

# Seattle City Light

## Jorge Carrasco, Superintendent

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### Department Description

Seattle City Light 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.

Seattle City Light provides electric power to more than 383,000 residential, business, and industrial customers. Its service area of 131.3 square miles includes the City of Seattle, areas north of Seattle including areas of the City of Shoreline and parts of Lake Forest Park, areas of unincorporated King County, and areas south of Seattle including the cities of Burien, Tukwila, and SeaTac.

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

### Policy and Program Changes

Seattle City Light's (SCL's) adopted budget promotes the City's goal of maintaining carbon neutrality by mitigating greenhouse gas emissions and researching the effect of climate change on City Light watersheds, providing customer incentives and programs to increase energy conservation as described below, funding "green" City building improvements with the creation of an Energy Efficiency Fund, and acquiring new renewable resources (including landfill gas and biomass) as required by Initiative 937.

SCL will significantly expand its energy conservation acquisition goals, as detailed in the Five-Year Conservation Action Plan. The 2007 goal of 7.25 average Megawatts (aMW) increases to 10.1 in 2008, 12.1 in 2009, and 14.4 in 2010. The Plan's four primary components are: 1) rebuild conservation infrastructure; 2) expand existing conservation programs; 3) develop new conservation programs; and 4) incorporate small scale renewable energy and demand response at customer sites. The Adopted Budget includes new staff and funding in 2009 (with a further increase endorsed in 2010) to restore or newly develop capabilities in several areas, including monitoring and verification, planning and evaluation, marketing, information management, customer renewables, and demand response.

The Adopted Budget enhances customer service through improved reliability by addressing aging infrastructure before it fails, building on the utility's recently initiated Asset Management program. Projects include maintenance on the Boundary Sluice Gate, additional maintenance to substations and field switches, and surveying, testing and treatment of City Light's existing transmission and distribution poles.

The Adopted Budget also helps to satisfy reliability, security and internal control requirements for SCL's assets and business activities, including meeting new mandatory reliability and security requirements of the North American Electric Reliability Corporation (NERC) and Federal Energy Regulatory Commission (FERC), enhancing benefits of SCL's generation and transmission assets, paying increased State and Federal license fees

for dams, and ensuring compliance with requirements of the new Wholesale Energy Risk Management Policy thereby maximizing the benefit of SCL's hydro resources.

The Adopted Budget emphasizes the importance of safety and training for current and new employees by providing fire resistant safety clothing and complying with other worker safety requirements, and providing First Aid and other health safety training for Energy Delivery Operations personnel and Generation/Power Production personnel.

The Adopted Budget supports cross-departmental initiatives that benefit the entire City, including undergrounding electric infrastructure in Seattle over the six-year horizon of the capital budget, and partnering with Seattle Department of Transportation on joint projects.

Capital budget reductions of \$91.5 million are adopted, relative to the capital spending originally planned for 2009. These reductions are primarily a result of deferring projects and reducing project budgets to maintain an achievable Capital Improvement Program (CIP). The main cause of the project deferrals is changed interagency project schedules. In particular, the deferral of the utility relocation of the Alaskan Way Project reduced the 2009 project amount by \$65 million. The North Downtown Substation and Network project budgets have been reduced to focus on engineering design over the next two years; construction costs originally included in 2009 and 2010 have been deferred to future years.

The Adopted Budget reduces Operations & Maintenance (O&M) and Deferred O&M spending on the Boundary Relicensing Program as SCL moves toward completing the relicensing process in 2011. Also included are reductions in various line items throughout the budget to reduce costs and achieve efficiencies.

The 2009 Adopted Budget for City Light does not recommend an electric rate increase in 2009. This decision was reached following a careful review. On the one hand, City Light's recent financial performance has been very strong and the utility's financial position continues to improve. City Light earned more net income in the last three years than it has in the thirty years leading up to the 2001 energy crisis, and the utility's debt-to-capitalization ratio has been reduced from 83% in 2002 to 67% in 2007, and is projected to reach 60% before the end of 2010. On the other hand, while City Light has earned considerable revenue in the wholesale energy market in recent years, this source of revenue is both volatile and unpredictable, as it depends heavily on weather conditions and natural gas prices that are outside of the City's control. Although City Light's current rates should be sufficient to meet the utility's financial requirements in 2009, it will be important to keep a close eye on the utility's costs and revenues in this uncertain environment. As such, future budgets may include a rate increase depending on hydro conditions, wholesale energy prices, inflation, and other factors.

A note about the Budget Control Level summary statements that follow: statements for operating Budget Control Levels (such as the Conservation Resources and Environmental Affairs O&M BCL) compare 2009 Adopted Budget amounts to the 2008 Adopted Budget. Statements for capital Budget Control Levels (such as the Customer Services and Energy Delivery - CIP BCL) compare the 2009 allocation in the 2009-2014 Adopted CIP with the same-year allocation in the 2008-2013 Adopted CIP.

## City Council Provisos

The City Council adopted the following budget provisos:

None of the money appropriated for 2009 for the City Light Department may be spent for pre-design or design work related to the North Downtown Substation Development project, CIP Project ID 7757, until authorized by future ordinance. The Council anticipates that such authority will not be granted until City Light presents a convincing case for the substation. This proviso does not restrict expenditures for the purchase of property for a substation, or for work in support of that purchase.

None of the money appropriated in 2009 for the City Light Department may be spent for work related to the North Downtown Network Services CIP project, Project ID 8405, or North Downtown System Network CIP

project, Project ID 8404, until authorized by future ordinance. The Council anticipates that such authority will not be granted until City Light proposes rates for the existing University District and First Hill networks and for the proposed new network.

Of the money appropriated for 2009 for the City Light Department's Financial Services - O&M BCL, \$150,000 is appropriated to develop policies for the deployment of "Smart Grid" and may be spent for no other purpose.

None of the money appropriated in 2009 for the City Light Department may be spent for the Citywide Undergrounding Initiative CIP project, Project ID 8403, until authorized by future ordinance. The Council anticipates the such authority will not be granted until City Light presents policies and criteria for the use of the funds that are acceptable to the Council.

None of the money appropriated in 2009 for the City Light Department may be spent on the Backup System Control Center Installation CIP project, Project ID 9213, until authorized by future ordinance. The Council anticipates that such authority will not be granted until City Light explains its plans for its Roy Street facility.

None of the appropriations in 2009 for the City Light Department may be spent on the Mercer Corridor Relocations project, Project ID 8376, until authorized by future ordinance. The Council anticipates that such authority will not be granted until City Light demonstrates that it has secured contributions from those customers requesting undergrounding.

Of the funds appropriated for 2009 for the City Light Department's Office of Superintendent BCL, \$100,000 is appropriated solely for promoting Project Share and other City Light rate assistance programs and may be spent for no other purpose.

Of the funds appropriated for 2009 for the City Light Department's Office of the Superintendent BCL, \$100,000 may not be spent to promote Project Share and other City Light rate assistance programs until authorized by future ordinance. The Council anticipates that such authorization will not be granted until City Light provides the Council with a written report pertaining to the feasibility of the action, and describing how the funds would be used.

Of the appropriation for 2009 for the City Light Department's Distribution Services BCL, no more than \$3,000,000 of the money appropriated may be spent for labor overtime costs until authorized by future ordinance. The Council anticipates that such authorization will not be granted until City Light provides the Council with a written explanation of how it plans to manage and control its future expenditures for overtime.

None of the money appropriated in 2009 for the City Light Department, and none of the appropriations carried forward from previous years by the Department, may be spent for the Roy Street Emergency Center Building Renovation CIP project, Project ID 9210.

## City Light

<b>Appropriations</b>	<b>Summit</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Code</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Conservation Resources and Environmental Affairs O&M Budget Control Level	SCL220	37,621,641	25,270,852	40,590,669	45,640,838
Customer Services and Energy Delivery - CIP Budget Control Level	SCL350	88,152,650	165,866,480	125,229,156	110,001,673
Customer Services Budget Control Level	SCL320	22,913,863	24,735,436	27,160,365	27,917,717
Debt Service Budget Control Level	SCL810	136,614,722	137,175,911	149,392,974	154,092,659
Distribution Services Budget Control Level	SCL310	58,919,392	58,458,014	65,728,501	67,567,672
Financial Services - CIP Budget Control Level	SCL550	6,242,257	3,669,480	5,066,124	5,106,689
Financial Services - O&M Budget Control Level	SCL500	27,888,641	27,083,746	28,273,717	28,457,824
General Expenses Budget Control Level	SCL800	58,159,428	61,617,338	64,478,568	67,568,253
Human Resources Budget Control Level	SCL400	4,670,741	5,244,775	6,347,548	6,015,999
Office of Superintendent Budget Control Level	SCL100	3,526,791	3,538,932	3,647,905	3,659,136
Power Supply & Environmental Affairs - CIP Budget Control Level	SCL250	38,122,325	30,191,639	39,684,264	38,752,107
Power Supply O&M Budget Control Level	SCL210	55,271,441	57,647,544	58,712,458	62,835,881
Purchased Power Budget Control Level	SCL700	337,857,240	350,793,045	377,602,045	408,347,045
Taxes Budget Control Level	SCL820	62,011,031	62,838,219	63,615,661	63,920,503
<b>Department Total</b>		<b>937,972,162</b>	<b>1,014,131,410</b>	<b>1,055,529,956</b>	<b>1,089,883,996</b>
<b>Department Full-time Equivalents Total*</b>		<b>1,752.33</b>	<b>1,821.33</b>	<b>1,881.83</b>	<b>1,886.83</b>
<i>* FTE totals are provided for informational purposes only. Changes in FTEs resulting from City Council or Personnel Director actions outside of the budget process may not be detailed here.</i>					
<b>Resources</b>		<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Other		<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
		937,972,162	1,014,131,410	1,055,529,956	1,089,883,996
<b>Department Total</b>		<b>937,972,162</b>	<b>1,014,131,410</b>	<b>1,055,529,956</b>	<b>1,089,883,996</b>

**Conservation Resources and Environmental Affairs O&M Budget Control Level**

**Purpose Statement**

The purpose of the Conservation Resources and Environmental Affairs O&M Budget Control Level is to see that the utility generates and delivers energy in a manner that is environmentally responsible, and to design and implement demand-side measures that offset the need for additional generation resources to meet the Utility's load.

**Summary**

Add \$10,250,000 and 22.0 FTE in 2009 (and an additional 5.0 FTE in 2010) to significantly expand SCL's energy conservation acquisition goals, as detailed in Seattle City Light's Conservation Five Year Action Plan. As a result of the increased budget and staff, SCL will expand its acquisition of cost-effective energy conservation as the least-cost, least-risk and least-environmental impact energy source available to meet future energy resource needs. This will result in reduced costs to the Utility, reduced customer bills and lower greenhouse gas emissions. The Plan also helps ensure SCL's continued greenhouse gas neutrality and puts the utility on a path to achieve the Mayor's 20% reduction goal for energy use in residential and commercial buildings in approximately 15 years for the electricity sector.

Add \$4,158,000 and 1.0 FTE Account Executive to manage a new loan financing program covering the full cost of energy efficiency investments in City facilities and assessing conservation potential in those facilities. This program likely will be expanded to cover other public entities in SCL's service area in future years. Governments participating in the program will repay City Light over time, including interest on the borrowed funds.

Add \$872,000 and 1.0 FTE Strategic Advisor 2 to manage the purchase of Greenhouse Gas offsets, third party verification, complete a new Greenhouse Gas (GHG) inventory and purchase registration fees. The increase is due to the rising costs of offsets, and the need to purchase more offsets due to the new power contracts City Light is signing. This program is a cornerstone of the Mayor's Climate Action Plan, which calls for City Light to continue to meet the GHG neutrality goal. It is also a requirement set forth in Council Resolution 30144.

Reduce \$348,000 of non-labor budget in both the Environmental Affairs and Conservation Resources Programs.

Reduce \$134,000 by eliminating an environmental intern position and reducing the budget for research and biological assessments for rivers.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$522,000 for a net increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$15,320,000.

<b>Expenditures/FTE</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Conservation Resources and Environmental Affairs O&M	37,621,641	25,270,852	40,590,669	45,640,838
Full-time Equivalents Total*	85.75	86.50	110.50	115.50

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

**Customer Services and Energy Delivery - CIP Budget Control Level**

**Purpose Statement**

The purpose of the Customer Services and Energy Delivery - CIP Budget Control Level is to provide for the installation, maintenance, rehabilitation and/or replacement of transmission lines, substations, distribution feeders, transformers, services connections, and meters to meet customer demand. This budget control level's capital program coordinates the utility's plant improvements with the efforts of other agencies involved in the implementation of large projects such as the Alaskan Way Viaduct and Seawall Replacement, North Downtown redevelopment, and Sound Transit light rail.

**Summary**

Add \$6,088,000 for relocating and converting the existing overhead power distribution systems to underground systems within project boundaries as part of a larger set of SDOT-managed projects.

Add \$2,693,000 to construct facilities that will supply electricity to new, larger Seattle Public Utilities (SPU) pumps at Chester Morse Lake. SPU operates diesel fueled generators to power large water pumps at Chester Morse Lake, which is located southeast of North Bend, to increase water supply during low-flow periods. The costs of the project will be reimbursed by SPU. SPU will be responsible for constructing facilities from the Masonry Dam to a new pump location at Chester Morse Lake.

Add \$632,000 to replace the Remote Control Operator System (RCOS) including Remote Terminal Units (RTU's) at all City Light Hydro-generating plants. This will replace the legacy RTU's installed in the early 1970's, for which spare parts are no longer available. The replacement will also enable the RCOS RTU hardware and software to comply with NERC Cyber Security and Reliability Standards.

Add \$300,000 to fund a location study and preliminary design for the establishment of a new Back-Up Control Center. The results from the study will inform the City about building a new facility to continue reliable operations in emergency situations if the SCL Control Center is deemed inoperable.

Reduce \$100,854,000 to primarily account for the change in utility relocations for the Alaskan Way Viaduct project amounts and the deferral of the construction schedule for the North Downtown Substation. Also, there is a reduction to the Construction Management program in order to remove the amount from the baseline that was previously budgeted to pay SPU for construction management costs SCL is now performing. The Alaskan Way Viaduct reduction reflects the assumption that City Light will be budgeting for only the project management and inspection work related to the project.

Add 1.0 FTE Manager 3 per Ordinance 122688 (passed May 12, 2008). This position was approved to provide for necessary Seattle City Light oversight of the Alaskan Way Viaduct Electrical Utility Relocation - Phase I Project.

Various other revisions reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Customer Services and Energy Delivery - CIP	88,152,650	165,866,480	125,229,156	110,001,673
Full-time Equivalents Total*	279.38	289.38	290.38	290.38

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**Customer Services Budget Control Level**

**Purpose Statement**

The purpose of the Customer Services Budget Control Level is to provide outstanding customer care and service through efficient, accurate metering and billing, and effective customer account management.

**Summary**

Add \$380,000 to purchase the first phase of fire resistant safety clothing for Customer Services Program employees who could come into contact with arc flashes.

Add \$1,659,000 for costs related to the customer service call center, a function managed by Seattle Public Utilities. The increase supports facility lease costs and additional operations personnel.

Reduce \$433,000 of consultant support for business process re-engineering, annual customer surveys, and technical support of customer service systems.

Reduce \$181,000 of consultant support for planning tabletop and security exercises, security policy writing support, and reduced security software upgrades.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$1,000,000 for a net increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$2,425,000.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Customer Services	22,913,863	24,735,436	27,160,365	27,917,717
Full-time Equivalents Total*	173.75	215.75	215.75	215.75

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

**Debt Service Budget Control Level**

**Purpose Statement**

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.

**Summary**

Add \$12,217,000 to cover changes in total debt service coverage.

There are no Citywide adjustments to labor and other operating costs for an increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$12,217,000.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Debt Service - BCL	136,614,722	137,175,911	149,392,974	154,092,659



## **Distribution Services Budget Control Level**

### **Purpose Statement**

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

### **Summary**

Add \$1,600,000 due to increased costs of construction and electrical materials. Inflation for the cost of materials is based on the Producer Price Index estimate of actual electrical and construction materials inflation over the last three years.

Add \$1,040,000 and 1.0 FTE Electrical Engineering Specialist, Assistant 1 for testing and treatment of City Light's existing transmission and distribution poles. As part of the Asset Management Program, this funding will help determine the physical condition of each wood pole, and reinforcing or replacing them as needed. SCL plans to reduce the average age and reduce the number of poles susceptible to catastrophic failure. The 10-year "test and treat" maintenance cycle will extend the life of wood poles and reduce life-cycle costs.

Add \$500,000 to provide the necessary service levels of substation operations, maintenance, and field switching to maintain substation infrastructure and system reliability. This increase will provide maintenance on 14 major substations, which has been largely deferred.

Add 1.0 FTE Principal Power Systems Engineer and \$21,000 to help relocate and convert the existing overhead power distribution systems to underground systems within the project boundaries of a larger set of SDOT managed projects. The primary funding for the position is part of Seattle City Light's capital improvement program in the SDOT Mercer Corridor Project.

Add \$300,000 to support regulatory activities that allow City Light to meet regulations set forth by the North American Energy Reliability Corporation (NERC) and other energy regulatory agencies.

Add \$380,000 to purchase the first phase of fire resistant safety clothing for Distribution Program employees who could come into contact with arc flashes.

Add \$2,000,000 to support labor overtime activities required to respond to and repair outages and electrical system problems occurring outside regular business hours in North, South, and to Network distribution facilities; meet requirements for increasing security needs; and NERC requirements for regular preventative maintenance on communications infrastructure; and provide necessary service levels of substation operations.

Reduce \$113,000 in funding for data processing equipment, certification training, and memberships.

Note: 29.0 FTEs were added as part of Ordinance 122593 (passed December 10, 2007) and included in the budget after the 2008 Adopted Budget was printed.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$1,542,000 for a net increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$7,270,000.

# City Light

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Distribution Services	58,919,392	58,458,014	65,728,501	67,567,672
Full-time Equivalents Total*	591.00	594.00	625.00	625.00

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

**Financial Services - CIP Budget Control Level**

**Purpose Statement**

The purpose of the Financial Services - CIP Budget Control Level is to rehabilitate and replace the utility's information technology infrastructure, such as servers and routers, and fund the development of large software applications.

**Summary**

Add \$2,230,000 for the Performance Management and Budgeting System project and smaller increases in the informational technology infrastructure and disaster recovery projects.

Various other revisions reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Financial Services - CIP	6,242,257	3,669,480	5,066,124	5,106,689
Full-time Equivalents Total*	6.71	6.71	6.71	6.71

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

**Financial Services - O&M Budget Control Level**

**Purpose Statement**

The purpose of the Financial Services - O&M Budget Control Level (BCL) is to foster City Light's financial health through prudent planning, risk mitigation, and financial discipline. This BCL also supports the efforts and services provided by the Urban League's Contractor Development and Competitiveness Center (CDCC) for the development of small, economically-disadvantaged businesses, including women and minority firms, as authorized by Ordinance 120888.

**Summary**

Add \$180,000 for an annual audit review of policy compliance, as required by City Light's new Wholesale Energy Risk Management Policy. On alternating years, this engagement is to include an additional assessment of the adequacy of existing risk management controls.

Add \$41,000 and 1.0 FTE Accountant to address additional workload created by increases in CIP project spending, Alaskan Way Viaduct, major public works projects (North Downtown substation and network), suburban undergrounding, and programmatic budgeting.

Add \$500,000 to upgrade the Combined Customer Service System (CCSS) components to the most recent versions and allow the Utility to stay current on security patches. This project is fully supported by Seattle Public Utilities.

Add \$150,000 to develop policies for the deployment of "Smart Grid" technologies that improve the operational efficiency of the utility and the service it provides to its customers.

Reduce \$450,000 for software support of purchasing and work order/maintenance tracking systems.

Reduce \$138,000 in the personal computing equipment replacement.

Reduce \$10,000 in the memberships and subscriptions.

Reduce \$21,000 for accountant certification training and temporary employee support for year-end accounting.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$938,000 for a net increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$1,190,000.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Financial Services - O&M	27,888,641	27,083,746	28,273,717	28,457,824
Full-time Equivalents Total*	200.50	201.50	202.50	202.50

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

**General Expenses Budget Control Level**

**Purpose Statement**

The purpose of the General Expenses Budget Control Level is to budget, track, and monitor the 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.

