

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)

2026 PROPOSED BUDGET

OVERVIEW & POLICY CONSIDERATIONS PAPER

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Table 1. Department Budget Summary

Budget Summary Level	2025 Adopted	2026 Endorsed	% Change	2026 Proposed	% Change
Operating Budget					
a. Bridges & Structures	\$14.0M	\$14.4M	2.8%	\$17.0M	17.9%
b. Maintenance Operations	\$58.8M	\$60.3M	2.4%	\$63.4M	5.2%
c. Mobility Operations	\$116.7M	\$130.7M	12.0%	\$124.2M	(5.0%)
d. ROW Management	\$53.9M	\$55.7M	3.4%	\$52.3M	(6.2%)
e. First Hill Streetcar Operations	\$9.4M	\$9.8M	3.5%	\$9.8M	(0.1%)
f. SLU Streetcar Operations	\$4.4M	\$4.5M	2.7%	\$4.5M	(0.1%)
g. Waterfront and Civic Projects	\$36.3M	\$0.0M	(100.0%)	\$9.6M	n/a
h. General Expense	\$51.7M	\$40.8M	(21.0%)	\$45.1M	10.3%
i. Leadership and Administration ¹	\$0.0M	\$0.0M	-	\$0.0M	-
Operating Subtotal:	\$345.4M	\$316.3M	(8.4%)	\$325.9M	3.0%
Capital Budget					
j. Major Maintenance/ Replacement	\$101.0M	\$100.9M	(0.1%)	\$104.2M	3.3%
k. Mobility-Capital	\$208.7M	\$211.3M	1.2%	\$233.3M	10.4%
l. Major Projects	\$1.6M	\$0.1M	(92.4%)	\$0.5M	339.2%
m. Capital General Expense	\$7.0M	\$6.5M	(6.3%)	\$6.5M	0.0%
n. Central Waterfront	\$11.2M	\$0.6M	(94.6%)	\$0.6M	0.0%
CIP Subtotal:	\$329.5M	\$319.4M	(3.0%)	\$345.2M	8.1%
Total:	\$674.9M	\$635.7M	(5.8%)	\$671.1M	5.6%

I. OVERVIEW AND SUMMARY

SDOT's 2026 Proposed Budget represents a 5.6 percent increase in spending over the 2026 Endorsed Budget, which includes a 3.0 percent increase in SDOT's operating budget and an 8.1 percent increase in SDOT's capital budget. This proposed spending remains largely consistent with the 2026 Endorsed Budget, with additional spending proposed for several Mayoral priorities including Downtown Activation (right-of-way cleaning), graffiti abatement, permit enforcement, and support for the FIFA World Cup.

¹ The Leadership and Administration BSL includes an indirect cost recovery offset to avoid showing double appropriations. This offset was \$90.9 million in the 2025 Adopted Budget, \$94.8 million in the 2026 Endorsed Budget, and \$99.4 million in the 2026 Proposed Budget; the 2026 Proposed Budget represents a 4.9 percent increase over the 2026 Endorsed amount.

A. Operating Budget

Significant increases in SDOT's operating budget include:

- \$4.1 million (General Fund) and 16.0 FTE for the Downtown Activation Team. These resources represent cleaning 30 blocks twice daily and a continuation of cleaning operations initiated in 2025. The CBO 2025 Year End Supplemental legislation also includes \$2.9 million for this purpose in 2025.
- \$1.2 million (General Fund) and 5.0 FTE for SDOT participation in the Graffiti Interdepartmental Team. This interdepartmental program addresses graffiti removal, targeted enforcement, assistance to impacted businesses, and support for public art. The effort is coordinated and managed by SPR with participation from SDOT and ARTS. For more details on this Citywide initiative, please see the 2026 Proposed Mid-biennial Adjustments policy paper.
- Funding for enhanced permit enforcement including:
 - \$1 million (General Fund) and 2.0 FTE for increased unpermitted vending enforcement in SDOT's Public Space Management team.
 - \$500,000 (General Fund) and 1.0 FTE for SDOT's participation in the interdepartmental Joint Enforcement Team (JET). The JET program is managed by FAS.
 - \$1.1 million (Transportation Fund) and 3.0 FTE for increased responsiveness to right-of-way construction inspections. These services are funded by revenue from permit fees tied to the inspections.
- \$3.4 million (Seattle Transit Measure) for operations of the Seattle Streetcar system. This item is discussed in Section II.2 below. This funding is offset by corresponding reductions in the capital budget for Seattle Transit Measure transit infrastructure projects.
- \$1.4 million (Automated Traffic Safety Camera Fund) and 1.0 FTE for expansion of the automated camera enforcement program. This issue is discussed in Section II.4 below.
- \$1.8 million (Jumpstart Fund) for SDOT operations in support of the 2026 FIFA World Cup. The capital budget also includes FIFA-related capital investments.

