



Seattle Department of Transportation (SDOT)



2013-2014 Proposed Budget Overview

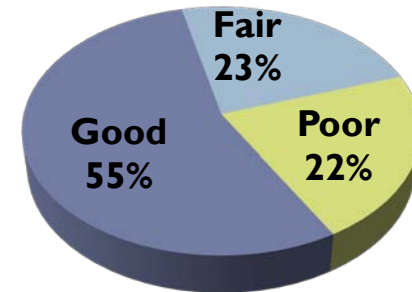
BASIC MISSION

- ▶ 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.
 - ▶ Example of SDOT's work: 85th Street/Greenwood Avenue Paving Project
 - ▶ Currently reconstructing N/NW 85th St (from 15th Ave to I-5) and Greenwood Ave N (from 85th to 73rd)
 - ▶ \$16.4 million project will enhance mobility for 42,000 vehicles daily through nearly three miles of new concrete/asphalt pavement
 - ▶ Complete Streets project with improvements benefiting pedestrians, the disabled, bus riders, freight, nearby neighborhoods and the environment
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KEY OUTCOMES AND REMAINING CHALLENGES

- ▶ SDOT's 2012 Action Agenda outlines a set of policies and actions to support the city's transportation priorities.
- ▶ Specific outcomes are detailed in the 2012 Action Agenda, and are organized around five principles.

- ▶ Keeping it Safe
- ▶ Focusing on the Basics
- ▶ Building Healthy Communities
- ▶ Supporting a Thriving Economy
- ▶ Providing Great Service



Transportation Assets Condition

- ▶ Challenges for achieving mission: Significant backlog of unfunded maintenance needs as well as needed system improvements
 - ▶ Barrier to resolving: Limited transportation funding
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ALIGNING MISSION AND BUDGET

- ▶ SDOT's budget changes focus primarily on safety, asset preservation, and system improvements.
 - ▶ Guided by Action Agenda principles, SDOT ranked and prioritized operational, maintenance, and capital programs (with a heavier weight for safety and maintenance).
 - ▶ Budget adds for sidewalk safety repairs, arterial and non-arterial major maintenance, bridge seismic program, high capacity transit and Safe Routes to School
 - ▶ Budget cuts in vacant positions, administrative support, and continuation of organizational right sizing
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TABLE 1 - INCREMENTAL BUDGET CHANGES FOR THE 2013-2014 BIENNIUM

