

Seattle City Council Select Budget Committee
 Councilmember Budget Proposals | Wednesday, October 29, 2025

Seattle Department of Transportation (SDOT)

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2026 COUNCIL BUDGET ACTIONV1

SDOT-001-A

Proviso \$200,000 in SDOT for urban design and pedestrian improvements in the Admiral Junction

SPONSORS

Rob Saka, Dan Strauss, Sara Nelson

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Total Budget Balance Effect	\$0	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would impose a proviso on \$200,000 in the Seattle Department of Transportation's (SDOT's) budget for urban design and pedestrian safety improvements in the Admiral Junction that has been long sought after by the community. The intent is to enhance walkability, accessibility, and neighborhood vitality through targeted investments in infrastructure such as curb ramps, crosswalks, and pedestrian-scale lighting.

This CBA would impose the following proviso:

"Of the appropriation in the 2026 budget for the Seattle Department of Transportation's Mobility Operations Budget Summary Level (BC-TR-19003), \$200,000 is appropriated solely for pedestrian safety and urban design improvements in the Admiral Junction area of West Seattle and may be spent for no other purpose."

ATTACHMENT: No

2026 COUNCIL BUDGET ACTIONV1

SDOT-002-A

Proviso \$200,000 in SDOT for pothole repair program implementation

SPONSORS

Rob Saka, Mark Solomon, Joy Hollingsworth

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Total Budget Balance Effect	\$0	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would proviso \$200,000 in appropriations for the Seattle Department of Transportation (SDOT) to ensure the implementation of the City's pothole repair program. The intent is to support the City's response to pothole complaints and ensure road conditions are safe and reliable, particularly in advance of increased traffic expected during the 2026 FIFA World Cup.

This CBA would impose the following proviso:

"Of the appropriations in the 2026 budget for the Seattle Department of Transportation's Mobility Operations Budget Summary Level (BO-TR-17003) Pavement Management/Repair program, \$200,000 is appropriated solely to support for our pothole repair program and may be spent for no other purpose."

ATTACHMENT: No

2026 COUNCIL BUDGET ACTIONV1

SDOT-003-A

Proviso \$250,000 in SDOT for 10% design of SW Roxbury Street improvements

SPONSORS

Rob Saka, Dan Strauss, Alexis Mercedes Rinck

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Total Budget Balance Effect	\$0	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would impose a proviso on \$250,000 in appropriations to the Seattle Department of Transportation (SDOT) for 10% conceptual design to repave and make improvements along SW Roxbury Street between 16th Ave SW and Olson Place SW. The corridor is in poor condition and requires significant investment to address pavement degradation and safety concerns. The project would require coordination with King County due to jurisdictional boundaries.

This CBA would impose the following proviso:

"Of the appropriations in the 2026 budget for the Seattle Department of Transportation's Mobility Operations Budget Summary Level (BO-TR-17003), \$250,000 is appropriated solely for 10% conceptual design to repave and make improvements along SW Roxbury Street."

ATTACHMENT: No

2026 COUNCIL BUDGET ACTIONV1

SDOT-004-A

Proviso \$250,000 in SDOT for freight planning in the BINMIC area

SPONSORS

Dan Strauss, Rob Saka, Robert Kettle

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Total Budget Balance Effect	\$0	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would impose a proviso on \$250,000 in appropriations for the Seattle Department of Transportation (SDOT) for freight planning and design charrettes in the Ballard-Interbay Northend Manufacturing and Industrial Center (BINMIC). The funding would support design charrettes and planning efforts to improve freight routes connecting Mixed Manufacturing and Logistics (MML) zones to regional freight corridors such as I-5 and SR-99. The intent is to ensure that freight infrastructure supports industrial activity while minimizing conflicts with other modes of transportation.

This CBA would impose the following proviso:

"Of the appropriations in the 2026 budget for the Seattle Department of Transportation's Mobility Operations Budget Summary Level (BO-TR-17003), \$250,000 is appropriated solely for SDOT-led freight mobility planning in the BINMIC area and may be spent for no other purpose."

ATTACHMENT: No

2026 COUNCIL BUDGET ACTIONV1

SDOT-005-A

Proviso \$250,000 in SDOT for freight planning in the Greater Duwamish Manufacturing/Industrial Center

SPONSORS

Dan Strauss, Rob Saka, Robert Kettle

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Total Budget Balance Effect	\$0	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would impose a proviso on \$250,000 in the Seattle Department of Transportation (SDOT) budget for freight planning in the Greater Duwamish Manufacturing/Industrial Center. The funding would support design charrettes and planning efforts to improve freight access to and from Port of Seattle facilities and major highways. The goal is to enhance freight efficiency and safety while supporting industrial land use and economic development.

This CBA would impose the following proviso:

"Of the appropriations in the 2026 budget for the Seattle Department of Transportation's Mobility Operations Budget Summary Level (BO-TR-17003), \$250,000 is appropriated solely for freight mobility planning in the Greater Duwamish Manufacturing/Industrial Center and may be spent for no other purpose."

ATTACHMENT: No

2026 COUNCIL BUDGET ACTIONV1

SDOT-006-AProviso \$1 million in SDOT for 6th Ave NW Greenway Improvements

SPONSORSDan Strauss, Rob Saka, Debora Juarez

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Total Budget Balance Effect	\$0	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would impose a proviso on \$1,000,000 in the Seattle Department of Transportation (SDOT) budget for improvements to the 6th Ave NW Greenway between NW 58th and NW 73rd Streets. This CBA would direct funding to support the completion of long-sought improvements to the 6th Ave NW Greenway. The funding would support design and construction of safety and accessibility enhancements, including traffic calming, signage, and pedestrian crossings. The community has advocated for these improvements to support safe, multimodal transportation in the neighborhood.

