



# Transportation Element

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# Transportation Element

transportation element

**A**

## Building Urban Villages: Land Use and Transportation

### discussion

The development pattern described in the Urban Village Element of this Plan will shape the city’s transportation facilities. In particular, transportation facility design will reflect the intended pedestrian nature of the urban centers and villages and the desire to connect these places with transit service. Because Seattle is a fully built city with a mature street system, the City uses a full range of non-single-occupant vehicle transportation facilities to support the desired redevelopment pattern within urban villages. These facilities can help create the mixed-use, walkable, transit and bike-friendly centers that this Plan envisions. However, the City recognizes that auto and service access to property will remain important for accommodating growth in centers and villages.

Outside of urban centers and villages, the City will also look for appropriate transportation designs that align transportation facilities and services with adjacent land uses.

### goal

**TG1** Ensure that transportation decisions, strategies, and investments are coordinated with land use goals and support the urban village strategy.

### policies

- T1** Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods.
- T2** Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Plan for the surrounding neighborhood.

- T3** Encourage and provide opportunities for public involvement in planning and designing of City transportation facilities, programs, and services and encourage other agencies to do the same.
- T4** Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/ industrial centers while reducing reliance on single-occupancy vehicles.
- T5** Establish multi-modal hubs providing transfer points between transit modes in urban centers and urban villages.

**B**

## Make the Best Use of the Streets We Have to Move People and Goods

### discussion

The City has a limited amount of street space, and is unlikely to expand this space significantly. To make the best use of existing rights-of-way for moving people and goods, the City must allocate street space carefully among competing uses to further the City’s growth management and transportation goals. The Complete Streets principles set out in Ordinance 122386 promote safe and convenient access and travel for all users — pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers.

### goals

- TG2** Manage the street system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses.
- TG3** Promote safe and convenient bicycle and pedestrian access throughout the transportation system.

**A**



- TG4** Promote adequate capacity on the street system for transit and other designated uses.
- TG5** Preserve and maintain the boulevard network as both a travel and open space system.
- TG6** Promote efficient freight and goods movement.
- TG7** Protect neighborhood streets from through traffic.

## policies

- T6** Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles, set out in Ordinance 122386, to enhance the key function(s) of a street.
- T7** Designate a series of arterials as defined below and, consistent with such designations, identify those arterials in the Transportation Appendix Figure A-1.
  - **Principal (Major) Arterials:** roadways that are intended to serve as the primary routes for moving traffic through the city connecting urban centers and urban villages to one another, or to the regional transportation network.
  - **Minor (Secondary) Arterials:** roadways that distribute traffic from principal arterials to collector arterials and access streets.
  - **Collector Arterials:** roadways that collect and distribute traffic from principal and minor arterials to local access streets or provide direct access to destinations.
- T8** Establish a street system that can accommodate the weight of heavy vehicles

and reduce the damage such vehicles can cause.

- T9** Designate a future transit network in the Transit Master Plan to maintain and improve transit mobility and access, compatible with the transportation infrastructure and surrounding land uses. Through the network, focus transit investments and indicate expected bus volumes and transit priority treatments appropriate for the type and condition of the street.
- T10** Designate in a Freight Master Plan a truck street classification network to accommodate trucks and to preserve and improve commercial transportation mobility and access.
- T11** Designate a future bicycle classification network in the Bicycle Master Plan to accommodate bicycle trips through the city and to major destinations.
- T12** Designate, in the Right-of-Way Improvement Manual, a network of boulevards that provides for circulation and access in a manner that enhances the appreciation or use of adjacent major parklands and vistas and preserves the historic character of the boulevards.
- T13** Designate, in the Right-of-Way Improvement Manual, a series of street types to define street use and design features that support adjacent land uses and mobility.
- T14** Use neighborhood traffic control devices and strategies to protect local streets from through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts. Use these devices and strategies on collector arterials where they are compatible with the basic function of collector arterials.
- T15** Increase capacity on roadways only if needed to improve safety, improve connectivity of the transportation network improve isolated connections to regional roadways,



or where other measures are impractical to achieve level-of-service standards. The City will manage capacity of principal arterials where and as appropriate and will not attempt to provide street space to meet latent demand for travel by car. The City will not support freeway expansion for the sole purpose of increasing general traffic capacity.

- T16** Recognize the important function of alleys in the transportation network. Consider alleys, especially continuous alleys, a valuable resource for access to abutting properties to load/unload, locate utilities, and dispose of waste.