**Summary**

Add \$28,000 to cover the associated costs of 1.0 FTE Strategic Advisor 2 for managing the Climate Program.

Add \$510,000 to cover the associated costs of 22.0 FTE working on SCL's Five Year Conservation Plan.

Add \$17,000 to cover the associated costs of 1.0 FTE to support the Mercer Corridor project.

Add \$26,000 to cover the associated cost of 1.0 FTE to support regulatory activities, which allow City Light to meet regulations set forth by the North American Energy Reliability Corporation (NERC) and other energy regulatory agencies.

Add \$10,000 to cover the associated costs of 1.0 FTE for testing and treatment of City Light's existing transmission and distribution poles.

Add \$25,000 to cover the associated costs of 1.0 FTE Account Manager for coordination of the Energy Efficiency Fund program.

Add \$17,000 to cover the associated costs of 1.0 FTE Accountant for increasing accounts payable workload.

Note: While honoring the intent of the City Council, \$320,000 originally designated for reduction from the Human Resources Budget Control Level has been reduced from the General Expenses Budget Control Level to better align with City Light practices.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$2,227,000 for a net increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$2,861,000.

<b>Expenditures</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
General Expenses	58,159,428	61,617,338	64,478,568	67,568,253

**Human Resources Budget Control Level**

**Purpose Statement**

The purpose of the Human Resources Budget Control Level is to help City Light be a safe, high performance organization through excellence in safety, organizational development and training, employee and management services, and labor relations.

**Summary**

Add \$143,000 for on-line training to provide all SCL employees with mandatory safety training required by Washington Administration Code regulations. Funding also provides hands-on training for First Aid, Automatic External Defibrillators, and Cardiopulmonary Resuscitation (CPR) training for Energy Delivery Operations personnel and Generation/Power Production personnel.

Add \$400,000 to provide the equipment needed to support the mandatory Related Supplemental Instruction (WAC 296-05-305(5)), and training requirement of the Utility's expanding Apprenticeship Programs. This amount also includes the required tuitions, instruction, and books needed to educate the increased numbers of apprentices and programs managed and operated by the Utility Apprenticeship Unit.

Add \$50,000 for criminal background checks and identity verifications for any existing employee or prospective employee who has access to critical cyber and bulk electrical areas. The North American Electric Reliability Corporation (NERC) requires the background checks and identity verifications to be performed annually and kept on file for review during audits.

Add \$500,000 to explore and develop alternative approaches to meeting training needs within the department.

Reduce \$62,000 for training and travel for Human Resources staff and other employment testing.

Note: While honoring the intent of the City Council, \$320,000 originally designated for reduction from this Budget Control Level has been reduced from the General Expenses Budget Control Level to better align with City Light practices.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$73,000 for a net increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$1,103,000.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Human Resources	4,670,741	5,244,775	6,347,548	6,015,999
Full-time Equivalents Total*	40.27	39.52	39.52	39.52

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

**Office of Superintendent Budget Control Level**

**Purpose Statement**

The purpose of the Office of the Superintendent Budget Control Level is to assemble high-level staff to assure the effective delivery of reliable electric power in an environmentally sound manner, and enable the Superintendent to focus on the utility's broad departmental policy direction and leadership, its financial health, and stakeholder relations.

**Summary**

Reduce communications and public affairs budget by \$124,000 for non-conservation advertising.

Add \$100,000 in 2009 to promote support for City Light's Project Share program.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$133,000 for a net increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$109,000.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Office of Superintendent	3,526,791	3,538,932	3,647,905	3,659,136
Full-time Equivalents Total*	22.25	21.25	21.25	21.25

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

**Power Supply & Environmental Affairs - CIP Budget Control Level**

**Purpose Statement**

The purpose of the Power Supply & Environmental Affairs - CIP Budget Control Level is to provide and maintain the physical generating plant required to meet the electrical needs of City Light customers, provide the physical plant and grounds needed by the utility, and comply with license and regulatory requirements.

**Summary**

Add \$4,042,000 to cover costs associated with the South Service Center Spokane Street Exit project and the Diablo Facility Rockfall Protection projects.

Various other revisions reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

<b>Expenditures/FTE</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Power Supply & Environmental Affairs - CIP	38,122,325	30,191,639	39,684,264	38,752,107
Full-time Equivalents Total*	73.26	73.26	73.26	73.26

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



## **Power Supply O&M Budget Control Level**

### **Purpose Statement**

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.

### **Summary**

Reduce \$3,800,000 in funding for Boundary relicensing and construction management costs. Additional funding for construction management was included as a one-time cost in 2008, which is not ongoing in 2009. The reduction to Boundary Relicensing costs is due to the planned scale down of the overall relicensing process as the department moves to mitigation efforts.

Add \$500,000 for costs due to increased cost of construction and electrical materials.

Add \$240,000 for rehabilitation of the following assets: (1) Boundary tug boat; (2) Diablo II tug boat stuffing box; (3) Skagit tug boat; and (4) the overhaul of one barge located at Skagit. Work on this project will preserve and enhance SCL assets for the long term, will be regulated by the US Coast Guard, and will enhance employee safety.

Add \$1,000,000 for rent and facility support for additional space leased starting in 2008 to accommodate an increase in City Light's workforce.

Add \$32,000 for repair and maintenance of the Boundary Sluice Maintenance Gate to preserve functionality and extend its useful life.

Add \$574,000 and 1.0 FTE Protection Control Electrician 2 to support regulatory activities that allow City Light to meet regulations set forth by the North American Energy Reliability Corporation (NERC) and other energy regulatory agencies.

Add \$140,000 to purchase the first phase of fire resistant safety clothing for Power Supply employees who could come into contact with arc flashes.

Add \$150,000 for tailrace dredging at SCL's Diablo Powerhouse. The tailrace dredging would remove portions of a large gravel bar that has partially obstructed the Skagit River, thereby reducing power production at Diablo Powerhouse.

Reduce \$103,000 for consultant support in power management and memberships in regional associations.

Add \$220,000 for improvements to the Skagit Water System that supports the towns of Newhalem and Diablo. The improvements comply with "Water Use Efficiency" rules for water meters. The increase also funds a study to identify alternatives to operating wastewater treatment plants.

Note: 3.0 FTE were added as part of Ordinance 122593 (passed December 10, 2007) and included in the budget after the Adopted Budget was printed.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$2,112,000 for a net increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$1,065,000.

# City Light

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Power Supply O&M	55,271,441	57,647,544	58,712,458	62,835,881
Full-time Equivalents Total*	279.46	293.46	296.96	296.96

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

**Purchased Power Budget Control Level**

**Purpose Statement**

The purpose of the Purchased Power Budget Control Level is to acquire power, transmission, and other services associated with wholesale power purchases in a cost-effective manner to meet the day-to-day electricity needs of City Light's retail customers.

**Summary**

Add \$26,809,000 to increase the base purchased power and transmission budget in order to acquire energy to meet customer load, generate revenue, and manage portfolio risk. City Light will also add new renewable base load resources to its existing resource portfolio in order to continue to provide reliable, clean electrical service at low, stable rates to its customers.

There are no Citywide adjustments to labor and other operating costs. This Budget Control Level has an increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$26,809,000.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Purchased Power	337,857,240	350,793,045	377,602,045	408,347,045

**Taxes Budget Control Level**

**Purpose Statement**

The purpose of the Taxes Budget Control Level is to calculate and 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.

**Summary**

Add \$777,000 to align budget with estimated tax payments in 2009.

There are no Citywide adjustments to labor and other operating costs. This Budget Control Level has an increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$777,000.

<b>Expenditures</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Taxes	62,011,031	62,838,219	63,615,661	63,920,503

2009 - 2010 Estimated Revenues for the City Light Fund

Summit Code	Source	2007 Actuals	2008 Adopted	2009 Adopted	2010 Endorsed
431010	Operating Grants	3,909,370	0	102,000	210,000
431200	BPA Conservation & Renewables Credit	2,501,640	2,501,640	2,542,230	852,000
431200	BPA Payments for Conservation Deferred	1,917,215	0	0	0
443250	Other O&M Revenue	6,505,405	4,304,068	5,686,150	6,619,630
443250	Revenue From Damage	1,168,080	1,475,183	1,301,683	1,333,540
443345	BPA Credit for South Fork Tolt	3,411,408	3,003,500	3,489,895	3,575,336
443380	Account Change Fees	1,310,375	1,429,102	1,439,116	1,448,010
443380	Construction & Miscellaneous Charges	3,409,140	1,226,596	1,335,684	1,161,031
443380	Late Payment Fees	3,472,915	3,228,826	3,535,734	3,622,266
443380	Pole Attachments	983,970	1,000,000	1,333,728	1,366,381
443380	Property Rentals	1,241,961	1,791,293	1,230,516	1,260,631
443380	Reconnect Charges	301,392	230,839	236,948	242,747
443380	Transmission Attach. & Cell Sites	1,309,011	1,081,600	1,341,184	1,394,831
443380	Water Heater & Miscellaneous Rentals	151,968	174,415	179,031	183,412
461100	Interest	9,505,289	5,493,553	7,692,900	4,285,435
461100	Sale of Property, Material & Equip.	5,124	1,053,702	1,082,152	16,109,206
462900	North Mountain Substation (Snohomish PUD)	197,659	327,000	334,319	342,504
462900	Transmission Sales	5,643,717	4,630,516	4,530,107	4,641,015
469990	Conservation - Customer Payments	1,103	87,113	0	0
473010	Capital Fees and Grants	1,880,877	0	103,352	102,785
482000	Contributions in Aid of Construction	18,453,378	17,207,409	34,070,801	33,738,591
482000	Suburban Undergrounding	16,100,611	0	409,213	610,662
541830	Reimbursement for CCSS - CIP	26,440	250,000	0	0
541830	Reimbursement for CCSS - O&M	996,174	1,885,003	2,740,625	2,297,581
	<b>Total Other</b>	<b>84,404,222</b>	<b>52,381,358</b>	<b>74,717,368</b>	<b>85,397,594</b>
443310	Energy Sales to Customers	542,363,032	542,583,365	531,561,822	535,184,355
443310	Seattle Green Power/Greenup	999,242	240,000	1,056,503	1,082,095
	<b>Total Retail Revenue</b>	<b>543,362,274</b>	<b>542,823,365</b>	<b>532,618,325</b>	<b>536,266,450</b>
443310	Sales from Priest Rapids	5,640,947	5,640,936	6,779,326	8,512,305
443345	Article 49 Sale to Pend Oreille Country	1,392,131	1,590,151	1,723,926	1,766,132
443345	Basis Sales	29,617,743	30,964,222	17,585,368	19,648,886
443345	Other Power Related Services	14,314,175	26,787,652	12,454,481	8,169,982
443345	Surplus Energy Sales	182,393,160	204,111,999	194,901,076	195,659,602
	<b>Total Wholesale Sales</b>	<b>233,358,156</b>	<b>269,094,960</b>	<b>233,444,177</b>	<b>233,756,907</b>
	<b>Total Revenues</b>	<b>861,124,652</b>	<b>864,299,683</b>	<b>840,779,870</b>	<b>855,420,951</b>
379100	Transfers from Construction Fund	76,847,510	149,831,727	214,750,086	234,463,045
	<b>Total Transfers</b>	<b>76,847,510</b>	<b>149,831,727</b>	<b>214,750,086</b>	<b>234,463,045</b>
	<b>Total Resources</b>	<b>937,972,162</b>	<b>1,014,131,410</b>	<b>1,055,529,956</b>	<b>1,089,883,996</b>

City Light Fund

	2007 Actuals	2008 Adopted	2008 Revised	2009 Adopted	2010 Endorsed
<b>Beginning Cash Balance</b>	158,651,066	81,634,000	118,833,316	242,550,000	135,759,000
Accounting and Technical Adjustments	37,029,760	133,197,727	310,962,008	107,959,086	106,567,950
Plus: Actual and Estimated Revenue	861,124,652	864,299,683	889,808,309	840,779,870	925,557,046
Less: Actual and Budgeted Expenditures	937,972,162	1,014,131,410	1,077,053,633	1,055,529,956	1,089,883,996
<b>Ending Cash Balance</b>	118,833,316	65,000,000	242,550,000	135,759,000	78,000,000
Less: Reserves Against Cash Balances					
	6,109,383	10,000,000	23,000,000	23,000,000	23,000,000
	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
<b>Total Reserves</b>	31,109,383	35,000,000	48,000,000	48,000,000	48,000,000
<b>Ending Unreserved Cash Balance*</b>	87,723,933	30,000,000	194,550,000	87,759,000	30,000,000

\* Includes required minimum balance of \$30,000,000.

# Seattle Department of Transportation

## Grace Crunican, Director

### Contact Information

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On the Web at: <http://www.seattle.gov/transportation/>

### Department Description

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 major assets of the City's transportation system are 1,531 lane-miles of arterial streets; 2,412 lane-miles of non-arterial streets; 147 bridges; 582 retaining walls; 22 miles of seawalls; 1,030 signalized intersections; 39 miles of bike trails and 110 miles of bike routes; 35,000 street trees; 3,566 parking meters and pay stations; 26,000 curb ramps; and 1.6 million lane markers. The transportation infrastructure is valued at \$8 billion.

SDOT is composed of 11 different Budget Control Levels (BCLs) grouped into three Lines of Business (LOB):

- The Transportation Capital Improvement Program LOB is responsible for the major maintenance and replacement of SDOT's capital assets, as well as the development and construction of additions to the City's transportation infrastructure. This LOB contains the Major Maintenance/Replacement, Major Projects, and Mobility-Capital BCLs.
- The Operations and Maintenance LOB handles the day-to-day operations and routine maintenance to keep people and goods moving throughout the City. This LOB includes operation of the City's movable bridges, traffic signals, street cleaning, pothole repairs, permit issuance, tree maintenance, and engineering and transportation planning. The six BCLs in this area are Bridges and Structures, Engineering Services, Mobility-Operations, Right-of-Way Management, Street Maintenance, and Urban Forestry.
- The Business Management and Support LOB provides policy direction and business support for SDOT. These services are contained in two BCLs. Departmental support is in the Department Management BCL. The General Expense BCL includes debt service, judgment and claims payments, and the allocated City central costs the Department pays for overall support services it receives from other departments.

### Policy and Program Changes

In 2009 the City faces significant financial challenges resulting from the combination of a national economic downturn and significant cost increases for items such as fuel and health care. The City's Cumulative Reserve Subfund (CRS), funded mostly from the Real Estate Excise Tax (REET), also faces a major financial challenge as the dramatic slowdown in the local commercial and residential real estate markets has caused REET to decline much faster than anticipated. As a result, the 2009 Adopted Budget includes reductions in SDOT's General Fund and CRS spending.

However, the Bridging the Gap (BTG) funding package, consisting of revenue from a property tax levy lid lift, commercial parking tax, and employee hours tax, does not face reductions and provides approximately \$61 million in 2009 dedicated to repair and improvement of Seattle's streets, bike trails, sidewalks, and bridges. Bridging the Gap major projects, the Spokane Street Viaduct and the Mercer Corridor project, will achieve project milestones that include major construction phases in the 2009-2010 biennium. The South Lander Grade Separation Project has been put on hold until necessary funding can be identified. Key transportation

infrastructure programs funded by BTG include the Arterial Asphalt & Concrete Program, the Bridge Rehabilitation and Replacement program, and the Bridge Seismic Retrofit Phase II program. Other BTG funded programs include the Bike Master Plan Implementation, Intelligent Transportation Systems, the NSF/CRS Neighborhood Program, the Sidewalk Development Program, and Transit Corridor Projects.

In mid-year 2008, the Arterial Asphalt & Concrete Program was accelerated to provide paving in the corridors leading to and passing through downtown in anticipation of the Alaskan Way Viaduct and Seawall Replacement Project construction impacts. The Adopted Budget further accelerates this program by providing an additional \$4 million towards paving from Bridging the Gap revenue. The revised plan helps to ensure 20 lane-miles are paved in 2009.

Highlights of the 2009 Adopted Budget include a finance plan to fully fund construction of the Burke-Gilman Trail "missing link" from 11th Avenue NW to the Hiram M. Chittenden (Ballard) Locks. The final phases of Burke Gilman Trail Extension project are supported by revenue from the 2007 King County Proposition 2 Trails and Open Space Levy, Bridging the Gap funds dedicated to Bike and Trail improvements, and anticipated grant funding. The City will debt finance \$4.3 million to be repaid from these sources to accelerate the construction in 2009 and 2010. Additionally, funds for new multi-purpose trail construction are directed to the Cheshiahud Lake Union Loop and the Chief Sealth Trail.

The 2009 Adopted Budget emphasizes sidewalk construction through \$5.2 million in funding for the Sidewalk Development Program, an increase of 53 percent over the 2008 Adopted Budget. The Budget includes \$2.7 million to complete design on the Linden Avenue North Complete Streets project, which will provide pedestrian, drainage and roadway improvements and complete the final link in the Interurban Trail North.

Significant pre-development planning, design support, and utility relocation for the Alaskan Way Viaduct and Seawall Replacement Project continues. The 2009 Adopted Budget includes funding for Early Safety and Mobility projects, the Urban Mobility Plan, the seawall replacement and test-panels, and the Center City Parking Program. Many of the planned investments in the biennium will prepare the City for the pending construction by improving traffic flow throughout the City's major corridors. These initiatives include the Bridging the Gap major projects, the arterial paving acceleration, multiple Intelligent Transportation System programs, and investments in transit infrastructure improvements and service partnership with Metro.

The South Lake Union line of the Seattle Streetcar enters its second year of operation in 2009. In 2008, the Streetcar ridership exceeded expectations with approximately 1,249 riders per day through August 2008. The City will continue to incur operating costs and generate revenue from ticket sales and sponsorships. Funding for the programmatic activities is appropriated and described in the Seattle Streetcar section of the Adopted Budget.

In 2009, staff are added to support the SDOT Race and Social Justice Office, the Environmental Management System Sustainability Program, the Construction Management Program, dedicated climate protection efforts, the Center City Construction Coordination Office, Station Area Planning, Pedestrian Master Plan & Bike Master Plan Implementation, Street Use inspection and customer service, utility cut restoration work, and tree and landscape inventory.

As with prior budgets, program description statements for operating programs compare 2008 Adopted Budget amounts to the 2009 Adopted Budget but statements for capital programs do not.

## City Council Provisos

The Council adopted the following budget provisos:

No more than \$30,000,000 appropriated for 2009 for the Seattle Department of Transportation (SDOT)'s Major Projects Budget Control Level may be spent for the Mercer Corridor project (Mercer), Project ID: TC365500, until authorized by future ordinance. Additionally, none of the money appropriated in 2009 may be spent for Mercer construction until authorized by future ordinance. Council anticipates that such authority will not be



granted until SDOT has provided the information outlined in Section 4 of Ordinance 122686 and until City Council has had the opportunity to evaluate (1) a revised financing plan and final environmental documentation for the Mercer Corridor project, Project ID TC365500; and (2) a revised financing plan for the Spokane St. Viaduct project, Project ID TC364800.

In addition to the restrictions imposed in Section 4(c) of the ordinance adopting a 2009 budget and elsewhere, none of the money appropriated for 2009, and none of the appropriations carried forward from a previous year, for the Seattle Department of Transportation's Major Projects BCL may be spent to implement any agreement with the Washington State Department of Transportation (WSDOT) for the South End component of the Alaskan Way Viaduct & Seawall Replacement Capital Improvement Program project (Project ID = TC366050) until authorized by future ordinance. The Council anticipates that such authorization will not be granted until it has reviewed pertinent proposed agreements with WSDOT pertaining to this project component and reviewed the status of the overall project.

In addition to the restrictions imposed in Section 4(c) of the ordinance adopting a 2009 budget and elsewhere, none of the money appropriated for 2009, and none of the appropriations carried forward from a previous year, for the Seattle Department of Transportation's Major Projects BCL may be spent to implement any agreement with the Washington State Department of Transportation (WSDOT) for the Central Waterfront component of the Alaskan Way Viaduct & Seawall Replacement Capital Improvement Program project (Project ID = TC366050), until authorized by future ordinance. The Council anticipates that such authorization will not be granted until it has reviewed pertinent proposed agreements with WSDOT pertaining to this project component and reviewed the status of the overall project.