B. Capital Budget

SDOT's capital budget includes funding for discrete projects and on-going capital programs detailed in the CIP. As a result, year-to-year spending will vary depending on individual project spending plans and the changing mix of projects funded in the CIP. The capital budget also includes appropriations for external grants and reimbursable funding (such as utility contributions) associated with CIP projects.

Significant changes in SDOT's capital budget include:

- \$1.8 million (Unrestricted Cumulative Reserve Fund) for right-of-way improvements in support of the FIFA World Cup.
- \$2 million (REET I Capital Fund) for removable vehicle barriers at Pike Place Market. This proposal would prevent unauthorized entry of vehicles while maintaining emergency vehicle and delivery access to increase pedestrian safety.
- \$8.9 million (Seattle Transportation Benefit District Fund, Transportation Fund, and Jumpstart Fund) and 3.5 FTE for SDOT's work on the Sound Transit 3 light rail extension projects. This includes a \$6.8 million transfer of funds from Finance General previously identified in the 2026 Endorsed Budget. This issue is discussed in Section II.7 below.

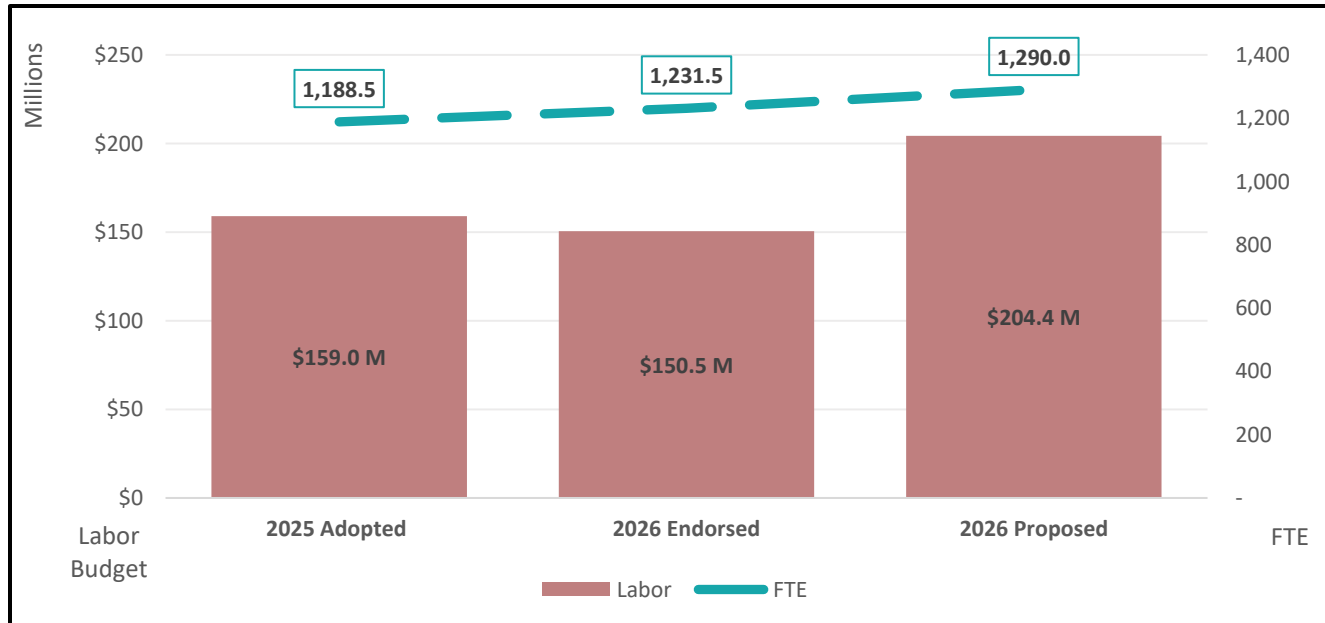
- Reallocation of \$1.7 million in 2026 and \$1.2 million in 2027 (Transportation Fund and REET I/II Capital Funds) to construct a retaining wall and mitigate landslide risk on 12th Ave S. A landslide was first reported at this site in 2015, and SDOT installed temporary slope protection measures in 2022. The 2026 funding for this project is redirected from roads (\$1.1 million), sidewalks (\$393,000), bridges (\$147,000) and freight (\$28,000) programs.
- Reduction of \$3.4 million in Seattle Transit Measure transit infrastructure improvements to support on-going streetcar operations. This issue is discussed in Section II.2 below.

