goals and reduced garbage hauling from the temporary closure of the North Transfer Station. As a result, this adjustment reduces program expenditures, aligning the anticipated revenue shortfall with a reduction in program activities. Included in this reduction is a decrease in support funding for graffiti and litter removal in parks. There are no anticipated impacts to graffiti and litter removal from this reduction in funding due to reprioritization efforts in the Parks Department.

Local Hazardous Waste Management Program - \$205,000

King County is proposing a new fee structure for the Local Hazardous Waste Management Program. This adjustment increases appropriation authority to cover a future fee increase as King County redesigns its rate structure, if ultimately approved by the County.

Engineering Services Standards, Specifications and Plans - \$61,024

This item returns previously reduced funding to the Engineering Services program in SPU. The program supports engineering technical services used in coordinating all departments under the City's engineering specifications, as well as funds updates to these specifications.

Seattle Public Utilities

Expenditure Overview

Appropriations	Summit Code	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Drainage & Wastewater Utility					
Administration Budget Control					
Administration		14,703,442	13,891,519	16,480,039	16,992,580
General and Administrative Credit		-9,603,682	-682,502	-9,944,277	-10,112,645
Total	N100B-DW	5,099,760	13,209,017	6,535,762	6,879,935
Combined Sewer Overflows Budget Control Level	C360B	50,912,700	47,696,601	60,067,214	48,337,450
Customer Service Budget Control Level	N300B-DW	6,195,009	6,677,477	8,879,736	9,167,410
Flooding, Sewer Back-up, and Landslides Budget Control Level	C380B	8,007,832	17,025,137	16,970,226	23,959,712
General Expense Budget Control					
Debt Service		42,320,945	43,243,036	52,354,194	54,811,431
Other General Expenses		154,199,814	157,921,745	166,851,980	170,478,219
Taxes		43,192,196	43,735,743	45,092,846	47,645,724
Total	N000B-DW	239,712,955	244,900,524	264,299,020	272,935,374
Other Operating Budget Control					
Field Operations		27,462,431	26,676,932	36,115,991	38,550,270
Pre-Capital Planning & Development		2,378,599	1,937,280	1,997,225	1,656,412
Project Delivery		10,137,811	8,884,361	11,192,044	11,280,196
Utility Systems Management		10,366,874	13,413,154	14,977,459	16,397,332
Total	N400B-DW	50,345,715	50,911,727	64,282,719	67,884,210
Protection of Beneficial Uses Budget Control Level	C333B	4,217,265	3,195,304	5,181,722	5,820,561
Rehabilitation Budget Control Level	C370B	9,576,841	11,864,169	10,628,749	16,337,804
Sediments Budget Control Level	C350B	2,520,306	3,422,898	4,796,707	2,419,547
Shared Cost Projects Budget Control Level	C410B-DW	6,995,604	14,196,429	16,623,202	14,081,434
Technology Budget Control Level	C510B-DW	4,595,193	9,196,230	10,497,811	7,955,653

Solid Waste Utility

Seattle Public Utilities

Administration Budget Control

Administration		5,440,645	5,886,804	7,077,166	7,338,951
General and Administrative Credit		-1,403,123	504,411	-1,530,867	-1,400,446
Total	N100B-SW	4,037,522	6,391,215	5,546,299	5,938,505

Customer Service Budget Control Level	N300B-SW	11,172,000	12,213,710	13,703,556	13,998,618
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General Expense Budget Control

Debt Service		9,038,695	12,941,374	15,139,850	16,127,860
Other General Expenses		104,092,861	105,675,181	108,202,228	110,379,618
Taxes		19,627,434	20,943,104	21,231,600	21,799,998
Total	N000B-SW	132,758,990	139,559,659	144,573,678	148,307,476

New Facilities Budget Control Level	C230B	8,947,806	26,574,225	49,392,636	23,376,746
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Other Operating Budget Control

Field Operations		10,971,013	12,282,933	12,688,531	13,391,168
Pre-Capital Planning & Development		85,885	176,762	165,825	160,146
Project Delivery		692,119	676,659	939,696	935,049
Utility Systems Management		2,381,033	2,314,304	2,897,492	2,985,152
Total	N400B-SW	14,130,050	15,450,658	16,691,544	17,471,515

Rehabilitation and Heavy Equipment Budget Control Level	C240B	396,980	45,000	30,000	430,000
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Shared Cost Projects Budget Control Level	C410B-SW	794,508	2,238,968	2,192,845	3,147,113
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Technology Budget Control Level	C510B-SW	1,966,583	5,337,065	6,780,632	4,662,726
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Water Utility

Administration Budget Control

Administration		16,371,369	14,365,467	18,505,770	18,649,870
General and Administrative Credit		-5,508,225	4,149,220	-7,657,035	-7,645,586
Total	N100B-WU	10,863,144	18,514,687	10,848,735	11,004,284

Customer Service Budget Control Level	N300B-WU	9,011,744	9,297,641	10,953,950	11,293,691
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Distribution Budget Control Level	C110B	14,790,344	22,600,235	20,713,188	17,999,966
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General Expense Budget Control

Debt Service		79,044,532	79,662,691	79,058,917	82,981,804
Other General Expenses		20,490,884	24,116,542	24,225,486	25,706,361
Taxes		38,439,778	39,861,945	39,515,912	41,240,771

Seattle Public Utilities

Total	N000B-WU	137,975,194	143,641,178	142,800,315	149,928,936
Habitat Conservation Program Budget Control Level	C160B	2,941,938	2,610,018	2,603,680	2,820,534
Other Operating Budget Control					
Field Operations		29,574,781	25,485,259	31,329,232	32,364,114
Pre-Capital Planning & Development		1,121,408	1,433,680	1,222,396	1,213,164
Project Delivery		4,654,616	4,588,352	5,686,066	5,876,272
Utility Systems Management		13,978,820	15,337,274	18,303,398	18,726,246
Total	N400B-WU	49,329,625	46,844,565	56,541,092	58,179,796
Shared Cost Projects Budget Control Level	C410B-WU	7,601,748	23,387,405	25,164,379	22,933,795
Technology Budget Control Level	C510B-WU	4,730,007	9,388,878	11,044,120	8,641,021
Transmission Budget Control Level	C120B	1,515,923	2,915,905	2,497,665	3,246,883
Water Quality & Treatment Budget Control Level	C140B	2,986,959	11,279,359	11,417,480	7,577,027
Water Resources Budget Control Level	C150B	4,773,553	4,215,073	13,964,623	23,780,355
Watershed Stewardship Budget Control Level	C130B	182,217	27,000	301,000	551,000
Department Total		809,086,007	924,827,957	1,016,524,285	1,011,069,077
Department Full-time Equivalents Total*		1,400.55	1,401.55	1,437.05	1,437.05

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

Seattle Public Utilities

Revenue Overview

2015 Estimated Revenues

Summit Code	Source	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
408000	Capital Grants and Contributions (excluding donated assets)	639,758	1,319,824	1,500,000	1,500,000
437010	Call Center Reimbursement from SCL	1,470,251	1,640,454	1,735,350	1,770,057
443210	GIS CGDB Corporate Support (N2408 and N2418)	1,851,888	1,138,048	1,138,048	1,138,048
443510	Wastewater Utility Services	244,475,598	239,599,463	242,803,054	251,553,900
443610	Drainage Utility Services	84,157,148	91,162,421	99,682,641	109,841,091
443691	Side Sewer Permit Fees	1,310,082	1,030,318	1,030,318	1,030,318
443694	Drainage Permit Fees	379,400	247,935	247,935	247,935
461110	Build America Bond Interest Income	1,885,646	1,885,646	1,749,879	1,749,879
469990	Other Operating Revenues	189,275	93,952	93,952	93,952
469990	Transfer from Construction Fund	53,763,979	71,037,000	78,162,818	73,698,523
479010	Operating Grants	1,974,585	841,000	850,000	850,000
543210	GF - Various GIS & Eng Svcs (N4303)	1,127,681	1,396,287	1,473,023	1,498,316
543210	GIS Maps & Publications (N2409 and 2419)	341,195	157,619	157,619	157,619
543210	Parks & Other City Depts. (N4405)	18,171	511,053	511,053	511,053
543210	SCL for ReLeaf	0	83,480	0	0
543210	SCL Fund (N4403)	973,970	339,176	339,176	339,176
543210	SDOT Fund (N4404)	2,193,137	2,071,956	2,071,956	2,071,956
	Total Drainage and Wastewater Utility	396,751,763	414,555,632	433,546,822	448,051,823
408000	Other Nonoperating Revenue	2,544	2,500,994	525,323	257,911
416458	Transfer Fee - Out City	1,946,434	1,567,667	1,827,705	1,827,705
437010	Operating Fees, Contributions and grants	592,409	350,000	350,000	350,000
443450	Recycling Processing Revenues	1,420,354	2,300,000	808,928	833,196
443710	Commercial Services	47,775,527	51,088,351	50,584,466	52,385,416
443710	Residential Services	103,943,059	110,214,581	111,249,873	115,649,758
443741	Recycling and Disposal Station Charges	10,470,517	10,165,101	7,452,153	8,289,699
443745	Comm'l Disposal (Longhaul) Charges	615,199	516,018	540,693	567,727
469990	Other Operating Revenue	210,047	67,844	144,188	144,188
481200	Transfers from Construction Fund	3,862,635	27,524,455	46,574,933	8,783,390

Seattle Public Utilities

516456	Landfill Closure Fee	25,432	0	0	0
516457	Transfer Fee - In City	3,438,267	3,922,005	3,724,447	3,897,069
587000	Revenue Stabilization Fund	0	0	3,400,000	3,057,784
587001	General Subfund - Transfer In - Clean City Program	0	0	439,000	167,061
705000	Call Center Reimbursement from SCL	1,469,231	1,738,290	1,807,822	1,880,135
705000	KC Reimb for Local Hzrd Waste Mgt Prgm	2,898,335	2,730,028	2,839,229	2,952,798
	Total Solid Waste Utility	178,669,991	214,685,334	232,268,760	201,043,837
408000	Other Non-Operating Revenue	467,886	388,930	428,752	434,111
408000	Reimbursement for NS activities	257,062	43,199	270,075	276,827
437010	Operating Grants	803,255	0	0	0
443410	Retail Water Sales	168,125,837	177,471,810	175,276,039	183,136,316
443420	Water Service for Fire Protection	7,761,828	8,207,424	8,105,887	8,469,397
443420	Wholesale Water Sales	55,114,897	47,102,577	46,235,420	47,131,078
443450	Facilities Charges	911,238	450,000	450,000	450,000
443450	Tap Fees	8,011,918	4,097,298	4,438,998	4,580,426
461110	Build America Bond Interest Income	1,800,443	2,135,334	2,135,334	2,135,334
462500	Rentals--Non-City	604,773	435,807	600,453	615,464
469990	Other Operating Revenues	2,668,016	2,238,042	2,293,993	2,351,342
479010	Capital Grants and Contributions	5,616,744	1,915,958	2,988,592	3,063,038
481200	Public Works Loan Proceeds	1,413,000	0	0	0
481200	Transfers from Construction Fund	14,000,000	42,065,776	34,616,699	53,933,755
543970	Inventory Purchased by SDOT	702,680	790,110	801,585	817,616
587000	Op Transfer In - Rev Stab Subfund	-7,000,000	-8,500,000	1,800,000	1,800,000
705000	Call Center Reimbursement from SCL	1,514,804	1,690,164	1,787,936	1,823,695
	Total Water Utility	262,774,381	280,532,429	282,229,761	311,018,399
	Total Revenues	838,196,135	909,773,395	948,045,344	960,114,060
379100	Decrease (Increase) in Working Capital	-8,572,586	7,739,881	35,216,045	27,727,266
	Total Drainage and Wastewater Utility	-8,572,586	7,739,881	35,216,045	27,727,266
379100	Decrease (Increase) in Working Capital	-4,465,553	-6,874,834	6,642,430	16,288,862
	Total Solid Waste Utility	-4,465,553	-6,874,834	6,642,430	16,288,862
379100	Decrease (Increase) in Working Capital	-16,071,989	14,189,515	26,620,466	6,938,884
	Total Water Utility	-16,071,989	14,189,515	26,620,466	6,938,884
	Total Resources	809,086,007	924,827,957	1,016,524,285	1,011,069,077

Seattle Public Utilities

Appropriations By Budget Control Level (BCL) and Program

Administration Budget Control Level

The purpose of the Drainage and Wastewater Utility Administration Budget Control Level is to provide overall management and policy direction for Seattle Public Utilities and, more specifically, for the Drainage and Wastewater Utility, and to provide core financial, human resource, and information technology services.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Administration	14,703,442	13,891,519	16,480,039	16,992,580
General and Administrative Credit	-9,603,682	-682,502	-9,944,277	-10,112,645
Total	5,099,760	13,209,017	6,535,762	6,879,935
Full-time Equivalents Total*	58.75	58.75	66.75	66.75

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

The following information summarizes the programs in Administration Budget Control Level:

Administration Program

The purpose of the Drainage and Wastewater Utility Administration Program is to provide overall management and policy direction for Seattle Public Utilities and, more specifically, for the Drainage and Wastewater Utility, and to provide core financial, human resource, and information technology services to the entire Department.

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Administration	14,703,442	13,891,519	16,480,039	16,992,580
Full-time Equivalents Total	58.75	58.75	66.75	66.75

General and Administrative Credit Program

The purpose of the Drainage and Wastewater Utility General and Administrative Credit Program is to eliminate double-budgeting related to implementation of capital projects and equipment depreciation.

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
General and Administrative Credit	-9,603,682	-682,502	-9,944,277	-10,112,645

Seattle Public Utilities

Combined Sewer Overflows Budget Control Level

The purpose of the Drainage and Wastewater Utility Combined Sewer Overflow (CSO) Budget Control Level, a Capital Improvement Program funded by drainage and wastewater revenues, is to plan and construct large infrastructure systems, smaller retrofits, and green infrastructure for CSO control.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Combined Sewer Overflows	50,912,700	47,696,601	60,067,214	48,337,450
Total	50,912,700	47,696,601	60,067,214	48,337,450
Full-time Equivalents Total*	30.00	30.00	30.00	30.00

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

Customer Service Budget Control Level

The purpose of the Drainage and Wastewater Utility Customer Service Budget Control Level is to provide customer service in the direct delivery of essential programs and services that anticipate and respond to customer expectations.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Customer Service	6,195,009	6,677,477	8,879,736	9,167,410
Total	6,195,009	6,677,477	8,879,736	9,167,410
Full-time Equivalents Total*	56.50	57.50	59.50	59.50

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

Flooding, Sewer Back-up, and Landslides Budget Control Level

The purpose of the Drainage and Wastewater Utility Flooding, Sewer Back-up, and Landslides Budget Control Level, a Capital Improvement Program funded by drainage and wastewater revenues, is to plan, design and construct systems aimed at preventing or alleviating flooding and sewer backups in the City of Seattle, protecting public health, safety, and property. This program also protects SPU drainage and wastewater infrastructure from landslides, and makes drainage improvements where surface water generated from City rights-of-way contributes to landslides.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Flooding, Sewer Back-up, and Landslides	8,007,832	17,025,137	16,970,226	23,959,712
Total	8,007,832	17,025,137	16,970,226	23,959,712
Full-time Equivalents Total*	25.00	25.00	25.00	25.00

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

Seattle Public Utilities

General Expense Budget Control Level

The purpose of the Drainage and Wastewater Utility General Expense Budget Control Level is to appropriate funds to pay the Drainage and Wastewater Utility's general expenses.