**C** Increasing Transportation Choices

discussion

To reduce car use, the City will employ land use policies and parking strategies that encourage increased use of transit, walking, biking, and carpooling. To be effective, the City must provide for transportation alternatives and educate people on transportation choices that are responsive to the specific needs of urban centers as well as other residential and employment areas. These kinds of tools enable the City to better manage, or control, the need to travel by car. Transportation alternatives to the single-occupancy-vehicle (SOV) need to address cost, convenience, and travel time. The City recognizes that transportation needs and travel choices will change over time as alternatives to car travel become more viable.

goals

- TG8** Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.
- TG9** Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips.

- TG10** Accommodate all new trips in downtown with non-SOV modes.

policies

- T17** Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system and reduce greenhouse gas emissions.
- T18** Promote public awareness of the impact travel choices have on household finances, personal quality of life, society, and the environment and increase awareness of the range of travel choices available.
- T19** Pursue transportation demand management (TDM) strategies at the regional and urban center levels, and strengthen regional and urban center-based partnerships working on TDM measures. Coordinate and develop relationships with urban center, regional, and state partners so customers see their travel choices and the various TDM promotions as a coordinated, integrated system that makes a difference in the community.

**C-1** Increasing Transportation Choices: Making Transit a Real Choice

discussion

Providing convenient and accessible transit service can help reduce reliance on single-occupant vehicles, slow the increase in environmental degradation associated with their use, and increase mobility without building new streets and highways. Street rights-of-way are limited and as streets get more congested, transit provides an efficient way to move large numbers of people around the city and the region and support growth in urban centers and villages. These policies will guide City decisions to enhance transit, and are also intended to guide decisions of transit serving Seattle.

transportation element

**B**

January | 2005 (2008) (2012) (2015)



## goals

- TG11** Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development.
- TG12** Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.
- TG13** Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

## policies

- T20** Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.
- T21** Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region.
- T22** Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and manufacturing/ industrial centers.
- T23** Pursue a citywide local transit system that connects homes and businesses with neighborhood transit facilities.
- T24** Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Mini-

mize negative environmental and economic impacts of transit service and facilities on surrounding areas.

- T24.5** Work with transit providers to locate transit stops and stations to facilitate pedestrian access. Seek to develop safe street crossings at transit stop locations, particularly on roadways with more than one travel lane in any direction.
- T25** Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle's civic identity and reflect the cultural identity of the communities in which they are located.
- T26** Discourage the development of major, stand-alone park-and-ride facilities within Seattle. Situations where additions to park-and-ride capacity could be considered include:
- At the terminus for a major, regional transit system;
  - Opportunities exist for "shared parking" (e.g., where transit commuter parking can be leased from another development, such as a shopping center, movie theater, or church); and
  - Areas where alternatives to automobile use are particularly inadequate (e.g., lack of direct transit service, or pedestrian and bicycle access) or cannot be provided in a cost-effective manner.
- T27** Encourage transit services that address the needs of persons with disabilities, the elderly, other people with special needs, and people who depend on public transit for their mobility.
- T28** Support efficient use of ferries to move passengers and goods to, from, and within Seattle. Explore route, funding and gover-



nance options for waterborne transit service, especially those that serve pedestrians.

In order to limit the expansion of automobile traffic by ferry, encourage the Washington State Ferry System to expand its practice of giving loading and/or fare priority to certain vehicles, such as transit, carpools, vanpools, bicycles, and/or commercial vehicles, on particular routes, on certain days of the week, and/or at certain times of day. Encourage the Washington State Ferry System to integrate transit loading and unloading areas into ferry terminals, and to provide adequate bicycle capacity on ferries and adequate and secure bicycle parking at terminals.

**T29** For water-borne travel across Puget Sound, encourage the expansion of passenger-only ferry service and land-side facilities and terminals that encourage walk-on (by foot, bicycle and transit) trips rather than ferry travel with automobiles.

**C-2** Increasing Transportation Choices: Bicycling and Walking

discussion

Walking and bicycling can be practical alternatives to driving, especially for short trips. They can also contribute greatly to neighborhood quality and vitality, and help achieve City transportation, environmental, open space, and public health goals. Pedestrian and bicycle improvements to streets, intersections, sidewalks, and other facilities can improve access and safety. Such facilities are particularly important for children, senior citizens, and people with disabilities.

goals

**TG14** Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals.

**TG15** Create and enhance safe, accessible, attractive, and convenient street and trail

networks that are desirable for walking and bicycling.

policies

**T30** Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations.

**T30.5** Look for opportunities to re-establish connections across I-5 by enlarging existing crossings, creating crossing under, or constructing lids over I-5 that can also provide opportunities for development or open space.

**T31** Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, especially for persons with disabilities and special needs.