SDOT's Proposed Budget also includes adjustments between operating and capital budgets to realign base spending associated with the 2024 Transportation Levy. In presenting the 2025-2026 Proposed Budget, the Executive did not assume voter-approval of the levy renewal and delivered an SDOT budget which prioritized some capital projects and programs previously supported by the expiring Move Seattle Levy. With the passage of the 2024 Transportation Levy, the Council added appropriations in the 2025 Adopted Budget to account for the new levy funding but did not reverse all of the Executive's prior adjustments to base spending in the 2026 Endorsed Budget. To realign spending, the 2026 Proposed Budget reduces \$6.3 million of Transportation Fund in the capital budget and increases \$2.5 million of Transportation Fund in the operating budget. This change has no impact on levy deliverables.

The Proposed Budget includes a one-time reduction of \$3.5 million (operating and capital) representing vacancy savings in 2026 as SDOT's continues to fill positions related to new levy programs. These savings primarily accrue to the Transportation Levy Fund and the Transportation Fund.

C. FTE & Labor Changes

Figure 1. FTE & Labor Budget Summary

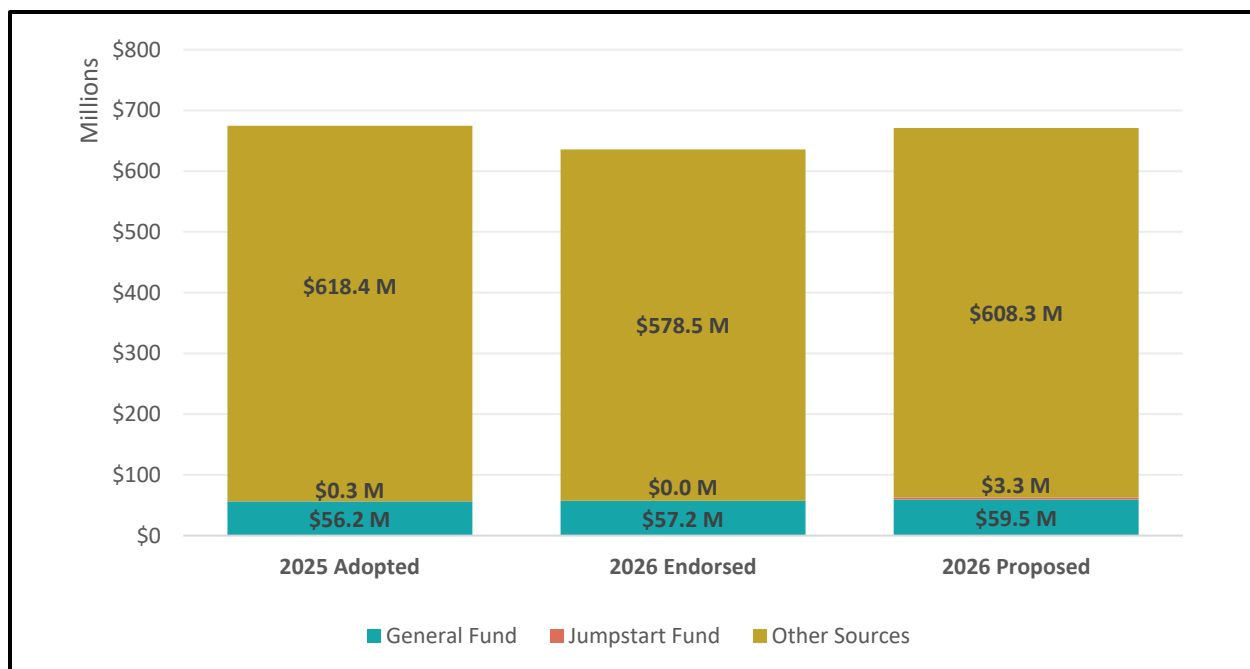


The 2026 Proposed Budget reflects 58.5 FTE more than the 2026 Endorsed Budget. Of this increase, 22 FTE were authorized in 2025 to support the City’s work on Sound Transit 3 ([ORD 127304](#)). The remaining 35.5 FTE are proposed as follows:

- An additional 3.5 FTE to support Sound Transit 3. These positions were identified as anticipated 2026 Proposed Budget requests in the Staffing and Resource Plan submitted with ORD 127304.
- 16.0 FTE for the Downtown Activation Team (right-of-way cleaning). These positions are funded by the General Fund.
- 5.0 FTE for the Graffiti Interdepartmental Team (graffiti abatement). These positions are funded by the General Fund.
- 6.0 FTE for additional permit enforcement (2.0 FTE for unpermitted vending enforcement, 1.0 FTE for the Joint Enforcement Team, and 3.0 FTE additional Street Use Inspectors). Three of these positions are funded by the General Fund; the three Street Use Inspectors are funded through Street Use Fees.