Program Expenditures	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Debt Service	42,320,945	43,243,036	52,354,194	54,811,431
Other General Expenses	154,199,814	157,921,745	166,851,980	170,478,219
Taxes	43,192,196	43,735,743	45,092,846	47,645,724
Total	239,712,955	244,900,524	264,299,020	272,935,374
Full-time Equivalents Total*	0.50	0.50	0.50	0.50

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

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

Debt Service Program

The purpose of the Drainage and Wastewater Utility Debt Service Program is to provide appropriation for debt service on Drainage and Wastewater Utility bonds.

Expenditures	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Debt Service	42,320,945	43,243,036	52,354,194	54,811,431

Other General Expenses Program

The purpose of the Drainage and Wastewater Utility Other General Expenses Program is to appropriate funds for payment to King County Metro for sewage treatment, and the Drainage and Wastewater Fund's share of City central costs, claims, and other general expenses.

Expenditures/FTE	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Other General Expenses	154,199,814	157,921,745	166,851,980	170,478,219
Full-time Equivalents Total	0.50	0.50	0.50	0.50

Taxes Program

The purpose of the Drainage and Wastewater Utility Taxes Program is to provide appropriation for payment of city and state taxes.

Expenditures	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Taxes	43,192,196	43,735,743	45,092,846	47,645,724

Seattle Public Utilities

Other Operating Budget Control Level

The purpose of the Other Operating Budget Control Level is to fund the Drainage and Wastewater Utility's operating expenses for Field Operations, Pre-Capital Planning & Development, Project Delivery, and Utility Systems Management programs.

Program Expenditures	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Field Operations	27,462,431	26,676,932	36,115,991	38,550,270
Pre-Capital Planning & Development	2,378,599	1,937,280	1,997,225	1,656,412
Project Delivery	10,137,811	8,884,361	11,192,044	11,280,196
Utility Systems Management	10,366,874	13,413,154	14,977,459	16,397,332
Total	50,345,715	50,911,727	64,282,719	67,884,210
Full-time Equivalents Total*	264.55	264.55	285.05	285.05

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

The following information summarizes the programs in Other Operating Budget Control Level:

Field Operations Program

The purpose of the Drainage and Wastewater Utility Field Operations Program is to operate and maintain drainage and wastewater infrastructure that protects the public's health, and protects and improves the environment.

Expenditures/FTE	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Field Operations	27,462,431	26,676,932	36,115,991	38,550,270
Full-time Equivalents Total	107.25	107.25	118.75	118.75

Pre-Capital Planning & Development Program

The purpose of the Drainage and Wastewater Utility Pre-Capital Planning & Development Program is to support business case development, project plans, and options analysis for the drainage and wastewater system. This program will capture all costs associated with a project that need to be expensed during its life-cycle, including any post-construction monitoring and landscape maintenance.

Expenditures	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Pre-Capital Planning & Development	2,378,599	1,937,280	1,997,225	1,656,412

Project Delivery Program

The purpose of the Drainage and Wastewater Utility Project Delivery Program is to provide engineering design and support services, construction inspection, and project management services to Drainage and Wastewater Utility's capital improvement projects and to the managers of drainage and wastewater facilities.

Expenditures/FTE	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Project Delivery	10,137,811	8,884,361	11,192,044	11,280,196
Full-time Equivalents Total	67.00	67.00	73.00	73.00

Seattle Public Utilities

Utility Systems Management Program

The purpose of the Drainage and Wastewater Utility's Utility Systems Management Program is to ensure that each SPU utility system and associated assets are properly planned, developed, operated, and maintained and that asset management principles and practices are applied to achieve established customer and environmental service levels at the lowest life-cycle cost.

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
Utility Systems Management	10,366,874	13,413,154	14,977,459	16,397,332
Full-time Equivalents Total	90.30	90.30	93.30	93.30

Protection of Beneficial Uses Budget Control Level

The purpose of the Drainage and Wastewater Utility Protection of Beneficial Uses Budget Control Level, a Capital Improvement Program funded by drainage revenues, is to make improvements to the City's drainage system to reduce the harmful effects of stormwater runoff on creeks and receiving waters by improving water quality and protecting or enhancing habitat.

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Program Expenditures				
Protection of Beneficial Uses	4,217,265	3,195,304	5,181,722	5,820,561
Total	4,217,265	3,195,304	5,181,722	5,820,561
Full-time Equivalents Total*	15.00	15.00	15.00	15.00

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

Rehabilitation Budget Control Level

The purpose of the Drainage and Wastewater Utility Rehabilitation Budget Control Level, a Capital Improvement Program funded by drainage and wastewater revenues, is to rehabilitate or replace existing drainage and wastewater assets in kind, to maintain the current functionality of the system.

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Program Expenditures				
Rehabilitation	9,576,841	11,864,169	10,628,749	16,337,804
Total	9,576,841	11,864,169	10,628,749	16,337,804
Full-time Equivalents Total*	30.00	30.00	30.00	30.00

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

Seattle Public Utilities

Sediments Budget Control Level

The purpose of the Drainage and Wastewater Utility Sediments Budget Control Level, a Capital Improvement Program funded by drainage and wastewater revenues, is to restore and rehabilitate natural resources in or along Seattle's waterways.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Sediments	2,520,306	3,422,898	4,796,707	2,419,547
Total	2,520,306	3,422,898	4,796,707	2,419,547
Full-time Equivalents Total*	7.00	7.00	7.00	7.00

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

Shared Cost Projects Budget Control Level

The purpose of the Drainage and Wastewater Utility Shared Cost Projects Budget Control Level, a Drainage and Wastewater Capital Improvement Program, is to implement the Drainage and Wastewater Utility's share of capital improvement projects that receive funding from multiple SPU funds benefiting the Utility.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Shared Cost Projects	6,995,604	14,196,429	16,623,202	14,081,434
Total	6,995,604	14,196,429	16,623,202	14,081,434
Full-time Equivalents Total*	39.00	39.00	39.00	39.00

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

Technology Budget Control Level

The purpose of the Drainage and Wastewater Utility Technology Budget Control Level, a Capital Improvement Program, is to make use of recent technology advances to increase the Drainage and Wastewater Utility's efficiency and productivity.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Technology	4,595,193	9,196,230	10,497,811	7,955,653
Total	4,595,193	9,196,230	10,497,811	7,955,653
Full-time Equivalents Total*	13.00	13.00	13.00	13.00

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

Seattle Public Utilities

Administration Budget Control Level

The purpose of the Solid Waste Utility Administration Budget Control Level is to provide overall management and policy direction for Seattle Public Utilities, and, more specifically, for the Solid Waste Utility, and to provide core financial, human resource, and information technology services.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Administration	5,440,645	5,886,804	7,077,166	7,338,951
General and Administrative Credit	-1,403,123	504,411	-1,530,867	-1,400,446
Total	4,037,522	6,391,215	5,546,299	5,938,505
Full-time Equivalents Total*	27.50	27.50	28.50	28.50

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

The following information summarizes the programs in Administration Budget Control Level:

Administration Program

The purpose of the Solid Waste Utility Administration Program is to provide overall management and policy direction for Seattle Public Utilities, and, more specifically, for the Solid Waste Utility, and to provide core financial, human resource, and information technology services to the entire Department.

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Administration	5,440,645	5,886,804	7,077,166	7,338,951
Full-time Equivalents Total	27.50	27.50	28.50	28.50

General and Administrative Credit Program

The purpose of the Solid Waste Utility General and Administrative Credit Program is to eliminate double-budgeting related to implementation of capital projects and equipment depreciation.

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
General and Administrative Credit	-1,403,123	504,411	-1,530,867	-1,400,446

Seattle Public Utilities

Customer Service Budget Control Level

The purpose of the Solid Waste Utility Customer Service Budget Control Level is to provide customer service in the direct delivery of programs and services.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Customer Service	11,172,000	12,213,710	13,703,556	13,998,618
Total	11,172,000	12,213,710	13,703,556	13,998,618
Full-time Equivalents Total*	84.50	84.50	84.50	84.50

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

General Expense Budget Control Level

The purpose of the Solid Waste Utility General Expense Budget Control Level is to provide appropriation to pay the Solid Waste Utility's general expenses.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Debt Service	9,038,695	12,941,374	15,139,850	16,127,860
Other General Expenses	104,092,861	105,675,181	108,202,228	110,379,618
Taxes	19,627,434	20,943,104	21,231,600	21,799,998
Total	132,758,990	139,559,659	144,573,678	148,307,476

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

Debt Service Program

The purpose of the Solid Waste Utility Debt Service Program is to appropriate funds for debt service on Solid Waste Utility bonds.

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
Debt Service	9,038,695	12,941,374	15,139,850	16,127,860

Other General Expenses Program

The purpose of the Solid Waste Utility Other General Expenses Program is to provide appropriation for payments to contractors who collect the city's solid waste, the Solid Waste Fund's share of City central costs, claims, and other general expenses.

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
Other General Expenses	104,092,861	105,675,181	108,202,228	110,379,618

Seattle Public Utilities

Taxes Program

The purpose of the Solid Waste Utility Taxes Program is to appropriate funds for payment of city and state taxes.

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures				
Taxes	19,627,434	20,943,104	21,231,600	21,799,998

New Facilities Budget Control Level

The purpose of the Solid Waste Utility New Facilities Budget Control Level, a Capital Improvement Program funded by solid waste revenues, is to design and construct new facilities to enhance solid waste operations.

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Program Expenditures				
New Facilities	8,947,806	26,574,225	49,392,636	23,376,746
Total	8,947,806	26,574,225	49,392,636	23,376,746
Full-time Equivalents Total*	9.00	9.00	9.00	9.00

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

Other Operating Budget Control Level

The purpose of the Other Operating Budget Control Level is to fund the Solid Waste Utility's operating expenses for Field Operations, Pre-Capital Planning & Development, Project Delivery, and Utility Systems Management programs.

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Program Expenditures				
Field Operations	10,971,013	12,282,933	12,688,531	13,391,168
Pre-Capital Planning & Development	85,885	176,762	165,825	160,146
Project Delivery	692,119	676,659	939,696	935,049
Utility Systems Management	2,381,033	2,314,304	2,897,492	2,985,152
Total	14,130,050	15,450,658	16,691,544	17,471,515
Full-time Equivalents Total*	76.56	76.56	76.56	76.56

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

Seattle Public Utilities

The following information summarizes the programs in Other Operating Budget Control Level:

Field Operations Program

The purpose of the Solid Waste Utility Field Operations Program is to operate and maintain the City's solid waste transfer stations and hazardous materials disposal facilities, and to monitor and maintain the City's closed landfills so the public's health is protected and opportunities are provided for reuse and recycling.

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Field Operations	10,971,013	12,282,933	12,688,531	13,391,168
Full-time Equivalents Total	57.00	57.00	57.00	57.00

Pre-Capital Planning & Development Program

The purpose of the Solid Waste Utility Pre-Capital Planning & Development Program is to support business case development, project plans, and options analysis for the solid waste system. This program will capture all costs associated with a project that needs to be expensed during its life-cycle, including any post-construction monitoring and landscape maintenance.

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
Pre-Capital Planning & Development	85,885	176,762	165,825	160,146

Project Delivery Program

The purpose of the Solid Waste Utility Project Delivery Program is to provide engineering design and support services, construction inspection, and project management services to Solid Waste Fund capital improvement projects, and to solid waste facility managers.

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
Project Delivery	692,119	676,659	939,696	935,049

Utility Systems Management Program

The purpose of the Solid Waste Utility's Utility Systems Management Program is to ensure that each SPU utility system and associated assets are properly planned, developed, operated, and maintained and that asset management principles and practices are applied to achieve established customer and environmental service levels at the lowest life-cycle cost.

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Utility Systems Management	2,381,033	2,314,304	2,897,492	2,985,152
Full-time Equivalents Total	19.56	19.56	19.56	19.56

Seattle Public Utilities

Rehabilitation and Heavy Equipment Budget Control Level

The purpose of the Solid Waste Utility Rehabilitation and Heavy Equipment Budget Control Level, a Capital Improvement Program funded by solid waste revenues, is to implement projects to repair and rehabilitate the City's solid waste transfer stations and improve management of the City's closed landfills and household hazardous waste sites.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Rehabilitation and Heavy Equipment	396,980	45,000	30,000	430,000
Total	396,980	45,000	30,000	430,000

Shared Cost Projects Budget Control Level

The purpose of the Solid Waste Utility Shared Cost Projects Budget Control Level, a Solid Waste Capital Improvement Program, is to implement the Solid Waste Utility's share of capital improvement projects that receive funding from multiple SPU funds and will benefit the Solid Waste Fund.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Shared Cost Projects	794,508	2,238,968	2,192,845	3,147,113
Total	794,508	2,238,968	2,192,845	3,147,113

Technology Budget Control Level

The purpose of the Solid Waste Utility Technology Budget Control Level, a Capital Improvement Program, is to make use of technology to increase the Solid Waste Utility's efficiency and productivity.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Technology	1,966,583	5,337,065	6,780,632	4,662,726
Total	1,966,583	5,337,065	6,780,632	4,662,726
Full-time Equivalents Total*	6.00	6.00	6.00	6.00

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

Seattle Public Utilities

Administration Budget Control Level

The purpose of the Water Utility Administration Budget Control Level is to provide overall management and policy direction for Seattle Public Utilities, and, more specifically, for the Water Utility, and to provide core financial, human resource, and information technology services.

Program Expenditures	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Administration	16,371,369	14,365,467	18,505,770	18,649,870
General and Administrative Credit	-5,508,225	4,149,220	-7,657,035	-7,645,586
Total	10,863,144	18,514,687	10,848,735	11,004,284
Full-time Equivalents Total*	96.10	96.10	98.10	98.10

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

The following information summarizes the programs in Administration Budget Control Level:

Administration Program

The purpose of the Water Utility Administration Program is to provide overall management and policy direction for Seattle Public Utilities, and, more specifically, for the Water Utility, and to provide core financial, human resource, and information technology services to the entire Department.

Expenditures/FTE	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Administration	16,371,369	14,365,467	18,505,770	18,649,870
Full-time Equivalents Total	96.10	96.10	98.10	98.10

General and Administrative Credit Program

The purpose of the Water Utility General and Administrative Credit Program is to eliminate double-budgeting related to implementation of capital projects and equipment depreciation.

Expenditures	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
General and Administrative Credit	-5,508,225	4,149,220	-7,657,035	-7,645,586

Customer Service Budget Control Level

The purpose of the Water Utility Customer Service Budget Control Level is to provide customer service in the direct delivery of programs and services.