This CBA would impose the following proviso:

"Of the appropriations in the 2026 budget for the Seattle Department of Transportation's Mobility Capital Budget Summary Level (BO-TR-19003), \$1,000,000 is appropriated solely for improvements to the 6th Ave NW Greenway between NW 58th and NW 73rd Streets and may be spent for no other purpose."

ATTACHMENT: No

2026 COUNCIL BUDGET ACTIONV1

SDOT-007-A

Proviso \$1 million in SDOT for 8th Ave NW safety improvements

SPONSORS

Dan Strauss, Rob Saka, Debora Juarez

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Total Budget Balance Effect	\$0	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would impose a proviso on \$1,000,000 in the Seattle Department of Transportation (SDOT) budget for safety improvements at multiple intersections along 8th Ave NW. By restricting the use of existing budget this CBA seeks to reserve funding for safety improvements at NW 70th, 53rd, 51st, and 49th Streets along 8th Ave NW. These intersections have been identified by the community as high-priority locations for pedestrian and cyclist safety enhancements. The funding would support design and implementation of traffic calming, signal upgrades, and crossing improvements.

This CBA would impose the following proviso:

"Of the appropriations in the 2026 budget for the Seattle Department of Transportation's Mobility Capital Budget Summary Level (BO-TR-19003), \$1,000,000 is appropriated solely for safety improvements along 8th Ave NW and may be spent for no other purpose."

ATTACHMENT: No

2026 COUNCIL BUDGET ACTIONV1

SDOT-008-A

Proviso \$250,000 in SDOT for initial design of 14th Ave NW corridor

SPONSORS

Dan Strauss, Rob Saka, Debora Juarez

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Total Budget Balance Effect	\$0	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would impose a proviso on \$250,000 in the Seattle Department of Transportation (SDOT) budget for the initial design of improvements along 14th Ave NW from NW Market Street to the Ship Canal. The corridor currently includes deteriorated pavement and disused rail infrastructure. The funding would support planning for multimodal improvements to enhance safety and connectivity in the area.

This CBA would impose the following proviso:

"Of the appropriations in the 2026 budget for the Seattle Department of Transportation's Mobility Capital Budget Summary Level (BO-TR-19003), \$250,000 is appropriated solely for support of early design work for improvements to 14th Ave NW and may be spent for no other purpose."

ATTACHMENT: No

2026 COUNCIL BUDGET ACTION

V1

SDOT-009-A

Increase SDOT by \$1,000,000 Transportation Fund (one-time) for removable safety barriers at farmers markets and impose a proviso

SPONSORS

Dan Strauss, Rob Saka, Robert Kettle

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Other Funds	\$(1,000,000)	
Total Budget Balance Effect	\$(1,000,000)	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would increase the Seattle Department of Transportation (SDOT) budget one-time by \$1,000,000 Transportation Fund and proviso those funds for removable safety barriers at year-round farmers markets. Installation of the appropriate removable safety barriers, such as manually collapsible bollards, should fit the locations of the farmers markets hosted in Ballard, Fremont, University District, Capitol Hill, and West Seattle, per consultation with the relevant local community and farmers market operators and vendors. The intent is to first study implementation of safety barriers to ensure, upon implementation, that they improve pedestrian safety and prevent vehicle intrusion during market hours. The funding would support planning, design, procurement, and installation of the barriers in coordination with market operators and community stakeholders.

This CBA would impose the following proviso:

"Of the appropriations in the 2026 budget for the Seattle Department of Transportation's Mobility Capital Budget Summary Level (BO-TR-19003), \$1,000,000 is appropriated one-time solely for the planning, design, and installation of removable safety barriers at some year-round farmers markets and may be spent for no other purpose."

ATTACHMENT: No

TRANSACTIONS - ONE-TIME

Dept	BSL	BCL	Year	Revenue	Expenditure
SDOT	Mobility-Capital	13000-BC-TR-19003	2026		\$1,000,000

2026 COUNCIL BUDGET ACTION

V1

SDOT-010-A

Increase SDOT by \$75,000 Transportation Fund (one-time) for a SODO Transit Study and impose a proviso

SPONSORS

Rob Saka, Robert Kettle, Sara Nelson

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Other Funds	\$(75,000)	
Total Budget Balance Effect	\$(75,000)	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would increase the Seattle Department of Transportation (SDOT) budget one-time by \$75,000 Transportation Fund and impose a proviso to restrict the use of those funds for a SODO Transit Study, similar to a 2017 SODO Transportation Needs Assessment Survey completed by King County Metro with SDOT's collaboration. The new study should evaluate and address transit operational needs in the context of transportation challenges, such as 2026 FIFA World Cup events and pending future construction by Sound Transit of the West Seattle and Ballard Link Extensions. The study would assess current and future transit service needs in the SODO district and develop actionable recommendations to maintain and improve access to jobs, services, and businesses during a period of significant infrastructure disruption.

This CBA would impose the following proviso:

"Of the appropriations in the 2026 budget for the Seattle Department of Transportation's Mobility Operations Budget Summary Level (BO-TR-17003), \$75,000 is appropriated one-time solely to create a SODO Transit Study and may be spent for no other purpose."

ATTACHMENT: No

TRANSACTIONS - ONE-TIME

Dept	BSL	BCL	Year	Revenue	Expenditure
SDOT	Mobility Operations	13000-BO-TR-17003	2026		\$75,000

2026 COUNCIL BUDGET ACTION

V1

SDOT-011-A

Proviso \$500,000 in SDOT for a Golden Gardens transit service pilot

SPONSORS

Dan Strauss, Rob Saka, Alexis Mercedes Rinck

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Total Budget Balance Effect	\$0	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would impose a proviso on \$500,000 Seattle Transit Measure in the Seattle Department of Transportation (SDOT) budget for a summer transit pilot to Golden Gardens Park in Ballard. The intent of this CBA is to set aside funds to run public transit service to Golden Gardens Park from connecting bus stops such as the Ballard terminus at 15th Ave NW and NW Market St during summer weekends in 2026, similar to the Trailhead Direct or Dial-A-Ride Transit programs run by King County Metro. Currently, there is no direct public transit access to Golden Gardens Park, which is one of Seattle's largest parks with beachfront on Puget Sound.