- 1.0 FTE for dedicated staffing of the Automated Traffic Safety Camera program.
- 1.0 FTE net change to convert 14 temporary and sunset positions to permanent positions supporting delivery of the 2024 Transportation Levy (four transportation planners, seven civil engineers, two management system analysts, and one warehouse position).
- Transfer of 3.0 FTE from FAS to consolidate parking collection services in SDOT.

D. Fund Appropriations Summary

Figure 2. General Fund and Jumpstart (Payroll Expense Tax) Fund Summary



The General Fund (\$59.5 million) and the Jumpstart Fund (\$3.3 million) represent a small portion of SDOT’s overall funding (\$671.1 million) in the 2026 Proposed Budget. As part of the 2026 Proposed Budget, SDOT reduces General Fund appropriations by \$4.4 million (8 percent) from the baseline 2026 Endorsed Budget. These reductions are partially offset by \$3.4 million of increased Transportation Fund expenditures. The net reduction of \$1 million is absorbed across multiple SDOT divisions, with the greatest impact to sign maintenance (resulting in a net \$500,000 reduction to this program).

To support the Mayor’s priorities, the 2026 Proposed Budget adds General Fund to SDOT for Downtown Activation (right-of-way cleaning), graffiti abatement, and permit enforcement. With these additional appropriations, SDOT’s net General Fund spending increases by 4 percent over the 2026 Endorsed Budget. For General Fund budget considerations, please see the General Fund Balancing and Sustainability Analysis paper.

SDOT’s Jumpstart Fund spending increases by \$3.3 million, which includes \$1.8 million to support FIFA World Cup operations and a \$1.5 million transfer from Finance General (previously included in the 2026 Endorsed Budget to support Sound Transit 3 staffing). The Proposed Budget also includes \$1.8 million of Unrestricted Cumulative Reserve Fund for SDOT to make capital improvements to right-of-way in support of the FIFA World Cup.