Program Expenditures	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Customer Service	9,011,744	9,297,641	10,953,950	11,293,691
Total	9,011,744	9,297,641	10,953,950	11,293,691
Full-time Equivalents Total*	82.00	82.00	82.00	82.00

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

Seattle Public Utilities

Distribution Budget Control Level

The purpose of the Water Utility Distribution Budget Control Level, a Capital Improvement Program funded by water revenues, is to repair and upgrade the City's water lines, pump stations, and other facilities.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Distribution	14,790,344	22,600,235	20,713,188	17,999,966
Total	14,790,344	22,600,235	20,713,188	17,999,966
Full-time Equivalents Total*	79.00	79.00	79.00	79.00

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

General Expense Budget Control Level

The purpose of the Water Utility General Expense Budget Control Level is to appropriate funds to pay the Water Utility's general expenses.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Debt Service	79,044,532	79,662,691	79,058,917	82,981,804
Other General Expenses	20,490,884	24,116,542	24,225,486	25,706,361
Taxes	38,439,778	39,861,945	39,515,912	41,240,771
Total	137,975,194	143,641,178	142,800,315	149,928,936

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

Debt Service Program

The purpose of the Water Utility Debt Service Program is to appropriate funds for debt service on Water Utility bonds.

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
Debt Service	79,044,532	79,662,691	79,058,917	82,981,804

Other General Expenses Program

The purpose of the Water Utility Other General Expenses Program is to appropriate funds for the Water Fund's share of City central costs, claims, and other general expenses.

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
Other General Expenses	20,490,884	24,116,542	24,225,486	25,706,361

Seattle Public Utilities

Taxes Program

The purpose of the Water Utility Taxes Program is to appropriate funds for payment of City and state taxes.

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
Taxes	38,439,778	39,861,945	39,515,912	41,240,771

Habitat Conservation Program Budget Control Level

The purpose of the Water Utility Habitat Conservation Budget Control Level, a Capital Improvement Program funded by water revenues, is to manage projects directly related to the Cedar River Watershed Habitat Conservation Plan.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Habitat Conservation Program	2,941,938	2,610,018	2,603,680	2,820,534
Total	2,941,938	2,610,018	2,603,680	2,820,534
Full-time Equivalents Total*	15.00	15.00	15.00	15.00

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

Other Operating Budget Control Level

The purpose of the Other Operating Budget Control Level is to fund the Water Utility's operating expenses for Field Operations, Pre-Capital Planning & Development, Project Delivery, and Utility Systems Management programs.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Field Operations	29,574,781	25,485,259	31,329,232	32,364,114
Pre-Capital Planning & Development	1,121,408	1,433,680	1,222,396	1,213,164
Project Delivery	4,654,616	4,588,352	5,686,066	5,876,272
Utility Systems Management	13,978,820	15,337,274	18,303,398	18,726,246
Total	49,329,625	46,844,565	56,541,092	58,179,796
Full-time Equivalents Total*	268.59	268.59	270.59	270.59

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Seattle Public Utilities

The following information summarizes the programs in Other Operating Budget Control Level:

Field Operations Program

The purpose of the Water Utility Field Operations Program is to operate and maintain the infrastructure that provides the public with an adequate, reliable, and safe supply of high-quality drinking water.

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Field Operations	29,574,781	25,485,259	31,329,232	32,364,114
Full-time Equivalents Total	122.00	122.00	124.00	124.00

Pre-Capital Planning & Development Program

The purpose of the Water Utility Pre-Capital Planning & Development Program is to support business case development, project plans, and options analysis for the water system. This program will capture all costs associated with a project that need to be expensed during the life-cycle of the project, including any post-construction monitoring and landscape maintenance.

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
Pre-Capital Planning & Development	1,121,408	1,433,680	1,222,396	1,213,164

Project Delivery Program

The purpose of the Water Utility Project Delivery Program is to provide engineering design and support services, construction inspection, and project management services to Water Utility's capital improvement projects and to the managers of water facilities.

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Project Delivery	4,654,616	4,588,352	5,686,066	5,876,272
Full-time Equivalents Total	24.50	24.50	24.50	24.50

Utility Systems Management Program

The purpose of the Water Utility's Utility Systems Management Program is to assure that each SPU utility system and associated assets are properly planned, developed, operated and maintained and that asset management principles and practices are applied to achieve established customer and environmental service levels at the lowest life-cycle cost.

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Utility Systems Management	13,978,820	15,337,274	18,303,398	18,726,246
Full-time Equivalents Total	122.09	122.09	122.09	122.09

Seattle Public Utilities

Shared Cost Projects Budget Control Level

The purpose of the Water Utility Shared Cost Projects Budget Control Level, which is a Water Capital Improvement Program, is to implement the Water Utility's share of capital improvement projects that receive funding from multiple SPU funds.

Program Expenditures	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Shared Cost Projects	7,601,748	23,387,405	25,164,379	22,933,795
Total	7,601,748	23,387,405	25,164,379	22,933,795
Full-time Equivalents Total*	56.00	56.00	56.00	56.00

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

Technology Budget Control Level

The purpose of the Water Utility Technology Budget Control Level, a Capital Improvement Program, is to make use of technology to increase the Water Utility's efficiency and productivity.

Program Expenditures	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Technology	4,730,007	9,388,878	11,044,120	8,641,021
Total	4,730,007	9,388,878	11,044,120	8,641,021
Full-time Equivalents Total*	22.00	22.00	22.00	22.00

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

Transmission Budget Control Level

The purpose of the Water Utility Transmission Budget Control Level, a Capital Improvement Program funded by water revenues, is to repair and upgrade the City's large transmission pipelines that bring untreated water to the treatment facilities, and convey water from the treatment facilities to Seattle and its suburban wholesale customers' distribution systems.

Program Expenditures	2013	2014	2015	2016
	Actual	Adopted	Proposed	Proposed
Transmission	1,515,923	2,915,905	2,497,665	3,246,883
Total	1,515,923	2,915,905	2,497,665	3,246,883
Full-time Equivalents Total*	5.00	5.00	5.00	5.00

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

Seattle Public Utilities

Water Quality & Treatment Budget Control Level

The purpose of the Water Utility Water Quality & Treatment Budget Control Level, a Capital Improvement Program funded by water revenues, is to design, construct, and repair water treatment facilities and remaining open-water reservoirs.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Water Quality & Treatment	2,986,959	11,279,359	11,417,480	7,577,027
Total	2,986,959	11,279,359	11,417,480	7,577,027
Full-time Equivalents Total*	14.00	14.00	14.00	14.00

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

Water Resources Budget Control Level

The purpose of the Water Utility Water Resources Budget Control Level, a Capital Improvement Program funded by water revenues, is to repair and upgrade water transmission pipelines and promote residential and commercial water conservation.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Water Resources	4,773,553	4,215,073	13,964,623	23,780,355
Total	4,773,553	4,215,073	13,964,623	23,780,355
Full-time Equivalents Total*	12.00	12.00	12.00	12.00

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

Watershed Stewardship Budget Control Level

The purpose of the Water Utility Watershed Stewardship Budget Control Level, a Capital Improvement Program funded by water revenues, is to implement projects associated with the natural land, forestry, and fishery resources within the Tolt, Cedar, and Lake Youngs watersheds.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Watershed Stewardship	182,217	27,000	301,000	551,000
Total	182,217	27,000	301,000	551,000
Full-time Equivalents Total*	8.00	8.00	8.00	8.00

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

Seattle Public Utilities

SPU Fund Table

Drainage and Wastewater Utility Fund (44010)

	2013 Actuals	2014 Adopted	2014 Revised	2015 Proposed	2016 Proposed
Operating Cash at End of Previous Year	60,207,512	61,983,465	74,943,999	83,620,999	58,290,999
Plus: Actual and Estimated Revenues	396,751,763	414,555,632	411,912,946	433,546,822	448,051,823
Less: Actual and Budgeted Expenditures	388,180,053	422,295,513	422,295,513	468,762,868	475,779,095
Plus: CIP Accomplishment Assumptions	0	10,659,677	10,659,677	12,476,563	11,891,216
Plus: Accounting and Technical Adjustments	6,164,777	-2,945,259	8,399,890	-2,590,517	-4,094,560
Ending Operating Cash	74,943,999	61,958,001	83,620,999	58,290,999	38,360,383
Planning Reserve	0	0	0	-1,388,010	-4,693,128
Ending Unreserved Operating Cash	74,943,999	61,958,001	83,620,999	56,902,989	33,667,254

Solid Waste Utility Fund (45010)

	2013 Actuals	2014 Adopted	2014 Revised	2015 Proposed	2016 Proposed
Operating Cash at End of Previous Year	21,142,000	22,248,000	21,000,000	30,518,000	31,600,720
Plus: Actual and Estimated Revenues	178,669,991	214,685,334	200,076,299	232,268,760	201,043,837
Less: Actual and Budgeted Expenditures	174,204,618	207,810,498	207,810,498	238,911,189	217,771,697
Plus: CIP Accomplishment Assumptions	0	3,419,526	3,419,526	5,839,611	3,161,658
Plus: Accounting and Technical Adjustments	-4,607,374	-7,606,377	13,832,673	1,885,538	-11,601,593
Ending Operating Cash	21,000,000	24,935,985	30,518,000	31,600,720	6,432,925
Planning Reserve	0	0	0	-534,509	-1,774,481
Ending Unreserved Operating Cash	21,000,000	24,935,985	30,518,000	31,066,211	4,658,444

Seattle Public Utilities

Water Utility Fund (43000)

	2013 Actuals	2014 Adopted	2014 Revised	2015 Proposed	2016 Proposed
Operating Cash at End of Previous Year	12,373,179	7,590,000	29,046,001	33,342,001	8,795,229
Plus: Actual and Estimated Revenues	262,774,381	280,532,429	265,238,615	282,229,761	311,018,399
Less: Actual and Budgeted Expenditures	246,703,042	294,721,944	294,721,944	308,850,227	317,957,283
Plus: CIP Accomplishment Assumptions	0	11,463,581	11,463,581	13,155,920	13,132,587
Plus: Accounting and Technical Adjustments	601,482	3,584,935	22,315,748	-11,082,227	-5,820,296
Ending Operating Cash	29,046,001	8,449,001	33,342,001	8,795,229	9,168,636
Planning Reserve	0	0	0	-1,376,637	-4,616,354
Ending Unreserved Operating Cash	29,046,001	8,449,001	33,342,001	7,418,592	4,552,282

Seattle Public Utilities

Seattle Streetcar

Scott Kubly, Director

(206) 684-5000

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

Department Overview

The Seattle Streetcar is part of the Seattle Department of Transportation, with the specific purpose of operating and maintaining the lines of the Seattle Streetcar. The South Lake Union line began operation in late 2007, and the First Hill line is expected to begin operations in winter 2014/2015.

Budget Snapshot

Department Support	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Other Funding - Operating	\$1,076,644	\$5,736,611	\$9,060,125	\$9,346,125
Total Operations	\$1,076,644	\$5,736,611	\$9,060,125	\$9,346,125
Total Appropriations	\$1,076,644	\$5,736,611	\$9,060,125	\$9,346,125
Full-time Equivalent Total*	0.00	0.00	0.00	0.00

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

Seattle Streetcar

Budget Overview

The Seattle Streetcar consists of two lines - the South Lake Union line and the First Hill line. The City of Seattle contracts with King County Metro to operate the streetcars. Pursuant to interlocal agreements, King County contributes a set amount of the operating costs for the South Lake Union line and Sound Transit contributes a set amount for the First Hill line. The City pays the remaining costs to operate the streetcars. The City's share of the costs is covered by the following: streetcar fares, Federal Transit Administration funds, sponsorships, leases and contributions.

Ridership levels and sponsorship revenues on the South Lake Union Streetcar have been less than the forecast amounts at the start of operations, resulting in operating cash flow challenges. As a result of this negative cash position, the South Lake Union Streetcar is supported by a \$3.6 million interfund loan authorized by the City Council in June 2007 and amended in September 2009. The loan expires in December 2018.

Incremental Budget Changes

Seattle Streetcar

	2015		2016	
	Budget	FTE	Budget	FTE
Total 2014 Adopted Budget	\$ 5,736,611	0.00	\$ 5,736,611	0.00
Proposed Changes				
South Lake Union Streetcar	\$ 2,925,000	0.00	\$ 3,011,000	0.00
First Hill Streetcar	\$ 6,100,000	0.00	\$ 6,300,000	0.00
Proposed Technical Changes				
Interest Expense	\$ 35,125	0.00	\$ 35,125	0.00
Technical Adjustments	-\$ 5,736,611	0.00	-\$ 5,736,611	0.00
Total Incremental Changes	\$ 3,323,514	0.00	\$ 3,609,514	0.00
2015 - 2016 Proposed Budget	\$ 9,060,125	0.00	\$ 9,346,125	0.00

Seattle Streetcar

Descriptions of Incremental Budget Changes

Proposed Changes

South Lake Union Streetcar - \$2,925,000

The South Lake Union Streetcar's operations and maintenance expenses are for the following items:

- Payments to King County Metro: \$2,700,000
- Major Maintenance: \$75,000
- City Direct Expenditures: \$150,000

These costs are expected to be offset by the following revenues:

- Farebox revenue
- Sponsorships, leases, and service contributions
- Federal Transit Administration Funds
- King County Metro Funds

For more detail, please consult the streetcar's six-year financial plan.

First Hill Streetcar - \$6,100,000

The First Hill Streetcar's operations and maintenance expenses include payments to King County Metro for operating the streetcar and City direct expenditures. These costs are expected to be offset by revenue from fares, Sound Transit and sponsorships. For more detail, please consult the streetcar's six-year financial plan.

Proposed Technical Changes

Interest Expense - \$35,125

The streetcar fund is responsible for interest payments on the South Lake Union interfund loan. This loan expires at the end of 2018.

Technical Adjustments - (\$5,736,611)

This technical adjustment removes all carry forward budget authority and therefore zeros out the streetcar budget.

Seattle Streetcar

Expenditure Overview

Appropriations	Summit Code	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Streetcar Operations Budget Control Level	STCAR-OPER	1,076,644	5,736,611	9,060,125	9,346,125
Department Total		1,076,644	5,736,611	9,060,125	9,346,125

Department Full-time Equivalents Total* **0.00** **0.00** **0.00** **0.00**

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

Revenue Overview

2015 Estimated Revenues

Summit Code	Source	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
439090	Donations and Service Contributions	0	0	244,000	228,000
439090	Sponsorships -- First Hill	0	0	200,000	210,000
439090	Sponsorships -- South Lake Union	248,000	210,000	229,000	235,000
444900	Farebox Recovery -- South Lake Union	99,000	117,000	813,000	841,000
444900	Farebox Revenue -- First Hill	0	0	1,114,000	1,143,000
444900	KC Metro Funds	0	0	1,350,000	1,400,000
444900	Sound Transit Funds	0	4,910,000	5,000,000	5,000,000
471010	FTA Funds	279,000	555,000	315,000	345,000
	Total	626,000	5,792,000	9,265,000	9,402,000

Total Revenues **626,000** **5,792,000** **9,265,000** **9,402,000**

317900	Use of (Contribution to) Fund Balance	450,644	-55,389	-204,875	-55,875
	Total Use of (Contribution to) Fund Balance	450,644	-55,389	-204,875	-55,875

Total Resources **1,076,644** **5,736,611** **9,060,125** **9,346,125**

Seattle Streetcar

Appropriations By Budget Control Level (BCL) and Program

Streetcar Operations Budget Control Level

The purpose of the Streetcar Operations Budget Control Level is to operate and maintain the South Lake Union and First Hill lines of the Seattle Streetcar.