In addition to the restrictions imposed in Section 4(c) of the ordinance adopting a 2009 budget and elsewhere, no more than \$25,000 appropriated for 2009, and none of the appropriations carried forward from a previous year, for the Seattle Department of Transportation's Major Projects BCL may be spent for the Central Waterfront Public Space Design (Design), a component of the Alaskan Way Viaduct & Seawall Replacement Capital Improvement Program project (Project ID = TC366050) until authorized by future ordinance. The Council anticipates that such authorization will not be granted until the Seattle Department of Transportation and the Department of Planning and Development have submitted a 2009 work program for the Design for adoption by Council resolution. The Design work program should include, but not be limited to: 1) focused public involvement with stakeholders from the prior public input process on the 2006 Central Waterfront Concept Plan, 2) check-in points with the Council for review of draft products, and 3) a timeframe for Council review and approval of final Design deliverables.

Of the appropriation for 2009 for the Seattle Department of Transportation's Mobility-Capital BCL, \$374,000 is appropriated (and of the amount endorsed for 2010, \$374,000 is expected to be appropriated) solely for the Neighborhood Traffic Control Program Capital Improvement Program project, Project ID TC323250, and may be spent for no other purpose.

Of the appropriation for 2009 for the Seattle Department of Transportation's Mobility-Capital BCL, \$1,500,000 is appropriated (and of the amount endorsed for 2010, \$500,000 is expected to be appropriated) solely for the Linden Avenue North Complete Streets Capital Improvement Program project (TC366930) and may be spent for no other purpose.

None of the money appropriated for 2009 for the Seattle Department of Transportation may be spent to restrict portability of two-hour parking pay station stickers from one neighborhood to another even when there is a rate differential between the neighborhoods. However, money may be spent to evaluate the effects of the unrestricted approach to portability for two-hour pay station tickets in regard to achieving the goals of the three-tier parking rate structure.

## Transportation

<b>Appropriations</b>	<b>Summit Code</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
<b>Bridges &amp; Structures Budget Control Level</b>					
Bridge Operations		2,432,899	2,286,008	2,479,722	2,584,001
Structures Engineering		724,708	781,612	845,574	877,510
Structures Maintenance		3,284,256	3,513,012	3,648,360	3,807,222
<b>Bridges &amp; Structures Budget Control Level</b>	<b>17001</b>	<b>6,441,864</b>	<b>6,580,631</b>	<b>6,973,657</b>	<b>7,268,733</b>
<b>Department Management Budget Control Level</b>					
Director's Office		1,964,278	2,525,687	2,725,816	2,818,584
Division Management		26,149,711	26,309,012	11,269,550	11,556,855
Human Resources		1,596,690	1,371,050	1,417,092	1,468,350
Indirect Cost Recovery - Department Management		(36,581,612)	(38,447,043)	(25,972,492)	(27,218,103)
Public Information		669,124	733,835	990,480	1,023,938
Resource Management		8,026,559	12,163,474	12,077,326	12,420,693
Revenue Development		514,871	975,649	519,635	547,519
<b>Department Management Budget Control Level</b>	<b>18001</b>	<b>2,339,623</b>	<b>5,631,663</b>	<b>3,027,408</b>	<b>2,617,837</b>
<b>Engineering Services Budget Control Level</b>	<b>17002</b>	<b>2,420,854</b>	<b>2,952,414</b>	<b>2,322,615</b>	<b>2,411,333</b>
<b>General Expense Budget Control Level</b>					
City Central Costs		9,037,081	8,816,303	9,451,862	9,873,093
Debt Service		5,680,913	6,167,362	13,462,524	15,771,711
Indirect Cost Recovery - General Expense		(8,924,071)	(8,816,303)	(9,451,862)	(9,873,093)
Judgment & Claims		2,505,800	2,505,800	2,952,611	2,952,611
<b>General Expense Budget Control Level</b>	<b>18002</b>	<b>8,299,724</b>	<b>8,673,162</b>	<b>16,415,135</b>	<b>18,724,322</b>
<b>Major Maintenance/Replacement Budget Control Level</b>					
Bridges & Structures		14,361,552	14,317,664	17,370,195	46,556,999
Landslide Mitigation		948,182	801,072	400,000	400,000
Roads		17,756,194	24,248,365	39,136,000	24,781,001
Sidewalk Maintenance		1,508,825	2,359,361	1,991,834	2,074,089
Trails and Bike Paths		1,880,275	3,836,018	3,993,207	3,917,028
Urban Forestry		21,671	0	0	0
<b>Major Maintenance/Replacement Budget Control Level</b>	<b>19001</b>	<b>36,476,698</b>	<b>45,562,479</b>	<b>62,891,237</b>	<b>77,729,118</b>

## Transportation

<b>Appropriations</b>	<b>Summit Code</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
<b>Major Projects Budget Control Level</b>					
Alaskan Way Viaduct and Seawall Replacement		4,629,876	5,143,893	5,764,999	8,342,000
Magnolia Bridge Replacement		2,498,160	2,627	0	0
Mercer Corridor		4,433,168	18,572	82,449,999	39,100,000
Spokane Street Viaduct		3,135,914	19,823,981	32,839,944	59,768,222
SR-520		36,856	323,035	138,000	153,000
<b>Major Projects Budget Control Level</b>	<b>19002</b>	<b>14,733,975</b>	<b>25,312,107</b>	<b>121,192,943</b>	<b>107,363,222</b>
<b>Mobility-Capital Budget Control Level</b>					
Corridor & Intersection Improvements		5,854,048	12,343,813	6,160,032	7,127,976
Freight Mobility		1,782,454	200,336	416,212	1,370,864
Intelligent Transportation System		1,471,667	1,778,613	16,714,004	1,950,000
Neighborhood Enhancements		3,739,240	7,997,912	5,826,957	4,982,986
New Trails and Bike Paths		5,250,788	3,735,355	6,320,961	6,733,000
Sidewalks & Pedestrian Facilities		3,098,273	3,857,066	3,524,005	3,615,240
Transit & HOV		32,677,021	5,598,451	8,577,897	12,635,507
<b>Mobility-Capital Budget Control Level</b>	<b>19003</b>	<b>53,873,490</b>	<b>35,511,545</b>	<b>47,540,070</b>	<b>38,415,573</b>
<b>Mobility-Operations Budget Control Level</b>					
Commuter Mobility		9,478,978	11,965,266	10,940,490	11,197,496
Neighborhoods		2,819,638	4,136,120	4,043,084	4,206,701
Parking		6,970,118	6,428,648	7,313,194	6,737,318
Signs & Markings		3,929,621	4,759,955	4,894,584	5,066,527
Traffic Signals		7,986,534	8,218,264	8,615,509	8,944,564
<b>Mobility-Operations Budget Control Level</b>	<b>17003</b>	<b>31,184,888</b>	<b>35,508,252</b>	<b>35,806,862</b>	<b>36,152,606</b>
<b>ROW Management Budget Control Level</b>	<b>17004</b>	<b>10,882,690</b>	<b>12,182,131</b>	<b>11,727,829</b>	<b>11,877,676</b>

## Transportation

<b>Appropriations</b>	<b>Summit Code</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
<b>Street Maintenance Budget Control Level</b>					
Emergency Response		1,731,756	610,459	635,446	658,525
Operations Support		4,864,825	4,210,219	4,580,218	4,766,391
Pavement Management		186,545	292,949	262,281	324,927
Street Cleaning		3,899,312	3,867,892	4,015,130	4,162,464
Street Repair		13,150,153	14,717,129	19,038,466	19,666,048
<b>Street Maintenance Budget Control Level</b>	<b>17005</b>	<b>23,832,591</b>	<b>23,698,649</b>	<b>28,531,542</b>	<b>29,578,355</b>
<b>Urban Forestry Budget Control Level</b>					
Arborist Services		1,779,049	1,536,991	1,179,211	1,222,395
Tree & Landscape Maintenance		2,218,262	2,516,782	3,178,671	3,302,073
<b>Urban Forestry Budget Control Level</b>	<b>17006</b>	<b>3,997,311</b>	<b>4,053,773</b>	<b>4,357,881</b>	<b>4,524,468</b>
<b>Department Total</b>		<b>194,483,708</b>	<b>205,666,806</b>	<b>340,787,179</b>	<b>336,663,244</b>
<b>Department Full-time Equivalents Total*</b>		<b>675.50</b>	<b>778.00</b>	<b>798.50</b>	<b>798.50</b>

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

<b>Resources</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
General Subfund	43,742,241	48,945,587	41,760,449	43,715,069
Other	150,741,467	156,721,219	299,026,730	292,948,175
<b>Department Total</b>	<b>194,483,708</b>	<b>205,666,806</b>	<b>340,787,179</b>	<b>336,663,244</b>

## Bridges & Structures Budget Control Level

### Purpose Statement

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.

<b>Program Expenditures</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Bridge Operations	2,432,899	2,286,008	2,479,722	2,584,001
Structures Engineering	724,708	781,612	845,574	877,510
Structures Maintenance	3,284,256	3,513,012	3,648,360	3,807,222
<b>Total</b>	<b>6,441,864</b>	<b>6,580,631</b>	<b>6,973,657</b>	<b>7,268,733</b>
Full-time Equivalents Total *	51.50	59.50	59.50	59.50

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## **Bridges & Structures: Bridge Operations**

### Purpose Statement

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.

### Program Summary

Departmental technical adjustments increase the budget by \$50,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$144,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$194,000.

<b>Expenditures/FTE</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Bridge Operations	2,432,899	2,286,008	2,479,722	2,584,001
Full-time Equivalents Total*	28.00	28.00	28.00	28.00

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## Bridges & Structures: Structures Engineering

### Purpose Statement

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

### Program Summary

Departmental technical adjustments increase the budget by \$22,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$42,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$64,000.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Structures Engineering	724,708	781,612	845,574	877,510
Full-time Equivalents Total*	4.75	6.75	6.75	6.75

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## Bridges & Structures: Structures Maintenance

### Purpose Statement

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

### Program Summary

Departmental technical adjustments, including reductions in reimbursable work, decrease the budget by \$6,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$141,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$135,000.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Structures Maintenance	3,284,256	3,513,012	3,648,360	3,807,222
Full-time Equivalents Total*	18.75	24.75	24.75	24.75

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## Department Management Budget Control Level

### Purpose Statement

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. This BCL also supports the efforts and services provided by the Urban League's Contractor Development and Competitiveness Center (CDCC) for the development of small, economically-disadvantaged businesses, including women and minority firms, as authorized by Ordinance 120888.

### Program Expenditures

	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Director's Office	1,964,278	2,525,687	2,725,816	2,818,584
Division Management	26,149,711	26,309,012	11,269,550	11,556,855
Human Resources	1,596,690	1,371,050	1,417,092	1,468,350
Indirect Cost Recovery - Department Management	-36,581,612	-38,447,043	-25,972,492	-27,218,103
Public Information	669,124	733,835	990,480	1,023,938
Resource Management	8,026,559	12,163,474	12,077,326	12,420,693
Revenue Development	514,871	975,649	519,635	547,519
<b>Total</b>	<b>2,339,623</b>	<b>5,631,663</b>	<b>3,027,408</b>	<b>2,617,837</b>
Full-time Equivalents Total *	120.00	141.00	142.00	142.00

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## Department Management: Director's Office

### Purpose Statement

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

### Program Summary

Add 1.0 FTE Strategic Advisor 3 to implement SDOT Race and Social Justice principles throughout the Department.

Add 1.0 FTE Sr. Safety & Health Specialist to implement Construction Safety Inspection for Capital Projects throughout the City.

Departmental technical adjustments, including a new Deputy Director position in 2008, increase the budget by \$113,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$87,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$200,000.

Expenditures/FTE	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Director's Office	1,964,278	2,525,687	2,725,816	2,818,584
Full-time Equivalents Total*	7.00	11.00	13.00	13.00

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## Department Management: Division Management

### Purpose Statement

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.

### Program Summary

Departmental technical adjustments decrease the budget by \$15.85 million. These adjustments are due to changes in the budgeting of paid absences and fringe benefits.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$813,000 for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$15.04 million.

Expenditures/FTE	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Division Management	26,149,711	26,309,012	11,269,550	11,556,855
Full-time Equivalents Total*	42.00	42.00	42.00	42.00

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## Department Management: Human Resources

### Purpose Statement

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.

### Program Summary

Departmental technical adjustments decrease the budget by \$5,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$51,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$46,000.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Human Resources	1,596,690	1,371,050	1,417,092	1,468,350
Full-time Equivalents Total*	9.75	11.75	11.75	11.75

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## Department Management: Indirect Cost Recovery - Department Management

### Purpose Statement

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.

### Program Summary

Departmental technical adjustments increase the budget by \$14.03 million. These changes include a change in the budgeting of paid absences and fringe benefits and offsetting indirect cost decreases in Division Management, Director's Office, Public Information, Human Resources and Resource Management.

Citywide adjustments to labor and other operating costs due to inflation decrease the budget by \$1.56 million for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$12.47 million.

	2007	2008	2009	2010
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Indirect Cost Recovery - Department Management	-36,581,612	-38,447,043	-25,972,492	-27,218,103

## Department Management: Public Information

### Purpose Statement

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 citizens and department staff.

### Program Summary

Departmental technical adjustments, including increased staff charges, increase the budget by \$234,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$23,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$257,000.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Public Information	669,124	733,835	990,480	1,023,938
Full-time Equivalents Total*	7.00	8.00	8.00	8.00

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## Department Management: Resource Management

### Purpose Statement

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.

### Program Summary

Reduce spending by \$309,000 to assist in balancing the overall General Fund budget.

Departmental technical adjustments, including asset management reallocation, increase the budget by \$310,000.

Citywide adjustments to labor and other operating costs due to inflation decrease the budget by \$87,000 for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$86,000.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Resource Management	8,026,559	12,163,474	12,077,326	12,420,693
Full-time Equivalents Total*	47.50	61.50	61.50	61.50

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## Department Management: Revenue Development

### Purpose Statement

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.

### Program Summary

Abrogate 1.0 FTE Associate Transportation Planner in the Government Relations program and reduce funding by \$117,000 to assist in balancing the overall General Fund budget.

Department technical adjustments, including a budgeting shift to Indirect Cost Recovery, decrease the budget by \$380,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$41,000 for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$456,000.

<b>Expenditures/FTE</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Revenue Development	514,871	975,649	519,635	547,519
Full-time Equivalents Total*	6.75	6.75	5.75	5.75

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## Engineering Services Budget Control Level

### **Purpose Statement**

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.

### **Summary**

Reduce the Major Projects Division budget by \$82,000 to assist in balancing the overall General Fund budget.

Add 1.0 FTE Senior Environmental Analyst to implement an Environmental Management System.

Add 2.0 FTE Senior Civil Engineer and 2.0 FTE Assistant Civil Engineer to the Construction Management Organization to perform project management in-house, offsetting the use of consultants.

Department technical adjustments reduce the budget by \$59,000.

Citywide adjustments to labor and other operating costs due to inflation decrease the budget by \$489,000 for a net reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$630,000.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Engineering & Operations Support	2,420,854	2,952,414	2,322,615	2,411,333
Full-time Equivalents Total*	7.75	14.75	19.75	19.75

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

## General Expense Budget Control Level

### Purpose Statement

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

<b>Program Expenditures</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
City Central Costs	9,037,081	8,816,303	9,451,862	9,873,093
Debt Service	5,680,913	6,167,362	13,462,524	15,771,711
Indirect Cost Recovery - General Expense	-8,924,071	-8,816,303	-9,451,862	-9,873,093
Judgment & Claims	2,505,800	2,505,800	2,952,611	2,952,611
<b>Total</b>	<b>8,299,724</b>	<b>8,673,162</b>	<b>16,415,135</b>	<b>18,724,322</b>

## General Expense: City Central Costs

### Purpose Statement

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.

### Program Summary

Departmental technical adjustments, including changes to reflect anticipated costs, decrease the budget by \$94,000.

Citywide adjustments to labor and other operating costs due to inflation, including \$32,000 to pay for a portion of centralized planning and project management costs to upgrade the City's desktop computers to Microsoft Office 2007, increase the budget by \$730,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$636,000.

<b>Expenditures</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
City Central Costs	9,037,081	8,816,303	9,451,862	9,873,093

## General Expense: Debt Service

### Purpose Statement

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.

### Program Summary

Increase the budget by \$7.295 million for adjustments to debt service including increases for 2009 issuances for Spokane Street Viaduct, King Street Station Multimodal Terminal Project, Bridge Rehabilitation and Replacement, Arterial Asphalt and Concrete Program, Burke-Gilman Trail Extension Project, Cheshiahud Lake Union Trail Project and Chief Sealth Trail.

	2007	2008	2009	2010
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Debt Service	5,680,913	6,167,362	13,462,524	15,771,711

## General Expense: Indirect Cost Recovery - General Expense

### Purpose Statement

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.

### Program Summary

Departmental technical adjustments, including changes to reflect anticipated costs, reduce the budget by \$278,000.

Citywide adjustments to labor and other operating costs due to inflation decrease the budget by \$357,000 for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$636,000.

	2007	2008	2009	2010
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Indirect Cost Recovery - General Expense	-8,924,071	-8,816,303	-9,451,862	-9,873,093

## General Expense: Judgment & Claims

### Purpose Statement

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.

### Program Summary

Citywide adjustments to the judgment and claims allocations increase the budget by \$447,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$447,000.

	2007	2008	2009	2010
Expenditures	Actual	Adopted	Adopted	Endorsed
Judgment & Claims	2,505,800	2,505,800	2,952,611	2,952,611

## Major Maintenance/Replacement Budget Control Level

### Purpose Statement

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

### Program Expenditures

	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Bridges & Structures	14,361,552	14,317,664	17,370,195	46,556,999
Landslide Mitigation	948,182	801,072	400,000	400,000
Roads	17,756,194	24,248,365	39,136,000	24,781,001
Sidewalk Maintenance	1,508,825	2,359,361	1,991,834	2,074,089
Trails and Bike Paths	1,880,275	3,836,018	3,993,207	3,917,028
Urban Forestry	21,671	0	0	0
<b>Total</b>	<b>36,476,698</b>	<b>45,562,479</b>	<b>62,891,237</b>	<b>77,729,118</b>
Full-time Equivalents Total *	19.50	37.50	59.00	59.00

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

## Major Maintenance/Replacement: Bridges & Structures

### Purpose Statement

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.

### Program Summary

Major projects funded in 2009 include: Bridge Load Rating, the Bridge Painting Program, Bridge Rehabilitation and Replacement, Bridge Seismic Retrofit Phase II, Fremont Bridge Approaches and Electrical Major Maintenance, Hazard Mitigation Program - Areaways, Retaining Wall Repair and Replacement, and the Stairway Rehabilitation Program.

Provide \$967,000 from the Cumulative Reserve Subfund to the Bridge Painting Program, the Hazard Mitigation Program - Areaways, and the Retaining Wall Repair and Restoration program.

Transfer in 12.25 FTE in 2009 from other capital programs.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Bridges & Structures	14,361,552	14,317,664	17,370,195	46,556,999
Full-time Equivalents Total*	5.25	9.25	21.50	21.50

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



## Major Maintenance/Replacement: Landslide Mitigation

### Purpose Statement

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

### Program Summary

Provide \$200,000 from the Cumulative Reserve Subfund to the Hazard Mitigation Program - Landside Mitigation Projects.

Transfer in 0.5 FTE in 2009 from other capital programs.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Landslide Mitigation	948,182	801,072	400,000	400,000
Full-time Equivalents Total*	1.50	1.50	2.00	2.00

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

## Major Maintenance/Replacement: Roads

### Purpose Statement

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.

### Program Summary

Major projects funded in 2009 include: Arterial Asphalt and Concrete Program, Arterial Major Maintenance, Non-Arterial Asphalt Street Resurfacing, Non-Arterial Concrete Rehabilitation, and Golden Gardens Emergency Landslide Repair.

Provide \$1.42 million of Cumulative Reserve Subfund funding to the Arterial Asphalt and Concrete Program, the Arterial Major Maintenance program, and the Non-Arterial Asphalt Street Resurfacing program.