SDOT initially estimates that, for the cost of bus service for approximately two months, July 1 - September 1, at 12-hour days on the weekends, about \$100,000 is needed. However, providing this service may require capital investments to implement bus infrastructure along Seaview Ave including installation of new bus stops, safe bus turnarounds, and improvements or additional maintenance to the pavement conditions. SDOT has no estimates for these costs at this time. A service provider would need to be identified and negotiated as this route is not included in Metro's long-term plan (Metro Connects) or SDOT's Seattle Transportation Plan, which may preclude the use of Seattle Transit Measure (STM) funds for this new service. This pilot would improve the public's access to the beach and reduce vehicle congestion by providing a transit option from nearby neighborhoods and Ballard's Regional Center transit hubs.

This CBA would impose the following proviso:

"Of the appropriations in the 2026 budget for the Seattle Department of Transportation's Mobility Operations Budget Summary Level (BO-TR-17003), \$500,000 Seattle Transit Measure is appropriated solely to implement a summer transit pilot to Golden Gardens and may be spent for no other purpose."

ATTACHMENT: No

2026 STATEMENT OF LEGISLATIVE INTENT

V1

SDOT-012S-A

Request SDOT, DON & City Clerk to inventory and catalog historic street names for preservation

SPONSORS

Dan Strauss, Rob Saka, Robert Kettle

CENTRAL STAFF SUMMARY

The Council requests that the Seattle Department of Transportation (SDOT) work with the Department of Neighborhoods (DON) in coordination with the Seattle Municipal Archives of the Office of City Clerk (the Clerk) to inventory and catalog historic street names no longer in use for historic preservation.

This inventory should identify and document historic street names, particularly in areas annexed by Seattle before 1907, including West Seattle, Georgetown, Southeast Seattle, Columbia City, Town of Ravenna, and Ballard. Additionally, the departments are requested to inventory any street name mosaics, like those installed by Benson Shaw in Ballard, or other physical street name markers and integrate all of the information compiled into the City's public GIS maps.

The Council requests that SDOT present a progress report of this work to the Transportation Committee by September 4, 2026.

Responsible Council Committee(s): Transportation

DUE DATE: September 4, 2026

2026 COUNCIL BUDGET ACTION

V1

SDOT-014-A

Increase SDOT by \$10,000 GF (one-time) for Hidden Beach at E. Harrison St End Park

SPONSORS

Joy Hollingsworth, Rob Saka, Robert Kettle

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$(10,000)	
Total Budget Balance Effect	\$(10,000)	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would increase the Seattle Department of Transportation (SDOT) budget one-time by \$10,000 (GF) to support efforts to activate East Harrison Street Shoreline Street End Park, also known as 'Hidden Beach'. The proposed funding could be used to undertake trash pickups, install new fencing, provide welcome signage or provide other amenities that would support the park's activation and contribute to the safety of those using this space.

ATTACHMENT: No

TRANSACTIONS - ONE-TIME

Dept	BSL	BCL	Year	Revenue	Expenditure
SDOT	ROW Management	00100-BO-TR-17004	2026		\$10,000

2026 COUNCIL BUDGET ACTION

V1

SDOT-021-A

Increase SDOT by \$20,000 Transportation Fund (one-time) for pedestrian safety in Madison Park

SPONSORS

Joy Hollingsworth, Rob Saka, Alexis Mercedes Rinck

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Other Funds	\$(20,000)	
Total Budget Balance Effect	\$(20,000)	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would increase appropriations to the Seattle Department of Transportation (SDOT) by \$20,000 Transportation Fund (one-time) to improve and/or complete projects intended to improve pedestrian safety in Madison Park, such as crosswalk painting on 43rd Avenue E where the pedestrians cross between the playground and the beach. This CBA would also amend SDOT Capital Improvement Project Vision Zero (MC-TR-C064) to add the appropriations.

ATTACHMENT: Yes

TRANSACTIONS - ONE-TIME

Dept	BSL	BCL	Year	Revenue	Expenditure
SDOT	Mobility-Capital	13000-BC-TR-19003	2026		\$20,000

ATTACHMENT A Vision Zero

Project No:	MC-TR-C064	BSL Code:	BC-TR-19003
Project Type:	Ongoing	BSL Name:	Mobility-Capital
Project Category:	Improved Facility	Location:	Citywide
Current Project Stage:	N/A	Council District:	Multiple
Start/End Date:	N/A	Neighborhood District:	Multiple
Total Project Cost:	N/A	Urban Village:	Multiple

Seattle's Vision Zero initiative is aimed at ending traffic deaths and serious injuries on city streets by 2030 through street design, education, engagement, and partnership. At the core of the international Vision Zero movement is the belief that no loss of life is acceptable; that humans make mistakes; and that cities should design a system that accounts for imperfection so that when a crash occurs, it doesn't result in death or injury. This program approaches the challenge of fatal and serious injury crashes from the angle of redesigning streets to emphasize safety, predictability, multimodal mobility, and the potential for human error. In addition, Vision Zero is focused on taking a proactive, systemwide approach to move toward a safer system for all.