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Streetcar Operations	1,076,644	5,736,611	9,060,125	9,346,125
Total	1,076,644	5,736,611	9,060,125	9,346,125

Streetcar Fund Table

Streetcar Fund (10810)

	2013	2014	2014	2015	2016
	Actuals	Adopted	Revised	Proposed	Proposed
Beginning Fund Balance	-3,367,092	-3,597,748	-3,820,084	-2,266,084	-2,061,209
Accounting and Technical Adjustments	-2,348	0	0	0	0
Plus: Actual and Estimated Revenues	626,000	5,792,000	4,090,000	9,265,000	9,402,000
Less: Actual and Budgeted Expenditures	1,076,644	5,736,611	2,536,000	9,060,125	9,346,125
Ending Fund Balance	-3,820,084	-3,542,359	-2,266,084	-2,061,209	-2,005,334
Ending Unreserved Fund Balance	-3,820,084	-3,542,359	-2,266,084	-2,061,209	-2,005,334

Seattle Streetcar

Seattle Department of Transportation

Scott Kubly, Director

(206) 684-5000

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

Department Overview

The Seattle Department of Transportation (SDOT) develops, maintains, and operates a transportation system that promotes the safe and efficient mobility of people and goods, and enhances the quality of life, environment, and economy of Seattle and the surrounding region. The City's transportation infrastructure is valued at more than \$13 billion, including:

- 1,547 lane-miles of arterial streets,
- 2,407 lane-miles of non-arterial streets,
- 122 bridges,
- 509 stairways,
- 614 retaining walls,
- 22 miles of seawalls,
- 158 traffic cameras,
- 1,061 signalized intersections,
- 47 miles of bike trails,
- 338 miles of on-street bicycle facilities,
- 41,000 street trees,
- 2,040 pay station locations,
- 29,073 curb ramps,
- More than 170,000 signs, and
- 110 acres of SDOT managed landscape areas.

The SDOT budget covers three major lines of business:

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

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

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

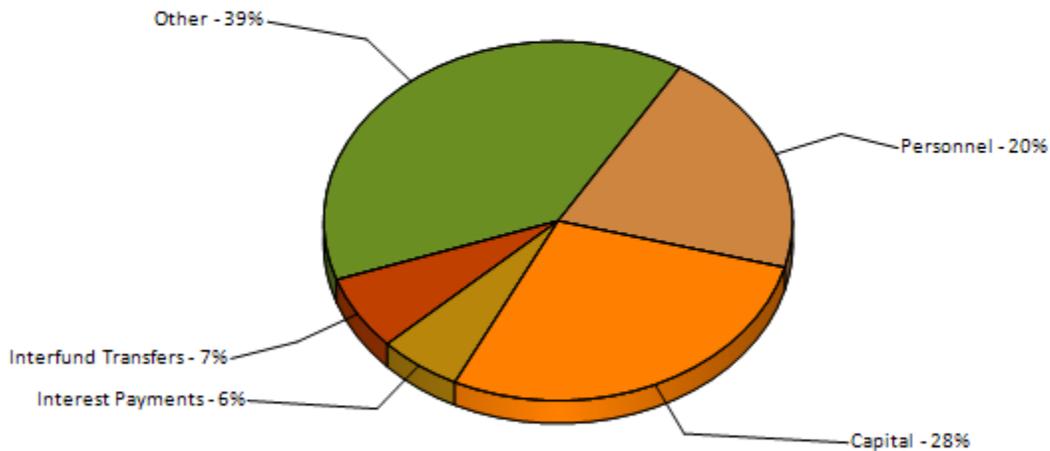
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Budget Snapshot

Department Support	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
General Fund Support	\$36,295,800	\$41,253,060	\$42,546,115	\$45,242,662
Other Funding - Operating	\$310,191,543	\$367,376,064	\$386,889,728	\$296,073,685
Total Operations	\$346,487,343	\$408,629,124	\$429,435,843	\$341,316,347
Total Appropriations	\$346,487,343	\$408,629,124	\$429,435,843	\$341,316,347
Full-time Equivalent Total*	727.50	758.50	792.50	795.50

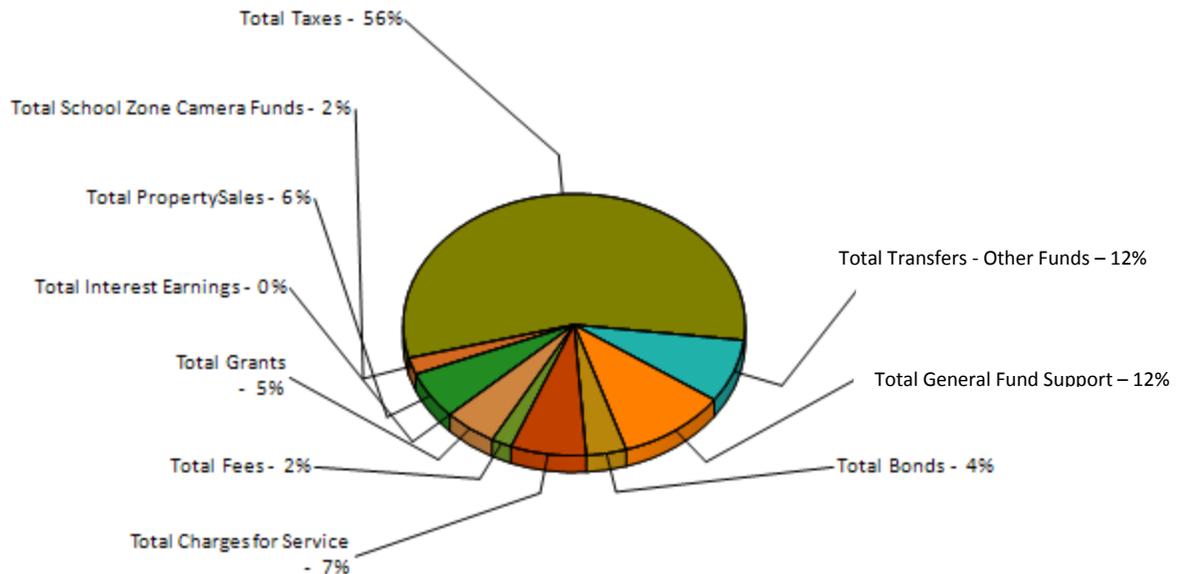
* FTE totals are provided for information purposes only. Changes in FTEs resulting from City Council or Human Resources Director actions outside of the budget process may not be detailed here.

2015 Proposed Budget - Expenditure by Category



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2015 Proposed Budget - Revenue by Category



Budget Overview

The City of Seattle is the fastest growing large city in America. While this growth provides great opportunities for economic development, it also places significant pressure on the transportation system. Within this context of growth and increasing density, the financial investment for transportation remains flat in 2015 and shrinks in 2016. The two driving factors of the reduced investment in 2016 are the result of the \$43 million Bridging the Gap levy expiring at the end of 2015 and the lower level of scheduled expenditures for the waterfront improvement program.

The 2015-2016 Proposed Budget is a budget re-set for the Seattle Department of Transportation (SDOT). It emphasizes transportation safety and the efficient mobility of goods and people of all ages and abilities. It relies on strategic planning and management of the transportation system with an emphasis on developing and implementing a comprehensive, multi-modal transportation strategy for Seattle. The strategy will integrate and prioritize within the pedestrian, bicycle, transit and freight master plans recognizing that they must work together as a system that maintains and preserves the City's transportation assets. Large infrastructure projects taking place within the city—the Elliott Bay Seawall, Alaskan Way Viaduct and the new Highway 520 Bridge—are viewed fundamentally as safety projects made more critical by the effects climate change and seismic activity could have on the city.

All improvements funded in the 2015-2016 Proposed Budget aim at enhancing the environments for biking, driving, moving freight, riding transit, and walking based on geographic equity and community need. Recognizing that thriving neighborhoods are critical to Seattle's vitality, the proposed budget makes targeted investments in neighborhoods throughout the city. The budget also targets investments in smart technology, including a robust Transportation Operations Center and new pay stations that allow flexibility in managing parking and pricing.

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Likewise, the proposed budget funds infrastructure and asset maintenance for signals, bridges, streets and sidewalks. These investments are prioritized based on safety, need, regulatory requirements and policies established by the Mayor and the City Council.

Transportation Safety Investments

New investments in transportation safety address the maintenance, rehabilitation and repair of SDOT's streets, bridges, sidewalks, traffic signals and traffic cameras. The proposed budget also includes funding to improve pedestrian safety, particularly near schools. Increased maintenance ensures safety for all users of Seattle's transportation system. For decades, Seattle deferred maintenance of its transportation infrastructure due to funding constraints. Voters passed the Bridging the Gap transportation funding package in 2006 to help reverse this trend, but this did not fully fund maintenance and preservation. Despite the Bridging the Gap funding, the City continues to lag behind industry standards for repair and replacement cycles in many functional areas, but by a lesser amount. Deferred maintenance leads to more costly long-term repairs. In order to address this concern, the proposed budget continues the Enhanced Paving Plan that began mid-year 2011 in the following ways:

- Provides an additional \$2.5 million in 2015 and \$4 million in 2016 to re-surface the city's streets within a new Pavement Microsurfacing Capital Improvement Plan (CIP) project. Additional funding is provided for crack seal to repair roads.
- Provides greater opportunities for pedestrian mobility and includes \$10.3 million in 2015 and \$9.2 million in 2016 for new sidewalks.
- Provides funding for freight improvements and freight mobility including \$256,000 in 2015 for Freight Spot Improvements and \$1.5 million in 2016 for the City's contribution to a Freight Heavy Haul Corridor near the Port of Seattle.
- Provides funding for Rainier Ave South Landslide Mitigation.
- Provides funding to improve bicycle safety on bridges.

Neighborhood-Based Multi-Modal Transportation Investments

To address increased demand for multi-modal transportation options, the 2015-2016 Proposed Budget makes important mobility investments, including funding to implement the Transit, Pedestrian and Bicycle Master Plans and to make multi-modal improvements to the busy 23rd Avenue corridor. The 2015-2016 Proposed Budget includes funds to:

- Expand investments that make biking, riding transit, and walking easier alternatives to get around in Seattle, by including \$10.3 million for new sidewalks in 2015 (see above), \$800,000 for development of a Downtown Cycle Track Network, and \$2.4 million for new bicycle greenways parallel to the 23rd Avenue corridor.
- Launch a bike sharing program in the Central District neighborhood during 2015.
- Improve the 23rd Avenue corridor, which is a major north-south thoroughfare connecting the Rainier Valley and Central Area to the University of Washington.
- Activate streets and right-of-way areas so people can walk, bike, shop, and explore their community in a new way by increasing funding for the Summer Streets program and supporting new concepts for plazas and parklets.
- Support neighborhood transportation projects by adding \$1 million to the Neighborhood Street Fund in both 2015 and 2016.

Strategic Planning and Management of Existing and New Assets

The 2015-2016 Proposed Budget makes investments in strategic planning as well as the management of existing and new assets, including improving business practices and keeping the City in compliance with regulatory planning requirements. In addition to major capital projects and basic maintenance, the proposed budget funds

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provisions that maintain accessibility in the midst of significant downtown construction, including:

- Developing and implementing a Move Seattle strategy that integrates multimodal plans and functions.
- Implementing a 24/7 transportation operations center that allows SDOT to centralize Construction Coordination, Traffic Management, Dispatch, Emergency Operations, Customer Inquiry and Call Center in one location.
- Funding replacement of traffic cameras during the next four years and providing maintenance funds for those waiting to be replaced. The traffic cameras provide critical real-time information that will bolster the Transportation Operations Center's effectiveness.
- Funding the Street Use & Urban Forestry's Applicant Services team to fully staff the customer service desk, which will improve service screening, information and referral, formal permit intake, dedicated cashiering services, and timely permit issues.
- Funding for planning and implementing resiliency of the Transportation Operations Center technology in case of regional events.
- Increasing support to the Public Space Management Program to help install temporary projects in the right-of-way, such as parklets and food trucks, to promote a vibrant and safe right of way.
- Funding for new and existing Intelligent Transportation Systems (ITS) to improve traffic flows and provide travelers with enhanced information about travel conditions during this period of intense construction activity in downtown Seattle. Installing new sensors and cameras will allow the City's signal control system to adapt to real-time traffic and improve traffic flow. Major components of ITS include adaptive signals, dynamic message signs, transit priority and enhanced traveler information.
- Replacing aging pay stations.
- Creating a Transit Division within SDOT.
- Creating an Office of the Central Waterfront.

Maximizing the City's Transportation Revenues

The 2015-2016 Proposed Budget uses several funding sources and increased revenues to support transportation infrastructure maintenance. Sources include federal, state and local grants; bonds; the Bridging the Gap property tax levy; commercial parking tax; vehicle license fees; fees for service; real estate excise taxes; street vacations; gas tax; property sales proceeds; school zone camera tickets; and an annual allocation from the City's General Fund.

The gas tax revenues are forecasted to remain flat in 2015 and 2016. Meanwhile, commercial parking tax revenues are above previous forecasts for 2014, 2015 and 2016. These revenues pay for a largely status quo budget in 2015 until a more stable funding source for transportation is realized in 2016. Continued levels of Real Estate Excise Tax (REET) support SDOT's CIP, allowing for increased funding in 2015 and 2016 for infrastructure maintenance, preservation and expansion. Finally, using existing bond proceeds reduces the need for additional bond sales in 2015.

The biggest change in the proposed budget occurs in 2016 with the \$41 million funding reduction due to the Bridging the Gap Levy (BTG) expiring at the end of 2015. The 2006 \$365 million voter-approved BTG levy supported a significant portion of the City's transportation program. The 2015-2016 Proposed Budget begins to set the foundation for discussion about future transportation funding needs. The proposed budget provides SDOT with \$42.5 million in General Funds and \$386.9 million from other funding sources in 2015. Collectively, this represents a \$20.8 million (five percent) increase relative to the 2014 Adopted Budget. In 2016, the proposed budget is \$45.2 million in General Funds and \$296.1 million from other funding sources--a \$67 million drop from 2014 Adopted Budget level (16.5% reduction).