Provide \$36.96 million of total funding for the Arterial Asphalt and Concrete Program, including funding from the "Bridging the Gap" Transportation Funding Package Levy Lid Lift and Parking Tax, and bond-financed acceleration per Ordinance 122641.

Transfer in 1.25 FTE in 2009 from other capital programs.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Roads	17,756,194	24,248,365	39,136,000	24,781,001
Full-time Equivalents Total*	8.25	17.25	18.50	18.50

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

## Major Maintenance/Replacement: Sidewalk Maintenance

### Purpose Statement

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.

### Program Summary

In 2009 this program funds the Sidewalk Safety Repair project.

Provide \$359,000 of Cumulative Reserve Subfund to the Sidewalk Safety Repair program.

Transfer out 0.75 FTE in 2009 to other capital programs.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Sidewalk Maintenance	1,508,825	2,359,361	1,991,834	2,074,089
Full-time Equivalents Total*	2.25	7.25	6.50	6.50

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

## Major Maintenance/Replacement: Trails and Bike Paths

### Purpose Statement

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.

### Program Summary

Major projects funded in 2009 include: Bike Spot Safety Improvements, Bike Master Plan Implementation, and Urban Trail and Bikeways Spot Improvements.

Transfer in 8.25 FTE in 2009 from other capital programs.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Trails and Bike Paths	1,880,275	3,836,018	3,993,207	3,917,028
Full-time Equivalents Total*	2.25	2.25	10.50	10.50

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

## Major Maintenance/Replacement: Urban Forestry

### Purpose Statement

The purpose of the Urban Forestry Program is to maintain the City's trees and landscaping, keeping the urban forest healthy and safe for all residents of Seattle and adjacent regions.

### Program Summary

No capital expenditures are anticipated in 2009 and 2010. Trees will be replaced under the Urban Forestry Budget Control Level.

	2007	2008	2009	2010
Expenditures	Actual	Adopted	Adopted	Endorsed
Urban Forestry	21,671	0	0	0

## Major Projects Budget Control Level

### Purpose Statement

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.

### Program Expenditures

	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Alaskan Way Viaduct and Seawall Replacement	4,629,876	5,143,893	5,764,999	8,342,000
Magnolia Bridge Replacement	2,498,160	2,627	0	0
Mercer Corridor	4,433,168	18,572	82,449,999	39,100,000
Spokane Street Viaduct	3,135,914	19,823,981	32,839,944	59,768,222
SR-520	36,856	323,035	138,000	153,000
<b>Total</b>	<b>14,733,975</b>	<b>25,312,107</b>	<b>121,192,943</b>	<b>107,363,222</b>
Full-time Equivalents Total *	35.75	41.75	35.75	35.75

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

## Major Projects: Alaskan Way Viaduct and Seawall Replacement

### Purpose Statement

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.

### Program Summary

Provide \$5.76 million in 2009 and \$8.34 million in 2010 for planning, design, project management costs, work on Early Safety and Mobility Projects, Seawall Replacement, the Center City Parking Program, and the Urban Mobility Plan. Approximately \$2.3 million in 2009 and \$1.7 million in 2010 are paid by the Washington State Department of Transportation.

Transfer out 2.75 FTE in 2009 to other capital programs.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Alaskan Way Viaduct and Seawall Replacement	4,629,876	5,143,893	5,764,999	8,342,000
Full-time Equivalents Total*	23.25	23.25	20.50	20.50

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

## Major Projects: Magnolia Bridge Replacement

### Purpose Statement

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.

### Program Summary

No funding is included in the 2009 Adopted Budget, as fund sources to complete the design, purchase the necessary right-of-way, and construct the new bridge have not been identified.

Transfer out 2.0 FTE in 2009 to other capital programs.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Magnolia Bridge Replacement	2,498,160	2,627	0	0
Full-time Equivalents Total*	2.00	2.00	0.00	0.00

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

## Major Projects: Mercer Corridor

### Purpose Statement

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.

### Program Summary

Provide \$82.45 million in 2009 and \$39.10 million in 2010 of total funding including mid-year adjustments in the Mercer Corridor Project per Ordinance 122686. The 2009 Adopted Budget includes a proviso specifying that none of the money appropriated for 2009 for SDOT's Major Project Budget Control Level can be spent to pay for construction until authorized by ordinance.

Transfer in 2.25 FTE in 2009 from other capital programs.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Mercer Corridor	4,433,168	18,572	82,449,999	39,100,000
Full-time Equivalents Total*	3.00	6.00	8.25	8.25

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

## Major Projects: Spokane Street Viaduct

### Purpose Statement

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.

### Program Summary

Provide \$32.84 million in 2009 and \$59.77 million in 2010 of total funding including mid-year adjustments in the Spokane St. Viaduct project per Ordinance 122686.

Transfer out 1.75 FTE in 2009 to other capital programs.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Spokane Street Viaduct	3,135,914	19,823,981	32,839,944	59,768,222
Full-time Equivalents Total*	5.25	8.25	6.50	6.50

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

## Major Projects: SR-520

### Purpose Statement

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 SR-520 bridge.

### Program Summary

Provide \$138,000 in 2009 and \$153,000 in 2010 to support the SR-510 Project.

Transfer out 1.75 FTE in 2009 to other capital programs.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
SR-520	36,856	323,035	138,000	153,000
Full-time Equivalents Total*	2.25	2.25	0.50	0.50

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

## Mobility-Capital Budget Control Level

### Purpose Statement

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.

### Program Expenditures

	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Corridor & Intersection Improvements	5,854,048	12,343,813	6,160,032	7,127,976
Freight Mobility	1,782,454	200,336	416,212	1,370,864
Intelligent Transportation System	1,471,667	1,778,613	16,714,004	1,950,000
Neighborhood Enhancements	3,739,240	7,997,912	5,826,957	4,982,986
New Trails and Bike Paths	5,250,788	3,735,355	6,320,961	6,733,000
Sidewalks & Pedestrian Facilities	3,098,273	3,857,066	3,524,005	3,615,240
Transit & HOV	32,677,021	5,598,451	8,577,897	12,635,507
<b>Total</b>	<b>53,873,490</b>	<b>35,511,545</b>	<b>47,540,070</b>	<b>38,415,573</b>
Full-time Equivalents Total *	59.00	74.50	59.00	59.00

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

## Mobility-Capital: Corridor & Intersection Improvements

### Purpose Statement

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.

### Program Summary

In 2009, projects funded include the following: 14th Ave S Street Improvements, 35th Ave NE Street Improvements, Collision Evaluation Program, Transit Corridor Projects, Left Turn Signals, New Traffic Signals, Terry Avenue North Street Improvements, Terminal 46 New Signal & Intersection Improvements, 5th Avenue NE Streetscape Improvements, 15th Ave W/Elliott Ave W Street Improvements, and Greenwood Avenue N Street Improvements.

Provide \$830,000 for the 5th Avenue NE Streetscape Improvements project.

Provide \$1.5 million for the Railroad Crossing Signal Improvements project.

Transfer out 2.5 FTE in 2009 to other capital programs.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Corridor & Intersection Improvements	5,854,048	12,343,813	6,160,032	7,127,976
Full-time Equivalents Total*	12.25	15.25	12.75	12.75

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

## Mobility-Capital: Freight Mobility

### Purpose Statement

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

### Program Summary

Projects funded in 2009 include the Duwamish Truck Mobility Improvement Program and SR-519 Phase II.

Transfer out 1.0 FTE in 2009 to other capital programs.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Freight Mobility	1,782,454	200,336	416,212	1,370,864
Full-time Equivalents Total*	0.75	2.75	1.75	1.75

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

## Mobility-Capital: Intelligent Transportation System

### Purpose Statement

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.

### Program Summary

Major projects funded in 2009 include: Intelligent Transportation System (ITS) Plan Implementation, Alaskan Way Viaduct Intelligent Transportation System, Duwamish Intelligent Transportation Systems (ITS), and 15th Ave W/Elliott Ave W Street Improvements.

Transfer in 8.25 FTE in 2009 from other capital programs.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Intelligent Transportation System	1,471,667	1,778,613	16,714,004	1,950,000
Full-time Equivalents Total*	4.25	4.25	12.50	12.50

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## Mobility-Capital: Neighborhood Enhancements

### Purpose Statement

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.

### Program Summary

Major projects funded in 2009 include: 5th Avenue NE Improvements, NSF/CRF Neighborhood Program, Pay Stations, and Traffic Control Program.

Provide \$1.20 million for improvements administered through the NSF/CRF Neighborhood Program small projects process.

Provide \$2.24 million in 2009 and \$500,000 in 2010 to continue design activities on the Linden Avenue North Complete Streets project, including \$740,000 in 2009 from the Cumulative Reserve Subfund - Street Vacation Subaccount.

Transfer out 1.75 FTE in 2009 to other capital programs.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Neighborhood Enhancements	3,739,240	7,997,912	5,826,957	4,982,986
Full-time Equivalents Total*	8.25	12.75	11.00	11.00

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

## Mobility-Capital: New Trails and Bike Paths

### Purpose Statement

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.

### Program Summary

Major projects funded in 2009 include: Belltown/Queen Anne Connections - Thomas Street, Burke-Gilman Trail Extension, Chief Sealth Trail, Mountains to Sound Greenway Trail, the Cheshiahud Loop Trail Project, and Lake Union Ship Canal Trail.

Provide \$1.71 million in 2009 and \$6.72 million in 2010 to accelerate completion of the final segment of the Burke-Gilman Trail.

Provide \$1.00 million for improvements to the Cheshiahud Lake Union Trail Project and \$2.00 million for improvements to the Chief Sealth Trail in 2009.

Transfer in 0.5 FTE in 2009 from other capital programs.

Expenditures/FTE	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
New Trails and Bike Paths	5,250,788	3,735,355	6,320,961	6,733,000
Full-time Equivalents Total*	6.75	7.75	8.25	8.25

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## Mobility-Capital: Sidewalks & Pedestrian Facilities

### Purpose Statement

The purpose of the Sidewalk & 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.

### Program Summary

Major projects funded in 2009 include: ADA Spot Improvements, Sidewalk Development Program, and Pedestrian Lighting - Capital Costs.

Provide \$2.60 million in 2009 and \$2.64 million in 2010 to the Sidewalk Development Program for new sidewalk construction.

Transfer out 4.5 FTE in 2009 to other capital programs.

Expenditures/FTE	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Sidewalks & Pedestrian Facilities	3,098,273	3,857,066	3,524,005	3,615,240
Full-time Equivalents Total*	7.25	11.25	6.75	6.75

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

## Mobility-Capital: Transit & HOV

### Purpose Statement

The purpose of the Transit & HOV Program is to move more people in less time throughout the city. Projects include the South Lake Union line of the Seattle Streetcar, Center City Access Programs, and working with Sound Transit to ensure an easy transition when the downtown bus tunnel reopens at the end of 2007.

### Program Summary

Major projects funded in 2009 include: King Street Station Multimodal Terminal, Sound Transit Construction Services, Sound Transit Construction Services, and Center City Access Strategy Program.

Provide \$550,000 for reimbursable program management and design review services related to the Sound Transit University Link Light Rail.

Eliminate funding for the budget for the Aurora Transit, Pedestrian, and Safety Improvements project. The project will be put on hold at 60% design, as funding sources to complete the design and construction have not been identified.

Transfer out 14.5 FTE in 2009 to other capital programs.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Transit & HOV	32,677,021	5,598,451	8,577,897	12,635,507
Full-time Equivalents Total*	19.50	20.50	6.00	6.00

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

## Mobility-Operations Budget Control Level

### Purpose Statement

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

### Program Expenditures

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Commuter Mobility	9,478,978	11,965,266	10,940,490	11,197,496
Neighborhoods	2,819,638	4,136,120	4,043,084	4,206,701
Parking	6,970,118	6,428,648	7,313,194	6,737,318
Signs & Markings	3,929,621	4,759,955	4,894,584	5,066,527
Traffic Signals	7,986,534	8,218,264	8,615,509	8,944,564
<b>Total</b>	<b>31,184,888</b>	<b>35,508,252</b>	<b>35,806,862</b>	<b>36,152,606</b>
Full-time Equivalents Total *	150.75	170.75	172.75	172.75

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

## Mobility-Operations: Commuter Mobility

### Purpose Statement

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 citizens of Seattle.

### Program Summary

Abrogate 1.0 FTE Admin Specialist III-BU and reduce spending on the Truck Permit Program by \$100,000 to assist in balancing the overall General Fund budget.

Abrogate 0.5 FTE Sr. Civil Engineering Specialist and reduce spending on transportation planning by \$55,000 to assist in balancing the overall General Fund budget.

Reduce spending on vehicles and specialized equipment by \$39,000 and reduce spending on the Commuter Mobility Program by \$150,000 to assist in balancing the overall General Fund budget.

Add \$365,000 and 1.0 FTE Strategic Advisor 1 for the Center City Construction Coordination Office.

Add \$58,000 and 0.5 FTE Senior Transportation Planner for Station Area Planning activities.

Add \$100,000 for analysis of electric trolley bus expansion.

Add 1.0 FTE Strategic Advisor 2 to lead SDOT's climate protection efforts.

Departmental technical adjustments, including reductions due to reimbursable work, decrease the budget by \$775,000.

Citywide adjustments to labor and other operating costs in inflation decrease the budget by \$429,000 for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$1.02 million.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Commuter Mobility	9,478,978	11,965,266	10,940,490	11,197,496
Full-time Equivalents Total*	43.50	49.50	50.50	50.50

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

## Mobility-Operations: Neighborhoods

### Purpose Statement

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.

### Program Summary

Reduce spending on vehicles and specialized equipment by \$2,000; reduce spending on transportation planning by \$60,000; reduce spending on consultant services by \$43,000; and reduce spending on transportation planning activities by \$37,000 to assist in balancing the overall General Fund budget.

Decrease the budget by \$213,000 and abrogate 1.0 FTE Associate Transportation Planner and 1.0 Senior Transportation Planner positions that were added in the 2008 Adopted Budget for neighborhood planning. The 2008 Adopted Budget assumed a sector-wide update of plans. The 2009 Adopted Budget presents a revised approach to neighborhood planning that has been developed by the Mayor and Council. The revised approach recognizes feedback from the neighborhoods as well as the opportunities presented by millions of dollars of public investment in light rail infrastructure. In 2009, the City will prepare status reports on Seattle's existing Neighborhood Plans as well as update three Neighborhood Plans where new transit stations will be located. This reduction is partially offset by the increase in Station Area Planning.

Abrogate 1.0 FTE Associate Transportation Planner in the GIS/Travel section and reduce funding by \$116,000.

Add 3.0 FTE Engineering Aide and 1.0 FTE Senior Civil Engineering Specialist to provide staffing to implement the Bicycle and Pedestrian Master Plans.

Departmental technical adjustments increase the budget by \$279,000. These changes include increases in the Neighborhood Parking project and shifting funding to the Pedestrian Master Plan from Signs and Markings to support increased work demand in the Neighborhood Parking project.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$99,000 for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$93,000.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Neighborhoods	2,819,638	4,136,120	4,043,084	4,206,701
Full-time Equivalents Total*	12.50	13.50	14.50	14.50

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

## Mobility-Operations: Parking

### Purpose Statement

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.

### Program Summary

Reduce spending on vehicles and specialized equipment by \$19,000; reduce spending professional services by \$57,000; and reduce spending on the Paid Parking Maintenance budget by \$92,000 to assist in balancing the overall General Fund budget.

Add \$1.11 million to implement adjustments to the on-street paid-parking fee structure.

Add \$49,000 for parking pay station off-warranty parts.

Increase budget by \$355,000 to implement adjustments to the Residential Parking Zone (RPZ) fee structure.

Department technical adjustments decrease the budget by \$713,000. These changes include reduction of excess reimbursable authority in Commute Trip Reduction grants, the Carpool Cost Center, the RPZ Cost Center, and reimbursable film projects.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$255,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$884,000.

<b>Expenditures/FTE</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Parking	6,970,118	6,428,648	7,313,194	6,737,318
Full-time Equivalents Total*	29.75	31.75	31.75	31.75

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

## Mobility-Operations: Signs & Markings

### Purpose Statement

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.

### Program Summary

Reduce spending on vehicles and specialized equipment by \$7,000 to assist in balancing the overall General Fund budget.

Department technical adjustments include shifting control amounts to the Pedestrian Master Plan to support increased work demand and reduce the budget by \$35,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$177,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$135,000.

Expenditures/FTE	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Signs & Markings	3,929,621	4,759,955	4,894,584	5,066,527
Full-time Equivalents Total*	23.75	28.75	28.75	28.75

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

## Mobility-Operations: Traffic Signals

### Purpose Statement

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.

### Program Summary

Departmental technical adjustments increase the budget by \$81,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$316,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$397,000.

Expenditures/FTE	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Traffic Signals	7,986,534	8,218,264	8,615,509	8,944,564
Full-time Equivalents Total*	41.25	47.25	47.25	47.25

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



## ROW Management Budget Control Level

### Purpose Statement

The purpose of the Right-of-Way (ROW) Management Budget Control Level is to ensure that projects throughout the city meet code specifications 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.

### Summary

Add 1.0 FTE Associate Civil Engineering Specialist for long-term right-of-way occupation inspection and enforcement.

Add 1.0 FTE Associate Civil Engineering Specialist for Street Use inspection and enforcement.

Add 1.0 FTE Associate Civil Engineering Specialist for construction coordination and travel lane enforcement.

Add 1.0 FTE Admin Spec II for Street Use customer service and support.

Increase budget by \$293,000 for Street Use enforcement and customer service.

Add 1.0 FTE Administrative Specialist 2 and 1.0 FTE Strategic Advisor 1 and increase the budget by \$730,000 (including funding for consultant support) for permitting process redesign.

Departmental technical adjustments, including correction of a 2008 budgeting error on Street Use Revenues, decrease the budget by \$2.02 million.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$545,000 for a net reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$454,000.

<b>Expenditures/FTE</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Street Use Permitting & Enforcement	10,882,690	12,182,131	11,727,829	11,877,676
Full-time Equivalents Total*	64.50	65.50	71.50	71.50

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

## Street Maintenance Budget Control Level

### Purpose Statement

The purpose of the Street Maintenance Budget Control Level is to maintain Seattle's roadways and sidewalks. Repair and maintenance of the right-of-way promotes safety, enhances mobility, and protects the environment. Through planned maintenance, cleaning, and spot repairs of streets, alleys, pathways, and stairways, Street Maintenance improves the quality of life and business climate in the city.

### Program Expenditures

	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Emergency Response	1,731,756	610,459	635,446	658,525
Operations Support	4,864,825	4,210,219	4,580,218	4,766,391
Pavement Management	186,545	292,949	262,281	324,927
Street Cleaning	3,899,312	3,867,892	4,015,130	4,162,464
Street Repair	13,150,153	14,717,129	19,038,466	19,666,048
<b>Total</b>	<b>23,832,591</b>	<b>23,698,649</b>	<b>28,531,542</b>	<b>29,578,355</b>
Full-time Equivalents Total *	142.00	142.00	148.00	148.00

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

## Street Maintenance: Emergency Response

### Purpose Statement

The purpose of the Emergency Response Program is to respond to safety and mobility issues such as pavement collapses, severe weather such as ice and snow storms, 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.

### Program Summary

Departmental technical adjustments increase the budget by \$2,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$23,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$25,000.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Emergency Response	1,731,756	610,459	635,446	658,525
Full-time Equivalents Total*	2.25	2.25	2.25	2.25

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

## Street Maintenance: Operations Support

### Purpose Statement

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

### Program Summary

Departmental technical adjustments, including an increase in reimbursable maintenance operations to support increased demand for reimbursable work, increase the budget by \$198,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$172,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$370,000.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Operations Support	4,864,825	4,210,219	4,580,218	4,766,391
Full-time Equivalents Total*	34.25	34.25	34.25	34.25

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

## Street Maintenance: Pavement Management

### Purpose Statement

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.

### Program Summary

Reduce pavement condition analysis budget by \$50,000 to assist in balancing the overall General Fund budget.

Departmental technical corrections increase the budget by \$4,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$15,000 for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$31,000.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Pavement Management	186,545	292,949	262,281	324,927
Full-time Equivalents Total*	1.25	1.25	1.25	1.25

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

## Street Maintenance: Street Cleaning

### Purpose Statement

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.