Resources	LTD Actuals	2025 Revised	2026	2027	2028	2029	2030	2031	Total
2024 Transportation Levy	-	8,608	8,624	8,788	8,876	8,965	9,055	17,000	69,915
Commercial Parking Tax	2,340	157	2,874	2,900	2,900	2,900	2,900	2,987	19,958
Federal Grant Funds	2,818	4,291	-	-	-	-	-	-	7,109
General Fund	548	-	-	-	-	-	-	-	548
Partnership - WSDOT	-	450	-	-	-	-	-	-	450
Partnership Funds	(1)	1	-	-	-	-	-	-	-
Real Estate Excise Tax I	2,837	1,063	-	350	-	-	-	-	4,250
Real Estate Excise Tax II	2,401	1,301	531	205	574	574	574	591	6,751
State Gas Taxes - City Street Fund	29	-	-	-	-	-	-	-	29
State Grant Funds	1,936	323	-	-	-	-	-	-	2,259
Transportation Funding Package - Lid Lift	62	-	-	-	-	-	-	-	62
Transportation Move Seattle Levy - Lid Lift	22,297	3	-	-	-	-	-	-	22,300
Transportation Sales Tax	1,389	-	1,026	-	-	-	-	-	2,415
Vehicle License Fees (2021)	7,185	1,449	1,069	1,117	1,156	1,197	1,239	1,276	15,689
Vehicle License Fees (2023)	-	-	-	-	431	431	431	444	1,737
Use of Fund Balance	-	-	20	-	-	-	-	-	20
Total:	43,841	17,645	14,124 14,134	13,360	13,937	14,067	14,199	22,298	153,472 153,492
Fund Appropriations / Allocations *	LTD Actuals	2025 Revised	2026	2027	2028	2029	2030	2031	Total
Bridging The Gap Levy Fund	62	-	-	-	-	-	-	-	62
General Fund	548	-	-	-	-	-	-	-	548
Move Seattle Levy Fund	22,291	3	-	-	-	-	-	-	22,294
REET I Capital Fund	2,837	1,063	-	350	-	-	-	-	4,250
REET II Capital Fund	2,401	1,301	531	205	574	574	574	591	6,751
Transportation Benefit District Fund	8,573	1,449	2,095	1,117	1,587	1,628	1,670	1,720	19,840
Transportation Fund	7,128	5,222	2,874 2,894	2,900	2,900	2,900	2,900	2,987	29,811
Transportation Levy Fund	-	8,608	8,624	8,788	8,876	8,965	9,055	17,000	69,915
Total:	43,841	17,645	14,124 14,134	13,360	13,937	14,067	14,199	22,298	153,472 153,492

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (<https://www.seattle.gov/transportation/about-sdot/asset-management>) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

* Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2026 STATEMENT OF LEGISLATIVE INTENT

V1

SDOT-022S-A

Request SDOT to report on bus lanes, safety and reliability

SPONSORS

Alexis Mercedes Rinck, Rob Saka, Joy Hollingsworth

CENTRAL STAFF SUMMARY

This Statement of Legislative Intent would request the Seattle Department of Transportation (SDOT) to report on accomplishments, spending, and planning intended to improve reliability of bus travel on the following major corridors and Metro Bus routes:

Denny Way and Route 8

Aurora Avenue and RapidRide E

Rainier Avenue and Route 7 and future RapidRide R

At a minimum, the report's findings should address: bus lanes and bus travel prioritization; improvements to access, safety, and pedestrian crossings; and the deployment of automatic speed cameras. The Council intends to inform potential budgetary choices and code changes with the findings of this report in collaboration with SDOT, advocates, and other partners.

Responsible Council Committee(s): Transportation

DUE DATE: June 15, 2026

2026 COUNCIL BUDGET ACTION

V1

SDOT-023S-A

Request that SDOT report on the performance and deployment of automatic traffic safety cameras

SPONSORS

Alexis Mercedes Rinck, Rob Saka, Mark Solomon

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Total Budget Balance Effect	\$0	

CENTRAL STAFF SUMMARY

This Statement of Legislative Intent would request the Seattle Department of Transportation (SDOT), with support from the Seattle Police Department (SPD), to report to the Council on the performance and deployment of automated traffic safety cameras (ATSC). The report should include the following information:

- 1) Clarification of annual SDOT and SPD reporting responsibilities for ATSC deployment, citations, collisions, and infraction fees as provided in Seattle Municipal Code (SMC) 5.82.010.D;
- 2) Reports per item 1 for 2024 and 2025; and
- 3) The results of the review and evaluation of the 10 new locations of ATSC authorized by SMC 11.50.570.A, as called for in Ordinance 127213, Section 7, namely:

- A. Alki Ave SW between 63rd Ave SW and Harbor Ave SW.
- B. Harbor Ave SW between Alki Ave SW and SW Spokane St.
- C. West Marginal Way SW between SW Spokane St and 2nd Ave SW.
- D. Sand Point Way NE between 38th Ave NE and NE 95th St.
- E. NE 65th St between Sand Point Way NE and Magnuson Park.
- F. Roadways inside Magnuson Park including, but not limited to, NE 65th St and Lake Shore Dr NE.
- G. Seaview Ave NW between Golden Gardens Park and 34th Ave NW.
- H. 3rd Ave NW between Leary Way NW and N 145th St.
- I. Martin Luther King Jr Way S between S Massachusetts St and S Henderson St.
- J. Rainier Ave S from S Jackson St south to the city limits.

ATTACHMENT: No

2026 STATEMENT OF LEGISLATIVE INTENT

V1

SDOT-025S-A

Request that SDOT report on the City's measurement of transportation project impacts

SPONSORS

Alexis Mercedes Rinck, Dan Strauss, Sara Nelson

CENTRAL STAFF SUMMARY

This Statement of Legislative Intent would request that the Seattle Department of Transportation (SDOT) report on how SDOT tracks the collective impact of transportation projects and how these projects impact vehicle miles traveled, road-source air and noise pollution, estimates of health disparities correlated by transportation, and other environmental justice and equity indicators.

The report should include the Office of Sustainability and Environment's and other City departments' efforts to report on these issues, as well as the Commute Trip Reduction program and other outreach and public engagement programs. The Council intends that the findings of this report will inform policy and budgetary decisions aimed to improve Seattle's environmental justice and transportation equity.

