

Transportation

Introduction

The Transportation Element guides transportation investments to equitably serve current residents and future growth in Seattle. The Element's policies also advance this Plan's urban village strategy.

Hundreds of thousands of city and regional residents and businesses depend on the city's transportation system to access jobs, services, community facilities, and to deliver freight and goods. Tens of thousands more will depend on it in the next 20 years as the city and region continue to grow. A robust transportation system should:

- Contribute to a safer city by working to eliminate serious injuries and fatalities on City streets
- Create an interconnected city where people have reliable, easy-to-use travel options that get them to their destinations
- Develop a more vibrant city by creating streets and sidewalks that generate economic and social activity, and contribute to the city's overall health, prosperity and happiness
- Contribute to a more affordable city by providing high quality and affordable transportation options that allow people to spend money on things other than transportation

Seattle's transportation system in 2035 will likely look very different than it does in 2015. For example, the Alaskan Way viaduct will be gone, and Highway 99 will be in a tunnel through central Seattle. The light rail transit, streetcar, and frequent bus networks will be much more extensive, with light rail extending through the city and providing connections to Bellevue, Redmond, Shoreline, and Lynnwood. New technological innovations in transportation such as smart parking and shared transportation options will change the way people move through Seattle. This Plan will guide the City's future actions to address these changing circumstances.

As a mature, fully built city, Seattle's core street network is already in place. There is no room for major new streets. This limitation presents challenges and opportunities as the City plans for growth. Building new, large arterial projects is unfeasible and undesirable, from a cost and environmental standpoint. Therefore, the City's focus is on using the streets and sidewalks we have in the most efficient way possible. Efficiency means prioritizing uses of street space to serve the most people, at the most times of day, in the most ways. While many people still rely on a personal vehicle as their best or only transportation option, the City plans to make travel more efficient and predictable for all by offering high-quality travel options. Planning for the future also requires smart operations of streets using new traffic signal timing and other technologies to help move people and goods.

Integrating Land Use and Transportation

Discussion

The development pattern described in the Growth Strategy and Land Use Elements of this Plan has a major influence on the City's transportation system. The City's growth strategy focuses growth in urban centers, urban villages, and manufacturing/industrial centers. Serving these areas as they grow will require a transportation system that includes several travel modes to provide transportation options for all trips throughout the day, including evenings and weekends. Auto and freight access to property will remain important for accommodating growth throughout the city.

In all parts of Seattle, improvements that connect people to urban centers and urban villages, especially by transit and bicycle. Serving growth will need to be balanced with the need for an equitable transportation investment strategy that provides transportation service where it is needed, including those parts of Seattle which have historically had less investment in transportation.

GOAL

TG 1 Ensure that transportation decisions, strategies and investments support the City's overall growth strategy are coordinated with this Plan's land use goals.

POLICIES

- T1.1 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 dependence on personal automobile trips.
- T1.2 Design transportation infrastructure in urban centers and villages to support compact, accessible, and walkable neighborhoods for all ages and abilities.
- T1.3 Invest in transportation projects and programs further progress towards meeting Seattle's mode share goals and reduce dependence on personal automobiles, particularly in urban centers.

Transportation Figure 1**Mode Share Targets for Work Trips to Seattle and Its Urban Centers**

Percentage of work trips made by travel modes other than driving alone

Area	2014	2035 Target
Downtown	77%	85%
First Hill/Capitol Hill	58%	65%
Uptown/Queen Anne	67%	75%
South Lake Union	48%	55%
University District	73%	85%
Northgate	30%	40%
Seattle	57%	65%

Transportation Figure 2**Mode Share Targets for Residents of Seattle and Its Urban Centers**

Percentage of non-work trips made using travel modes other than driving alone

Area	2014	2035 Target
Downtown	88%	90%
First Hill/Capitol Hill	80%	85%
Uptown/Queen Anne	76%	85%
South Lake Union	82%	85%
University District	79%	90%
Northgate	46%	55%
Seattle	67%	75%

- T1.4 Design transportation facilities to be compatible with planned land uses and consider the planned scale and character of the surrounding neighborhood.
- T1.5 Improve transportation connections to urban centers and villages from all Seattle neighborhoods, particularly by providing a variety of affordable travel options (pedestrian, transit, and bicycle facilities) and by being attentive to the needs of vulnerable and historically marginalized populations.

Make the Best Use of the Streets We Have

Discussion

The limited amount of public street space in Seattle is expected to accommodate several different functions to serve existing and future activity. Because it will be difficult to expand this space in any significant way, it is important for the City to use the existing streets efficiently and wisely. This section of the Plan establishes the policy framework for making decisions

The City has adopted master plans to address non-automobile modes of travel – pedestrian, bicycle, transit and freight movement – drawing on extensive community input. In addition to the networks

outlined in the modal master plans, rights-of-way need to accommodate several types of users in different parts of the street. The uses include pedestrians, travelways for various types of vehicles and a transition zone for passenger and freight loading. The pedestrian zone includes not only the sidewalk, but also planting areas, bus shelters, sidewalk cafés, and bike racks.