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Incremental Budget Changes

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	2015		2016	
	Budget	FTE	Budget	FTE
Total 2014 Adopted Budget	\$ 408,629,120	758.50	\$ 408,629,120	758.50
Baseline Changes				
31st Floor Rent Costs	\$ 261,386	0.00	\$ 265,569	0.00
Citywide Adjustments for Standard Cost Changes	\$ 2,765,567	0.00	\$ 4,850,244	0.00
Rent Adjustment	\$ 0	0.00	\$ 0	0.00
Align CIP for 2015 with CIP Plan	\$ 41,621,455	0.00	\$ 75,812,154	0.00
Adjustment for One-time Adds or Reductions	-\$ 371,000	27.00	-\$ 4,431,000	27.00
Supplemental Budget Changes	\$ 0	0.00	-\$ 675,000	0.00
Proposed Changes				
Investing in Seattle's Neighborhoods	\$ 6,067,947	1.00	\$ 9,991,400	1.00
Implement Access Seattle	\$ 1,457,965	2.00	\$ 1,432,965	2.00
Invest in Freight Improvements	\$ 1,556,000	0.00	\$ 1,900,000	0.00
Improve the Bicycle Network	\$ 1,500,000	0.00	\$ 100,000	0.00
Improve the Third Avenue Transit Corridor	\$ 633,000	0.00	\$ 708,000	0.00
Maintain Signals and Cameras	\$ 650,000	0.00	\$ 1,663,000	1.00
Complete Design for Fauntleroy Way SW	\$ 500,000	0.00	\$ 0	0.00
Improve, Maintain and Replace Bridges	\$ 651,000	0.00	\$ 1,731,000	0.00
Improving Parking Information	\$ 260,000	0.00	\$ 180,000	0.00
Partnering with SPU and Updating Internal Systems	\$ 1,038,393	0.00	\$ 317,000	2.00
Staff the Central Waterfront Project	\$ 0	4.00	\$ 0	4.00
Adjust Debt Service	-\$ 560,090	0.00	-\$ 298,288	0.00
Proposed Technical Changes				
Technical Adjustments	-\$ 36,751,199	0.00	-\$ 149,560,209	0.00
Expiration of Bridging the Gap Levy	\$ 0	0.00	-\$ 12,307,374	0.00
Final Citywide Adjustments for Standard Cost Changes	-\$ 473,701	0.00	\$ 1,007,766	0.00
Total Incremental Changes	\$ 20,806,723	34.00	-\$ 67,312,773	37.00
2015 - 2016 Proposed Budget	\$ 429,435,843	792.50	\$ 341,316,347	795.50

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Descriptions of Incremental Budget Changes

Baseline Changes

31st Floor Rent Costs - \$261,386

This item adjusts the budget to account for SDOT's rent increase due to SDOT's expansion to the 31st floor of the Bank of America building. The amount factors in credits and allowances.

Citywide Adjustments for Standard Cost Changes - \$2,765,567

Citywide technical adjustments made in the "Baseline Phase" reflect changes due to inflation, central cost allocations, retirement, healthcare, workers' compensation, and unemployment costs. These adjustments reflect initial assumptions about these costs and inflators early in the budget process.

Rent Adjustment

This is a revenue neutral adjustment that moves the department's costs for rent from the Department Management BCL to the General Expense BCL.

Align CIP for 2015 with CIP Plan - \$41,621,455

This adjustment aligns the budget with the 2015 amounts in the 2014-2020 Adopted CIP.

Adjustment for One-time Adds or Reductions - (\$371,000)/27.00 FTE

This item includes budget reductions in the 2015-16 Biennium for one-time salaries, equipment or expenses added in the 2014 Adopted Budget. It also includes the addition of funding for one-time budget reductions taken in 2014. The 27.0 FTE adjustment amount refers to mid-year 2013 FTE adjustments that were not included in the 2014 Adopted FTE count.

Supplemental Budget Changes

This adjustment reflects changes made through supplemental budget legislation since the last Adopted Budget. Supplemental budget legislation is developed by the Executive and adopted by the City Council four times a year to provide for corrections to the Adopted Budget, unforeseen changes in circumstance, new funding opportunities or new policy priorities. These changes may include additions or reductions in appropriations and FTEs.

Proposed Changes

Investing in Seattle's Neighborhoods - \$6,067,947/1.00 FTE

Unique and distinctive neighborhoods make Seattle a special place to live. Each neighborhood provides a sense of community and identity by connecting residences, businesses, parks and cultural centers. Seattle's neighborhoods are the focus of the City's planning efforts, and the City's transportation network is key to mobility within and between neighborhoods. The 2015-2016 Proposed Budget identifies the following investments in Seattle's neighborhoods:

- New sidewalks - Installing new sidewalks is a key priority for Mayor Murray. Therefore, the proposed budget redirects funds within the Pedestrian Master Plan and the Pedestrian Master Plan - School Safety

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CIP projects to establish a "Pedestrian Master Plan - New Sidewalks" CIP project. An additional \$2,000,000 from Real Estate Excise Tax (REET) funds have been directed to the new sidewalk project in 2016. Total proposed funding for new sidewalks is \$10,319,000 in 2015 and \$9,200,000 in 2016. *School Zone Camera Fund: \$4,371,000 2015 and \$4,700,000 in 2016; REET: \$5,948,000 in 2015 and \$2,000,000 in 2016; Vehicle License Fees: \$1,223,000 in 2016; Commercial Parking Tax: \$1,277,000 in 2016.*

- [Street Resurfacing and Repair](#) - The Seattle Department of Transportation maintains a total pavement network of more than 3,900 lane miles. Of these, approximately 1,500 lane miles are arterial streets and 2,400 are non-arterial streets. The proposed budget provides an additional \$3,000,000 in 2015 and an anticipated \$5,000,000 in 2016 to re-surface and repair the city's streets. For more information, please consult the 2015 - 2020 Proposed CIP. *Commercial Parking Tax: \$3,000,000 in 2015 and \$1,000,000 in 2016; REET: \$4,000,000 in 2016.*
- [Neighborhood Street Fund](#) - This fund pays for neighborhood transportation projects that are identified and prioritized by neighborhood communities. The proposed budget provides an additional \$1,000,000 for this program in 2015 and also in 2016. *REET: \$1,000,000 in 2015 and \$1,000,000 in 2016.*
- [Summer Streets](#) - The 2015-2016 Proposed Budget builds upon the success of the Summer Streets program. The program closes a street to traffic for a few hours so that people can walk, bike, shop and explore their community in a new way. An estimated 30,000 people attended the four Summer Streets events in 2014. The proposed budget expands the program to include four additional neighborhood events per year in 2015 and 2016. The expanded program will close multiple roadways and connect the events to parks and neighborhood business districts with live music or other events. SDOT will seek sponsorships to help share costs and expand the program's scope. *Commercial Parking Tax: \$324,000 in 2015 and \$324,000 in 2016.*
- [Public Space Management](#) - The Public Space Management Program (PSMP) manages the delivery of high priority items including bike share, recently constructed parklet features, food vending and newsstands in the public's right of way, and street furniture. Supporting the orderly delivery of these services requires sufficient staff to conduct ongoing inspections, public notification of proposed changes and ensure compliance with applicable laws. The 2015-2016 Proposed Budget provides funds to assist in creating, expanding, measuring, monitoring, and communicating the PSMP program areas and to support inspection activities. *Street Use Cost Center: \$701,548 in 2015.*
- [Rainier Avenue South Landslide Mitigation](#) – The 9600 to 9700 block of Rainier Avenue South has been the site of more than twenty recorded landslide events, including two events in 2013 and one event in 2014. This section of roadway averages 18,000 vehicle trips daily, and is a designated State Highway (SR 167). It is also a popular weekend bicycle route. The landslides block vehicle and bicycle traffic and require considerable City resources to clear up debris and re-open the right-of-way. The sidewalk has been closed since 1998 due to landslide events in this area, forcing pedestrians to cross the street. The proposed budget addresses this longstanding problem by providing funds to construct a 400-linear-foot catchment wall. The new wall will enable the re-opening of the sidewalk and reduce the City's maintenance costs by approximately \$10,000 annually. *Street Use Cost Center: \$300,000 in 2015 and \$925,000 in 2016.*
- [ADA Program](#) – Pedestrian accessibility and safety are important concerns for the City, particularly near schools. The proposed budget uses revenues from the School Zone Fixed Automated Camera Fund to support an ADA transition plan and an ADA strategic advisor to promote accessibility and safety for pedestrians. The School Zone Fixed Automated Camera Fund revenues can be used for expenses directly related to improving pedestrian safety and directly related infrastructure projects near schools. Where appropriate, the department may coordinate with the Pedestrian Master Plan – New Sidewalks CIP. *School Zone Fixed Automated Camera Fund: \$742,879 in 2015 and \$742,879 in 2016.*

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Implement Access Seattle - \$1,457,965/2.00 FTE

The 2015-2016 Proposed Budget builds upon the Access Seattle program's successes in 2014. The Access Seattle program aims to keep businesses thriving, travelers moving safely, and construction coordinated during the significant growth and development boom in many parts of Seattle. The program actively plans, coordinates, and monitors construction activity in downtown as well as in neighborhoods, and will become even more important as major downtown construction activity is expected to continue in 2015. Current construction hubs include: Central Waterfront, Pioneer Square, South Lake Union, North Downtown/Denny Triangle, Ballard, Capitol Hill and West Seattle.

- Transportation Operations Center (TOC) - The Transportation Operations Center will centralize Construction Coordination, Traffic Management, Dispatch, Emergency Operations and Customer Inquiry and Call Center in one location to facilitate, communicate and ensure critical information is shared in a timely manner. *Street Use Cost Center: \$500,000 in 2015.*
- Construction Hub Inspector - The proposed budget adds a construction hub inspector to the Hub Team, bringing the total number of field coordinator inspectors to three. The Construction Hub Inspectors coordinate and inspect construction activity and enforce city regulations. The hub inspectors will transition from coordinating small hubs within the center city to coordination construction in all of center city. *Street Use Cost Center: \$249,201 in 2015 and \$224,201 in 2016.*
- Transportation Operations Center Resiliency Upgrade - SDOT's Traffic Management Unit, housed within the newly created Transportation Operations Center, use traffic data obtained from the Intelligent Transportation System (ITS) network. The ITS network coordinates signals, message signs, and incident management tools to help improve traffic flow in the event of congestion. The system is currently monitored and managed on the 37th Floor of the Seattle Municipal Tower, where an adjacent room houses the servers and network infrastructure used to control and communicate with ITS devices in the field. The City will eventually transition this single-point-of-failure configuration into a more resilient system that is still operable should a regional event disrupt the local system. The proposed budget funds consulting services to conduct an analysis of the system and provide design recommendations. The 2016 funding supports initial investments in hardware, communication infrastructure, and labor to implement the plan. The analysis and design recommendations will better inform the 2016 investments. *Street Use Cost Center: \$500,000 in 2015 and \$1,000,000 in 2016.*
- Data/GIS Analyst - The proposed budget also funds a Data/GIS Analyst to develop and manage the data necessary to support real-time travel information near construction activity hubs. *Street Use Cost Center: \$208,764 in 2015 and again in 2016.*

Invest in Freight Improvements - \$1,556,000

The 2015 -2016 Proposed Budget makes significant investments in freight improvements. Seattle is home to multiple large scale projects near the freight corridor south of downtown, including State Route (SR) 99 tunnel construction, seawall replacement, and other improvements along the waterfront. To help mitigate potential traffic congestion spots and improve freight mobility, SDOT will install traffic cameras, upgraded signals, vehicle detection devices and fiber communication as part of an Intelligent Transportation System (ITS) in the freight corridor. The projects will improve signal timing and allow SDOT to measure travel times along South Michigan Street and First Avenue South. In addition, ITS will provide real-time information to improve traffic flow for freight operators and the general public travelling between Georgetown, the stadium district, SR-99, SR-509, and I-5. Additional improvements in the freight mobility include:

- Freight ITS - The improvements to South Michigan Street and First Avenue South include 10 signal upgrades, vehicle detection at all signalized intersections, eight Wi-Fi/Bluetooth readers to measure

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travel time, fiber communication, and three traffic cameras. The funding leverages a \$4 million grant award. Ongoing operations and maintenance is funded at \$200,000 in 2016. *Street Vacation Revenues: \$1,300,000 in 2015; REET: \$200,000 in 2016; Street Use Cost Center: \$200,000 in 2016.*

- **Freight Spot Improvements** - The proposed budget extends the Freight Spot Improvement program into 2015. The Freight Spot Improvement program supports all freight routes with signal and infrastructure improvements and critical port and railroad coordination. *Street Vacation Revenues: \$256,000 in 2015.*
- **Freight Heavy Haul Corridor** - Recognizing that the Port of Seattle and the freight mobility south of downtown Seattle is a vital economic engine to the city, the City of Seattle and the Port are collaborating to provide a Heavy Haul Network to facilitate movement of heavy containers from the Port to nearby rail yards in 2016. Additional funding is anticipated from the Port of Seattle. *REET: \$1,500,000 in 2016.*

Improve the Bicycle Network - \$1,500,000

With the increasing popularity of using bicycles as a transportation means, the City of Seattle is investing in critical bicycle safety and mobility infrastructure and working to expand bicycle access in targeted neighborhoods. Building upon the Second Avenue Protected Bike Lane pilot project that opened in September 2014, the 2015-2016 Proposed Budget extends the Second Avenue project and includes a new protected bike lane on Fourth Avenue. The center city bike lane expansion is coupled with the start of bike share in Seattle scheduled for October 2014. The City of Seattle will fund the program's expansion into the Central District in 2015. The proposed investments are in addition to \$2.4 million for the 23rd Avenue parallel greenway, \$4.6 million for Bicycle Master Plan Implementation in 2015, and \$5 million in the Sound Transit North Link Station Bike and Pedestrian Improvements project between 2015 and 2016. The proposed budget includes the following three new investments in the City's bicycle program:

- **Center City Protected Bicycle Lanes** - One of the highest priorities identified in the 2014 Bicycle Master Plan is center city protected bicycle lanes. The proposed budget includes funding in 2015 for protected bicycle lanes on Second and Fourth Avenues to improve safety for current riders, attract new riders, and signal the City's commitment to improving bicycle facilities in the center city. The \$800,000 in City funding leverages \$5 million in grant funding to complete the project. *Commercial Parking Tax: \$800,000 in 2015.*
- **Bike Share** - In fall 2014, Pronto Cycle Share launched a bike sharing program in select neighborhoods in Seattle, with an initial focus on the densest areas with the highest anticipated use. The City of Seattle is collaborating with Pronto Cycle Share to expand into the central district in 2015. The city investment leverages \$400,000 in grant funds. *Commercial Parking Tax: \$600,000 in 2015.*
- **Bridge Maintenance for Bicycle Safety** - To enhance bicycle safety, the proposed budget includes funding to replace expansion joints on bicycle routes that cross the City's bridges. *Commercial Parking Tax: \$100,000 in 2015; REET: \$100,000 in 2016.*

Improve the Third Avenue Transit Corridor - \$633,000

[Third Avenue](#) is one of the City's most important transit corridors. The City of Seattle and King County Metro Transit are working together to make the corridor an inviting, accommodating, safe and attractive place for transit users and pedestrians. In mid-2002, SDOT committed to partner with King County Metro for Federal Transit Administration grant funding applications. Project design is currently funded and underway; construction is also underway between Pike and Stewart streets. The proposed budget and proposed CIP fund the City's share of this important partnership. *Commercial Parking Tax: \$133,000 in 2015; REET: \$500,000 in 2015 and \$708,000 in 2016.*

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Maintain Signals and Cameras - \$650,000

Maintaining the 1,061 signalized intersections and 158 traffic cameras within the city is a priority for SDOT. Device outages may result in travel time delays, congestion, and an inability to appropriately manage traffic through the Transportation Operations Center.