Table 2. Fund Appropriations Summary

Fund	2025 Adopted	2026 Endorsed	% Change	2026 Proposed	% Change
a. General Fund	\$56.2M	\$57.2M	1.8%	\$59.5M	4.0%
b. Jumpstart Fund (Payroll Expense Tax)	\$0.3M	\$0.0M	(100.0%)	\$3.3M	n/a
c. Transportation Fund	\$282.2M	\$246.1M	(12.8%)	\$264.7M	7.6%
d. 2024 Transportation Levy Fund	\$176.8M	\$192.4M	8.8%	\$190.6M	(0.9%)
e. Move Seattle Levy Fund (<i>expired</i>)	\$20.5M	\$5.6M	(72.7%)	\$5.6M	0.0%
f. Transportation Benefit District Fund	\$87.4M	\$91.6M	4.8%	\$99.6M	8.7%
g. Seattle Streetcar Operations Fund	\$13.9M	\$14.3M	3.2%	\$14.3M	(0.1%)
h. Automated Traffic Safety Camera Fund	\$10.3M	\$10.1M	(2.6%)	\$11.4M	13.0%
i. REET I/II Capital Fund	\$16.6M	\$18.4M	10.8%	\$20.3M	10.7%
j. LTGO Bonds	\$10.7M	\$0.0M	(100.0%)	\$0.0M	--
k. Unrestricted Cumulative Reserve Fund	\$0.0M	\$0.0M	--	\$1.8M	n/a
Grand Total	\$674.9M	\$635.7M	(5.8%)	\$671.1M	5.6%

SDOT relies on multiple funds to support appropriations. The Transportation Fund is the largest source of funding, followed by the 2024 Transportation Levy. As a requirement to collect the levy in 2026, SDOT’s budget must include General Fund appropriations of at least \$52 million. The next highest appropriation is from the Seattle Transportation Benefit Fund, which includes the Seattle Transit Measure (discussed in Section II.3 below). Please note that table 2 shows appropriations by fund, and that it does not show total revenues raised. The Transportation Fund includes many sources of revenue including Commercial Parking Tax receipts, permit fees, service charges, and grant funding. Many of the revenues supporting SDOT’s budget are legally restricted to fund transportation purposes only.

II. ISSUES FOR COUNCIL CONSIDERATION DURING BUDGET DELIBERATIONS

1. Transportation Revenue Task Force and Budget Sustainability

While SDOT's 2026 Proposed Budget is balanced, SDOT faces on-going challenges with inflationary cost pressure and the slow recovery of transportation revenues to pre-pandemic levels. As an example, the financial plan for the Transportation Fund projects a \$49 million deficit in 2027. As part of the 2024 Transportation Levy proposal, the Mayor and Council called for a Transportation Funding Task Force charged with recommending a broad range of funding, program management, and policy solutions to address transportation infrastructure needs. The Council provided additional direction regarding the Transportation Funding Task Force in [RES 32145](#).

SDOT procured a consultant for this work in 2025 and anticipates the recruitment and appointment of task force members in early 2026. The task force would make final recommendations by the end of 2027. The 2026 Proposed Budget includes \$1.35 million for this purpose; this is part of the total \$5 million (over eight years) identified in the 2024 Transportation Levy for Durable Infrastructure Solutions.

Options:

- A. Contextual budget issue. No staff options identified at this time.

2. Streetcar Operations Subsidy

The 2026 Proposed Budget includes \$13.6 million from the Seattle Transit Measure to support the on-going operations of the Seattle Streetcar. This represents an increase of \$3.4 million over the 2026 Endorsed Budget to reflect the increasing cost to operate the system and the end of federal pandemic recovery grants that had previously supported streetcar service.

The Seattle Transit Measure expires in April 2027, and the Executive does not currently have a financial plan that fully funds operations of the streetcar beyond 2026. On-going funding for the streetcar could be considered as part of a Seattle Transit Measure renewal proposal (or other transportation funding proposals), or service levels may have to be reduced in the future to match available resources. The financial plan for the Streetcar Operations Fund identifies a \$5.2 million deficit in 2027.

A summary of recent ridership and the required operating subsidy for the streetcar lines is shown below. Ridership on the First Hill Streetcar is approaching 2019 pre-pandemic levels, while South Lake Union ridership remains depressed. SDOT contracts with King County Metro to operate the streetcar system on the City's behalf.