Responsible Council Committee(s): Transportation

DUE DATE: April 1, 2026

2026 COUNCIL BUDGET ACTION

V1

SDOT-026-A

Increase SDOT by \$250,000 Transportation Fund (one-time) for micromobility corrals

SPONSORS

Rob Saka, Joy Hollingsworth, Robert Kettle

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Other Funds	\$(250,000)	
Total Budget Balance Effect	\$(250,000)	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would increase appropriations to the Seattle Department of Transportation (SDOT) by \$250,000 Transportation Fund (one-time) to increase the capacity of designated e-scooter and e-bike parking corrals in high use areas of the city, for use by City of Seattle-permitted micromobility vehicles. Council intends for this additional appropriation to support City staff, consultants, and construction to enhance the work of locating, designing, and installing designated scooter and bike corrals in 2026. This CBA would also amend SDOT Capital Improvement Project Vision Zero (MC-TR-C064) to add the appropriations.

Providing adequate infrastructure to improve parking for e-scooters is important to keep sidewalks clear, improve pedestrian safety, support micromobility, and ensure safety for all. Currently, SDOT is working to build scooter corrals but there is community concern about the lack of progress made on this project, particularly given the rapidly approaching 2026 FIFA World Cup.

SDOT's proposed budget for implementing micromobility corrals in 2025-2026 is \$675,000. With this funding, SDOT plans to build 200 corrals maximum by June 2026. SDOT staff has communicated that the planning horizon and capacity constraints limit this number to 200. Through the Vision Zero project, SDOT is also underway to construct another 37 corrals along 1st Avenue/1st Avenue South by mid-2026. The increased appropriations in this CBA is intended to accelerate efforts to build additional corrals, with the aspirational goal of 600 corrals.

ATTACHMENT: Yes

TRANSACTIONS - ONE-TIME

Dept	BSL	BCL	Year	Revenue	Expenditure
SDOT	Mobility-Capital	13000-BC-TR-19003	2026		\$250,000

2026 COUNCIL BUDGET ACTION

ATTACHMENT A Vision Zero

Project No:	MC-TR-C064	BSL Code:	BC-TR-19003
Project Type:	Ongoing	BSL Name:	Mobility-Capital
Project Category:	Improved Facility	Location:	Citywide
Current Project Stage:	N/A	Council District:	Multiple
Start/End Date:	N/A	Neighborhood District:	Multiple
Total Project Cost:	N/A	Urban Village:	Multiple

Seattle's Vision Zero initiative is aimed at ending traffic deaths and serious injuries on city streets by 2030 through street design, education, engagement, and partnership. At the core of the international Vision Zero movement is the belief that no loss of life is acceptable; that humans make mistakes; and that cities should design a system that accounts for imperfection so that when a crash occurs, it doesn't result in death or injury. This program approaches the challenge of fatal and serious injury crashes from the angle of redesigning streets to emphasize safety, predictability, multimodal mobility, and the potential for human error. In addition, Vision Zero is focused on taking a proactive, systemwide approach to move toward a safer system for all.

Resources	LTD Actuals	2025 Revised	2026	2027	2028	2029	2030	2031	Total
2024 Transportation Levy	-	8,608	8,624	8,788	8,876	8,965	9,055	17,000	69,915
Commercial Parking Tax	2,340	157	2,874	2,900	2,900	2,900	2,900	2,987	19,958
Federal Grant Funds	2,818	4,291	-	-	-	-	-	-	7,109
General Fund	548	-	-	-	-	-	-	-	548
Partnership - WSDOT	-	450	-	-	-	-	-	-	450
Partnership Funds	(1)	1	-	-	-	-	-	-	-
Real Estate Excise Tax I	2,837	1,063	-	350	-	-	-	-	4,250
Real Estate Excise Tax II	2,401	1,301	531	205	574	574	574	591	6,751
State Gas Taxes - City Street Fund	29	-	-	-	-	-	-	-	29
State Grant Funds	1,936	323	-	-	-	-	-	-	2,259
Transportation Funding Package - Lid Lift	62	-	-	-	-	-	-	-	62
Transportation Move Seattle Levy - Lid Lift	22,297	3	-	-	-	-	-	-	22,300
Transportation Sales Tax	1,389	-	1,026	-	-	-	-	-	2,415
Vehicle License Fees (2021)	7,185	1,449	1,069	1,117	1,156	1,197	1,239	1,276	15,689
Vehicle License Fees (2023)	-	-	-	-	431	431	431	444	1,737
Use of Fund Balance	-	-	250	-	-	-	-	-	250
Total:	43,841	17,645	14,124 14,374	13,360	13,937	14,067	14,199	22,298	153,472 155,722
Fund Appropriations / Allocations *	LTD Actuals	2025 Revised	2026	2027	2028	2029	2030	2031	Total
Bridging The Gap Levy Fund	62	-	-	-	-	-	-	-	62
General Fund	548	-	-	-	-	-	-	-	548
Move Seattle Levy Fund	22,291	3	-	-	-	-	-	-	22,294
REET I Capital Fund	2,837	1,063	-	350	-	-	-	-	4,250
REET II Capital Fund	2,401	1,301	531	205	574	574	574	591	6,751
Transportation Benefit District Fund	8,573	1,449	2,095	1,117	1,587	1,628	1,670	1,720	19,840
Transportation Fund	7,128	5,222	2,874 3,124	2,900	2,900	2,900	2,900	2,987	29,814 30,061
Transportation Levy Fund	-	8,608	8,624	8,788	8,876	8,965	9,055	17,000	69,915
Total:	43,841	17,645	14,124 14,374	13,360	13,937	14,067	14,199	22,298	153,472 155,722

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (<https://www.seattle.gov/transportation/about-sdot/asset-management>) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

* Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2026 STATEMENT OF LEGISLATIVE INTENT

V1

SDOT-027S-A

Request SDOT to provide Seattle Transit Measure renewal options, including funding for new sidewalk construction

SPONSORS

Rob Saka, Mark Solomon, Debora Juarez

CENTRAL STAFF SUMMARY

This Statement of Legislative Intent (SLI) would request that the Seattle Department of Transportation (SDOT) provide the Council with options for a potential renewal of the Seattle Transit Measure (STM). The Council requests that the options for the STM renewal include funding for new sidewalk construction to ensure pedestrian access to transit.