- Signal Major Maintenance - Current funding for signal major maintenance allows for eight signal rebuilds annually. The investment will allow for 10 additional signal rebuilds in 2016, significantly reducing the replacement cycle for signals. *REET: \$1,013,000 in 2016.*
- Traffic Camera Replacement - Traffic cameras are integral to Seattle's dynamic transportation mobility infrastructure. SDOT maintains 158 traffic cameras which inform the Transportation Operations Center (TOC) of potential congestion points. The TOC can then respond with communication or other methods to help minimize congestion in an area. The proposed budget funds 39 camera replacements per year for four years and \$50,000 annually for ongoing preventative maintenance. *Commercial Parking Tax: \$650,000 in 2015 and \$50,000 in 2016; REET: \$600,000 in 2016.*

Complete Design for Fautleroy Way SW - \$500,000

Fautleroy Way SW is the main corridor to the "Alaska Junction" business area, the Fautleroy ferry terminal, and a significant residential area in West Seattle. The current roadway is a four to five lane principal arterial with two lanes in each direction. The project to redesign the roadway includes a raised center median from 35th Avenue SW to SW Alaska Street, a 6-foot-wide sidewalk, a 6-foot-wide protected bicycle lane, a 6-foot-wide landscaping zone, and new pedestrian lighting along both sides of Fautleroy Way SW. The project will reach 60% design in late 2014. The proposed budget provides the funding needed to reach 100 percent design. *Street Vacation Revenues: \$500,000 in 2015.*

Improve, Maintain and Replace Bridges - \$651,000

SDOT manages more than 100 bridges with a replacement value of more than \$2.5 billion. This year, SDOT is submitting \$10,440,000 in federal grant applications for the following four bridges, which require \$5,143,000 in total local matching and related funds during 2015-2017:

- Post Alley - This bridge was built with timber pilings around 1900 and cannot accommodate truck traffic. This project will remove the bridge and reconstruct a standard street, eliminating the future costs of maintaining a bridge.
- Cowen Park Bridge - This bridge was built in 1936 and spans the Ravenna Ravine. Although much of the sub-structure is in good condition, the upper sections were not built to carry today's truck and bus weights. As a result, the bridge has many cracks that allow water to enter the concrete and cause corrosion. This project will improve the bridge from poor condition to good condition.
- Schmitz Park Bridge - This bridge was built in 1935 and is in good condition except for a severely worn and cracked deck. This project will resurface the concrete deck and significantly extend the life of the bridge.
- 45th Street Viaduct - This structure is on an important corridor between Interstate 5, the University of Washington and Children's Hospital. The 45th Street viaduct consists of more than one bridge structure. SDOT recently replaced the old timber structure on the westernmost end of the bridge. The proposed budget provides funds so that the remaining bridge structure that was not replaced will be more resistant to earthquakes.

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If the grants are successful, anticipated local funding needs are \$351,000 during 2015, \$1,431,000 in 2016, and \$3,362,000 in 2017. *Commercial Parking Tax: \$351,000 in 2015; REET: \$595,000 in 2016; Street Vacations: \$836,000 in 2016.*

The proposed budget also includes resources to rate the loads on bridges due to new Federal standards issued in November 2013. The new standards result in a need for the City to load rate 24 bridges by 2017 at a total cost of \$800,000 and an additional 39 bridges by 2022 at a total cost of \$1,300,000. The proposed budget and CIP anticipate spreading the work and associated costs over seven years, at a cost of \$300,000 per year. *Commercial Parking Tax: \$300,000 in 2015; REET: \$300,000 in 2016.*

Improving Parking Information - \$260,000

The 2015-2016 Proposed Budget includes the following two investments in the City's parking program:

- Develop a paid parking occupancy model that builds innovation into SDOT's performance-based parking pricing program. Data from parking pay station transactions will then be used to estimate parking occupancy and inform future decisions about parking rates. *Commercial Parking Tax: \$80,000 in 2015.*
- Continue to operate and maintain the City's [e-park program](#), which provides parkers with real-time information about parking availability at garages in Seattle's downtown retail district, Pioneer Square and on the waterfront. This funding replaces funding formerly provided by the state and is supplemented by \$105,000 from the Alaskan Way Viaduct CIP project. *Commercial Parking Tax: \$180,000 in 2015 and again in 2016.*

Partnering with SPU and Updating Internal Systems - \$1,038,393

The Seattle Department of Transportation (SDOT) partners with Seattle Public Utilities' (SPU's) Street Sweeping for Water Quality Program, which reduces storm water pollution where waters drain directly to lakes, streams, the Duwamish River, and Puget Sound. This program began in 2011 and focuses on sweeping arterials at night. Street sweeping is a cost-effective way to decrease pollutants and improve air and water quality. SPU is planning to expand the program in 2016 to remove a minimum of 40 tons of additional pollutants and double the total annual curb-miles swept from 13,300 to more than 27,000. As a result, SDOT will need to hire two additional equipment operators in 2016 to sweep additional routes at an annual cost of \$292,000. SPU will pay \$200,000 of these costs and SDOT will pay \$92,000 of these costs. *Commercial Parking Tax: \$92,000 in 2016; Seattle Public Utilities Funds: \$200,000 in 2016.*

The proposed budget supports expanding the SDOT/SPU partnership to include a program to address groundwater seepage. These seepages are found throughout Seattle, often next to steep hillsides where underground streams surface in the right of way. As a result, slime builds up and can create slippery conditions. The City currently does not have a formal program for addressing this problem; therefore, the proposed budget identifies \$25,000 of ongoing funding for SDOT to work with SPU to track and address seepages. *Commercial Parking Tax: \$25,000 ongoing.*

The City of Seattle is committed to providing quality customer service. As part of this effort, the proposed budget includes funding to support SDOT's applicant services team, which staffs the Street Use & Urban Forestry's customer permit services counter. The additional funds will optimize customer service by triaging customer service screening; information and referral; and permit intake. In addition, customer service improvements will include dedicated cashiering services, one-on-one enhanced coaching with customers, and timely permit issuance. *Street Use Cost Center: \$813,393 in 2015.*

SDOT's Street Use and Urban Forestry Division offers more than 60 different types of permits. The rate model for the permit fees was last updated in 2010. This model needs to be updated to compare with similar jurisdictions and identify best practices; improve modeling and costing; and evaluate the growth model. *Street Use Cost*

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Center: \$200,000 in 2015.

Staff the Central Waterfront Project/4.00 FTE

The City of Seattle's downtown waterfront is undergoing tremendous change. The State of Washington is building a deep bore tunnel to replace the Alaskan Way Viaduct. In place of the viaduct, the City of Seattle plans to build a new surface street with various amenities along the waterfront, along with improved connections on east-west streets, and improved public piers. In addition, the City is replacing the south end of the Seawall. The 2015-2016 Proposed Budget includes a new division within SDOT called the Office of the Waterfront, to coordinate and implement the multiple large-scale improvement projects.

The 2015-2016 Proposed Budget adds 2.0 FTE to the Office of the Waterfront: one Senior Transportation Planner to provide project management support and coordination, including managing the effort to keep the waterfront active during construction; and one Administrative Staff Assistant to support the Office of the Waterfront Director and management team. The proposed budget makes permanent the Director's position and a Strategic Advisor 1 to assist with program coordination and public outreach within the Office.

Adjust Debt Service - (\$560,090)

The 2015-2016 Proposed Budget reduces debt service payments for debt-financed projects by \$560,090 in 2015 and by \$298,288 in 2016. This change reflects use of existing bond proceeds and the need to issue less new debt in 2016.

Proposed Technical Changes

Technical Adjustments - (\$36,751,199)

Technical adjustments include adjustments to account for current estimates of reimbursable work, aligning the proposed budget with the proposed CIP, and internal shifts within BCLs. These changes are considered technical in nature because they do not significantly affect approved department service delivery or require new or additional policy decisions.

Expiration of Bridging the Gap Levy

The Bridging the Gap levy expires at the end of 2015. As a result of that revenue loss, the 2016 Proposed Budget is \$12 million less than the 2015 operations and maintenance budget and \$29 million lower in the capital budget; for additional detail, please consult the 2015-2020 Proposed CIP.

Final Citywide Adjustments for Standard Cost Changes - (\$473,701)

Citywide technical adjustments made in the "Proposed Phase" reflect changes due to inflation, central cost allocation, retirement, healthcare, workers' compensation, and unemployment costs. These adjustments reflect updates to preliminary cost assumptions established in the "Baseline Phase."

Seattle Department of Transportation

Expenditure Overview

Appropriations	Summit Code	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Bridges & Structures Budget Control					
Bridge Operations		2,972,857	3,247,068	3,369,792	3,420,950
Structures Engineering		638,183	823,250	856,550	872,385
Structures Maintenance		3,793,945	4,973,926	4,609,191	3,748,899
Total	17001	7,404,985	9,044,244	8,835,533	8,042,234
Department Management Budget Control					
Director's Office		1,277,979	2,033,227	2,957,309	3,015,600
Division Management		12,046,174	13,875,968	12,317,536	12,579,569
Human Resources		750,161	1,389,166	1,349,798	1,381,485
Indirect Cost Recovery - Department Management		-30,644,269	-30,798,400	-29,224,416	-30,610,754
Public Information		628,144	1,454,161	1,354,752	1,073,088
Resource Management		15,231,459	13,076,503	12,571,288	12,050,154
Revenue Development		555,601	593,646	615,596	623,937
Total	18001	-154,750	1,624,271	1,941,863	113,079
Engineering Services Budget Control Level	17002	1,663,659	1,633,142	1,467,371	1,492,775
General Expense Budget Control					
City Central Costs		11,555,017	13,092,583	20,287,668	21,713,171
Debt Service		27,032,644	29,318,398	24,628,235	25,362,053
Indirect Cost Recovery - General Expense		-11,753,733	-13,098,088	-19,390,996	-19,390,996
Judgment & Claims		2,974,125	3,553,310	1,769,402	3,250,869
Total	18002	29,808,053	32,866,203	27,294,309	30,935,097
Major Maintenance/Replacement Budget Control					
Bridges & Structures		16,606,354	22,123,000	15,164,196	20,804,000
Landslide Mitigation		886,717	412,001	716,000	1,345,000
Roads		31,991,282	19,826,002	19,272,601	9,972,999
Sidewalk Maintenance		2,503,479	2,326,001	1,047,000	0
Trails and Bike Paths		4,609,490	6,483,003	6,479,001	1,300,001
Total	19001	56,597,322	51,170,007	42,678,798	33,422,000
Major Projects Budget Control					
Alaskan Way Viaduct and Seawall Replacement		46,440,810	135,907,001	160,631,000	143,059,224
First Hill Streetcar		52,955,618	14,111,001	0	0

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Magnolia Bridge Replacement		327,089	0	0	0
Mercer Corridor		18,332,363	0	0	0
Mercer West		22,462,781	21,221,000	25,599,866	1,905,677
Spokane Street Viaduct		1,376,165	0	0	0
SR-520		324,044	678,002	249,425	119,717
Total	19002	142,218,869	171,917,004	186,480,291	145,084,618
Mobility-Capital Budget Control					
Corridor & Intersection Improvements		6,784,065	18,502,000	17,029,001	19,571,827
Freight Mobility		676,936	525,001	256,000	1,500,000
Intelligent Transportation System		0	2,525,000	4,810,000	1,800,000
Neighborhood Enhancements		5,722,321	6,018,005	8,943,999	6,893,000
New Trails and Bike Paths		1,316,743	1,368,584	322,343	0
Sidewalks & Pedestrian Facilities		7,897,397	15,853,850	24,017,465	10,056,499
Transit & HOV		12,943,738	9,717,002	9,310,062	1,395,872
Total	19003	35,341,199	54,509,442	64,688,870	41,217,198
Mobility-Operations Budget Control					
Commuter Mobility		11,033,803	12,393,245	14,267,388	10,626,197
Neighborhoods		2,424,569	3,694,621	3,478,172	3,356,386
Parking		8,384,960	8,080,687	8,740,752	8,896,743
Signs & Markings		3,743,793	4,658,032	4,597,897	3,216,074
Traffic Signals		8,852,744	10,996,940	10,793,080	6,824,188
Total	17003	34,439,870	39,823,525	41,877,289	32,919,588
ROW Management Budget Control Level	17004	14,575,873	19,842,865	24,176,824	18,379,222
Street Maintenance Budget Control					
Emergency Response		1,001,150	1,997,176	2,053,901	2,093,558
Operations Support		3,882,668	3,919,076	4,211,648	4,243,939
Pavement Management		278,354	295,263	306,582	313,572
Street Cleaning		5,554,873	5,731,196	5,684,223	6,038,583
Street Repair		9,091,661	9,610,970	12,912,574	13,589,299
Total	17005	19,808,705	21,553,681	25,168,928	26,278,951
Urban Forestry Budget Control					
Arborist Services		1,035,507	934,491	1,382,574	514,809
Tree & Landscape Maintenance		3,748,051	3,710,249	3,443,193	2,916,776
Total	17006	4,783,558	4,644,740	4,825,767	3,431,585
Department Total		346,487,343	408,629,124	429,435,843	341,316,347
Department Full-time Equivalent Total*		727.50	758.50	792.50	795.50

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

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Revenue Overview

2015 Estimated Revenues

Summit Code	Source	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
587001	OPER TR IN-FR GENERAL FUND	36,661,866	41,253,066	42,546,115	45,242,662
	Total Total General Fund Support	36,661,866	41,253,066	42,546,115	45,242,662
481100	G.O. BOND PROCEEDS	0	28,378,000	15,633,371	33,819,000
587352	OPER TR IN-2008 MULTIPURP LTGO	4,739,433	0	0	0
587353	OPER TR IN-2009 MULTIPURP BD	242,816	0	0	0
587354	TRANSFER IN FROM 2010 LTGO	3,921,105	0	0	0
587355	OP TRANS FR 2011 LTGO BF	26,428,167	0	0	0
587356	OPERATING TRANFER IN 12 LTGO	3,705,696	0	0	0
	Total Total Bonds	39,037,217	28,378,000	15,633,371	33,819,000
422401	PERMIT ISSUANCE SDOT ONLY	1,424,973	0	0	0
422402	PERMIT RENEWAL SDOT ONLY	982,692	0	0	0
422490	OTHER STREET USE & CURB PERMIT	790,894	8,581,609	8,496,308	8,496,308
422801	PENALTIES ON SDOT PERMITS	171,256	0	0	0
422990	OTHER NON-BUSINESS LICENSES/PE	1,394,769	873,943	865,256	865,256
439030	CONTRIB/DONATION - PLANNING DEV	58,800	0	0	0
439090	OTHER PRIVATE CONTRIB & DONATN	354,703	0	0	0
442490	OTHER PROTECTIVE INSPECTION FE	0	1,768,563	1,750,984	1,750,984
443950	ABATEMENT CHARGES	146	0	0	0
444100	STREET MAINTENANCE & REPAIR CH	365,445	837,895	1,290,940	1,290,940
444300	VEHICLES & EQUIPMENT REPAIR CHA	20,467	0	0	0
444590	MISCELLANEOUS - OTHER REVENUES	1,730	0	0	0
444900	OTHER CHARGES - TRANSPORTATION	74,625,196	40,989,120	12,573,214	12,079,291
444901	STREET OCCUPATION LT SDOT ONLY	1,015,065	0	0	0
444902	STREET USE ST SDOT ONLY	8,380,865	0	0	0
444903	ANNUAL FEES SDOT ONLY	672,657	0	0	0
444904	ADMINISTRATIVE SERVICES SDOT ONLY	19,264	0	0	0