Table 3. Streetcar Ridership and Operating Subsidy

Year	First Hill Ridership	First Hill Operating Subsidy	South Lake Union Ridership	South Lake Union Operating Subsidy
2019 actual	1,360,035	\$7.0M	503,374	\$2.2M
2020 actual	660,029	\$3.9M	89,414	\$1.7M
2021 actual	698,975	\$3.6M	107,145	\$1.7M
2022 actual	937,394	\$3.5M	180,211	\$1.7M
2023 actual	1,175,767	\$3.6M	236,121	\$1.9M
2024 actual	1,269,768	\$8.4M	222,592	\$1.8M
2025 projected	1,307,861	\$10.7M	229,270	\$2.9M
2026 projected	1,347,097	\$11.8M	236,148	\$3.5M

The 2024 increase in First Hill Operating Subsidy is primarily related to the expiration of Sound Transit contributions for the First Hill Streetcar operations (previously \$5 million per year); Sound Transit provided construction funding and 10 years of operational support for the First Hill Streetcar as part of the Sound Transit 2 voter-approved funding measure. The required operating subsidy is projected to increase in 2025 and 2026.

Options:

- A. Contextual budget issue. No staff options identified at this time. This issue will need resolution in the 2027 Budget.

3. Seattle Transit Measure Renewal

The Seattle Transit Measure is a voter-approved 0.15 percent sales tax that funds additional King County transit service, streetcar operations, transit infrastructure improvements, and transit-passes for low-income individuals. The Seattle Transit Measure will raise approximately \$56.4 million in 2026. The 2026 Proposed Budget utilizes available fund balance (\$19.7 million) in addition to the 2026 revenues as follows:

- \$53.0 million for transit service purchases and transit access programs.
- \$13.6 million to support streetcar operations.
- \$5.2 million to support the City's engagement on Sound Transit 3.
- \$3.3 million for transit capital improvements.
- \$1.0 million for Vision Zero related transit programs.

The tax expires in April 2027, which would allow for a potential renewal proposal to be placed on the November 2026 ballot. To be placed on the November 2026 ballot, the Council would need to pass authorizing legislation by August 2026.

The City (as a transportation benefit district)² has the authority to ask voters for up to 0.3 percent sales tax for transportation purposes (raising up to \$113 million per year). Of this 0.3 percent sales tax authority, up to 0.1 percent sales tax could be imposed through councilmanic action, without a public vote. While the current Seattle Transit Measure is directed solely to transit service, transit capital improvements, and transit access, a future renewal could include spending on other transportation purposes. In addition, or as an alternative to a sales tax proposal, the City could ask voters for up to a \$50 vehicle license fee (raising up to \$23 million per year).

The CBO 2025 Year End Supplemental legislation includes \$500,000 to begin work in 2025 to develop a renewal proposal, and the 2026 Proposed Budget includes an additional \$1.5 million to cover administrative costs to put the measure on the ballot.

Options:

- A. Contextual budget issue. No staff options identified at this time. Council may wish to provide early direction on the development of a renewal proposal.

4. Automated Camera Enforcement

The 2025 Adopted Budget and 2026 Endorsed Budget included funding to double the deployment of automated cameras in school zones by installing an additional 37 cameras at 18 locations. Speed enforcement typically involves two cameras per location to address both directions of traffic. Enforcement cameras are supplied, installed, and operated by a third-party vendor. SDOT is involved in evaluating and selecting locations. SPD manages the vendor contract and provides review and citation of infractions. Seattle Municipal Court processes tickets. SDOT reports that the pace of school zone camera implementation has been limited by vendor capacity, but that the expansion of school zone cameras will be fully implemented in 2026.

The 2026 Proposed Budget includes \$1.4 million and 1.0 FTE to install 20 speed enforcement cameras at up to 10 locations outside of school zones. As part of this deployment, SDOT will be evaluating the traffic corridors previously identified by Council in Section 7 of [ORD 127213](#). SDOT anticipates that these cameras will be fully deployed in 2027. The proposed 1.0 FTE would provide dedicated SDOT staffing for all automated camera programs including speed zone, school zone, red-light, block-the-box, and transit-lane enforcement. This position would be funded by camera infraction revenue.

Options:

- A. Contextual budget issue. No staff options identified at this time.

² As a transportation benefit district, the City also collects an annual \$50 vehicle license fee (VLF) for general transportation purposes. The City may ask the voters for up to an additional \$50 VLF. The total VLF charge is capped at \$100, which would include any VLF imposed by King County. King County does not currently impose a VLF.