Background:

The current voter-approved STM expires on April 1, 2027, and renewal of the sale tax collections would require approval by the voters in the November 2026 election. Under the authority of the Seattle Transportation Benefit District (STBD), the Council may consider asking the voters to approve up to a 0.3% sales tax (generating up to approximately \$112 million per year) and/or up to a \$50 vehicle license fee (generating up to approximately \$22 million per year).

Responsible Council Committee(s): Transportation

DUE DATE: April 15, 2026

2026 COUNCIL BUDGET ACTION

V1

SDOT-028-A

Increase SDOT by \$1.25 million GF (one-time) for development of Leary Triangle and impose a proviso

SPONSORS

Dan Strauss, Rob Saka, Joy Hollingsworth

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$(1,250,000)	
Total Budget Balance Effect	\$(1,250,000)	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would increase appropriations to Seattle Department of Transportation (SDOT) by \$1.25 million GF (one-time) for the Urban Design Capital Projects (MC-TR-C120) Capital Improvement Program (CIP) project for development of the Leary Triangle and impose a proviso.

The Leary Triangle refers to a small property bordered by Leary Way NW, 9th Avenue NW, and NW 48th Street in District 6. As the community has long sought to improve this space, the City has engaged in community surveys for potential uses, including but not limited to developing the property for art installations and creating an open space for community gatherings or business outdoor dining. If SDOT determines that implementing such improvements is more appropriate for another department, such as Seattle Parks and Recreation (SPR), then SDOT could propose a transfer of jurisdiction to SPR for Council's consideration.

This CBA would impose the following proviso:

“Of the appropriations in the Seattle Department of Transportation’s 2026 budget for the Urban Design Capital Projects (MC-TR-C120) in the 2026-2031 Capital Improvement Program, \$1.25 million is appropriated solely for development of the Leary Triangle, bordered by Leary Way NW, 9th Avenue NW, and NW 48th Street, and may be spent for no other purpose.”

The impact of this CBA on the Urban Design and Capital Projects CIP project is shown in Attachment A.

ATTACHMENT: Yes

TRANSACTIONS - ONE-TIME

Dept	BSL	BCL	Year	Revenue	Expenditure
SDOT	Mobility-Capital	00100-BC-TR-19003	2026		\$1,250,000

2026 COUNCIL BUDGET ACTION

Attachment A**Urban Design Capital Projects**

Project No:	MC-TR-C120	BSL Code:	BC-TR-19003
Project Type:	Ongoing	BSL Name:	Mobility-Capital
Project Category:	Improved Facility	Location:	
Current Project Stage:	N/A	Council District:	Citywide
Start/End Date:	N/A	Neighborhood District:	
Total Project Cost:	N/A	Urban Village:	

This project funds periodic capital improvements made to SDOT infrastructure, including streetscape projects, adaptive streets, public realm projects and other efforts that improve the livability of the urban environment.

Resources	LTD Actuals	2025 Revised	2026	2027	2028	2029	2030	2031	Total
2024 Transportation Levy	-	229	-	-	-	-	-	-	229
CRS Misc Revenues	-	2,420	-	-	-	-	-	-	2,420
Federal Grant Funds	199	1,228	-	-	-	-	-	-	1,427
<u>General Fund</u>	<u>-</u>	<u>-</u>	<u>1,250</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,250</u>
Landscape Conservation & Local Infrastructure Program	373	627	-	-	-	-	-	-	1,000
Real Estate Excise Tax I	-	-	2,000	-	-	-	-	-	2,000
Real Estate Excise Tax II	-	21	-	-	-	-	-	-	21
Sound Transit Funds	72	-	-	-	-	-	-	-	72
State Grant Funds	-	300	-	-	-	-	-	-	300
Street Use Fees	92	28	-	-	-	-	-	-	120
Vehicle License Fees (2021)	2	178	-	-	-	-	-	-	180
Total:	738	5,031	3,250 2,000	-	-	-	-	-	9,019 7,769
Fund Appropriations / Allocations *	LTD Actuals	2025 Revised	2026	2027	2028	2029	2030	2031	Total
<u>General Fund</u>	<u>-</u>	<u>-</u>	<u>1,250</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,250</u>
REET I Capital Fund	-	-	2,000	-	-	-	-	-	2,000
REET II Capital Fund	-	21	-	-	-	-	-	-	21
Transportation Benefit District Fund	2	178	-	-	-	-	-	-	180
Transportation Fund	737	2,183	-	-	-	-	-	-	2,919
Transportation Levy Fund	-	229	-	-	-	-	-	-	229
Unrestricted Cumulative Reserve Fund	-	2,420	-	-	-	-	-	-	2,420
Total:	738	5,031	3,250 2,000	-	-	-	-	-	9,019 7,769

O&M Impacts: Operating and Maintenance impacts will be addressed for each improvement as needed.

* Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

2026 COUNCIL BUDGET ACTION

V1

SDOT-041-A

Increase SDOT by \$275,000 Seattle Transit Measure and add 1.0 FTE Chief Transit Security and Safety Officer, and reduce SDOT by \$275,000 Seattle Transit Measure for transit service purchases

SPONSORS

Rob Saka, Mark Solomon, Robert Kettle

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Other Funds	\$0	
Total Budget Balance Effect	\$0	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would increase proposed appropriations to the Seattle Department of Transportation (SDOT) by \$275,000 Seattle Transit Measure and add 1.0 FTE Chief Transit Security and Safety Officer. This proposal is offset by a \$275,000 Seattle Transit Measure reduction in SDOT's transit service purchases.