### Program Summary

Departmental technical corrections, including increased budget to support demand for reimbursable cleaning services work, increase the budget by \$103,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$44,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$147,000.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Street Cleaning	3,899,312	3,867,892	4,015,130	4,162,464
Full-time Equivalents Total*	22.25	22.25	22.25	22.25

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

## Street Maintenance: Street Repair

### Purpose Statement

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.

### Program Summary

Reduce spending on spot repairs by \$100,000 to assist in balancing the overall General Fund budget.

Add 1.0 FTE Construction Maintenance & Equipment Operator, 1.0 FTE Heavy Truck Driver, 2.0 FTE Maintenance Laborer positions, and 2.0 FTE Cement Finisher positions and increase the utility cut pavement restoration budget by \$521,000 to respond to increased demand for reimbursable work.

Add \$599,000 to the budget for utility cut restoration to reflect increases in reimbursable construction costs.

Departmental technical corrections increase the budget by \$2.77 million. Changes include shifts between standard and non-standard repairs and an increase in reimbursable surface maintenance due to increased demand for work.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$530,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$4.32 million.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Street Repair	13,150,153	14,717,129	19,038,466	19,666,048
Full-time Equivalents Total*	82.00	82.00	88.00	88.00

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

## Urban Forestry Budget Control Level

### Purpose Statement

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.

<b>Program Expenditures</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Arborist Services	1,779,049	1,536,991	1,179,211	1,222,395
Tree & Landscape Maintenance	2,218,262	2,516,782	3,178,671	3,302,073
<b>Total</b>	<b>3,997,311</b>	<b>4,053,773</b>	<b>4,357,881</b>	<b>4,524,468</b>
Full-time Equivalents Total *	24.75	30.75	31.25	31.25

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

## Urban Forestry: Arborist Services

### Purpose Statement

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.

### Program Summary

Departmental technical adjustments, including a shift from Arborist Services to Tree and Landscape Maintenance, decrease the budget by \$412,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$54,000 for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$358,000.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Arborist Services	1,779,049	1,536,991	1,179,211	1,222,395
Full-time Equivalents Total*	4.75	8.75	8.75	8.75

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

## Urban Forestry: Tree & Landscape Maintenance

### Purpose Statement

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.

### Program Summary

Add 0.5 FTE Administrative Specialist II to support tree and landscape inventory.

Departmental technical adjustments, including a shift from Arborist Services to Tree and Landscape Maintenance, increase the budget by \$562,000.

Citywide adjustments to labor and other operating costs due to inflation increase the budget by \$100,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$662,000.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Tree & Landscape Maintenance	2,218,262	2,516,782	3,178,671	3,302,073
Full-time Equivalents Total*	20.00	22.00	22.50	22.50

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

# Transportation

## 2009 - 2010 Estimated Revenues for the Transportation Operating Fund

Summit Code	Source	2007 Actuals	2008 Adopted	2009 Adopted	2010 Endorsed
411100	BTG-Property Tax Levy	36,048,818	37,121,456	38,313,000	39,109,000
416310	BTG-Commercial Parking Tax	4,682,355	8,872,000	17,874,000	21,347,000
418800	BTG-Employee Hours Tax	1,988,367	4,956,300	4,734,900	5,083,200
422490	Other Street Use & Curb Permit	9,222,398	12,691,706	6,789,486	6,949,205
422990	Other Non-Business Licenses/PE	598,462	651,304	742,272	655,165
436087	Mtr Veh Fuel Tax-City Street	(78,565)	14,207,513	0	0
436088	Mtr Veh Fuel Tax-St Improvement	14,111,843	0	13,374,123	13,613,899
441930	Private Reimbursements	0	0	13,000,000	6,000,000
442490	Other Protective Inspection Fee	1,142,130	0	924,254	944,735
444100	Street Maintenance & Repair Ch	506,697	3,470,131	808,183	830,004
444900	Other Charges - Transportation	15,391,986	6,615,692	12,663,907	16,746,005
461110	Inv. Earnings - Residual Cash	739,857	0	1,032,000	1,000,000
462500	LT Space/Facilities Leases	69,815	52,000	0	0
469990	Other Miscellaneous Revenues	302,220	0	0	0
471010	Federal Grants	18,163,700	14,832,693	21,856,668	17,119,784
474010	State Grants	1,445,689	15,404,709	45,597,775	25,729,269
477010	Interlocal Grants	(153,077)	1,140,000	250,000	0
481100	G.O.Bond Proceeds	0	4,061,128	0	105,313,883
541990	IF Othr Gen Govtl Svc Chrsgs-MI	0	8,164,718	0	0
543210	IF Architect/ Engineering Scv C	0	3,479,092	2,300,000	2,300,000
544900	IF Other Charges - Transportat	13,501,859	0	12,583,690	12,922,810
569990	IF-Other Miscellaneous Revenues	(5,819)	150,000	0	0
577010	IF Capital Contrib & Grants	0	0	7,802,000	100,000
587001	BTG-Charter/General Subfund Offset	220,930	550,700	526,100	564,800
587001	Oper Tr In-Fr General Fund	43,742,240	48,945,587	41,760,449	43,715,069
587116	Oper Tr In-Fr Cumulative Rsv S	16,861,654	17,408,000	7,563,574	7,082,000
587118	Oper Tr In-Fr Emergency Sfund	0	0	0	0
587310	Oper Tr In-2005 Multipurp Bnds	921,087	0	0	0
587316	Oper Tr In-Fr Transport Bond F	751,581	0	0	0
587338	Op Tsf In 2000 Park Levy Fund	843,952	1,016,000	1,551,000	0
587349	Oper Tr In Fr2006 LTGO Multi	5,392,412	7,204,975	0	0
587350	Oper Tr In-LID #6750 SLU	17,130,075	0	0	0
587351	Oper Tr In-2007 Multipurp Bnds	1,378,460	0	3,717,000	0
587352	Oper Tr In-2008 Multipurp LTGO	1,825,038	0	43,536,000	0
587353	Oper Tr In-2009 Multipurp LTGO	0	0	30,111,440	4,312,882
587410	Oper Tr In-Fr Seattle City Light Fund	0	497,500	5,615,000	5,510,000
587624	Oper Tr In-Fr Gen Trust Fund	81,342	0	0	0
587900	Oper Tr In-Other Funds	0	200,000	415,000	768,000
<b>Total Revenues</b>		<b>206,827,505</b>	<b>211,693,204</b>	<b>335,441,820</b>	<b>337,716,710</b>
379100	Contribution to Cash Decrease/ (Increase)	(12,343,799)	(6,026,398)	5,345,359	(1,053,466)
<b>Total Resources</b>		<b>194,483,706</b>	<b>205,666,806</b>	<b>340,787,179</b>	<b>336,663,244</b>



## Transportation

### Transportation Operating Fund

	<b>2007 Actuals</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
<b>Beginning Fund Balance</b>	<b>10,505,025</b>	<b>29,016,452</b>	<b>25,531,046</b>	<b>20,185,687</b>
Accounting and Technical Adjustments	(31,474)	0	0	0
Plus: Actual and Estimated Revenue	206,827,505	211,693,204	335,441,820	337,716,710
Less: Actual and Budgeted Expenditures	194,483,708	205,666,806	340,787,179	336,663,244
<b>Ending Fund Balance</b>	<b>22,817,348</b>	<b>35,042,850</b>	<b>20,185,687</b>	<b>21,239,153</b>
Continuing Appropriations	16,598,840	18,000,000	16,000,000	16,000,000
<b>Total Reserves</b>	<b>16,598,840</b>	<b>18,000,000</b>	<b>16,000,000</b>	<b>16,000,000</b>
<b>Ending Unreserved Fund Balance</b>	<b>6,218,508</b>	<b>17,042,850</b>	<b>4,185,687</b>	<b>5,239,153</b>

## Capital Improvement Program Highlights

The Seattle Department of Transportation (SDOT) is responsible for maintaining, upgrading, and monitoring 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. The CIP is financed from a variety of revenue sources that include the City's General and Cumulative Reserve Subfunds, state gas tax revenues, state and federal grants, Public Works Trust Fund loans, partnerships with private organizations and other public agencies, and bond proceeds.

The 2009-2014 Adopted CIP includes key infrastructure work such as support for the Alaskan Way Viaduct and Seawall Replacement Project, construction of the "missing link" of the Burke-Gilman Trail, continued work on the Spokane Street Viaduct and Fourth Avenue South Ramp, continued major maintenance and paving of the City's arterial and non-arterial streets, and construction of sidewalks.

Most capital appropriations for SDOT are included within the Budget Control Level (BCL) appropriations displayed at the start of this chapter. These appropriations are funded by a variety of revenue sources, most of which do not require separate authority to be transferred to the Transportation Operating Fund (TOF). Revenue sources which do require separate authority to transfer to the TOF include the Cumulative Reserve Subfund (commonly referred to as the CRS) and Limited Tax General Obligation Bond (LTGO) proceeds.

Table 1 provides an informational display of transfers of LTGO bond proceeds 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.

CRS appropriations authorized for specific programs are listed in the CRS section of the Adopted Budget. (See the informational Table 2, "2009-2010 Adopted SDOT Cumulative Reserve Subfund Program Detail" for a list of the specific CRS-funded projects by program). The Debt Service Program requires a separate appropriation outside of SDOT BCLs. Funding for debt service from the CRS is not included within the SDOT BCLs and is also appropriated in the CRS section of the Budget.

Table 3, entitled "Capital Improvement Budget Control Level Outlay," shows that portion of the various SDOT appropriations that represent the Department's CIP outlays. Consistent with RCW 35.32A.080, if any portion of these outlays remains unexpended or unencumbered at the close of the fiscal year, that portion shall be held available for the following year, except if abandoned by the City Council by ordinance. A detailed list of all programs and projects in SDOT's CIP can be found in the 2009-2014 Adopted Capital Improvement Program document.

# Transportation

**Table 1: Bond Transfers to the Transportation Operating Fund – Information Only**

	2009 Adopted	2010 Endorsed
<b>5th Ave Streetscapes Improvements: TC367080</b>		
2009 Multipurpose LTGO Bond	830,000	0
<b>Alaskan Way Viaduct &amp; Seawall Replacement: TC366050</b>		
2009 Multipurpose LTGO Bond	1,770,000	0
2010 Multipurpose LTGO Bond	0	5,584,000
<b>Subtotal</b>	<b>1,770,000</b>	<b>5,584,000</b>
<b>Arterial Asphalt and Concrete Program: TC365440</b>		
2009 Multipurpose LTGO Bond	3,765,000	0
<b>Bridge Rehabilitation and Replacement: TC366850</b>		
2009 Multipurpose LTGO Bond	11,341,000	3,000,000
2010 Multipurpose LTGO Bond	0	27,756,000
<b>Subtotal</b>	<b>11,341,000</b>	<b>30,756,000</b>
<b>Bridge Seismic Retrofit Phase II: TC365810</b>		
2010 Multipurpose LTGO Bond	0	7,394,000
<b>Burke-Gilman Trail Extension: TC364830</b>		
2009 Multipurpose LTGO Bond	308,000	3,913,000
<b>Cheshiahud Lake Union Trail Project: TC367070</b>		
2009 Multipurpose LTGO Bond	1,000,000	0
<b>Chief Sealth Trail: TC365690</b>		
2009 Multipurpose LTGO Bond	2,000,000	0
<b>King Street Station Multimodal Terminal: TC366810</b>		
2008 Multipurpose LTGO Bond	345,000	0
2009 Multipurpose LTGO Bond	1,314,000	400,000
2010 Multipurpose LTGO Bond	0	528,000
<b>Subtotal</b>	<b>1,659,000</b>	<b>928,000</b>
<b>Mercer Corridor Project: TC365500</b>		
2007 Multipurpose LTGO Bond	3,717,000	0
2008 Multipurpose LTGO Bond	38,933,000	0
2010 Multipurpose LTGO Bond	0	6,100,000
<b>Subtotal</b>	<b>42,650,000</b>	<b>6,100,000</b>
<b>Pay Stations: TC366350</b>		
2010 Multipurpose LTGO Bond	0	2,143,000
<b>Spokane Street Viaduct: TC364800</b>		
2008 Multipurpose LTGO Bond	4,258,000	0
2009 Multipurpose LTGO Bond	7,784,000	14,855,000
2010 Multipurpose LTGO Bond	0	37,953,000
<b>Subtotal</b>	<b>12,042,000</b>	<b>52,808,000</b>
<b>Total Bond Proceeds</b>	<b>77,365,000</b>	<b>109,626,000</b>

# Transportation

**Table 2: 2009-2010 Adopted SDOT Cumulative Reserve Subfund Program Detail**

*Information Only (\$1,000s)*

Program/Project	Project ID	Sub-Account	2009 Adopted	2010 Endorsed
<b>Bridges &amp; Structures (19001A)</b>			<b>967</b>	<b>2,765</b>
Bridge Painting Program	TC324900	REET II	331	2,000
Hazard Mitigation Program - Areaways	TC365480	REET II	212	328
Retaining Wall Repair and Restoration	TC365890	REET II	424	437
<b>Corridor &amp; Intersection Improvements (19003A)</b>			<b>1,500</b>	<b>700</b>
Terry Avenue North Street Improvements	TC367030	Street Vac.	0	700
Railroad Crossing Signal Improvements	TC367090	Street Vac.	1,500	0
<b>Debt Service (18002E)</b>			<b>2,761</b>	<b>2,765</b>
Alaskan Way Viaduct & Seawall Replacement - debt svc	TC320060	REET II	1,257	1,260
Bridge Way North and Fremont Circulation - debt svc	TC320060	REET II	278	281
Fremont Bridge Approaches - debt svc	TC320060	REET II	112	110
Mercer Corridor - debt svc	TC320060	REET II	470	469
SR-519 - debt svc	TC320060	REET II	644	645
<b>Landslide Mitigation (19001B)</b>			<b>200</b>	<b>200</b>
Hazard Mitigation Program - Landslide Mitigation Proj.	TC365510	REET II	200	200
<b>Neighborhood Enhancements (19003D)</b>			<b>1,692</b>	<b>0</b>
Linden Avenue North Complete Streets	TC366930	Street Vac.	740	0
NSF/CRS Neighborhood Program	TC365770	REET II	952	0
<b>New Trails and Bike Paths (19003E)</b>			<b>1,375</b>	<b>1,300</b>
Burke-Gilman Trail Extension	TC364830	Unrestricted	1,375	1,300
<b>Roads (19001C)</b>			<b>1,471</b>	<b>1,749</b>
Arterial Asphalt and Concrete Program	TC365440	REET II	512	692
Arterial Major Maintenance	TC365940	REET II	731	870
Non-Arterial Asphalt Street Resurfacing	TC323920	REET II	174	132
Non-Arterial Concrete Rehabilitation	TC323160	REET II	54	55
<b>Sidewalk Maintenance (19001D)</b>			<b>359</b>	<b>368</b>
Sidewalk Safety Repair	TC365120	REET II	359	368
<b>Total CRS funding to Transportation</b>			<b>10,325</b>	<b>9,847</b>

# Transportation

## Transportation Operating Fund

**Table 3: Capital Improvement Budget Control Level Outlay**

<b>Budget Control Level</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Major Maintenance/Replacement	62,891,000	77,729,000
Major Projects	121,193,000	107,363,000
Mobility-Capital	47,540,000	38,416,000
<b>Subtotal</b>	<b>231,624,000</b>	<b>223,508,000</b>
<b>Total Capital Improvement Program Outlay</b>	<b>231,624, 000</b>	<b>223,508,000</b>



# Seattle Streetcar

## Grace Crunican, Director

### Contact Information

Department Information Line: (206) 684-7623

City of Seattle General Information: (206) 684-2489 TTY: (206) 615-0476

On the Web at: <http://www.seattle.gov/transportation/>

### Department Description

The Seattle Streetcar is part of the Seattle Department of Transportation, with the specific purpose of operating and maintaining the South Lake Union line of the Seattle Streetcar. The new South Lake Union began operation in late 2007. Three modern streetcars serve 11 stops along the 2.6 mile South Lake Union line and connect thousands of people to new homes, jobs, and other public transit systems including Metro buses, Sound Transit buses, light rail, and the Monorail.

### Policy and Program Changes

The South Lake Union line of the Seattle Streetcar enters its second full year of operation in 2009. In 2008, the Streetcar ridership tracked ahead of expectations with approximately 1,249 riders per day through August 2008. The City will continue to incur operating costs and generate revenue from ticket sales and sponsorships.

The City of Seattle maintains an agreement with King County Metro for operation and maintenance of the South Lake Union Line. Under this agreement, approved by Ordinance 122424, the City pays 100% of the initial operation and maintenance costs outside of fare revenue until mid-2009, when the Sound Transit Link Light Rail becomes operational. At that time, King County will begin to contribute 75% of the net costs and the City's share will be reduced to 25%.

The Streetcar Fund revenue consists of sponsorship and federal funds. Expenditures consist of net operating cost after accounting for ticket sales and the Metro contribution. The initial City funding for Streetcar operations is supported by an interfund loan authorized by Ordinance 122424 (up to \$2.2 million to be repaid by December 31, 2018) that allows the City to fund the initial operation of the Streetcar without the use of General Fund revenues, and is repaid through sponsorship revenues.

### City Council Provisos

There are no Council provisos.

## Streetcar

	Summit	2007	2008	2009	2010
<b>Appropriations</b>	<b>Code</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Streetcar Operations Budget	STCAR-OP	49,355	1,814,000	1,335,814	610,972
Control Level	ER				
<b>Department Total</b>		<b>49,355</b>	<b>1,814,000</b>	<b>1,335,814</b>	<b>610,972</b>
		<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Resources</b>		<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Other		49,355	1,814,000	1,335,814	610,972
<b>Department Total</b>		<b>49,355</b>	<b>1,814,000</b>	<b>1,335,814</b>	<b>610,972</b>



**Streetcar Operations Budget Control Level**

**Purpose Statement**

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

**Summary**

Departmental technical adjustments, including a cost base shift to King County, result in a net reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$478,000. Similar technical adjustments will also decrease the budget by \$724,000 in 2010.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Streetcar Operations	49,355	1,814,000	1,335,814	610,972

**2009 - 2010 Estimated Revenues for the Streetcar Fund**

<b>Summit Code</b>	<b>Source</b>	<b>2007 Actuals</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
439090	Sponsorship Revenues	0	465,000	498,500	548,750
444900	Other Charges - Transportation	4,100	0	0	0
461110	Inv Earn-Residual Cash	(95)	0	0	0
461320	Unreald Gns/Losses-Inv GASB31	51	0	0	0
471010	FTA 5307/5309 Funds	0	131,000	136,282	141,733
<b>Total Revenues</b>		<b>4,056</b>	<b>596,000</b>	<b>634,782</b>	<b>690,483</b>
379100	Use of (Contribution to) Fund Balance	45,288	1,218,000	701,032	(79,511)
<b>Total Resources</b>		<b>49,344</b>	<b>1,814,000</b>	<b>1,335,814</b>	<b>610,972</b>

**Streetcar****Streetcar Fund**

	<b>2007 Actuals</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
<b>Beginning Fund Balance</b>	<b>0</b>	<b>0</b>	<b>(1,263,299)</b>	<b>(1,964,332)</b>
Accounting and Technical Adjustments	0	0	0	0
Plus: Actual and Estimated Revenue	4,056	596,000	634,782	690,483
Less: Actual and Budgeted Expenditures	49,355	1,814,000	1,335,814	610,972
<b>Ending Fund Balance</b>	<b>(45,299)</b>	<b>(1,218,000)</b>	<b>(1,964,332)</b>	<b>(1,884,821)</b>
Continuing Appropriations	0			
<b>Total Reserves</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Ending Unreserved Fund Balance</b>	<b>(45,299)</b>	<b>(1,218,000)</b>	<b>(1,964,332)</b>	<b>(1,884,821)</b>



# Seattle Public Utilities

## Chuck Clarke, Director

### Contact Information

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### Department Description

Seattle Public Utilities (SPU) is composed of three major direct-service providing utilities: the Water Utility, the Drainage & Wastewater Utility, and the Solid Waste Utility. The Water Utility provides more than 1.3 million customers in King County with a reliable water supply; the Drainage & Wastewater Utility collects and disposes of sewage and stormwater; and the Solid Waste Utility collects and processes recycling and yard waste, and collects and disposes of residential and commercial garbage. All three utilities strive to operate in a cost-effective, innovative, and environmentally responsible manner. SPU also houses the Engineering Services division, serving both City departments and outside agencies by providing efficient, customer-oriented engineering services that assist clients with replacing, improving, and expanding facilities with the least possible disruption to the community.

