



Seattle
Department of
Transportation

TAB Members:

Priyadharshini Balan
Deborah Barnard
Ashwin Bhumbala
Zachary Burton
Shirley Chu
Dana Coppernoll-Houston
Katie Freeman
Dexter Jenkins
Art Kuniyuki
Sandro Pani
Kyler Parris
Carolyn Tillinger

*The Seattle Transit Advisory Board shall **advise** the City Council, the Mayor, and all departments and offices of the City **on matters related to transit** and the possible and actual impact of actions taken by the City upon all forms of public transportation.*

*The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to **transit capital improvements, transit mobility, and transit operations** throughout the City...*

*The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help **ensure a functioning and coordinated transit system** throughout the City and region.*

*The Board shall function as the **public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1**, as described in Resolution 12 of the STBD...*

The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.

**City Council Resolution
31572**

City of Seattle Seattle Transit Advisory Board

November 21, 2024

To: Seattle City Councilmembers

Re: TAB Feedback to the Chair's Balancing Package for the 2025-2026 Proposed SDOT Budget

Dear Seattle City Councilmembers,

The Chair's Balancing Package (CBP) contains amendment SDOT-002-A-1 which would place a proviso of \$89 million on the Transportation Levy Fund, exactly half of the appropriations for 2025, to "prohibit spending until authorized by future Council action" with the intent being to "have SDOT proactively engage the Council in the development of detailed spending plans."

The TAB understands that public oversight of the Transportation Levy Fund, both through the Levy Oversight Committee and Council, is essential to make sure that funds are spent in line with what was promised to voters. The TAB sees the potential for this proviso to be used in bad faith as its wording makes it possible for Councilmembers to hold Levy funds hostage until they are spent on specific projects Councilmembers may see as a priority. We also see that SDOT has already been working with the Council and developing a work plan for the Levy. With this already in place, this proviso would serve to only potentially delay the implementation of Levy projects. A slow start was one of the main challenges faced by the last Levy and we would like to ensure the same does not happen here.

The TAB will urge Council to, should the amendment be included in the final budget package, not take advantage of the proviso to hinder implementation of Levy projects or shift spending priorities away from voters' priorities. We urge Council to work with SDOT to lift this proviso as soon as possible, considering the substantial costs that delays will incur. We are confident that the Council will act in accordance with the desires of the voters and look forward to seeing the Levy projects implemented next year.

To quote Tom Fucoloro of the [Seattle Bike Blog](#), "*The council could instead request a spending plan by a certain date without holding up the funds, and they can always take action at that point if they want to*

change something. SDOT has a huge amount of work to complete in just eight years, including the time-consuming process of finding, hiring and onboarding new staff. Getting a slow start on Move Seattle projects was a huge problem for the previous levy, and a mistake the city should not repeat."

Sincerely yours,

The Seattle Transit Advisory Board (TAB)