The Chief Transit Security and Safety Officer would be a new position in SDOT responsible for:

- Coordinating transit security and response with appropriate public safety jurisdictions and transit agencies.
- Advising transit agencies and City departments on capital improvements and operations to improve security and safety for passengers and operators while riding transit, waiting at transit stations, and accessing transit services.
- Implementing recommendations of the King County Regional Transit Safety Task Force.
- Advising the Mayor, City Council, and City departments on transit safety and security policies.
- Reporting annually on efforts to improve transit safety and on reported or suspected transit safety and security incidents, broken out by quarter, and broken out by the type of security and safety incident such as drug violations, harassment/threats, assaults, robbery/theft, and non-destination riders.
- Maintaining a public-facing dashboard of reported or suspected transit security and safety incidents, and providing public access to annual reports.

The Chief Transit Security and Safety Officer is proposed as a Strategic Advisor 3, General Government position. The \$275,000 would fund salary and benefits (\$225,000 for a full year) and consultant services (\$50,000). This CBA utilizes funding from the Seattle Transit Measure and reduces SDOT's transit service purchases by \$275,000 to offset these costs. The 2026 Proposed Budget includes \$46.8 million for transit service purchases utilizing Seattle Transit Measure revenues. The Seattle Transit Measure expires in April 2027.

To utilize Seattle Transit Measure revenue for this purpose, this CBA is dependent on Council's approval

2026 COUNCIL BUDGET ACTION

of legislation authorizing spending for this purpose, under the provisions of the Seattle Transportation Benefit District's material change policy. This legislation would also establish the Chief Transit Security and Safety Officer's role and responsibilities in the Seattle Municipal Code and establish a requirement that any use of Seattle Transportation Benefit District revenue for transit service operations include funding for the Chief Transit Security and Safety Officer. Such a requirement would apply to any proposal to renew the Seattle Transit Measure in 2026. If the Seattle Transit Measure is not renewed, an alternative source of revenue would need to be identified to continue funding this position in 2027 and beyond.

A draft of this legislation is shown in Attachment A.

ATTACHMENT: Yes

TRANSACTIONS - ONGOING

Dept	BSL	BCL	Year	Revenue	Expenditure
SDOT	Mobility Operations	19900-BO-TR-17003	2026		\$275,000

TRANSACTIONS - ONE-TIME

Dept	BSL	BCL	Year	Revenue	Expenditure
SDOT	Mobility Operations	19900-BO-TR-17003	2026		\$(275,000)

POSITIONS

Dept	BCL	Year	Position Title	Positions	FTE
SDOT	19900-BO-TR-17003	2026	Strategic Advisor 3, General Government	1	1.0

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

..title

AN ORDINANCE relating to transit security; establishing and funding a Chief Transit Security and Safety Officer in the Seattle Department of Transportation; authorizing material scope changes to City of Seattle Proposition 1 to expand uses of revenues; and adding new Sections 3.12.040 and 3.120.030 to the Seattle Municipal Code.

..body

WHEREAS, on December 18, 2024, King County Metro Bus Operator Shawn Yim (Operator

21882) was murdered on duty, while operating the Route 70 through the University

District; and

WHEREAS, the King County Regional Transit Safety Task Force was created to confront urgent

safety challenges on transit and deliver a unified, countywide effort; and

WHEREAS, The City of Seattle is a stakeholder and regional partner in safety of the King

County Regional Transit Safety Task Force; and

WHEREAS, in Ordinance 127053, the City submitted a ballot measure (Transportation Levy) to

the qualified electors of the City of Seattle to authorize an eight-year property tax levy for

the purposes of providing City facilities and services, including transportation

improvements, which identified a total of \$9 million for Transit Passenger Safety as part

of the levy spending breakdown; and

WHEREAS, on November 5, 2024, the Transportation Levy was approved by a majority of

qualified electors; and

WHEREAS, the 2025 Adopted Budget included a proviso on \$1 million of the Transportation

Levy appropriations solely for transit security and transit police; and

WHEREAS, the Council wishes to establish a Chief Transit Security and Safety Officer in the

Seattle Department of Transportation; and

1 WHEREAS, City of Seattle Ordinance 123397 established the Seattle Transportation Benefit
2 District (STBD) to the maintain and preserve existing transportation improvements and
3 provide for additional transportation improvements; and

4 WHEREAS, Revised Code of Washington (RCW) 36.73.160 requires the STBD to adopt a
5 policy to address material changes to a project's cost, scope, and schedule; and

6 WHEREAS, in STBD Resolution 3, the Governing Board of the STBD approved a material
7 change policy that addresses the procedures for approving changes to project cost, scope,
8 and schedule; and

9 WHEREAS, in Ordinance 126115, the City submitted a ballot measure (the Seattle Transit
10 Measure) to the qualified electors of the City of Seattle to authorize a sales and use tax
11 increase for the purposes of supporting transit service benefitting Seattle residents,
12 including frequent transit network maintenance and associated capital improvements;
13 low-income fare programs; and transportation needs related to COVID-19 recovery and
14 the West Seattle Bridge closure; and

15 WHEREAS, on November 3, 2020, City of Seattle Proposition 1 (the Seattle Transit Measure)
16 was approved by a majority of qualified electors, and its tax expires April 1, 2027; and

17 WHEREAS, the Council wishes to ensure funding for the Chief Transit Security and Safety
18 Officer position is authorized under the Seattle Transit Measure and included in any use
19 of Seattle Transportation Benefit District revenues for transit service operations,
20 including potential renewal of the Seattle Transit Measure; NOW, THEREFORE,

21 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

22 Section 1. A new Section 3.12.040 is added to the Seattle Municipal Code as follows:

23 **3.12.040 Chief Transit Security and Safety Officer**

1 Under the direction of the Director of Transportation, a Chief Transit Security and Safety Officer
2 is established to:

3 A. Coordinate transit security operations and response with appropriate public safety
4 jurisdictions and transit agencies, such as King County Metro, Sound Transit, Seattle Monorail
5 Services, Seattle Police Department, Seattle Community Assisted Response and Engagement
6 Department, King County Metro Transit Police Department, King County Sheriff's Office, and
7 private transit security officers (under contract with King County Metro, Sound Transit, or The
8 City of Seattle).