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)							
	2013		2014		GF?	DESCRIPTION	BIP #
	FUNDING AMOUNT	FTE	FUNDING AMOUNT	FTE			
2012 ADOPTED BUDGET	\$ 310,651,000	721	\$ 310,651,000	721			
Citywide Adjustments for Standard Cost Changes	\$ 21,934,473		\$ 49,773,479		Partial	Reflects changes due to inflation, central cost allocations, retirement, health care, workers' compensation, and employment costs.	900,917
Removal of 2012 One-Time Adds	\$ (9,639,810)		\$ (9,861,525)		Partial	Removes 2012 one-time expenditures, including the one-time transfer of \$8.1 million of unused Rubble Yard proceeds from SDOT's budget to a reserve in Finance General.	910,911,912, 913,914,915, 916
BASELINE BUDGET	\$ 322,945,663	721	\$ 350,562,954	721			
PROPOSED CHANGES							
PROPOSED POLICY CHANGES							
1) Right-Sizing Staffing Levels	\$ (569,500)	-7.5	\$ (581,000)	-7.5	Partial	Eliminates three Cement Finishers due to further workload right-sizing; reduces a training coordinator to part-time, also due to right-sizing; and eliminates four maintenance positions due to warehousing efficiencies.	101,102,123
2) Miscellaneous Staffing Reductions	\$ (105,001)	-3	\$ (107,000)	-3	Yes	Eliminates three accounting and finance staff, reflecting a decrease in work volumes due to process improvements and report automation.	100,108
3) Miscellaneous Discretionary Reductions	\$ (129,000)		\$ (129,000)		Yes	Eliminates operational contingency in SDOT, which has allowed SDOT to respond to emergent issues during the year. Also reduces maintenance support for pedestrian wayfinding signs because a large backlog of work in this area will be completed in 2012.	106,124
4) Transit Master Plan Implementation	\$ 4,441,999	3	\$ 1,110,083	3	Partial	Funding and staff to begin implementation of recently completed Transit Master Plan, including downtown Third Avenue capital improvements and development of conceptual designs related to Eastlake Ave transit corridor, Madison Street corridor, and Ship Canal crossing options.	509,518,161, 519
5) Pedestrian and Bicycle Enhancements	\$ 2,183,999	3.5	\$ 950,999	3.5	Partial	Proposed enhancements include new Safe Routes to School projects, additional funding for sidewalk safety repair and greenways development, and creation of a Center City Mobility Plan. Also funds Shoreline Street Ends program additions, improved multimodal traffic data collection, and study of potential Burke Gilman trail extension.	149, 504,314,520, 162,163,521
6) Freight Mobility Enhancements	\$ 100,000		\$ 386,000		Yes	Adds funding to develop a new Freight Master Plan and implement freight spot improvements.	604,511
7) Street Repair and Maintenance Additions	\$ 6,190,000		\$ 6,270,000		Partial	Adds annual funding for arterial major maintenance, non-arterial maintenance and repair, and chip seal and crack seal programs.	503,600,601, 136,137
8) Emergency Services Addition	\$ 336,000		\$ 336,000		Yes	Raises emergency response funding levels to match the five-year average of actual storm response expenditures. This was done in 2012 with one-time revenue (Rubble Yard).	312
9) Bridge Maintenance Additions	\$ 365,000				No	Adds funding to repair the automated control operations system for the University Bridge, and to develop methodology for prioritizing bridge seismic upgrades.	505,510
10) Signs and Signals Maintenance Additions	\$ 655,000		\$ 480,000		No	Adds funding for major maintenance needs on signals, signal controllers and signs.	130,131,311
11) Neighborhood-Based Enhancements	\$ 124,999	0.5	\$ 125,000	0.5	Yes	Adds funding to support project scoping and development related to proposed expansion of OED's "Only in Seattle" program.	160
12) General Mobility Enhancements	\$ 351,000		\$ 321,000		Partial	Includes one-time support to assist SDOT in completing a curb ramp inventory to comply with ADA; operations and maintenance for the e-Park program, which guides motorists to available off-street parking spaces; and implementation of the Road Safety Action Plan.	313,139,142
13) Street Use Permitting Additions	\$ 1,204,000	4	\$ 743,000	4	No	Additional funding and staff to address an increase in street use permitting activity and review SPU plans for Combined Sewer Overflow projects, and one-time funding to plan a necessary upgrade to SDOT's Street Use Permitting System.	147,304,150
14) Staffing Additions for Major Projects	\$ 107,002	4	\$ 107,002	4	Partial	Funding and staff for project management on major projects including State Route 520, Sound Transit light rail, and Central Waterfront Improvement.	128,514,515, 516

	2013		2014		GF?	DESCRIPTION	BIP #
	FUNDING AMOUNT	FTE	FUNDING AMOUNT	FTE			
15) Rubble Yard Proceeds	\$ 1,797,499		\$ 1,857,900		No	Use of Rubble Yard proceeds to preserve core O&M services (as assumed in the 2012 Adopted Budget), including street cleaning and landscape maintenance. Other uses not shown in this budget adjustment are: preservation of core services in the CIP (incorporated into the baseline, like other previously planned capital expenditures) and \$2M for Mercer West (which remains in SDOT's fund balance).	400
PROPOSED TECHNICAL CHANGES							
16) Cost and Schedule Adjustments to Capital Projects	\$ (16,705,224)		\$ 25,473,548		Partial	Capital technical adjustments reflect updates to project schedules and spending plans. Further detail is in Table 2.	071
17) Revenue Shifts to Save General Fund and Gas Tax	\$ (197,988)		\$ (198,000)		Partial	Ongoing savings realized by shifting costs for stormwater pollution control and pedestrian lighting from General Fund and Gas Tax onto relevant CIP projects.	111,115,401, 402,500
18) Technical Adjustments	\$ (5,207,803)		\$ (2,411,367)		Partial	Technical Adjustments include the recognition of new grant revenue, budget-neutral internal transfers between SDOT programs, citywide changes to employee costs such as health care, retirement and unemployment, and changes to debt service.	070,402,403, 900,074,159, 075
TOTAL PROPOSED CHANGES	\$ (5,058,018)	4.5	\$ 34,734,165	4.5			
FINAL PROPOSED BUDGET	\$ 317,887,645	725.5	\$ 385,297,119	725.5			