### Policy and Program Changes

SPU's 2009 Adopted Budget continues to provide funding for services benefiting customers in a variety of ways while also achieving new efficiencies. Investments in basic infrastructure and operations will enable SPU to provide reliable and high-quality water to customers, manage stormwater and wastewater properly, and provide the residents of Seattle with innovative recycling and solid waste services.

SPU is continuing its asset management approach for selecting which capital projects to build and when. The utility has also begun to apply the asset management process to its operating budget and programs in order to achieve efficiencies throughout the organization. This "triple bottom line" approach includes evaluation of projects and procedures based on their economic, social, and environmental benefits, as well as the ability to meet customer service levels. The approach provides an elaborate analytical and modeling framework to find the most economical balance between capital investments and operation and maintenance expenditures to minimize life-cycle costs on all Utility-owned assets.

A significant technical change in the 2009 Adopted Budget stems from SPU's recent change in capitalization guidelines. Under the new guidelines, some work previously classified as capital is now required to be classified as operating. This includes activities such as planning, business case preparation and analysis, monitoring, and modeling. For 2009, \$5 million of these costs are included in the Water Fund's operating budget, \$8.9 million in the Drainage & Wastewater Fund, and smaller amounts in Solid Waste.

Also, a re-organization of several groups and programs within SPU resulted in the merging of what had been the Science, Sustainability and Watersheds (SSW) branch with the Utility Systems Management (USM) branch, retaining the latter's title. As a result, budget amounts and FTE formerly associated with SSW in 2007 and 2008 are shown under USM. In addition, prior-year budget amounts and FTE formerly associated with the Engineering Services Fund, now retired, are not shown at all.

Several new initiatives affect all three lines of business. Starting in September 2008, and supported by General Fund, SPU's call center will take over the Customer Service Bureau's service of handling citizen complaints about abandoned vehicles. Existing staff will be used for this service, resulting in no net change to SPU's budget. To help the most disadvantaged of its customers, SPU is also increasing its efforts to improve rate assistance programs and increase participation. Finally, as the lead department on the City's Geographic Information System (GIS), SPU's 2009 Adopted Budget provides additional funding to eliminate the City's data maintenance backlog and to ensure that the City's GIS database is accurate and up to date.

The Water Utility's 2009 Adopted Budget and 2009-2014 Adopted Capital Improvement Program (CIP) reflect the continued application of asset management business practices in water infrastructure renewal and replacement decisions. The budget includes continued funding for the Water Utility's reservoir undergrounding program, specifically for the construction phases of the West Seattle and Maple Leaf projects. The CIP also includes increased funding for two transportation projects that impact Utility infrastructure -- the Bridging the Gap program and Alaskan Way Viaduct and Seawall Replacement project. Even though the design of the middle section of the Viaduct is currently undecided, work at both the north and south ends is moving forward quickly. Two other important investments for the Water Utility are the Morse Lake Pumping Plant and the Landsburg Flood Passage projects.

SPU continues to closely monitor its operational needs in the Water Utility. The 2009 Adopted Budget addresses a large deferred maintenance gap in SPU's regional and in-city facilities and its elevated water tanks and standpipes. Increased funding is provided to address the backlog and avoid more extensive repair work. SPU is also experiencing greater costs associated with: 1) adhering to traffic control plans that require SPU's street work to be completed on weekends and evenings; 2) additional permitting requirements; and 3) proposed fee increases from Seattle's Department of Transportation. The operating budget reflects these cost pressures. The Budget and CIP are supported by adopted rates for 2009-2011.

The Drainage & Wastewater Utility's 2009 Adopted Budget and 2009-2014 Adopted CIP provide for continued implementation of the City's Comprehensive Drainage Plan and Wastewater Systems Plan. This includes continued investments in flood control and landslide protection; improvements to stormwater quality and protection of Seattle's aquatic resources; and more efficient maintenance, rehabilitation and replacement of the City's drainage and sewer systems. In January 2007, the Department of Ecology issued a new National Pollutant Discharge Elimination System (NPDES) permit for stormwater to the City of Seattle. The new, more prescriptive NPDES requirements will affect many City departments, with SPU providing coordination. In March 2007, the U.S. Environmental Protection Agency (EPA) audited the performance of SPU's wastewater and combined sewer system. Although the final results are still pending, SPU will likely be required to perform significantly more condition assessment of the wastewater system to document the appropriate level of system maintenance and rehabilitation. SPU's priority deliverables for its combined sewer overflow program include the Long-Term Control Plan (LTCP) and the Windermere, Henderson, and Genesee control projects.

Other significant investments in the Drainage & Wastewater CIP are needed to address major drainage issues throughout the city, including implementing a long-term solution to Madison Valley flooding problems, improvements to South Park storm drainage, and a water quality study. The CIP also includes continued funding for the Capitol Hill Water Quality project, the Bridging the Gap program, the Alaskan Way Viaduct and Seawall project, and the South Lake Union program. An important programmatic change in the 2009 Adopted Budget is the end of the Automated Public Toilet (APT) program. Following the decommissioning of the APTs in 2008, this budget transfers responsibility for public toilet access to the Human Services Department, along with the General Fund support formerly associated with the program.

The 2009 Adopted Budget and the 2009-2014 Adopted CIP are supported by the adopted 2009 drainage and wastewater rates. SPU will submit a rate proposal to the City Council in mid-2009 to support the 2010 Budget and CIP.

The Solid Waste Utility's 2009 Adopted Budget and 2009-2014 Adopted CIP provide funding to rebuild the aging North and South Recycling and Disposal Stations. Both of the existing stations will be replaced to modernize solid waste operations, enhance worker safety, and allow for greater recycling opportunities.

The 2009 Adopted Budget also includes several new programs to successfully implement the new collection contracts and to continue moving the Solid Waste Utility towards its 60 percent diversion goal. Included are cost

increases for the new collection contracts, which "go live" in March 2009, and cost reductions for the long-haul disposal contract. In preparation for the new collection services, funding is increased for public outreach and education, temporary staffing at the call center, inspections, and staff training. Building upon its successful pilot project, SPU also proposes to eliminate the storage of solid waste dumpsters in the public right-of-way in certain business districts in the city, referred to as "Dumpster Free Alleys". The budget and CIP are supported by adopted 2009-2010 solid waste rates. Finally, the budget does not include amounts related to the recently adopted Green Fee on disposable shopping bags, as the ordinance is on hold pending a voter referendum in 2009.

As with prior budgets, program description statements for operating programs compare adopted 2009 amounts to the 2008 Adopted Budget, while statements for capital budget control levels compare the 2009 appropriation in the 2009-2014 Adopted CIP with the same-year appropriation in the prior CIP. FTE counts, which have no legal meaning at the program level, will not reconcile from 2008 to 2009 in many programs for several reasons, including a re-spread of FTE counts for 2009-2010 to eliminate false precision, legal and personnel actions taken outside the budget process, and the elimination of the engineering services fund in 2008. All FTE increments made in the budget for 2009, however, are completely described in the program statements.

Finally, this budget book no longer shows the Engineering Services Fund (ESF), so spending and FTEs associated with that fund in 2007 do not appear on the Appropriations summary page. Total department spending in 2007, including ESF, was \$627,586,412 with 1,440.56 FTE.

## **City Council Provisos**

There are no Council provisos.

**SPU**

<b>Appropriations</b>	<b>Summit Code</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
<b>Drainage &amp; Wastewater Utility</b>					
<b>Administration Budget Control Level</b>					
Administration		7,204,534	9,309,807	11,178,308	11,785,329
General and Administrative Credit		(5,317,858)	(7,327,103)	(8,619,839)	(11,065,295)
<b>Administration Budget Control Level</b>	<b>N100B-DW</b>	<b>1,886,676</b>	<b>1,982,704</b>	<b>2,558,470</b>	<b>720,034</b>
<b>Control Structures Budget Control Level</b>	<b>C310B</b>	<b>5,615,110</b>	<b>10,566,000</b>	<b>12,226,002</b>	<b>14,143,060</b>
<b>Customer Service Budget Control Level</b>	<b>N300B-DW</b>	<b>5,600,480</b>	<b>6,697,973</b>	<b>7,490,440</b>	<b>7,501,037</b>
<b>General Expense Budget Control Level</b>					
Debt Service		24,051,971	26,095,000	29,365,852	35,997,997
Other General Expenses		116,439,894	110,860,785	126,340,308	125,596,920
Taxes		26,134,937	28,586,999	32,419,103	34,719,558
<b>General Expense Budget Control Level</b>	<b>N000B-DW</b>	<b>166,626,801</b>	<b>165,542,784</b>	<b>188,125,263</b>	<b>196,314,475</b>
<b>Landslide Mitigation &amp; Special Programs Budget Control Level</b>	<b>C335B</b>	<b>6,500,290</b>	<b>4,521,000</b>	<b>1,211,913</b>	<b>713,022</b>
<b>Low Impact Development Budget Control Level</b>	<b>C334B</b>	<b>2,074,066</b>	<b>3,466,000</b>	<b>3,730,364</b>	<b>4,422,770</b>
<b>Other Operating Budget Control Level</b>					
Engineering Services		2,501,300	8,863,113	7,606,896	8,210,520
Field Operations		13,079,276	14,137,606	18,882,828	19,996,079
Pre-Capital Planning & Development		0	0	3,066,937	3,034,488
Utility Systems Management		10,218,607	13,026,310	18,236,797	18,715,867
<b>Other Operating Budget Control Level</b>	<b>N400B-DW</b>	<b>25,799,184</b>	<b>36,027,029</b>	<b>47,793,458</b>	<b>49,956,954</b>
<b>Protection of Beneficial Uses Budget Control Level</b>	<b>C333B</b>	<b>3,224,180</b>	<b>6,651,000</b>	<b>4,161,484</b>	<b>1,589,124</b>
<b>Sediments Budget Control Level</b>	<b>C350B</b>	<b>3,325,230</b>	<b>4,246,000</b>	<b>2,342,908</b>	<b>5,409,068</b>
<b>Shared Cost Projects Budget Control Level</b>	<b>C410B-DW</b>	<b>10,536,187</b>	<b>18,065,000</b>	<b>21,208,113</b>	<b>20,714,189</b>
<b>Stormwater &amp; Flood Control Budget Control Level</b>	<b>C332B</b>	<b>8,141,313</b>	<b>13,922,000</b>	<b>17,702,916</b>	<b>26,752,748</b>
<b>Technology Budget Control Level</b>	<b>C510B-DW</b>	<b>2,366,895</b>	<b>4,048,000</b>	<b>4,702,660</b>	<b>3,944,586</b>



**SPU**

<b>Appropriations</b>	<b>Summit Code</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
<b>Wastewater Conveyance Budget Control Level</b>	<b>C320B</b>	<b>7,402,372</b>	<b>12,352,000</b>	<b>10,861,785</b>	<b>11,515,082</b>
<b>Total Drainage &amp; Wastewater Utility</b>		<b>249,098,785</b>	<b>288,087,491</b>	<b>324,115,777</b>	<b>343,696,149</b>
<b>Solid Waste Utility</b>					
<b>Administration Budget Control Level</b>					
Administration		3,561,193	4,554,968	4,512,605	4,830,856
General and Administrative Credit		(748,075)	(1,149,000)	(1,508,485)	(1,552,685)
<b>Administration Budget Control Level</b>	<b>N100B-SW</b>	<b>2,813,118</b>	<b>3,405,968</b>	<b>3,004,121</b>	<b>3,278,171</b>
<b>Customer Service Budget Control Level</b>	<b>N300B-SW</b>	<b>12,529,954</b>	<b>13,808,261</b>	<b>15,782,628</b>	<b>15,341,345</b>
<b>General Expense Budget Control Level</b>					
Debt Service		6,258,494	11,318,470	10,823,360	11,447,101
Other General Expenses		67,275,194	71,224,044	91,141,930	96,971,210
Taxes		18,955,570	20,408,830	21,899,211	19,370,273
<b>General Expense Budget Control Level</b>	<b>N000B-SW</b>	<b>92,489,258</b>	<b>102,951,344</b>	<b>123,864,501</b>	<b>127,788,583</b>
<b>New Facilities Budget Control Level</b>	<b>C230B</b>	<b>2,582,992</b>	<b>6,958,000</b>	<b>12,119,994</b>	<b>47,933,280</b>
<b>Other Operating Budget Control Level</b>					
Engineering Services		190,419	77,436	332,318	353,894
Field Operations		9,690,475	10,205,362	11,978,087	12,671,056
Pre-Capital Planning & Development		0	0	543,500	1,110,500
Utility Systems Management		2,756,322	3,870,071	2,984,568	3,159,751
<b>Other Operating Budget Control Level</b>	<b>N400B-SW</b>	<b>12,637,215</b>	<b>14,152,869</b>	<b>15,838,474</b>	<b>17,295,201</b>
<b>Rehabilitation and Heavy Equipment Budget Control Level</b>	<b>C240B</b>	<b>1,080,970</b>	<b>863,000</b>	<b>10,703,894</b>	<b>4,999,249</b>
<b>Shared Cost Projects Budget Control Level</b>	<b>C410B-SW</b>	<b>1,262,650</b>	<b>2,138,000</b>	<b>1,612,947</b>	<b>2,040,743</b>
<b>Technology Budget Control Level</b>	<b>C510B-SW</b>	<b>1,049,480</b>	<b>1,444,000</b>	<b>2,515,219</b>	<b>2,133,273</b>
<b>Total Solid Waste Utility</b>		<b>126,445,636</b>	<b>145,721,441</b>	<b>185,441,778</b>	<b>220,809,846</b>
<b>Water Utility</b>					
<b>Administration Budget Control Level</b>					
Administration		10,292,697	10,644,965	13,450,370	14,259,599
General and Administrative Credit		(8,430,407)	(8,678,000)	(10,752,863)	(11,216,674)
<b>Administration Budget Control Level</b>	<b>N100B-WU</b>	<b>1,862,290</b>	<b>1,966,965</b>	<b>2,697,507</b>	<b>3,042,924</b>

# SPU

	Summit Code	2007 Actual	2008 Adopted	2009 Adopted	2010 Endorsed
<b>Appropriations</b>					
Customer Service Budget Control Level	N300B-WU	8,638,879	9,382,368	10,418,572	10,535,869
Distribution Budget Control Level	C110B	31,224,073	19,653,000	22,007,639	21,092,384
<b>General Expense Budget Control Level</b>					
Debt Service		58,948,438	63,591,000	71,017,754	72,028,343
Other General Expenses		20,693,154	18,164,319	21,036,720	21,403,157
Taxes		24,176,968	24,483,416	29,515,588	31,338,145
General Expense Budget Control Level	N000B-WU	103,818,561	106,238,735	121,570,062	124,769,645
Habitat Conservation Program Budget Control Level	C160B	5,718,316	8,274,000	5,645,526	9,045,788
<b>Other Operating Budget Control Level</b>					
Engineering Services		2,854,209	3,379,430	5,106,097	5,378,707
Field Operations		15,589,735	18,263,609	23,773,945	24,342,260
Pre-Capital Planning & Development		0	0	2,443,570	3,486,933
Utility Systems Management		18,309,012	19,432,791	21,066,420	22,536,192
Other Operating Budget Control Level	N400B-WU	36,752,957	41,075,830	52,390,032	55,744,092
Shared Cost Projects Budget Control Level	C410B-WU	13,601,078	13,985,000	24,437,153	19,202,488
Technology Budget Control Level	C510B-WU	3,106,348	4,433,000	5,705,190	4,345,521
Transmission Budget Control Level	C120B	1,355,367	1,991,000	2,910,381	3,217,425
Water Quality & Treatment Budget Control Level	C140B	22,756,563	19,060,000	33,777,619	38,616,575
Water Resources Budget Control Level	C150B	6,773,353	11,037,000	15,651,765	14,294,650
Watershed Stewardship Budget Control Level	C130B	7,527,490	5,490,000	6,047,670	1,374,436
<b>Total Water Utility</b>		<b>243,135,275</b>	<b>242,586,898</b>	<b>303,259,117</b>	<b>305,281,799</b>
<b>Department Total</b>		<b>618,679,696</b>	<b>676,395,830</b>	<b>812,816,672</b>	<b>869,787,795</b>
<b>Department Full-time Equivalents Total*</b>		<b>1,367.94</b>	<b>1,458.06</b>	<b>1,481.00</b>	<b>1,481.00</b>

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

	2007 Actual	2008 Adopted	2009 Adopted	2010 Endorsed
<b>Resources</b>				
General Subfund	1,093,187	1,123,937	1,316,938	1,351,415
Other	617,586,509	675,271,893	811,499,735	868,436,379
<b>Department Total</b>	<b>618,679,696</b>	<b>676,395,830</b>	<b>812,816,672</b>	<b>869,787,795</b>

## Drainage & Wastewater Utility

### Administration Budget Control Level

#### Purpose Statement

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 to the entire Department. This BCL also supports the efforts and services provided by the Urban League's Contractor Development and Competitiveness Center (CDCC) for the development of small, economically disadvantaged businesses, including women- and minority-owned firms, as authorized by Ordinance 120888.

<b>Program Expenditures</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Administration	7,204,534	9,309,807	11,178,308	11,785,329
General and Administrative Credit	-5,317,858	-7,327,103	-8,619,839	-11,065,295
<b>Total</b>	<b>1,886,676</b>	<b>1,982,704</b>	<b>2,558,470</b>	<b>720,034</b>
Full-time Equivalents Total *	61.23	68.53	69.50	69.50

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

**Administration: Administration**

**Purpose Statement**

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.

**Program Summary**

Add \$167,000 for SPU's share of improvements to Geographic Information Systems data maintenance.

Increase \$3,000 for higher fleets costs.

Reduce \$375,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$1.568 million as part of an audit-driven movement of certain planning and data-gathering activities formerly found in the capital budget to the operating budget.

Add 0.5 FTE Accounting Technician III to reflect a part-time position currently being used as full-time.

Citywide adjustments to labor and other costs increase the budget by \$506,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$1.869 million.

	2007 Actual	2008 Adopted	2009 Adopted	2010 Endorsed
<b>Expenditures/FTE</b>				
Administration	7,204,534	9,309,807	11,178,308	11,785,329
Full-time Equivalents Total*	61.23	68.53	69.50	69.50

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

**Administration: General and Administrative Credit**

**Purpose Statement**

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.

**Program Summary**

Decrease \$1.293 million to align G&A credit amounts with adopted capital plans.

	2007 Actual	2008 Adopted	2009 Adopted	2010 Endorsed
<b>Expenditures</b>				
General and Administrative Credit	-5,317,858	-7,327,103	-8,619,839	-11,065,295

## Control Structures Budget Control Level

### Purpose Statement

The purpose of the Drainage and Wastewater Utility Control Structures Budget Control Level, a Capital Improvement Program funded by wastewater revenues, is to design and construct facilities to control overflows from the combined sewer system.

### Summary

Add 2.0 FTE Strategic Advisor 2 , 2.0 FTE Senior Civil Engineer, and 1.0 Supervising Civil Engineer to work on combined sewer overflow capital projects.

Decrease \$1.557 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Control Structures	5,615,110	10,566,000	12,226,002	14,143,060
Full-time Equivalents Total*	24.55	24.55	30.00	30.00

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

## Customer Service Budget Control Level

### Purpose Statement

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.

### Summary

Increase General Fund by \$52,000 (and reduce enterprise fund appropriation by the same amount) to support the SPU call center taking abandoned vehicle calls.

Increase \$219,000 to support customer service memoranda of agreement with several departments.

Increase \$6,000 for higher fleets costs.

Increase \$12,000 for SPU's share of efforts to enroll more customers in low-income assistance programs.