9 B. Advise transit agencies and City departments on capital improvements and operations
10 to improve security and safety for passengers while riding transit, waiting at transit stations, and
11 accessing transit services.

12 C. Implement recommendations of the King County Regional Transit Safety Task Force
13 (or any subsequent regional task force on transit safety and security) that involve City
14 participation.

15 D. Advise the Seattle Department of Transportation, other City departments, the Mayor,
16 and the City Council on transit safety and security policies.

17 E. Issue an annual report on The City of Seattle's and regional partners' efforts to
18 improve transit security and safety. The annual report shall include statistics on reported or
19 suspected transit security and safety incidents by quarter since 2023 or for the past five years
20 (whichever is shorter), and broken out by the type of security and safety incident such as drug
21 violations, harassment/threats, assaults, robbery/theft, and non-destination riders. The annual
22 report shall identify trends in the nature of reported and suspected incidents.

1 F. Maintain a public-facing dashboard of reported or suspected security and safety
2 incidents and provide public access to the transit security and safety annual reports.

3 Section 2. A new Section 3.120.030 is added to the Seattle Municipal Code as follows:

4 **3.120.030 Funding for Chief Transit Security and Safety Officer**

5 Any use of Seattle Transportation Benefit District revenues for transit service operations shall
6 include funding for the Chief Transit Security and Safety Officer established in Section 3.12.040.

7 Section 3. Pursuant to the material change policy adopted by Seattle Transportation
8 Benefit District (STBD) Resolution 3, later subsumed by The City of Seattle, the scope of the
9 project authorized by the Seattle Transit Measure is expanded to allow its revenues to fund:

10 A. Staffing resources and consultant services to advance and support transit safety and
11 security efforts, including coordination with public safety jurisdictions and public transit
12 operators, and implementing recommendations of the King County Regional Transit Safety Task
13 Force.

Section 4. This ordinance shall take effect as provided by Seattle Municipal Code
Sections 1.04.020 and 1.04.070.

Passed by the City Council the _____ day of _____, 2025,
and signed by me in open session in authentication of its passage this _____ day of
_____, 2025.

President _____ of the City Council

Approved / returned unsigned / vetoed this ____ day of _____, 2025.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2025.

Scheereen Dedman, City Clerk

(Seal)

2026 STATEMENT OF LEGISLATIVE INTENT

V1

SDOT-042S-A

Request that SDOT provide a legislative proposal to implement Washington State's Shared Streets legislation for Council's consideration

SPONSORS

Dan Strauss, Rob Saka, Alexis Mercedes Rinck

CENTRAL STAFF SUMMARY

This Statement of Legislative Intent (SLI) requests that the Seattle Department of Transportation (SDOT) provide a legislative proposal to implement Washington State's Shared Streets legislation (SB 5595, effective July 27, 2025) for Council's consideration. This State legislation allows local jurisdictions to designate shared streets where pedestrians, bicyclists, and vehicular traffic share a portion or all of the same street. The State legislation allows for pedestrians to have right-of-way priority over bicycles, for bicycles to have right-of-way priority over vehicular traffic, and for a 10 miles per hour speed limit to be established for shared streets. Under this State authority, the SDOT Traffic Engineer will need to propose implementation procedures for Council's consideration and approval through legislation. Such implementation procedures may require environmental review.

This SLI requests that SDOT provide a legislative proposal for shared streets implementation in January 2026.

Responsible Council Committee(s): Transportation

DUE DATE: January 1, 2026

2026 COUNCIL BUDGET ACTION

V1

SDOT-901-A

Increase SDOT revenues by \$1.6 million to recognize October Forecast Update

SPONSORS

Budget Committee

BALANCING SUMMARY

Fund	2026 Increase (Decrease)	2027 Increase (Decrease)
General Fund	\$0	
Other Funds	\$1,635,915	
Total Budget Balance Effect	\$1,635,915	

CENTRAL STAFF SUMMARY

This Council Budget Action (CBA) would decrease revenues to the Seattle Department of Transportation (SDOT) by \$1.6 million to recognize the impacts to transportation funds from the Office of Economic and Revenue Forecasts (Forecast Office)/City Budget Office (CBO) October 2025 forecast update. The forecast update's implications for the General Fund and other City funds are included in FG-901-A-1. In August of each year, the City receives a revenue forecast that is used for the Mayor's budget proposal, followed by a fall update during Council's budget deliberations. Details on the 2026 impacts from the October revenue forecast update for transportation related revenues are listed below by fund:

- Transportation Fund (13000): This change increases Transportation Fund revenues by \$1.6 million, due to projected increases in commercial parking tax revenues.
- Automated Traffic Safety Camera Fund (ATSC) Fund (18500): This change decreases ATSC Fund revenues by \$6,000 due to projected decreases in traffic safety camera revenues.
- Transportation Benefit District (TBD) Fund (19900): This change increases TBD Fund revenues by \$57,000 due to projected increases in Seattle Transit Measure sales taxes slightly offsetting decreases in TBD vehicle fee revenues.

ATTACHMENT: No

TRANSACTIONS - ONGOING

Dept	BSL	BCL	Year	Revenue	Expenditure
SDOT	Seattle Department of Transportation - Revenue	13000-BR-TR-REVENUE	2026	\$1,585,377	

2026 COUNCIL BUDGET ACTION

SDOT	Seattle Department of Transportation - Revenue	18500-BR-TR-REVENUE	2026	\$(6,239)	
SDOT	Seattle Department of Transportation - Revenue	19900-BR-TR-REVENUE	2026	\$56,777	