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444905	NIGHT VENDING PROG ADMIN FEES	9,632	0	0	0
445831	PLAN REVIEW & INSPECTION SDOT	5,192,018	0	0	0
449891	COLLECTION EXP - CHARGES	23,370	0	0	0
449895	UNCOLLECTIBLE EXP - CHARGES	-103,663	0	0	0
459900	MISCELLANEOUS FINES & PENALTIE	7,300	0	0	0
459930	NSF CHECK FEES	335	0	0	0
462500	BLDG/OTHER SPACE RENTAL CHARGE	69,775	0	0	0
469100	SALE OF JUNK OR SALVAGE	30,634	0	0	0
469400	OTHER JUDGMENTS & SETTLEMENTS	14,521	0	0	0
469810	CASHIER'S OVERAGES & SHORTAGES	0	0	0	0
469990	OTHER MISCELLANEOUS REVENUES	5,786	0	0	0
522401	I/F PERMIT ISSUANCE SDOT ONLY	340,764	0	0	0
522402	I/F PERMIT RENEWAL SDOT ONLY	3,080	0	0	0
522490	OTHER STREET USE CURB PERMITS	7,676	0	0	0
522801	I/F PENALTIES ON SDOT PERMITS	14,100	0	0	0
541960	IF PERSONNEL SERVICE CHARGES	254,763	0	0	0
543210	IF ARCHITECT/ENGINEERING SERVICES C	0	677,662	709,354	0
544590	IF MISC - OTHER REVENUES	-35,905	0	0	0
544900	IF OTHER CHARGES - TRANSPORTATION	11,217,883	6,383,653	3,580,070	4,435,832
544901	I/F STREET OCCUPATION LT SDOT	11,780	0	0	0
544902	I/F STREET USE ST SDOT ONLY	41,880	0	0	0
545831	I/F PLAN REVIEW & INSPECT SDOT	736,462	0	0	0
569990	IF OTHER MISCELLANEOUS REVENUE	4,842	0	0	0
585400	IF GAIN (LOSS)-DISPOSITION FXD	53,571	0	0	0
	Total Total Charges for Service	108,179,527	60,112,445	29,266,125	28,918,610
419999	TRANSPORTATION BENEFIT DIST - VLF	0	7,851,309	8,002,427	7,256,441
	Total Total Fees	0	7,851,309	8,002,427	7,256,441
433010	FEDERAL GRANTS - INDIRECT	21,448	0	0	0
471010	FEDERAL GRANTS	1,791,273	23,382,586	1,452,826	21,103,835
473010	FEDRL CAPITL CONTR/GRNT-INDRCT	8,085,933	0	0	0

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473020	FEDERAL CAPITL GRNT IND ISTEA/	865,745	0	0	0
473030	FEDERAL CAPITL GRNT - IND FHWA	13,907,077	0	0	0
473110	ARRA FED GRANT INDIRECT CAPITAL	8,241,035	0	0	0
474010	STATE GRANTS	3,075,430	18,052,000	16,669,135	17,837,000
474020	STATE CAPITL GRNT ARTERIAL IMP	2,462,840	0	0	0
477020	Interlocal Capital King County	25,500	0	0	0
479010	PRIVATE CAPITAL FEE/CONTR/GRNT	274,600	0	0	0
577010	IF CAPITAL CONTRIBUTIONS & GRANTS	0	16,027,105	2,450,000	27,850,000
	Total Total Grants	38,750,880	57,461,691	20,571,961	66,790,835
461110	INV EARN-RESIDUAL CASH	142,675	0	0	0
461320	UNREALD GNS/LOSSES-INV GASB31	-150,651	0	0	0
461900	OTH INTEREST EARNINGS	69,777	0	0	0
461905	INTEREST EARNED ON DELINQUENT A	73	0	0	0
	Total Total Interest Earnings	61,874	0	0	0
485110	PROPERTY PROCEEDS	0	1,976,527	24,217,045	7,850,679
	Total Total PropertySales	0	1,976,527	24,217,045	7,850,679
454100	SCHOOL ZONE FIXED AUTO CAMERA FUND	0	7,088,500	8,524,411	6,217,212
	Total Total School Zone Camera Funds	0	7,088,500	8,524,411	6,217,212
411100	BTG-PROPERTY TAX LEVY	41,774,332	42,232,273	43,700,092	0
416310	BTG-COMMERCIAL PARKING TAX	27,495,622	26,245,902	30,618,202	32,154,749
418800	BTG-EMPLOYEE HOURS TAX	5,948	6,142	0	0
419630	COMMERCIAL PARKING TAX- PENALTIES INT	102,448	0	0	0
419880	EMPL HOURS TAX PENALTIES & INT	3,041	0	0	0
419997	COMMERCIAL PARKING TAX - AWV	6,434,401	6,561,475	7,830,551	8,056,687
436088	MOTOR VEH FUEL TAX - STREET IMPROV	12,590,394	12,964,909	12,964,909	12,964,909
599999	SEAWALL AND CENTRAL WATERFRONT LEVY	0	78,000,000	134,700,000	78,103,000
	Total Total Taxes	88,406,186	166,010,701	229,813,754	131,279,345
587103	OPER TR IN-SEATRAN FUND	0	0	0	0
587116-1	OPER TR IN-FR Cumulative Reserve Subfund - REET II	11,904,600	23,077,826	25,171,500	16,091,000
587116-3	OPER TR IN-FR Cumulative Reserve Subfund - REET I	0	1,971,000	3,500,000	0

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587116-4	OPER TR IN-FR Cumulative Reserve Subfund - Street Vacations	0	100,000	2,056,000	3,395,000
587116-6	OPER TR IN-FR Cumulative Reserve Subfund - Unrestricted	0	3,004,500	0	1,000,000
587118	OPER TR IN-FR EMERGENCY SFUND	68,250	0	0	0
587199	OP TR INFR TRANS BEN DIST FD	7,124,559	0	0	0
587338	OP TSF IN 2000 PARK LEVY FUND	191,937	0	0	0
587339	OPER TR IN-FR DENNY TRIANGLE P	-2,334	0	0	0
587339	OPER TR IN-FR Finance General	4,945,143	3,154,857	0	0
587358	OP TRANSFER IN FR ALASKA SEA	25,972,439	0	0	0
587359	OP TRANSFER IN FR CEN WF IMP FUND	7,789,789	0	0	0
587410	OP TR IN-FR SCL FUND	0	982,705	1,450,331	3,750,000
587624	OPER TR IN-FR GEN TRUST FUND	10,000	0	0	0
	Total Total Transfers - Other Funds	58,004,384	32,290,888	32,177,831	24,236,000
	Total Revenues	369,101,934	402,423,127	410,753,040	351,610,784
379100	USE OF FUND BALANCE	-22,614,591	6,205,997	18,682,803	-10,294,437
	Total USE OF FUND BALANCE	-22,614,591	6,205,997	18,682,803	-10,294,437
	Total Resources	346,487,343	408,629,124	429,435,843	341,316,347

Seattle Department of Transportation

Appropriations By Budget Control Level (BCL) and Program

Bridges & Structures Budget Control Level

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

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Bridge Operations	2,972,857	3,247,068	3,369,792	3,420,950
Structures Engineering	638,183	823,250	856,550	872,385
Structures Maintenance	3,793,945	4,973,926	4,609,191	3,748,899
Total	7,404,985	9,044,244	8,835,533	8,042,234
Full-time Equivalents Total*	56.50	56.50	61.50	61.50

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

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

Bridge Operations Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Bridge Operations	2,972,857	3,247,068	3,369,792	3,420,950
Full-time Equivalents Total	28.00	28.00	28.00	28.00

Structures Engineering Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Structures Engineering	638,183	823,250	856,550	872,385
Full-time Equivalents Total	5.75	5.75	5.75	5.75

Structures Maintenance Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Structures Maintenance	3,793,945	4,973,926	4,609,191	3,748,899
Full-time Equivalents Total	22.75	22.75	27.75	27.75

Seattle Department of Transportation

Department Management Budget Control Level

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

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Director's Office	1,277,979	2,033,227	2,957,309	3,015,600
Division Management	12,046,174	13,875,968	12,317,536	12,579,569
Human Resources	750,161	1,389,166	1,349,798	1,381,485
Indirect Cost Recovery - Department Management	-30,644,269	-30,798,400	-29,224,416	-30,610,754
Public Information	628,144	1,454,161	1,354,752	1,073,088
Resource Management	15,231,459	13,076,503	12,571,288	12,050,154
Revenue Development	555,601	593,646	615,596	623,937
Total	-154,750	1,624,271	1,941,863	113,079
Full-time Equivalents Total*	123.50	126.50	131.50	131.50

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

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

Director's Office Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Director's Office	1,277,979	2,033,227	2,957,309	3,015,600
Full-time Equivalents Total	5.00	5.00	5.00	5.00

Division Management Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Division Management	12,046,174	13,875,968	12,317,536	12,579,569
Full-time Equivalents Total	29.50	30.50	30.50	30.50

Seattle Department of Transportation

Human Resources Program

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
Human Resources	750,161	1,389,166	1,349,798	1,381,485
Full-time Equivalents Total	9.75	9.75	9.75	9.75

Indirect Cost Recovery - Department Management Program

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
Indirect Cost Recovery - Department Management	-30,644,269	-30,798,400	-29,224,416	-30,610,754
Full-time Equivalents Total	0.00	0.00	5.00	5.00

Public Information Program

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
Public Information	628,144	1,454,161	1,354,752	1,073,088
Full-time Equivalents Total	7.50	7.50	7.50	7.50

Resource Management Program

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
Resource Management	15,231,459	13,076,503	12,571,288	12,050,154
Full-time Equivalents Total	66.00	68.00	68.00	68.00

Revenue Development Program

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
Revenue Development	555,601	593,646	615,596	623,937
Full-time Equivalents Total	5.75	5.75	5.75	5.75

Seattle Department of Transportation

Engineering Services Budget Control Level

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

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Engineering & Operations Support	1,663,659	1,633,142	1,467,371	1,492,775
Total	1,663,659	1,633,142	1,467,371	1,492,775
Full-time Equivalents Total*	25.75	25.75	25.75	25.75

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

General Expense Budget Control Level

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

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
City Central Costs	11,555,017	13,092,583	20,287,668	21,713,171
Debt Service	27,032,644	29,318,398	24,628,235	25,362,053
Indirect Cost Recovery - General Expense	-11,753,733	-13,098,088	-19,390,996	-19,390,996
Judgment & Claims	2,974,125	3,553,310	1,769,402	3,250,869
Total	29,808,053	32,866,203	27,294,309	30,935,097

Seattle Department of Transportation

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

City Central Costs Program

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

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
City Central Costs	11,555,017	13,092,583	20,287,668	21,713,171

Debt Service Program

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

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
Debt Service	27,032,644	29,318,398	24,628,235	25,362,053

Indirect Cost Recovery - General Expense Program

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

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
Indirect Cost Recovery - General Expense	-11,753,733	-13,098,088	-19,390,996	-19,390,996

Judgment & Claims Program

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

	2013	2014	2015	2016
Expenditures	Actual	Adopted	Proposed	Proposed
Judgment & Claims	2,974,125	3,553,310	1,769,402	3,250,869

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Major Maintenance/Replacement Budget Control Level

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

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Bridges & Structures	16,606,354	22,123,000	15,164,196	20,804,000
Landslide Mitigation	886,717	412,001	716,000	1,345,000
Roads	31,991,282	19,826,002	19,272,601	9,972,999
Sidewalk Maintenance	2,503,479	2,326,001	1,047,000	0
Trails and Bike Paths	4,609,490	6,483,003	6,479,001	1,300,001
Total	56,597,322	51,170,007	42,678,798	33,422,000
Full-time Equivalents Total*	61.00	61.00	61.00	62.00

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

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

Bridges & Structures Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Bridges & Structures	16,606,354	22,123,000	15,164,196	20,804,000
Full-time Equivalents Total	21.50	21.50	21.50	21.50

Landslide Mitigation Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Landslide Mitigation	886,717	412,001	716,000	1,345,000
Full-time Equivalents Total	2.00	2.00	2.00	2.00

Roads Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Roads	31,991,282	19,826,002	19,272,601	9,972,999
Full-time Equivalents Total	18.50	18.50	18.50	19.50

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Sidewalk Maintenance Program

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
Sidewalk Maintenance	2,503,479	2,326,001	1,047,000	0
Full-time Equivalents Total	6.50	6.50	6.50	6.50

Trails and Bike Paths Program

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
Trails and Bike Paths	4,609,490	6,483,003	6,479,001	1,300,001
Full-time Equivalents Total	12.50	12.50	12.50	12.50

Major Projects Budget Control Level

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Program Expenditures				
Alaskan Way Viaduct and Seawall Replacement	46,440,810	135,907,001	160,631,000	143,059,224
First Hill Streetcar	52,955,618	14,111,001	0	0
Magnolia Bridge Replacement	327,089	0	0	0
Mercer Corridor	18,332,363	0	0	0
Mercer West	22,462,781	21,221,000	25,599,866	1,905,677
Spokane Street Viaduct	1,376,165	0	0	0
SR-520	324,044	678,002	249,425	119,717
Total	142,218,869	171,917,004	186,480,291	145,084,618
Full-time Equivalents Total*	35.75	37.75	44.75	44.75

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

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

Alaskan Way Viaduct and Seawall Replacement Program

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

Expenditures/FTE	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Alaskan Way Viaduct and Seawall Replacement	46,440,810	135,907,001	160,631,000	143,059,224
Full-time Equivalents Total	19.50	21.50	28.50	28.50

First Hill Streetcar Program

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

Expenditures/FTE	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
First Hill Streetcar	52,955,618	14,111,001	0	0
Full-time Equivalents Total	1.00	1.00	1.00	1.00

Magnolia Bridge Replacement Program

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

Expenditures	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Magnolia Bridge Replacement	327,089	0	0	0

Mercer Corridor Program

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

Expenditures/FTE	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Mercer Corridor	18,332,363	0	0	0
Full-time Equivalents Total	7.25	7.25	7.25	7.25

Mercer West Program

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

Expenditures	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
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Mercer West 22,462,781 21,221,000 25,599,866 1,905,677

Spokane Street Viaduct Program

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
Spokane Street Viaduct	1,376,165	0	0	0
Full-time Equivalents Total	6.50	6.50	6.50	6.50