Increase \$187,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Citywide adjustments to labor and other costs increase the budget by \$368,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$792,000.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Customer Service	5,600,480	6,697,973	7,490,440	7,501,037
Full-time Equivalents Total*	58.33	58.33	59.00	59.00

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

## General Expense Budget Control Level

### Purpose Statement

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

	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Debt Service	24,051,971	26,095,000	29,365,852	35,997,997
Other General Expenses	116,439,894	110,860,785	126,340,308	125,596,920
Taxes	26,134,937	28,586,999	32,419,103	34,719,558
<b>Total</b>	<b>166,626,801</b>	<b>165,542,784</b>	<b>188,125,263</b>	<b>196,314,475</b>
Full-time Equivalents Total *	0.77	0.77	0.00	0.00

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

## General Expense: Debt Service

### Purpose Statement

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

### Program Summary

Increase \$3.271 million to align debt service costs with the adopted 2009 rates and capital plans.

	2007	2008	2009	2010
Expenditures	Actual	Adopted	Adopted	Endorsed
Debt Service	24,051,971	26,095,000	29,365,852	35,997,997

**General Expense: Other General Expenses**

**Purpose Statement**

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.

**Program Summary**

Decrease \$299,000 to reflect lower spending on public toilet services in 2009 following the end of the Automated Public Toilet contract in 2008.

Increase \$13.173 million to reflect higher King County wastewater treatment costs and align general expenses with adopted 2009 drainage and wastewater rates.

Increase \$5,000 for higher fleets costs.

Increase \$138,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Transfer in 0.5 FTE Planning & Development Specialist II from the Department of Parks and Recreation.

Decrease \$511,000 of General Fund support and Transfer out 0.5 FTE Planning & Development Specialist II to the Human Services department for toilet access work.

Citywide adjustments to labor and other costs increase the budget by \$2.974 million for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$15.480 million.

	2007 Actual	2008 Adopted	2009 Adopted	2010 Endorsed
<b>Expenditures/FTE</b>				
Other General Expenses	116,439,894	110,860,785	126,340,308	125,596,920
Full-time Equivalents Total*	0.77	0.77	0.00	0.00

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

**General Expense: Taxes**

**Purpose Statement**

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

**Program Summary**

Increase \$3.832 million to align general expense tax payments with 2009 adopted drainage and wastewater rates, as well as the adopted higher 2009 King County pass-through rate.

	2007 Actual	2008 Adopted	2009 Adopted	2010 Endorsed
<b>Expenditures</b>				
Taxes	26,134,937	28,586,999	32,419,103	34,719,558



**Landslide Mitigation & Special Programs Budget Control Level**

**Purpose Statement**

The purpose of the Drainage and Wastewater Utility Landslide Mitigation & Special Programs Budget Control Level, a Capital Improvement Program funded by drainage and wastewater revenue, is to protect SPU drainage and wastewater infrastructure from landslides, provide drainage improvements where surface water generated from the city right-of-way is contributing to landslides, and manage stormwater policy and grants, interdepartmental coordination and programs, and citizen response activities.

**Summary**

Decrease \$2.568 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Landslide Mitigation & Special Programs	6,500,290	4,521,000	1,211,913	713,022
Full-time Equivalents Total*	2.80	2.80	3.00	3.00

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

**Low Impact Development Budget Control Level**

**Purpose Statement**

The purpose of the Drainage and Wastewater Utility Low Impact Development Budget Control Level, a Capital Improvement Program funded by drainage revenues, is to develop multiple functionality stormwater facilities for achieving the primary goals of flood protection, surface water quality improvement and/or habitat enhancement.

**Summary**

Increase \$794,000 to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Low Impact Development	2,074,066	3,466,000	3,730,364	4,422,770
Full-time Equivalents Total*	7.81	7.81	8.00	8.00

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

## Other Operating Budget Control Level

### Purpose Statement

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

### Program Expenditures

	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Engineering Services	2,501,300	8,863,113	7,606,896	8,210,520
Field Operations	13,079,276	14,137,606	18,882,828	19,996,079
Pre-Capital Planning & Development	0	0	3,066,937	3,034,488
Utility Systems Management	10,218,607	13,026,310	18,236,797	18,715,867
<b>Total</b>	<b>25,799,184</b>	<b>36,027,029</b>	<b>47,793,458</b>	<b>49,956,954</b>
Full-time Equivalents Total *	194.08	257.10	269.00	269.00

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

## Other Operating: Engineering Services

### Purpose Statement

The purpose of the Drainage and Wastewater Utility Engineering Services 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.

### Program Summary

Increase \$24,000 for higher fleets costs.

Increase \$104,000 to support faster SPU review of street improvement permits.

Decrease \$2.180 million as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$332,000 as part of an audit-driven movement of certain planning and data-gathering activities formerly found in the capital budget to the operating budget.

Citywide adjustments to labor and other costs increase the budget by \$464,000 for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$1.256 million.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Engineering Services	2,501,300	8,863,113	7,606,896	8,210,520
Full-time Equivalents Total*	24.91	69.43	70.00	70.00

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

## Other Operating: Field Operations

### Purpose Statement

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.

### Program Summary

Increase \$156,000 for additional one-time transition costs to the I-SCADA control system.

Increase \$529,000 for higher fleets costs.

Increase \$738,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$2.066 million as part of an audit-driven movement of certain planning and data-gathering activities formerly found in the capital budget to the operating budget.

Citywide adjustments to labor and other costs increase the budget by \$1.256 million for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$4.745 million.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Field Operations	13,079,276	14,137,606	18,882,828	19,996,079
Full-time Equivalents Total*	94.18	109.18	110.00	110.00

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## Other Operating: Pre-Capital Planning & Development

### Purpose Statement

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.

### Program Summary

As a new program, no budget history is available.

Provide \$3.067 million for certain planning, business case development, and modeling activities formerly budgeted in the capital improvement program.

	2007	2008	2009	2010
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Pre-Capital Planning & Development	0	0	3,066,937	3,034,488

## Other Operating: Utility Systems Management

### Purpose Statement

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.

### Program Summary

Increase \$740,000 as part of an update to SPU's cost allocation factors across funds.

Increase \$62,000 for a U.S. Environmental Protection Agency grant for stormwater work at High Point.

Increase \$1.033 million, and add 5.5 FTE Associate Civil Engineering Specialist, 3.0 FTE Assistant Civil Engineering Specialist III, 1.0 FTE Supervising Civil Engineering Specialist, and 0.5 FTE Administrative Specialist II for greater pollution control work required by the City's National Pollutant Discharge Elimination System (NPDES) permit.

Increase \$9,000 for higher fleets costs.

Increase \$1.707 million as part of an audit-driven movement of certain planning and data-gathering activities formerly found in the capital budget to the operating budget.

Citywide adjustments to labor and other costs, combined with SPU's budget-neutral re-organization of several programs and groups, increase the budget by \$1.659 million for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$5.210 million.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Utility Systems Management	10,218,607	13,026,310	18,236,797	18,715,867
Full-time Equivalents Total*	74.99	78.49	89.00	89.00

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**Protection of Beneficial Uses Budget Control Level**

**Purpose Statement**

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.

**Summary**

Decrease \$5.989 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Protection of Beneficial Uses	3,224,180	6,651,000	4,161,484	1,589,124
Full-time Equivalents Total*	14.47	14.47	15.00	15.00

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## Sediments Budget Control Level

### Purpose Statement

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.

### Summary

Decrease \$1.226 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Sediments	3,325,230	4,246,000	2,342,908	5,409,068
Full-time Equivalents Total*	6.72	6.72	7.00	7.00

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**Shared Cost Projects Budget Control Level**

**Purpose Statement**

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.

**Summary**

Increase \$7.068 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Shared Cost Projects	10,536,187	18,065,000	21,208,113	20,714,189
Full-time Equivalents Total*	34.84	38.84	39.00	39.00

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## **Stormwater & Flood Control Budget Control Level**

### **Purpose Statement**

The purpose of the Drainage and Wastewater Utility Stormwater & Flood Control Budget Control Level, a Capital Improvement Program funded by drainage revenues, is to make improvements to the City's drainage system to alleviate and prevent flooding in Seattle, with a primary focus on the protection of public health, safety and property.

### **Summary**

Decrease \$4.502 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Stormwater & Flood Control	8,141,313	13,922,000	17,702,916	26,752,748
Full-time Equivalents Total*	21.46	21.46	22.00	22.00

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## **Technology Budget Control Level**

### **Purpose Statement**

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.

### **Summary**

Increase \$497,000 to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Technology	2,366,895	4,048,000	4,702,660	3,944,586
Full-time Equivalents Total*	12.76	12.76	13.00	13.00

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

## Wastewater Conveyance Budget Control Level

### Purpose Statement

The purpose of the Drainage and Wastewater Utility Wastewater Conveyance Budget Control Level, a Capital Improvement Program funded by wastewater revenues, is to improve the effectiveness of the City's wastewater system.

### Summary

Decrease \$866,000 to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Wastewater Conveyance	7,402,372	12,352,000	10,861,785	11,515,082
Full-time Equivalents Total*	22.25	22.25	22.00	22.00

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

## Solid Waste Utility

### Administration Budget Control Level

#### Purpose Statement

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 to the entire Department. This BCL also supports the efforts and services provided by the Urban League's Contractor Development and Competitiveness Center (CDCC) for the development of small, economically disadvantaged businesses, including women- and minority-owned firms, as authorized by Ordinance 120888.

<b>Program Expenditures</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Administration	3,561,193	4,554,968	4,512,605	4,830,856
General and Administrative Credit	-748,075	-1,149,000	-1,508,485	-1,552,685
<b>Total</b>	<b>2,813,118</b>	<b>3,405,968</b>	<b>3,004,121</b>	<b>3,278,171</b>
Full-time Equivalents Total *	31.01	35.41	36.00	36.00

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

**Administration: Administration**

**Purpose Statement**

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.

**Program Summary**

Decrease \$512,000 as part of an update to SPU's cost allocation factors across funds.

Increase \$24,000 for SPU's share of improvements to Geographic Information Systems data maintenance.

Increase \$1,000 for higher fleets costs.

Increase \$215,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$1,000 to reflect an accounting change to how comp time earned is shown in the budget.

Increase \$15,000 as part of an audit-driven movement of certain planning and data-gathering activities formerly found in the capital budget to the operating budget.

Citywide adjustments to labor and other costs increase the budget by \$214,000 for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$42,000.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Administration	3,561,193	4,554,968	4,512,605	4,830,856
Full-time Equivalents Total*	31.01	35.41	36.00	36.00

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

**Administration: General and Administrative Credit**

**Purpose Statement**

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.

**Program Summary**

Decrease \$359,000 to align the G&A credit program with the adopted 2009-2010 solid waste rates and capital plans.

	2007	2008	2009	2010
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
General and Administrative Credit	-748,075	-1,149,000	-1,508,485	-1,552,685

## Customer Service Budget Control Level

### Purpose Statement

The purpose of the Solid Waste 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.

### Summary

Increase General Fund by \$52,000 (and reduce enterprise fund appropriation by the same amount) to support the SPU call center taking abandoned vehicle calls.

Decrease \$274,000 as part of an update to SPU's cost allocation factors across funds.

Increase \$219,000 to support customer service memoranda of agreement with several departments.

Increase \$22,000 for higher fleets costs.

Increase \$19,000 for SPU's share of efforts to enroll more customers in low-income assistance programs.

Increase \$6,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$234,000 and 1.0 FTE Planning & Development Specialist II to enforce the ban on expanded polystyrene products in food service and work with restaurants to find recyclable and compostable alternatives.

Increase \$17,000 to reflect an accounting change to how comp time earned is shown in the budget.

Increase \$1.250 million in one-time implementation and customer communication costs associated with the new solid waste collection contracts and service offerings.

Citywide adjustments to labor and other costs increase the budget by \$481,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$1.974 million.

	2007	2008	2009	2010
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Customer Service	12,529,954	13,808,261	15,782,628	15,341,345
Full-time Equivalents Total*	89.40	89.40	91.00	91.00

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

**General Expense Budget Control Level**

**Purpose Statement**

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.

**Program Expenditures**

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Debt Service	6,258,494	11,318,470	10,823,360	11,447,101
Other General Expenses	67,275,194	71,224,044	91,141,930	96,971,210
Taxes	18,955,570	20,408,830	21,899,211	19,370,273
<b>Total</b>	<b>92,489,258</b>	<b>102,951,344</b>	<b>123,864,501</b>	<b>127,788,583</b>

**General Expense: Debt Service**

**Purpose Statement**

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

**Program Summary**

Decrease \$495,000 to align general expense debt service payments with the adopted 2009-2010 rates and capital plans.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Debt Service	6,258,494	11,318,470	10,823,360	11,447,101

## General Expense: Other General Expenses

### Purpose Statement

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.

### Program Summary

Decrease \$563,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$1.000 million to implement a curbside electronics recycling program.

Increase \$1.136 million to implement a Dumpster-Free Alley program in selected business districts. Costs increase to \$1.582 million for 2010.

Increase \$16.607 million for additional costs associated with new solid waste collection contracts. This represents costs from April-December; 2010 costs for the full year increase to \$20.915 million.

Increase \$216,000 to reflect an accounting change to how comp time earned is shown in the budget.

Citywide adjustments to labor and other costs increase the budget by \$1.522 million for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$19.918 million.

	2007	2008	2009	2010
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Other General Expenses	67,275,194	71,224,044	91,141,930	96,971,210

## General Expense: Taxes

### Purpose Statement

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

### Program Summary

Increase \$1.490 million to align general expense tax payments with the adopted 2009-2010 solid waste rates.

	2007	2008	2009	2010
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Taxes	18,955,570	20,408,830	21,899,211	19,370,273



## New Facilities Budget Control Level

### Purpose Statement

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.

### Summary

Decrease \$18.579 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
New Facilities	2,582,992	6,958,000	12,119,994	47,933,280
Full-time Equivalents Total*	9.19	9.19	9.00	9.00

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

## Other Operating Budget Control Level

### Purpose Statement

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

<b>Program Expenditures</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Engineering Services	190,419	77,436	332,318	353,894
Field Operations	9,690,475	10,205,362	11,978,087	12,671,056
Pre-Capital Planning & Development	0	0	543,500	1,110,500
Utility Systems Management	2,756,322	3,870,071	2,984,568	3,159,751
<b>Total</b>	<b>12,637,215</b>	<b>14,152,869</b>	<b>15,838,474</b>	<b>17,295,201</b>
Full-time Equivalents Total *	75.93	76.93	76.00	76.00

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

## Other Operating: Engineering Services

### Purpose Statement

The purpose of the Solid Waste Utility Engineering Services 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.

### Program Summary

Increase \$1,000 for higher fleets costs.

Increase \$249,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Citywide adjustments to labor and other costs increase the budget by \$5,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$255,000.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Engineering Services	190,419	77,436	332,318	353,894
Full-time Equivalents Total*	0.79	0.79	0.00	0.00

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

## Other Operating: Field Operations

### Purpose Statement

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.

### Program Summary

Increase \$750,000 for higher fleets costs.

Increase \$77,000 for various non-labor costs that have seen higher-than-expected inflation.

Decrease \$83,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$83,000 to reflect an accounting change to how comp time earned is shown in the budget.

Decrease \$109,000 to end latex paint recycling due to its being de-listed as a hazardous material.

Increase \$92,000 as part of an audit-driven movement of certain planning and data-gathering activities formerly found in the capital budget to the operating budget.

Citywide adjustments to labor and other costs increase the budget by \$963,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$1.773 million.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Field Operations	9,690,475	10,205,362	11,978,087	12,671,056
Full-time Equivalents Total*	56.02	56.02	56.00	56.00

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

## Other Operating: Pre-Capital Planning & Development

### Purpose Statement

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.

### Program Summary

As a new program, no budget history is available.

Provide \$544,000 for certain planning, business case development, and modeling activities formerly budgeted in the capital improvement program.

	2007	2008	2009	2010
Expenditures	Actual	Adopted	Adopted	Endorsed
Pre-Capital Planning & Development	0	0	543,500	1,110,500

**Other Operating: Utility Systems Management**

**Purpose Statement**

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.

**Program Summary**

Decrease \$669,000 as part of an update to SPU's cost allocation factors across funds.

Decrease \$26,000 for SPU's share of expenses for work of the Green Building Team.

Increase \$1,000 for higher fleets costs.

Increase \$949,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$7,000 to reflect an accounting change to how comp time earned is shown in the budget.

Increase \$104,000 in one-time implementation and customer communication costs associated with the new solid waste collection contracts and service offerings.

Citywide adjustments to labor and other costs, as well as SPU's budget-neutral re-organization of several groups and programs, decrease the budget by \$1.252 million for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$886,000.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Utility Systems Management	2,756,322	3,870,071	2,984,568	3,159,751
Full-time Equivalents Total*	19.12	20.12	20.00	20.00

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

## Rehabilitation and Heavy Equipment Budget Control Level

### Purpose Statement

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.

### Summary

Increase \$8.543 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Rehabilitation and Heavy Equipment	1,080,970	863,000	10,703,894	4,999,249
Full-time Equivalents Total*	1.31	1.31	0.00	0.00

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

## Shared Cost Projects Budget Control Level

### Purpose Statement

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.

### Summary

Decrease \$563,000 to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Shared Cost Projects	1,262,650	2,138,000	1,612,947	2,040,743
Full-time Equivalents Total*	0.40	0.40	0.00	0.00

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

**Technology Budget Control Level**

**Purpose Statement**

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.

**Summary**

Increase \$809,000 to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Technology	1,049,480	1,444,000	2,515,219	2,133,273
Full-time Equivalents Total*	5.92	5.92	6.00	6.00

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

## Water Utility

### Administration Budget Control Level

#### Purpose Statement

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 to the entire Department. This BCL also supports the efforts and services provided by the Urban League's Contractor Development and Competitiveness Center (CDCC) for the development of small, economically disadvantaged businesses, including women- and minority-owned firms, as authorized by Ordinance 120888.

<b>Program Expenditures</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Administration	10,292,697	10,644,965	13,450,370	14,259,599
General and Administrative Credit	-8,430,407	-8,678,000	-10,752,863	-11,216,674
<b>Total</b>	<b>1,862,290</b>	<b>1,966,965</b>	<b>2,697,507</b>	<b>3,042,924</b>
Full-time Equivalents Total *	89.50	99.90	101.50	101.50

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



**Administration: Administration**

**Purpose Statement**

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.

**Program Summary**

Increase \$136,000 as part of an update to SPU's cost allocation factors across funds, and to restore budget for deferred operations and maintenance work and positions held vacant to meet financial performance during the prior rate period.

Increase 1.0 FTE Assistant Civil Engineering Specialist III and \$198,000 for SPU's share of improvements to Geographic Information Systems data maintenance.

Increase \$17,000 for higher fleets costs.

Increase \$1.752 million as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$300,000 as part of an audit-driven movement of certain planning and data-gathering activities formerly found in the capital budget to the operating budget.

Increase \$1,000 to reflect an accounting change to how comp time earned is shown in the budget.

Increase 0.5 FTE Administrative Staff Assistant to reflect a part-time position currently being used as full-time.

Citywide adjustments to labor and other costs increase the budget by \$401,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$2.805 million.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Administration	10,292,697	10,644,965	13,450,370	14,259,599
Full-time Equivalents Total*	89.50	99.90	101.50	101.50

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

**Administration: General and Administrative Credit**

**Purpose Statement**

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.

**Program Summary**

Decrease \$2.043 million to align the General and Administrative Credit Program with the adopted 2009-2011 water rates and capital plans.

Citywide adjustments to labor and other costs decrease the budget by \$32,000 for a net program reduction from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$2.075 million.

<b>Expenditures</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
General and Administrative Credit	-8,430,407	-8,678,000	-10,752,863	-11,216,674

## Customer Service Budget Control Level

### Purpose Statement

The purpose of the Water 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.

### Summary

Increase General Fund by \$53,000 (and reduce enterprise fund appropriation by the same amount) to support the SPU call center taking abandoned vehicle calls.

Increase \$226,000 to support customer service memoranda of agreement with several departments.

Increase \$67,000 for higher fleets costs.

Increase \$21,000 for SPU's share of efforts to enroll more customers in low-income assistance programs.

Increase \$1,000 for various non-labor costs that have seen higher-than-expected inflation.

Increase \$354,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$1,000 to reflect an accounting change to how comp time earned is shown in the budget.

Citywide adjustments to labor and other costs increase the budget by \$366,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$1.036 million.