**T32** Recognize that stairways located within Seattle's public rights-of-way serve as a unique and valuable pedestrian resource in some areas of the city. Discourage the vacation of public rights-of-way occupied by stairways, and protect publicly-owned stairways from private encroachment.

**T33** Accelerate the maintenance, development, and improvement of pedestrian facilities, including public stairways. Give special consideration to:

- access to recommended school walking routes;
- access to transit, public facilities, social services, and community centers;



- access within and between urban villages for people with disabilities and special needs;
- areas with a history of pedestrian/motor vehicle crashes and other safety problems; and
- areas with high levels of growth.

**T34** Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages, and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps.

**T35** Develop, apply, and report on walking and bicycling transportation performance measures to evaluate the functioning of the non-motorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies, and potential improvements; and to support development of new and innovative facilities and programs.

**T35.5** Provide facilities for non-motorized modes of travel that keep pace with development in the City.

**T36** Promote safe walking, bicycling, and driving behavior through education, enforcement, and engineering design, in order to provide public health benefits and to reinforce pedestrian, bicycle, and motorist rights and responsibilities.

to work, shop, and conduct personal business. The City's challenge is to provide enough parking to meet mobility and economic needs, while limiting supply to encourage people to use non-auto modes. This section establishes goals and policies primarily for on-street parking. Off-street parking goals and policies can be found in the Land Use Element, parking section.

goals

**TG16** Manage the parking supply to achieve vitality of urban centers and villages, auto trip reduction, and improved air quality.

**TG17** Recognize that the primary transportation purpose of the arterial street system is to move people and goods, when making on-street parking decisions.

policies

**T37** Consider establishing parking districts that allow for neighborhood based on- and off-street parking management regulations.

**T38** Use low-cost parking management strategies such as curb space management, shared parking, pricing, parking information and marketing, and similar tools to encourage more efficient use of existing parking supply before pursuing more expensive off-street parking facility options.

**T39** Restrict on-street parking when necessary to address safety, operational, or mobility problems. In urban centers and urban villages where such restriction is being considered, the pedestrian environment and transit operations are of primary concern, but decisions should also balance the use of the street by high-occupancy vehicles, bicycles, and motor vehicles; access to local businesses; control of parking spillover into residential areas; and truck access and loading.

**C-3** Increasing Transportation Choices: Managing the Parking Supply

discussion

Long- or short-term parking is part of every car trip, and parking, especially when free, is a key factor in the mode choice for a trip. The availability and price of parking influences people's housing and transportation choices about where to live and how to travel



**D**

**Promoting the Economy:  
Moving Goods and Services**

**discussion**

The transport of goods and services is critical to Seattle's and the region's economic development. As a major port city, Seattle's businesses and industries rely on rail, water, and truck transport. These policies, and those in the Economic Development and the Neighborhood Planning elements, support existing businesses and industries, and promote Seattle as a place for economic expansion. Major truck streets are an important part of the freight mobility network.

**goals**

- TG18** Preserve and improve mobility and access for the transport of goods and services.
- TG19** Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

**policies**

- T47** Maintain a forum for the freight community to advise the City and other entities on an ongoing basis on topics of land-based freight transportation facility modifications and enhancements. Coordinate the review of potential operational changes, capital projects, and regulations that may impact freight movement. Participate and advocate Seattle's interests in regional and state forums.
- T48** Recognize the importance of the freight network to the city's economic health when making decisions that affect Major Truck streets as well as other parts of the region's roadway system. Complete Street improvements supporting freight mobility along with other modes of travel may be considered on Major Truck streets.

- T40** In commercial districts prioritize curb space in following order:
  - transit stops and layover;
  - passenger and commercial vehicle loading;
  - short-term parking (time limit signs and paid parking);
  - parking for shared vehicles; and vehicular capacity.
- T41** In residential districts, prioritize curb space in the following order:
  - transit stops and layover;
  - passenger and commercial vehicle loading;
  - parking for local residents and for shared vehicles; and
  - vehicular capacity.
- T42** During construction or implementation of new transportation projects, consider replacing short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss.
- T43** Use paid on-street parking to encourage parking turnover, customer access, and efficient allocation of parking among diverse users.
- T44** Consider installing longer-term paid on-street parking along edges of commercial districts or in office and institutional zones to regulate curb space where short-term parking demand is low.
- T45** Strive to allocate adequate parking enforcement resources to encourage voluntary compliance with on-street parking regulations.
- T46** Coordinate Seattle's parking policies with regional parking policies to preserve Seattle's competitive position in the region.