5. Transit Ambassadors and Transit Security

While the City does not directly operate transit service, the City purchases additional transit service (through the Seattle Transit Measure) and contracts with King County Metro to operate the streetcar system on the City's behalf.

In the 2025 Adopted Budget, Council imposed two provisos on SDOT's budget related to transit spending:

- Restrict \$1 million solely for King County Metro's Transit Center Ambassador Program and King County's Behavioral Health Team deployed on transit. SDOT reports that these funds were used to deploy Metro Transit Ambassadors in the University District and on Rainier Ave S. No funds were used to support the Behavioral Health Team. The 2026 Proposed Budget does not include dedicated funding for these purposes in 2026.
- Restrict \$1 million solely for transit security and transit police. SDOT reports that these funds were used to deploy Transit Security Officers on the 3rd Avenue and Jackson Street transit corridors. The 2026 Proposed Budget includes \$1 million for transit security purposes, as directed by the 2024 Transportation Levy spending plan (\$9 million over eight years).

In October 2025, the King County Regional Transit Safety Task Force presented an [implementation plan](#) to improve transit safety and the rider experience across the King County Metro service area. Media reports indicate that King County Metro is proposing additional transit rider experience and safety spending for their 2026-2027 budget biennium.³

Options:

- A. Contextual budget issue. No staff options identified at this time.

6. District Project Fund

The Council established the District Project Fund to implement neighborhood-scale traffic safety improvements and respond to other district priorities at the direction of Council, directing \$7 million for this program in 2025 and an additional \$7 million in 2026. Last year's budget action included a proviso prohibiting spending until authorized by Council. In September 2025, the Council adopted operating principles and procedures ([RES 32179](#)) and lifted the spending proviso ([ORD 127315](#)), allowing SDOT to work directly with District Councilmembers to program these resources.

The 2026-2031 Proposed CIP maintains the previously identified 2026 funding. As a capital program, any unspent 2025 appropriation will automatically carry forward and be available to the program in 2026. The Proposed CIP does not identify funding to continue this program in 2027 or beyond.

Options:

- A. Contextual budget issue. No staff options identified at this time.

³ Lindblom, M. (2025, October 7). [How King County Metro aims to boost rider safety](#).

7. Citywide engagement on Sound Transit 3

With [Executive Order 2025-02](#), the Mayor assigned responsibility for coordinating the City's involvement on the Sound Transit 3 light rail expansion projects to an expanded Office of the Waterfront, Civic Projects, and Sound Transit (OWCP&ST) that reports directly to the Mayor and is budgeted within SDOT. This direction comes as construction of the waterfront is complete and the operational jurisdiction of the waterfront is assigned to Seattle Center ([ORD 126755](#)). The Sound Transit 3 program includes the expansion of light rail service to West Seattle and Ballard.

SDOT's 2026 Proposed Budget adds \$8.9 million (for a total of \$17.3 million in 2026) to support OWCP&ST's work on Sound Transit 3. Some of these appropriations are backed by anticipated partnership agreements with Sound Transit, permit fees, utility reimbursement, or other external revenue. Significant funding also comes from the Seattle Transit Measure and the Jumpstart Payroll Expense Tax. Other City departments (including SCL, SPU, DPR, SDCl, FAS, and DON) have separate budget authority for their participation in this work. Previously, the Council authorized City staffing and budget in support of these activities for 2025 ([ORD 127304](#)).

Sound Transit is facing financial constraints in delivering the regional Sound Transit 3 program and it is exploring capital cost savings, operational cost savings, and financial capacity opportunities as part of its Enterprise Initiative ([ST Motion 2025-36](#)). For the West Seattle extension, Sound Transit has identified a financial gap between the current \$7.0 billion to \$7.9 billion project cost estimate and the \$4.2 billion identified for this project in Sound Transit's financial plan. For the Ballard extension, the current project cost estimate is \$20.1 billion to \$20.6 billion, and the financial plan identified \$11.9 billion for this project.⁴

OWCP&ST's funding in the 2026 Proposed Budget allows the City to review and assess Sound Transit's cost saving efforts, as well as to proceed with project delivery work in the event Sound Transit initiates permit review, early utility relocation, or other activities related to the West Seattle and Ballard extensions. Sound Transit's potential cost savings strategies include value engineering, scope reduction (removed or consolidated stations), and project phasing. A timeline for Sound Transit Board decisions on Sound Transit 3 projects has not yet been announced.