SR-520 Program

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
SR-520	324,044	678,002	249,425	119,717
Full-time Equivalents Total	1.50	1.50	1.50	1.50

Mobility-Capital Budget Control Level

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Program Expenditures				
Corridor & Intersection Improvements	6,784,065	18,502,000	17,029,001	19,571,827
Freight Mobility	676,936	525,001	256,000	1,500,000
Intelligent Transportation System	0	2,525,000	4,810,000	1,800,000
Neighborhood Enhancements	5,722,321	6,018,005	8,943,999	6,893,000
New Trails and Bike Paths	1,316,743	1,368,584	322,343	0
Sidewalks & Pedestrian Facilities	7,897,397	15,853,850	24,017,465	10,056,499
Transit & HOV	12,943,738	9,717,002	9,310,062	1,395,872
Total	35,341,199	54,509,442	64,688,870	41,217,198
Full-time Equivalents Total*	65.50	69.50	71.50	71.50

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

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

Corridor & Intersection Improvements Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Corridor & Intersection Improvements	6,784,065	18,502,000	17,029,001	19,571,827
Full-time Equivalents Total	13.75	15.75	15.75	15.75

Freight Mobility Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Freight Mobility	676,936	525,001	256,000	1,500,000
Full-time Equivalents Total	1.75	1.75	1.75	1.75

Intelligent Transportation System Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Intelligent Transportation System	0	2,525,000	4,810,000	1,800,000
Full-time Equivalents Total	12.50	12.50	12.50	12.50

Neighborhood Enhancements Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Neighborhood Enhancements	5,722,321	6,018,005	8,943,999	6,893,000
Full-time Equivalents Total	11.00	12.00	12.00	12.00

New Trails and Bike Paths Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
New Trails and Bike Paths	1,316,743	1,368,584	322,343	0

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Full-time Equivalents Total	8.25	8.25	8.25	8.25
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Sidewalks & Pedestrian Facilities Program

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
Sidewalks & Pedestrian Facilities	7,897,397	15,853,850	24,017,465	10,056,499
Full-time Equivalents Total	12.25	13.25	15.25	15.25

Transit & HOV Program

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Expenditures/FTE				
Transit & HOV	12,943,738	9,717,002	9,310,062	1,395,872
Full-time Equivalents Total	6.00	6.00	6.00	6.00

Mobility-Operations Budget Control Level

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

	2013 Actual	2014 Adopted	2015 Proposed	2016 Proposed
Program Expenditures				
Commuter Mobility	11,033,803	12,393,245	14,267,388	10,626,197
Neighborhoods	2,424,569	3,694,621	3,478,172	3,356,386
Parking	8,384,960	8,080,687	8,740,752	8,896,743
Signs & Markings	3,743,793	4,658,032	4,597,897	3,216,074
Traffic Signals	8,852,744	10,996,940	10,793,080	6,824,188
Total	34,439,870	39,823,525	41,877,289	32,919,588
Full-time Equivalents Total*	142.75	153.75	156.75	156.75

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

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

Commuter Mobility Program

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

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	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Commuter Mobility	11,033,803	12,393,245	14,267,388	10,626,197
Full-time Equivalents Total	45.50	49.50	51.50	51.50

Neighborhoods Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Neighborhoods	2,424,569	3,694,621	3,478,172	3,356,386
Full-time Equivalents Total	12.50	14.50	15.50	15.50

Parking Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Parking	8,384,960	8,080,687	8,740,752	8,896,743
Full-time Equivalents Total	33.25	33.25	33.25	33.25

Signs & Markings Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Signs & Markings	3,743,793	4,658,032	4,597,897	3,216,074
Full-time Equivalents Total	18.75	18.75	18.75	18.75

Traffic Signals Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Traffic Signals	8,852,744	10,996,940	10,793,080	6,824,188
Full-time Equivalents Total	32.75	37.75	37.75	37.75

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ROW Management Budget Control Level

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

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Street Use Permitting & Enforcement	14,575,873	19,842,865	24,176,824	18,379,222
Total	14,575,873	19,842,865	24,176,824	18,379,222
Full-time Equivalents Total*	72.50	83.50	95.50	95.50

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

Street Maintenance Budget Control Level

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

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Emergency Response	1,001,150	1,997,176	2,053,901	2,093,558
Operations Support	3,882,668	3,919,076	4,211,648	4,243,939
Pavement Management	278,354	295,263	306,582	313,572
Street Cleaning	5,554,873	5,731,196	5,684,223	6,038,583
Street Repair	9,091,661	9,610,970	12,912,574	13,589,299
Total	19,808,705	21,553,681	25,168,928	26,278,951
Full-time Equivalents Total*	113.00	113.00	113.00	115.00

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

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

Emergency Response Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Emergency Response	1,001,150	1,997,176	2,053,901	2,093,558
Full-time Equivalents Total	2.25	2.25	2.25	2.25

Operations Support Program

The purpose of the Operations Support Program is to provide essential operating support services necessary for the daily operation of SDOT's equipment and field workers dispatched from three field locations in support of

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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.

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Operations Support	3,882,668	3,919,076	4,211,648	4,243,939
Full-time Equivalents Total	33.75	33.75	33.75	33.75

Pavement Management Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Pavement Management	278,354	295,263	306,582	313,572
Full-time Equivalents Total	0.75	0.75	0.75	0.75

Street Cleaning Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Street Cleaning	5,554,873	5,731,196	5,684,223	6,038,583
Full-time Equivalents Total	21.25	21.25	21.25	23.25

Street Repair Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Street Repair	9,091,661	9,610,970	12,912,574	13,589,299
Full-time Equivalents Total	55.00	55.00	55.00	55.00

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Urban Forestry Budget Control Level

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

	2013	2014	2015	2016
Program Expenditures	Actual	Adopted	Proposed	Proposed
Arborist Services	1,035,507	934,491	1,382,574	514,809
Tree & Landscape Maintenance	3,748,051	3,710,249	3,443,193	2,916,776
Total	4,783,558	4,644,740	4,825,767	3,431,585
Full-time Equivalents Total*	31.25	31.25	31.25	31.25

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

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

Arborist Services Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Arborist Services	1,035,507	934,491	1,382,574	514,809
Full-time Equivalents Total	8.75	8.75	8.75	8.75

Tree & Landscape Maintenance Program

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

	2013	2014	2015	2016
Expenditures/FTE	Actual	Adopted	Proposed	Proposed
Tree & Landscape Maintenance	3,748,051	3,710,249	3,443,193	2,916,776
Full-time Equivalents Total	22.50	22.50	22.50	22.50

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Transportation Fund Table

Transportation Operating Fund (10310)

	2013 Actuals	2014 Adopted	2014 Revised	2015 Proposed	2016 Proposed
Beginning Fund Balance	49,703,625	64,576,787	73,663,022	75,410,017	56,727,214
Accounting and Technical Adjustments	1,344,806	0	0	0	0
Plus: Actual and Estimated Revenues	369,101,934	402,423,127	409,843,113	410,753,040	351,610,784
Less: Actual and Budgeted Expenditures	346,487,343	408,629,124	408,096,118	429,435,843	341,316,347
Ending Fund Balance	73,663,022	58,370,790	75,410,017	56,727,214	67,021,650
Continuing Appropriations	47,041,442	46,891,245	47,076,781	0	0
Paving Reserve	0	3,181,637	0	0	0
Planning Reserve	0	851,000	851,000	1,714,699	5,558,793
Total Reserves	47,041,442	50,923,882	47,927,781	1,714,699	5,558,793
Ending Unreserved Fund Balance	26,621,580	7,446,908	27,482,236	55,012,515	61,462,857

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Capital Improvement Program Highlights

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

The 2015-2020 Adopted CIP includes key infrastructure investments, previously detailed in this chapter, to:

- Invest in Seattle's neighborhoods through additional funding of new sidewalks, street resurfacing, and the neighborhood street fund;
- Implement Access Seattle in and around downtown Seattle by significantly investing in Intelligent Transportation Systems (ITS) and making the functionality of the Traffic Operations Center more robust;
- Invest in freight mobility improvements and heavy haul corridor improvements;
- Improve the bicycle network in the downtown core with expanded bike lanes and funding bridge maintenance for bike safety;
- Increase accessibility and safety of city streets, sidewalks and corridors across Seattle, including improving the Third Avenue corridor, continuing work on the 23rd Avenue corridor, and completing design work on Fautleroy Way SW; and
- Enhance the safety and reliability of other transit infrastructure such as bridges, traffic signals and parking pay stations.

For more information on SDOT's full capital program, please refer to the 2015-2020 Proposed CIP.

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

Table 1: Capital Improvement Budget Control Level Summary

Budget Control Level	2015 Proposed	2016 Proposed
Major Maintenance/Replacement	\$42,678,798	\$33,422,000
Major Projects	\$186,480,291	\$145,084,618
Mobility Capital	\$64,688,870	\$41,217,198
Total Capital Improvement Program	\$293,847,959	\$219,723,816

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

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Table 2: SDOT Bond Appropriations in the 2015-2016 CIP provides an informational display of LTGO bond proceed transfers to the TOF and the projects to which these proceeds will be allocated. Authority to transfer these funds to the TOF is provided by the various LTGO bond ordinances or other legislation.

Table 2: 2015-2016 Proposed SDOT Bond Appropriations in CIP

	2015 Proposed	2016 Proposed
Bridge Rehabilitation and Replacement: TC366850		
Multipurpose LTGO Bond	\$5,104,000	\$6,100,000
Elliott Bay Seawall Project: TC367320		
Seawall Levy UTGO Bond	\$132,000,000	\$69,553,000
South Park Bridge: TC365780		
Multipurpose LTGO Bond	\$5,000,000	\$0
Alaskan Way Main Corridor: TC367330		
Multipurpose LTGO Bond	\$4,150,000	\$16,860,000
Seawall Levy UTGO Bond	\$2,700,000	\$8,550,000
Overlook Walk and East-West Connection: TC367630		
Multipurpose LTGO Bond	\$1,379,000	\$1,281,000
23rd Avenue Corridor: TC367420		
Multipurpose LTGO Bond	\$0	\$9,578,000
Total Bond Proceeds	\$150,333,000	\$111,922,000

The Cumulative Reserve Subfund section of the Proposed Budget presents appropriations authorized for specific programs; however, they have been summarized in this section in **Table 3: 2015-2016 Proposed Cumulative Reserve Subfund Program Funding to SDOT**. Appropriations from the CRS include Real Estate Excise Tax debt as well as CRS-Unrestricted funds, which are backed by street vacation revenues.

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Table 3: 2015-2016 Proposed Cumulative Reserve Subfund Program Funding to SDOT

\$'s in thousands

Sub-Account	Project ID	2015	2016
Cumulative Reserve Subfund –REET I (00163)			
Arterial Major Maintenance	TC365940	\$3,050	\$0
Non-Arterial Concrete Rehabilitation	TC323160	\$450	\$0
Subtotal		\$3,500	\$0
Cumulative Reserve Subfund –REET II (00161)			
23rd Avenue Corridor Improvements	TC367420	\$2,700	\$0
3rd Avenue Corridor Improvements	TC367370	\$0	\$708
ADA Improvements – SDOT	TC367500	\$124	\$0
Alaskan Way Main Corridor	TC367330	\$1,530	\$0
Bike Master Plan Implementation	TC366760	\$0	\$100
Bridge Load Rating	TC365060	\$0	\$300
Bridge Painting Program	TC324900	\$2,135	\$2,135
Bridge Rehabilitation and Replacement Phase II	TC367450	\$0	\$595
Hazard Mitigation Program - Areaways	TC365480	\$328	\$329

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Hazard Mitigation Program - Landslide Mitigation Projects	TC365510	\$200	\$200
Heavy Haul Corridor Program	TC999999	\$0	\$1,500
Neighborhood Traffic Control Program	TC323250	\$298	\$0
Next Generation Intelligent Transportation Systems (ITS)	TC367430	\$1,625	\$800
Non-Arterial Asphalt Street Resurfacing	TC323920	\$1,150	\$650
Non-Arterial Concrete Rehabilitation	TC323160	\$700	\$500
NSF/CRS Neighborhood Program	TC365770	\$1,842	\$1,000
Pavement Microsurfacing	TC367610	\$0	\$4,000
Pedestrian Master Plan - New Sidewalks	TC367600	\$5,948	\$2,000
Pedestrian Master Plan - School Safety	TC367170	\$2,390	\$0
Pedestrian Master Plan Implementation	TC367150	\$3,990	\$49
Retaining Wall Repair and Restoration	TC365890	\$212	\$212
Signal Major Maintenance	TC367580	\$0	\$1,013
Subtotal		\$25,172	\$16,091
Cumulative Reserve Subfund –Unrestricted (00164)			
Alaskan Way Main Corridor	TC367329	\$0	\$1,000
Subtotal		\$0	\$1,000
Cumulative Reserve Subfund –Street Vacation (00169)			
Alaskan Way Main Corridor	TC367330	\$0	\$1,543
Bridge Rehabilitation and Replacement Phase II	TC367450	\$0	\$782
Bridge Seismic - Phase III	TC367300	\$0	\$54
Fauntleroy Way SW Boulevard	TC367200	\$500	\$0
Freight Spot Improvement Program0	TC365850	\$256	\$0
Next Generation Intelligent Transportation Systems (ITS)	TC367430	\$1,300	\$0
Sound Transit North Link Station Bike and Pedestrian Improvements	TC367350	\$0	\$1,016
Subtotal		\$2,056	\$3,395
Total CRS Funding to Transportation		\$30,728	\$20,486

Table 4: Central Waterfront Improvement Fund Appropriation displays appropriations from the Central Waterfront Improvement Fund to the Transportation Operating Fund for costs associated with the design, construction, and city administration of the waterfront improvement program. The program is planned to be financed by several revenue sources, including a future Local Improvement District (LID). This funding is revenue-backed by a cash-pool interfund loan until such time that the LID is formed. Additional details of this fund are located in the Central Waterfront Improvement Fund section of the 2015-2016 Proposed Budget.

Table 4: Central Waterfront Improvement Fund Appropriation

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

Expenditures	2015 Proposed	2016 Proposed
Central Waterfront Improvement Fund Support to Transportation BCL	\$3,020,000	\$33,290,000

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Table 5: School Zone Fixed Automated Camera Fund Appropriation displays the appropriation from the School Zone Fixed Automated Camera Fund to the Transportation Operating Fund for support of the Pedestrian Master Plan – School Safety and the Pedestrian Master Plan – New Sidewalk capital programs and operation and maintenance costs associated with the programs. Funding supports costs associated with design and construction of school safety infrastructure projects; school zone camera installation; school zone warning beacon maintenance; new sidewalks in school walk zones; and school safety program education, outreach, and administration. Additional fund details are located in the School Zone Fixed Automated Camera Fund section of the 2015-2016 Proposed Budget.

Table 5: School Zone Fixed Automated Camera Fund Appropriation

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

Expenditures	2015 Proposed	2016 Proposed
School Zone Fixed Automated Cameras Fund Support to Transportation BCL	\$8,524,411	\$6,217,212

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