FUND BALANCE

PROJECTED BEGINNING FUND BALANCE	\$44,464,872	\$53,202,842	
PROJECTED YEAR-END FUND BALANCE	\$53,202,843	\$46,190,758	
PROJECTED UNRESERVED YEAR-END FUND BALANCE	\$11,700,911	\$4,688,826	

TABLE 2 - CAPITAL IMPROVEMENT PROGRAM (CIP) CHANGES

SDOT 2013-2018 PROPOSED CIP

PROJECT TITLE	2013 APPROPRIATIONS (In 1000)	2014 APPROPRIATIONS (In 1000)	TOTAL PROJECT COST (In 1000)	FUNDING SOURCES	DESCRIPTION/EXPLANATION
NEW PROJECTS					
1) 3rd Avenue Corridor Improvements	\$1,800	\$400	\$2,550	General Fund, Cumulative Reserve - REET II, Federal Grant	Project makes multimodal improvements in the Third Avenue downtown corridor.
2) Ballard to Downtown High Capacity Transit and Ship Canal Crossing Project	\$500	\$0	TBD	General Fund, Cumulative Reserve - REET II	Develop recommendations for implementing high capacity transit alternatives between Ballard and Downtown Seattle. Also develop conceptual designs for a new ship canal crossing for transit, pedestrians and bicycles.
3) Bridge Seismic - Phase III	\$95	\$0	\$95	BTG - Levy LID Lift	Develop proposal for the next phase of bridge seismic upgrades.
4) Broadway Streetcar Extension	\$1,250	\$1,250	\$25,000	Federal Grants, Vehicle License Fees, Local Improvement District, To Be Determined	Extend the First Hill Streetcar to the north end of Broadway.
5) Eastlake High Capacity Transit	\$2,000,000	\$0	TBD	BTG - Commercial Parking Tax	Conceptual design for high capacity transit options in the Eastlake Avenue corridor connecting the University District, Roosevelt, Eastlake and South Lake Union neighborhoods with Downtown.
6) Elliott Bay Seawall Project	\$46,900	\$90,000	\$300,000	King County, Seawall Levy, LTGO Bond Funds, Commercial Parking Tax	Beginning in 2013, this project contains future costs related to the Elliott Bay Seawall that were formerly part of the Alaskan Way Viaduct & Seawall project. The Seawall project cost estimate has decreased by \$30M from the 2012-2017 CIP.

PROJECT TITLE	2013 APPROPRIATIONS (In 1000)	2014 APPROPRIATIONS (In 1000)	TOTAL PROJECT COST (In 1000)	FUNDING SOURCES	DESCRIPTION/EXPLANATION
7) Neighborhood Large Projects	\$1,836	\$1,882	\$11,707	BTG - Levy LID Lift	Budget related to the neighborhood large project process was split out of the NSF/CRF Neighborhood Program.
8) Sound Transit North Link Station Bike and Pedestrian Improvements	\$567	\$0	\$10,000	Federal Grant, BTG - Levy LID Lift, Cumulative Reserve - REET II, To Be Determined	Construct pedestrian and bicycle improvements to access the planned Sound Transit Light Link station at Northgate.
9) University Bridge Control System Upgrade	\$270	\$0	\$270	BTG - Levy LID Lift	Repair the automated control operations system for the University Bridge.
10) Waterfront Improvement Program	\$19,500	\$39,500	\$769,000	Private, Seawall Levy, State Grants, Local Improvement Districts, Transportation Bond Funds	Beginning in 2013, this project contains future costs related to the waterfront improvements that were formerly part of the Alaskan Way Viaduct & Seawall project. Total cost estimate includes spending in 2019 and 2020. The cost estimate has increased by \$245M from the 2012-2017 CIP and incorporates the Central Waterfront Committee's recommendations.