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- T49** Support efficient and safe movement of goods by rail where appropriate. Promote continued operation of freight rail lines and intermodal yards that serve industrial properties and the transport of goods. Improve the safety and operational conditions for freight rail transport at the rail track crossings within city streets.
- T50** Promote an intermodal freight transportation strategy, including rail, truck, air, and water transport and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, industrial areas, airports, and regional roadways.
- T51** Consider the needs for local delivery and collection of goods at businesses by truck when making street operational decisions and when developing and implementing projects and programs for highways, streets, and bridges.

### E Improving the Environment

#### discussion

The development pattern promoted by the urban village strategy is supported by transportation policies that encourage walking, biking, and transit. Streets that support travel by all modes and that are well designed and maintained and that include landscaping and street trees contribute to a healthy urban environment. Over-reliance on motor vehicles degrades environmental quality in the form of deteriorating air quality, increasing water pollution through street and stormwater runoff, and causing higher levels of noise pollution. Excessive reliance on motor vehicles also negatively affects the quality of life in the city by increasing congestion and travel time.

#### goals

- TG20** Promote healthy neighborhoods with a transportation system that protects and improves environmental quality.

- TG21** Reduce or mitigate air, water, and noise pollution from motor vehicles.
- TG22** Promote energy-efficient transportation.

#### policies

- T52** Design and operate streets to promote healthy urban environments while keeping safety, accessibility, and aesthetics in balance.
- T53** Implement an environmental management system to develop, operate and maintain a safe and reliable transportation system in a manner that reduces the environmental impacts of City operations and services.
- T54** Identify, evaluate, and mitigate environmental impacts of transportation investments and operating decisions (including impacts on air and water quality, noise, environmentally critical areas, and endangered species). Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality improvement, vehicle trip reduction, protection of critical areas and endangered species, and water quality improvement objectives.
- T55** Coordinate with other city, county, regional, state, and federal agencies to pursue opportunities for air and water quality improvement, street and stormwater runoff prevention, reduction in vehicle miles traveled, and noise reduction.
- T56** Continue to work to reduce fuel use and promote the use of alternative fuels.



**F** Connecting to the Region

discussion

Seattle is a regional destination and is also the focus of a number of major regional transportation facilities. Much of the rest of the Comprehensive Plan Transportation Element considers transportation within the city limits. This section provides guidance for regional projects that affect Seattle and for Seattle’s participation in regional planning and funding efforts.

goal

**TG23** Actively engage other agencies to assure that regional projects and programs affecting the city are consistent with City plans, policies, and priorities.

policies

**T57** Support regional pricing and parking strategies that contribute to transportation demand management objectives and to economic development.

**T58** Coordinate with regional, state and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management.

**T59** Support completion of the freeway high-occupancy-vehicle (HOV) lane system throughout the central Puget Sound region. Maintain the HOV system for its intended purpose of promoting non-SOV travel.

**T60** Expansion of freeway capacity should be limited primarily to accommodate non-SOV users. Spot expansion of capacity to improve safety or remove operational constraints may be appropriate in specific locations.

**T61** Support a strong regional ferry system that maximizes the movement of people, freight, and goods.

**G** Conserving Transportation Resources: Operating and Maintaining the Transportation System

discussion

Successful operation and maintenance of the transportation system promotes safety, efficiency, infrastructure preservation, and a high quality environment. Maintenance costs consume 75 to 80 percent of the Seattle Department of Transportation’s annual operating budget. This investment represents a significant and recurring commitment to the conservation of our city’s transportation facilities, as dollars spent on maintenance today help ensure that more dollars are not needed for premature replacement later. Effective maintenance of the transportation system means the City will have to plan for future maintenance activity and must also address the significant backlog of unmet maintenance needs that currently exist. The policies below guide transportation system operating and maintenance decisions of the City.

goals

**TG24** Promote the safe and efficient operation of Seattle’s transportation system.

**TG25** Preserve and renew Seattle’s transportation system.

policies

**T62** In operating the transportation system, balance the following priorities: safety, mobility, accessibility, infrastructure preservation, and citizen satisfaction.

**T63** Maintain the transportation system to keep it operating safely and to maximize its useful life.

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**T64** Repair transportation facilities before replacement is warranted. Replace failed facilities when replacement is more cost-effective than continuing to repair.

**H** Measuring Levels of Service

discussion

The Growth Management Act requires that the Comprehensive Plan include level-of-service (LOS) standards for all locally-owned arterials and transit routes to judge the performance of the system. The LOS standards identify minimally acceptable travel conditions on arterials and the transit network. The City has decided to use a system-wide method as a basis to assess the performance of the transportation system. Because buses are the primary form of transit service in the City and buses operate in the same traffic stream as cars, the City has chosen to use the same technique to measure the operation of both forms of travel.