Options:

- A. Contextual budget issue. No staff options identified at this time.

III. BUDGET LEGISLATION

1. SDOT 2026 Street Use Fee Schedule Update

This legislation increases SDOT's street use permit fees by 2.6 percent to reflect inflation (as calculated by CPI-W). The new fee schedule also reflects the sunset of the fee waiver for sidewalk activity and vending (previously authorized by [ORD 126915](#)) and updates the fee structure for developer and non-developer tree-related permits. These changes are anticipated to raise an additional \$1.8 million of permit fees in 2026. SDOT typically submits an updated street use fee schedule annually with the Proposed Budget.

2. CBO Red Light Camera Funding

This legislation makes a technical correction to reflect Council's decision to direct 30 percent of red-light camera revenues to the Automated Traffic Safety Camera (ATSC) Fund as enacted by [ORD 127213](#). ORD 127213 directed 15 percent of red-light camera revenues to support transportation safety projects and programs and 15 percent to fund the construction of new sidewalks and repair of existing sidewalks, but it did not update the total percentage (a combined 30 percent, currently cited as 20 percent) to be deposited into the ATSC Fund for these purposes. The remaining 70 percent of red-light camera revenues are deposited into the General Fund. This technical correction does not change City policy.

⁴ Costs reported in Sound Transit staff memo to System Expansion Committee, "Updated ST3 Capital Project Cost Estimates," September 11, 2025. Costs are reported in 2025 dollars.

3. CBO 2025 Year End Supplemental

This legislation includes 2025 Budget adjustments that reflect shifts in SDOT spending priorities. The legislation also includes transfers and adjustments between SDOT programs to address emerging needs and external funding. The most significant adjustments include:

- Reallocation of \$2.9 million (Jumpstart Fund) to support Downtown Activation (right-of-way cleaning). This funding was previously included in Finance General as part of a \$5.2 million reserve for Sound Transit 3 staffing needs. The Council approved a staffing plan ([ORD 127304](#)) in September 2025 which utilized \$2.3 million of the Finance General reserve. This proposal would utilize the remaining balance of that funding to support right-of-way cleaning services provided in 2025.
- Reallocation of \$3 million (Seattle Transit Measure) to pay for increased Metro Transit service costs (\$2.5 million) and to prepare for a potential Seattle Transit Measure renewal (\$500,000). This is offset by a corresponding reduction in transit infrastructure improvements funded by the Seattle Transit Measure.
- Various adjustments to CIP allocations to account for reimbursable and grant funding. The legislation also establishes several discrete CIP projects to track costs separate from programmatic capital spending.

4. CBO 2025 Year End Grant Acceptance

This legislation includes grant acceptance authorization in 2025 for eight SDOT-related projects. These include:

- \$788,000 from the Washington State Convention Center for signal improvements.
- \$250,000 from King County Metro for upgraded Business Access and Transit (BAT) lane signage on Aurora Ave N.
- \$2.1 million from King County Metro to support transit infrastructure and operations in response to the Washington State Department of Transportation's (WSDOT's) Revive I-5 project.
- \$799,000 from the WSDOT to partner on regional improvements including improvements to Fautleroy ferry terminal and fish passage under State Route 522.
- \$8.2 million from WSDOT for the Harrison St Transit Corridor project.
- \$1.5 million from WSDOT to support the City's Commute Trip Reduction program.
- \$5.5 million from the Federal Highway Administration to support Safe Routes to Schools.
- \$5.2 million from WSDOT to support neighborhood greenway improvements.

5. CBO 2026 Annual Grant Acceptance

This legislation includes grant acceptance authorization in 2026 for two SDOT-related projects. These include:

- \$5.5 million from WSDOT for transit and safety improvements on Aurora Ave N.
- \$410,000 from the Federal Transit Administration for First Hill Streetcar maintenance.

For reference, the legislation also documents multiple SDOT grants and agreements (previously authorized by the Council) that have appropriations included in the 2026 Proposed Budget.