PROJECTS CANCELLED OR DEFERRED

11) Aurora Transit, Pedestrian, and Safety Improvements	\$0	\$2,000	\$28,915	To Be Determined	Project on hold until additional funding can be secured.
12) Magnolia Bridge Replacement Project	\$0	\$0	\$350,000	To Be Determined	Project on hold until additional funding can be secured.
13) Pay Stations	\$0	\$0	\$17,914	General Fund LTGO Bonds	Resource constraints and programmatic focus have limited planning and outreach efforts for new installations.
14) S Lander St Grade Separation	\$0	\$0	\$200,000	To Be Determined	Project on hold until additional funding can be secured.

PROJECT TITLE	2013 APPROPRIATIONS (In 1000)	2014 APPROPRIATIONS (In 1000)	TOTAL PROJECT COST (In 1000)	FUNDING SOURCES	DESCRIPTION/EXPLANATION
FUNDING/SCOPE CHANGES FOR EXISTING PROJECTS					
15) Alaskan Way Viaduct & Seawall Replacement	\$5,800	\$7,225	\$125,743	State & Federal Grants, LTGO Bonds, King County, Commercial Parking Tax	Beginning in 2013, all future costs for the Seawall and Waterfront projects will be reflected in two new capital projects. The existing project includes historical costs for the Alaskan Way Viaduct & Seawall Replacement Program and future Parking Program & Program Management costs.
16) Arterial Asphalt and Concrete Program	\$11,945	\$18,903	\$279,927	BTG - Levy LID Lift, Commercial Parking Tax, Business Transportation Tax, Federal Grants	Project has an additional \$1.1 million in 2013 and an additional \$6.0 million in 2014 of federal grants for paving improvements to the 23rd Avenue Corridor, NE 125th Street and NW Holman Road.
17) Arterial Major Maintenance	\$3,940	\$3,940	\$36,387	BTG Levy LID Lift, Vehicle License Fees, Commercial Parking Tax, Rubble Yard Property Proceeds	Adds \$3.04 million annually of Cumulative Reserve - REET II in 2013 and 2014 to address citywide paving needs.
18) Bike Master Plan Implementation	\$5,777	\$6,852	\$57,416	BTG - Levy LID Lift, Vehicle License Fees, Federal Grants, General Fund	Adds \$338K in 2013 and \$1.369 million in 2014 of federal grants for the Westlake Cycle Track project which will provide an attractive, north-south bicycle facility along the west side of Lake Union. Also adds \$150K of General Fund to develop designs for bicycling corridors through Center City Seattle.
19) Bridge Rehabilitation and Replacement	\$0	\$1,236	\$98,215	BTG - LTGO Bonds, P WTF Loan	SDOT anticipates completing construction of the Airport Way Over Argo bridge in 2013, and has begun design on Fairview Ave N and Yesler Over 4th Ave bridges. The \$13.8 million reduction in total program cost (from \$112 million in 2012-2017 Adopted CIP) reflects a reduction in the program's work plan that more closely aligns with current secured funding.
20) Burke-Gilman Trail Extension	\$20	\$820	\$25,787	Trail & Open Space Levy, Federal and State Grants, BTG - Levy LID Lift, Seattle Voter Approved Levy	The project will proceed with advertising for construction following the conclusion of the current litigation process, anticipated early 2013.