<b>Expenditures/FTE</b>	<b>2007 Actual</b>	<b>2008 Adopted</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
Customer Service	8,638,879	9,382,368	10,418,572	10,535,869
Full-time Equivalents Total*	87.57	87.57	88.00	88.00

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

## Distribution Budget Control Level

### Purpose Statement

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.

### Summary

Decrease \$5.475 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Distribution	31,224,073	19,653,000	22,007,639	21,092,384
Full-time Equivalents Total*	77.33	77.33	78.00	78.00

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

## General Expense Budget Control Level

### Purpose Statement

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

### Program Expenditures

	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Debt Service	58,948,438	63,591,000	71,017,754	72,028,343
Other General Expenses	20,693,154	18,164,319	21,036,720	21,403,157
Taxes	24,176,968	24,483,416	29,515,588	31,338,145
<b>Total</b>	<b>103,818,561</b>	<b>106,238,735</b>	<b>121,570,062</b>	<b>124,769,645</b>
Full-time Equivalents Total *	0.34	0.34	0.00	0.00

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

## General Expense: Debt Service

### Purpose Statement

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

### Program Summary

Increase \$7.427 million to align general expense debt service payments with the adopted 2009-2011 water rates.

	2007	2008	2009	2010
Expenditures	Actual	Adopted	Adopted	Endorsed
Debt Service	58,948,438	63,591,000	71,017,754	72,028,343

**General Expense: Other General Expenses**

**Purpose Statement**

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.

**Program Summary**

Increase \$6,000 for higher fleets costs.

Increase \$36,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$2.165 million to align general expenses with the adopted 2009-2011 water rates as well as reflect an accounting change to how comp time earned is shown in the budget.

Citywide adjustments to labor and other costs increase the budget by \$665,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$2,872,000.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Other General Expenses	20,693,154	18,164,319	21,036,720	21,403,157
Full-time Equivalents Total*	0.34	0.34	0.00	0.00

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

**General Expense: Taxes**

**Purpose Statement**

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

**Program Summary**

Increase \$5.032 million to align general expense tax payments with the adopted 2009-2011 water rates.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Taxes	24,176,968	24,483,416	29,515,588	31,338,145

**Habitat Conservation Program Budget Control Level**

**Purpose Statement**

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.

**Summary**

Decrease \$7.174 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Habitat Conservation Program	5,718,316	8,274,000	5,645,526	9,045,788
Full-time Equivalents Total*	14.98	14.98	15.00	15.00

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

## Other Operating Budget Control Level

### Purpose Statement

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

### Program Expenditures

	2007	2008	2009	2010
	Actual	Adopted	Adopted	Endorsed
Engineering Services	2,854,209	3,379,430	5,106,097	5,378,707
Field Operations	15,589,735	18,263,609	23,773,945	24,342,260
Pre-Capital Planning & Development	0	0	2,443,570	3,486,933
Utility Systems Management	18,309,012	19,432,791	21,066,420	22,536,192
<b>Total</b>	<b>36,752,957</b>	<b>41,075,830</b>	<b>52,390,032</b>	<b>55,744,092</b>
Full-time Equivalents Total *	305.63	305.63	307.00	307.00

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

## Other Operating: Engineering Services

### Purpose Statement

The purpose of the Water Utility Engineering Services 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.

### Program Summary

Increase \$55,000 for higher fleets costs.

Increase \$913,000 as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$559,000 as part of an audit-driven movement of certain planning and data-gathering activities formerly found in the capital budget to the operating budget.

Increase \$2,000 to reflect an accounting change to how comp time earned is shown in the budget.

Citywide adjustments to labor and other costs increase the budget by \$198,000 for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$1.727 million.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Engineering Services	2,854,209	3,379,430	5,106,097	5,378,707
Full-time Equivalents Total*	29.58	29.58	30.00	30.00

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

## Other Operating: Field Operations

### Purpose Statement

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.

### Program Summary

Increase \$1.885 million as part of an update to SPU's cost allocation factors across funds, and to restore budget for deferred operations and maintenance work and positions held vacant to meet financial performance during the prior rate period.

Increase \$894,000 for higher fleets costs.

Increase \$127,000 for various non-labor costs that have seen higher-than-expected inflation.

Decrease \$1.495 million as part of a budget-neutral re-organization of several SPU groups and programs.

Increase \$60,000 to support increased security patrols at Volunteer reservoir when it is pushed into longer service by the temporary closing of the Maple Leaf reservoir.

Increase \$260,000 to begin filling a deferred maintenance gap on structures at the watersheds as well as in-city tanks and standpipes.

Increase \$929,000 as part of an audit-driven movement of certain planning and data-gathering activities formerly found in the capital budget to the operating budget.

Increase \$66,000 to reflect an accounting change to how comp time earned is shown in the budget.

Increase \$1.043 million for higher operations costs on street work that must be done on weekends.

Citywide adjustments to labor and other costs increase the budget by \$1.741 million for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$5.510 million.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Field Operations	15,589,735	18,263,609	23,773,945	24,342,260
Full-time Equivalents Total*	137.22	137.22	138.00	138.00

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



**Other Operating: Pre-Capital Planning & Development**

**Purpose Statement**

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.

**Program Summary**

As a new program, no budget history is available.

Provide \$2.444 million for certain planning, business case development, and modeling activities formerly budgeted in the capital improvement program.

<b>Expenditures</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Pre-Capital Planning & Development	0	0	2,443,570	3,486,933

## Other Operating: Utility Systems Management

### Purpose Statement

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.

### Program Summary

Increase \$579,000 as part of an update to SPU's cost allocation factors across funds, and to restore budget for deferred O&M work and positions held vacant to meet financial performance during the prior rate period.

Decrease \$26,000 for SPU's share of expenses for work of the Green Building Team.

Increase \$444,000 for higher fleets costs.

Increase \$1.252 million for various non-labor costs, particularly Puget Sound Energy bills, that have increased.

Increase \$376,000 to begin filling a deferred maintenance gap on structures at the watershed as well as in-city tanks and standpipes.

Increase \$53,000 to reflect an accounting change to how comp time earned is shown in the budget.

Increase \$551,000 as part of an audit-driven movement of certain planning and data-gathering activities formerly found in the capital budget to the operating budget.

Citywide adjustments to labor and other costs, combined with SPU's budget-neutral re-organization of several programs and groups, decrease the budget by \$1.595 million for a net program increase from the 2008 Adopted Budget to the 2009 Adopted Budget of approximately \$1.634 million.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Utility Systems Management	18,309,012	19,432,791	21,066,420	22,536,192
Full-time Equivalents Total*	138.83	138.83	139.00	139.00

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

**Shared Cost Projects Budget Control Level**

**Purpose Statement**

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.

**Summary**

Increase \$10.270 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Shared Cost Projects	13,601,078	13,985,000	24,437,153	19,202,488
Full-time Equivalents Total*	56.09	56.09	56.00	56.00

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

## **Technology Budget Control Level**

### **Purpose Statement**

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.

### **Summary**

Increase \$109,000 to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Technology	3,106,348	4,433,000	5,705,190	4,345,521
Full-time Equivalents Total*	22.20	22.20	22.00	22.00

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

## Transmission Budget Control Level

### Purpose Statement

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.

### Summary

Increase \$1.516 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	2007	2008	2009	2010
Expenditures/FTE	Actual	Adopted	Adopted	Endorsed
Transmission	1,355,367	1,991,000	2,910,381	3,217,425
Full-time Equivalents Total*	5.16	5.16	5.00	5.00

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

**Water Quality & Treatment Budget Control Level**

**Purpose Statement**

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.

**Summary**

Decrease \$534,000 to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Water Quality & Treatment	22,756,563	19,060,000	33,777,619	38,616,575
Full-time Equivalents Total*	13.49	13.49	14.00	14.00

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

## Water Resources Budget Control Level

### Purpose Statement

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.

### Summary

Decrease \$2.272 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Water Resources	6,773,353	11,037,000	15,651,765	14,294,650
Full-time Equivalents Total*	12.17	12.17	12.00	12.00

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

**Watershed Stewardship Budget Control Level**

**Purpose Statement**

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.

**Summary**

Increase \$2.845 million to reflect changes in department priorities and capital spending plans. See the 2009-2014 Adopted Capital Improvement Program for more detail.

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Expenditures/FTE</b>	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Endorsed</b>
Watershed Stewardship	7,527,490	5,490,000	6,047,670	1,374,436
Full-time Equivalents Total*	8.25	8.25	8.00	8.00

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



## 2009 - 2010 Estimated Revenues for the Drainage and Wastewater Fund

Summit Code	Source	2007 Actuals	2008 Adopted	2009 Adopted	2010 Endorsed
408000	Other Non Operating Revenue	1,185,918	0	0	0
437010	Operating Grants	943,923	550,000	300,000	300,000
443210	Other Eng Services (N4405)-Outside the City	0	76,000	0	0
443450	Public Toilet Service Fees	750,000	807,000	0	0
443510	Wastewater Utility Services	160,916,902	166,441,590	187,597,546	192,869,849
443610	Drainage Utility Services	39,111,122	51,042,325	57,970,491	70,087,094
443691	Side Sewer Permit Fees	951,715	1,033,261	951,715	951,715
443694	Drainage Permit Fees	525,915	514,147	525,915	525,915
461110	Investment Income	2,549,109	3,068,381	2,549,703	2,932,649
469990	Other Operating Revenues	152,035	136,984	163,966	170,524
479010	Capital Grants and Contributions	1,346,762	1,681,569	2,146,972	2,146,972
481200	Use of Bond Proceeds	36,633,238	53,486,978	60,694,830	60,999,363
485400	Gain (loss) on sale of capital assets	(39,936)	0	0	0
541850	GIS CGDB Corporate Support (N2408 and N2418)	0	614,384	788,093	788,093
543210	GIS CGDB Support - General Fund (N2408 and N2418)	0	546,516	563,678	581,421
543210	GIS Maps & Publications	0	461,868	157,619	157,619
543210	Parks & Other City Depts. (N4405)	0	227,975	1,126,276	1,126,276
543210	SCL Fund (N4403)	0	1,475,087	235,404	235,404
543210	SDOT Fund (N4404)	0	2,759,407	3,692,608	3,692,608
543210	Various Engineering Services - General Fund (N4303)	0	477,421	492,903	507,526
569999	Call Center Reimbursement from SCL	1,211,886	1,242,183	1,700,689	1,771,877
577010	Cumulative Reserve Subfund -- Transfer In -- Citywide Source Control	103,000	0	0	0
587001	General Subfund -- Transfer In -- Abandoned Vehicle Calls	0	0	51,769	51,383
587001	General Subfund -- Transfer In -- Restore Our Waters	100,000	100,000	103,481	106,761
	<b>Total Revenues</b>	<b>246,441,589</b>	<b>286,743,076</b>	<b>321,813,657</b>	<b>340,003,050</b>
379100	Decrease (Increase) in Working Capital	2,657,195	1,344,415	2,302,120	3,693,099
	<b>Total Resources</b>	<b>249,098,784</b>	<b>288,087,491</b>	<b>324,115,777</b>	<b>343,696,149</b>

## 2009 - 2010 Estimated Revenues for the Solid Waste Fund

Summit Code	Source	2007 Actuals	2008 Adopted	2009 Adopted	2010 Endorsed
408000	Other Nonoperating Revenue	204,549	0	0	0
416456	Landfill Closure Fee	264,673	259,677	254,748	0
416457	Transfer Fee	1,403,706	1,004,057	975,088	1,104,417
416458	Transfer Fee - Out City	275,879	0	0	0
437010	Operating Fees, Contributions and grants	552,708	500,000	500,000	400,000
443710	Commercial Services	41,038,214	45,114,320	52,301,791	57,857,056
443710	Residential Services	56,715,996	62,432,470	76,301,375	88,047,280
443741	Recycling and Disposal Station Charges	12,950,844	15,072,654	14,301,024	15,889,020
443745	Commercial Disposal (Longhaul) Charges	797,537	1,041,451	941,343	1,092,934
461110	Investment Income	712,484	891,365	1,735,142	1,701,338
469990	Other Operating Revenue	221,467	287,241	294,135	301,488
469999	HHW Reimbursement	0	1,748,429	2,418,261	2,418,261
481200	LOC/Bond Proceeds	0	9,145,000	24,383,953	51,455,665
485400	Gain (Loss) on sale of capital assets	(15,370)	0	0	0
516456	Landfill Closure Fee	4,253,506	4,317,836	4,235,881	0
516457	Transfer Fee - In City	3,027,432	3,675,788	3,569,735	4,043,203
543710	General Subfund - Operating Transfer In	981,666	1,028,595	1,003,939	571,958
569999	Call Center Reimbursement from SCL	1,141,421	1,159,699	1,700,689	1,771,877
587001	General Subfund -- Transfer In -- Abandoned Vehicle Calls	0	0	51,769	51,383
<b>Total Revenues</b>		<b>124,526,711</b>	<b>147,678,582</b>	<b>184,968,873</b>	<b>226,705,880</b>
379100	Decrease (Increase) in Working Capital	1,918,922	(1,957,142)	472,905	(5,896,034)
<b>Total Resources</b>		<b>126,445,633</b>	<b>145,721,440</b>	<b>185,441,778</b>	<b>220,809,846</b>

## 2009 - 2010 Estimated Revenues for the Water Fund

Summit Code	Source	2007 Actuals	2008 Adopted	2009 Adopted	2010 Endorsed
408000	Other Non-Operating Revenue	826,586	0	0	0
437010	Operating Grants	695,123	0	0	0
443410	Retail Water Sales	102,333,620	107,430,000	121,971,179	129,902,996
443420	Water Service for Fire Protection	5,581,911	5,782,759	6,483,174	6,904,776
443420	Wholesale Water Sales	41,054,371	43,554,476	48,825,000	49,958,000
443450	Facilities Charges	504,014	945,000	501,000	501,000
443450	Tap Fees	8,970,410	8,778,339	10,000,000	10,000,000
461110	Investment Interest	3,909,308	1,121,099	2,704,057	2,847,282
462500	Rentals--Non-City	354,644	347,066	372,598	381,913
469100	Salvage	0	10,526	0	0
469990	Other Operating Revenues	1,716,981	1,767,744	1,765,595	2,806,769
479010	Capital Grants and Contributions	5,037,140	4,411,775	4,014,002	3,859,924
481200	Bond Issue Proceeds/Existing Bonds	64,890,020	51,203,582	63,292,418	28,235,721
481200	Bond Issue Proceeds/Future Bonds	0	0	0	50,637,167
481200	Public Works Loan Proceeds	0	0	16,000,000	0
485400	Gain (loss) on sale of capital assets	4,656,714	0	20,000,000	0
543970	Inventory Purchased by SDOT	361,925	375,000	384,375	393,984
569999	Call Center Reimbursement from SCL	1,176,009	1,194,842	1,752,255	1,825,570
587000	Operating Transfer In - Revenue Stabilization Subfund	0	1,150,000	1,500,000	1,500,000
587000	Operating Transfer In - Revenue Stabilization Subfund - BPA Account	413,024	868,142	680,000	680,000
587001	General Subfund -- Transfer In -- Abandoned Vehicle Calls	0	0	53,337	52,940
<b>Total Revenues</b>		<b>242,481,801</b>	<b>228,940,350</b>	<b>300,298,991</b>	<b>290,488,042</b>
379100	Decrease (Increase) in Working Capital	653,473	13,646,548	2,960,126	14,793,757
<b>Total Resources</b>		<b>243,135,274</b>	<b>242,586,898</b>	<b>303,259,117</b>	<b>305,281,799</b>

**Water Fund**

	2007 Actuals	2008 Adopted	2008 Revised	2009 Adopted	2010 Endorsed
<b>Total Cash at End of Previous Year</b>	<b>62,943,192</b>	<b>26,330,043</b>	<b>41,355,866</b>	<b>116,839,732</b>	<b>58,973,763</b>
Plus: Actual and Estimated Revenue	242,481,802	228,940,350	228,341,194	300,298,991	290,488,042
Less: Actual and Budgeted Expenditures Accounting and Technical Adjustments	243,135,275 20,933,854	242,586,898 (13,112,299)	251,626,692 (98,769,364)	303,259,117 54,905,843	305,281,799 (70,317,574)
<b>Ending Total Cash Balance</b>	<b>41,355,866</b>	<b>25,795,794</b>	<b>116,839,732</b>	<b>58,973,763</b>	<b>114,497,580</b>
Less: Reserves against Cash Balances					
Construction Fund	19,592,435	10,000,000	95,884,542	31,121,889	95,457,263
Bond Parity Fund	127,063	68,063	68,063	0	0
Revenue Stabilization Subfund	12,538,110	10,046,913	12,937,000	11,875,830	10,969,622
BPA Account	2,387,499	0	1,587,499	787,499	107,499
Vendor deposits		188,545	188,545	188,545	188,545
<b>Total Reserves against Cash Balances</b>	<b>34,645,107</b>	<b>20,303,520</b>	<b>110,665,649</b>	<b>43,973,763</b>	<b>106,722,928</b>
<b>Ending Operating Cash</b>	<b>6,710,759</b>	<b>5,492,274</b>	<b>6,174,083</b>	<b>15,000,000</b>	<b>7,774,652</b>

**Drainage & Wastewater Fund**

	<b>2007 Actuals</b>	<b>2008 Adopted</b>	<b>2008 Revised</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
<b>Total Cash at End of Previous Year</b>	<b>35,403,199</b>	<b>15,245,765</b>	<b>22,695,942</b>	<b>61,380,282</b>	<b>92,308,227</b>
Plus: Actual and Estimated Revenue	246,441,590	286,743,076	279,436,610	321,813,657	340,003,050
Less: Actual and Budgeted Expenditures	249,098,785	288,087,491	300,222,103	324,115,777	343,696,149
Accounting and Technical Adjustments	10,050,062	1,793,585	(59,469,833)	(33,230,065)	54,694,343
<b>Ending Total Cash Balance</b>	<b>22,695,942</b>	<b>12,107,765</b>	<b>61,380,282</b>	<b>92,308,227</b>	<b>33,920,785</b>
Less: Reserves against Cash Balances					
Bond Reserve Account	0	0	5,340,017	5,340,017	5,340,017
Bond Parity Fund	1,743,349	1,779,849	514,535	514,535	514,535
Construction Bond Fund Cash	1,018,418	0	43,144,144	75,172,089	16,884,647
Construction Loan Fund Cash	1,725,000	1,968,896	1,725,000	1,725,000	1,725,000
Vendor Deposits	\$189,375	183,020	256,587	256,587	256,587
<b>Total Reserves against Cash Balances</b>	<b>4,676,142</b>	<b>3,931,765</b>	<b>50,980,282</b>	<b>83,008,227</b>	<b>24,720,785</b>
<b>Ending Operating Cash</b>	<b>18,019,800</b>	<b>8,176,000</b>	<b>10,400,000</b>	<b>9,300,000</b>	<b>9,200,000</b>

**Solid Waste Fund**

	<b>2007 Actuals</b>	<b>2008 Adopted</b>	<b>2008 Revised</b>	<b>2009 Adopted</b>	<b>2010 Endorsed</b>
<b>Total Cash at End of Previous Year</b>	<b>5,431,496</b>	<b>46,800,042</b>	<b>62,697,692</b>	<b>49,610,167</b>	<b>23,657,673</b>
Plus: Actual and Estimated Revenue	124,526,714	147,678,582	153,677,741	184,968,873	226,705,880
Less: Actual and Budgeted Expenditures Accounting and Technical Adjustments	126,445,636 (59,185,118)	145,721,441 13,604,365	156,603,441 10,161,825	185,441,778 25,479,589	220,809,846 (18,575,020)
<b>Ending Total Cash Balance</b>	<b>62,697,692</b>	<b>35,152,818</b>	<b>49,610,167</b>	<b>23,657,673</b>	<b>48,128,727</b>
Less: Reserves against Cash Balances Construction Fund	54,671,064	31,432,202	40,671,455	16,287,502	40,186,837
<b>Total Reserves against Cash Balances</b>	<b>54,671,064</b>	<b>31,432,202</b>	<b>40,671,455</b>	<b>16,287,502</b>	<b>40,186,837</b>
<b>Ending Operating Cash</b>	<b>8,026,628</b>	<b>3,720,616</b>	<b>8,938,712</b>	<b>7,370,171</b>	<b>7,941,890</b>