The City's facilities currently comply with the standards in Policies T65 and T66 below.

goal

**TG26** Use level-of-service standards, as required by the Growth Management Act, as a gauge to judge the performance of the arterial and transit system.

policies

**T65** Define arterial level-of-service (LOS) to be the ratio of measured traffic volumes to calculated roadway capacity at designated screenlines, each of which encompasses one or more arterials, as shown in Transportation Figure A-11. Measure peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS.

**T66** Define transit level-of-service (LOS) to be the ratio of measured traffic volumes to

calculated roadway capacity at designated screenlines, each of which encompasses one or more arterials shown in Transportation Appendix Figure A-11. Measure peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS.

**T67** When the calculated LOS for a screenline approaches the LOS standard for that screenline, first pursue strategies to reduce vehicular travel demand across the screenline before increasing the operating capacity across the screenline.

**I** Financing the Transportation System

discussion

Without funding, the goals identified in this Element would be difficult to achieve. This section identifies goals and policies related to providing and prioritizing funds for transportation projects, programs, and services.

goals

**TG27** Recognize and promote the urban village strategy when making transportation investments.

**TG28** Work towards transportation funding levels adequate to maintain and improve the transportation system.

policies

**T68** Make strategic transportation investment decisions that are consistent with other policies in this Plan and with funding opportunities that promote the city's transportation investment priorities. These investment decisions will also be made with consideration to future operating and maintenance costs associated with improvements.



- T69** Support regional and local transit resource allocations, as well as efforts to increase overall transit funding that are consistent with the City's urban village strategy and the regions' urban center policies.
  
- T70** Pursue strategies to finance repair of road damage from heavy vehicles in a way that is equitable for Seattle's taxpayers.
  
- T71** Fund projects, programs and services with a combination of local and non-local funds, including:
  - contributions from other entities that benefit from an investment, such as property owners located near an investment;
  - grants and other investments from local, regional, state, and federal funding sources; and
  - contributions from the region for investments that serve regionally-designated urban centers and regional facilities.
  
- T72** Consider new funding sources that are flexible, equitable, and sustainable, including:
  - growth- and development-related revenues, including impact fees, where appropriate and where consistent with economic development policies;
  - user-based taxes and fees, including a commercial parking tax; and
  - other locally generated revenues.
  
- T73** Support regional, state, and federal initiatives to increase transportation funding. Work to encourage new and existing funding sources that recognize Seattle's needs and priorities.

- T74** Consistent with the other policies in this Plan:
  - Prepare a six-year CIP that includes projects that are fully or partially funded;
  - Prepare an intermediate-range list of projects for which the City plans to actively pursue funds over the next approximately eight to ten years; and
  - Maintain a long-range working list of potential projects and known needs.
  
- T75** If the level of transportation funding anticipated in the six-year financial analysis below (Figure 1), falls short, the Department of Finance and the Seattle Department of Transportation will:
  - Identify and evaluate possible additional funding resources; and/or
  - Identify and evaluate alternative land use and transportation scenarios, including assumptions about levels and distribution of population and employment, densities, types and mixes of land use, and transportation facilities and services, and assess their affects on transportation funding needs.

The City may then revise the Comprehensive Plan as warranted to ensure that level-of-service standards will be met.



Transportation Figure 1  
**Estimated Future Transportation Revenue**

Source	Estimated Revenue in millions (2015 - 2020)	
	Low	High
Seattle Dedicated Transportation Funding <sup>1</sup>	\$230	\$510
STBD Funding <sup>2</sup>	\$305	\$325
Grants and Partnerships	\$160	\$240
General Fund and Cumulative Reserve Fund	\$325	\$400
Seawall and Waterfront Revenue	\$420	\$475
<b>Total</b>	<b>\$1,440</b>	<b>\$1,950</b>

Notes to Transportation Figure 1:

1 - Gas Tax, Bridging the Gap transportation levy, commercial parking tax, school zone camera revenue

2 - Vehicle License Fee, sales tax

Based on the revenue and expenditure estimates shown in Transportation Figures 1 and 2, the City expects to have sufficient resources to fund the expenditure needs shown.

Transportation Figure 2  
**Estimated Future Transportation Expenditures**

Category	Estimated Expenditures in millions (2015 - 2020)	
	Low	High
Operations and Maintenance <sup>1</sup>	\$350	\$430
Major Maintenance and Safety	\$325	\$550
Mobility and System Enhancements <sup>2</sup>	\$765	\$970
<b>Total</b>	<b>\$1,440</b>	<b>\$1,950</b>

Notes to Transportation Figure 2:

1 - Does not include reimbursables

2 - Includes transit service purchases