PROJECT TITLE	2013 APPROPRIATIONS (In 1000)	2014 APPROPRIATIONS (In 1000)	TOTAL PROJECT COST (In 1000)	FUNDING SOURCES	DESCRIPTION/EXPLANATION
21) Freight Spot Improvement Program	\$400	\$425	\$2,748	Gas Tax, 5% Commercial Parking Tax, Future Grants	The program received an additional \$235k of Cumulative Reserve REET II in 2014.
22) Mercer Corridor Project	\$5,465	\$500	\$169,880	BTG LTGO Bonds, Federal Grants, Private Donations, Seattle City Light, Drainage and Water Funds.	The project is in currently in construction, with completion slated for 3Q 2013.
23) Mercer Corridor - West	\$28,773	\$31,760	\$95,140	State & Federal Grants, 2.5% Commercial Parking Tax, Surplus Land Sales, City Light and Drainage & Wastewater	Converts Mercer Street to a two-way street between Dexter Ave and Elliott Ave West. The project is expected to be completed by December 2015. At 100% design completion, the updated cost estimate increased by \$4.6 million (from the 2012 Adopted Budget). The project is now fully funded and the CIP reflects all funding sources, including the \$14M federal TIGER grant.
24) NSF/CRF Neighborhood Program	\$1,023	\$279	\$30,529	BTG - Levy LID Lift, CRS REET II, Gas Tax	Includes \$752K of CRS REET II from the annual neighborhoods small project selection process. Funding for the large projects was split out and moved to a new project for transparency.
25) Pedestrian Master Plan - Safe Routes to Schools	\$1,583	\$803	\$8,522	BTG - Levy LID Lift, CRS REET II, State and Federal Grants	Includes \$836k of CRS REET II funds in 2013 to implement an additional three safety projects.
26) Pedestrian Master Plan Implementation	\$4,946	\$5,008	\$61,586	BTG - Levy LID Lift, Commercial Parking Tax, Gas Tax, Vehicle License Fee	The program was reduced by \$100K per year in the Pedestrian Lighting program, as those costs will now be covered by other relevant CIP projects.
27) Transit Corridor Improvements	\$3,166	\$3,622	\$49,481	BTG - Levy LID Lift, Federal & State Grants, King County	Constructs transit speed and reliability and bus stop improvements in corridors identified as priorities in the Transit Master Plan.

TABLE 3 - BUDGET OVERVIEW

SDOT EXPENDITURES OVERVIEW (2013-2014 PROPOSED)					
BUDGET CONTROL LEVELS	2012 ADOPTED	2013 PROPOSED	% CHANGE '12-'13	2014 PROPOSED	% CHANGE '13-'14
Expenditures by BCL					
Bridges & Structures	\$7,721,000	\$7,479,000	-3.1%	\$7,719,000	3.2%
Department Management	\$10,569,000	\$1,211,000	-88.5%	\$1,233,000	1.8%
Engineering Services	\$1,625,000	\$2,234,000	37.5%	\$2,155,000	-3.5%
General Expense	\$30,286,000	\$30,992,000	2.3%	\$34,446,000	11.1%
Major Maintenance/Replacement	\$41,530,000	\$48,289,000	16.3%	\$48,914,000	1.3%
Major Projects	\$99,352,000	\$129,602,000	30.4%	\$195,969,000	51.2%
Mobility-Capital	\$46,482,000	\$20,902,000	-55.0%	\$16,412,000	-21.5%
Mobility-Operations	\$35,140,000	\$35,668,000	1.5%	\$36,457,000	2.2%
ROW Management	\$11,524,000	\$13,733,000	19.2%	\$13,624,000	-0.8%
Street Maintenance	\$22,019,000	\$23,167,000	5.2%	\$23,611,000	1.9%
Urban Forestry	\$4,403,000	\$4,611,000	4.7%	\$4,757,000	3.2%
Total SDOT Expenditures	\$310,651,000	\$317,888,000	2.3%	\$385,297,000	21.2%
Total FTEs	721	725.5	0.0%	725.5	0.0%
Revenues SDOT					
General Fund & Gas Tax	\$50,601,000	\$51,633,000	2.0%	\$52,037,000	0.8%
Cumulative Reserve Subfund	\$6,334,000	\$11,226,000	77.2%	\$7,889,000	-29.7%
BTG Levy	\$40,694,000	\$41,487,000	1.9%	\$42,221,000	1.8%
Commercial Parking Tax	\$30,760,000	\$31,291,000	1.7%	\$32,699,000	4.5%
Vehicle License Fee	\$6,800,000	\$6,868,000	1.0%	\$6,937,000	1.0%
Rubble Yard Proceeds from Finance General					-22.1%
	\$0	\$4,050,000	N/A	\$3,155,000	
Seawall and Central Waterfront Levy					78.5%
	\$0	\$43,700,000	N/A	\$78,000,000	
Grants, Bonds, Reimbursable & Other					13.9%
	\$160,312,000	\$136,371,000	-14.9%	\$155,347,000	
Total SDOT Revenues	\$295,501,000	\$326,626,000	10.5%	\$378,285,000	15.8%

All dollar numbers rounded to the nearest \$1,000
 Percentages rounded to the nearest tenth percent