Enhancing mobility, by providing convenient transportation options that move people while taking up of the right-of-way space, will help move people and goods throughout the city. Introducing parklets, play streets and other activating uses in the right-of-way can provide a benefit to users, residents, and local businesses. Having a place to park a vehicle and load and unload trucks in commercial districts also contributes to the viability and character of thriving enterprises and neighborhood business districts. Meeting all of the functions efficiently helps make the most of a limited resource.

Not every function can fit in every street. The goals and policies in this section provide direction on integrating and, where necessary, prioritizing functions within the different zones of the street. These policies also recognize that collectively two or more streets can combine to serve as a “complete corridor”, since not every street can accommodate every mode.

GOAL

TG2 Allocate space on Seattle’s streets to safely and efficiently connect people and goods to their destinations while creating inviting spaces within the right-of-ways.

POLICIES

T2.1 Designate space in the public right-of-way to accommodate multiple travel modes, including transit, freight movement, pedestrians, bicycles, general purpose traffic, and shared transportation options.

T2.2 Consider safety concerns, modal master plans, and adjacent land uses when prioritizing functions in the pedestrian, travelway and transition zones of the right-of-way.

T2.3 Employ the following tactics to resolve potential conflicts for space in the firth-of-way:

- Allocate needed functions across a corridor comprised of several streets or alleys, if all functions cannot fit in a single street
- Share space between modes and uses
- Prioritize assignment of space to shared and shorter duration uses
- Encourage off-street accommodation for non-mobility uses, including parking and transit layover
- Implement transportation and parking demand management strategies to encourage more efficient use of the existing right-of-way

- T2.4 Use standards and safety requirements in the Right-of-Way Improvement Manual and from the modal master plans to determine adequacy of the pedestrian zone, before allocating space to the transition zone or travelway. Within the pedestrian zone, prioritize space to address safety concerns, network connectivity, and activation.
- T2.5 Allocate functions in the transition zone to accommodate access, activation and greening functions, except when use of the transition zone for mobility is critical to address safety or to meet connectivity needs identified in modal master plans. When mobility is needed only part of the day, design the space to accommodate other functions at other times.
- T2.6 Assign functions in the transition zone to support nearby land uses, provide support for modal plan priorities, and to accommodate multiple functions.

Transportation Figure 3
 Priorities for Right-of-Way “Transition Zone by Predominant Use of Area

Commercial/mixed-use areas	Industrial areas	Residential areas
Access for commerce	Access for commerce	Access for people
Access for people	Access for people	Access for commerce
Activation	Storage	Greening
Greening	Activation	Storage
Storage	Greening	Activation

- T2.7 Prioritize mobility needs in the street right-of-way based on the recommended networks and facilities identified in the respective modal plans. Within the travelway, prioritize space to address safety concerns, network connectivity of modal plans and general purpose travel.
- T2.8 Develop a decision-making framework to direct the future planning, design and optimization of street right-of-way.
- T2.9 Identify different types of streets with standards that are consistent with street classifications and that reflect the objectives of adopted modal and land use plans.
- T2.10 Designate the following classifications of arterials:
 - **Principal 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 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.

- T2.11 Preserve and enhance the boulevard network both for travel and as a usable open space system for active transportation modes.
- T2.12 Maintain, preserve and enhance the City's alleys as a valuable network for public spaces and access, loading and unloading for freight, and utility operations.

Transportation Options

Discussion

Transit, bicycling, walking and shared transportation services reduce collisions, stress, noise, and air pollution, while increasing social contact, economic vitality, affordability, and overall health. These travel modes are also more help use right-of-way space more efficiently and at lower costs. To help Seattleites take advantage of these options, the City's land use and transportation strategies must make them easy choices for people of all ages and abilities.

The City has adopted for individual travel modes (pedestrian, bicycle, and transit) include strategies and projects about developing transportation choices in the city. In prioritizing investments, these plans recognize a need to balance density with equity, ensuring that people who are dependent on transit or vehicle use because of age, disability, or financial considerations are well served.

While not everyone can walk, bike, use a car share service, or ride transit for every trip they take, the City can reduce the number of drive-alone trips by offering people safe, affordable, and healthy travel choices. Improving transportation choices can also improve the environment, enhance the local economy, and support healthy and sustainable communities.

Part of making these transportation options effective is giving people information that will help them understand the options that are available and what will work best for them. This information can influence people's choices about where to live and how to travel to work, shop, and conduct personal business. The availability of free parking is also a key determinant in mode choice.

How the City manages curb space can affect the efficiency of various travel modes. Bicycles, buses, cars, taxis, food trucks, parklets, shared transportation vehicles, deliveries, and other uses all need curb space.

GOAL

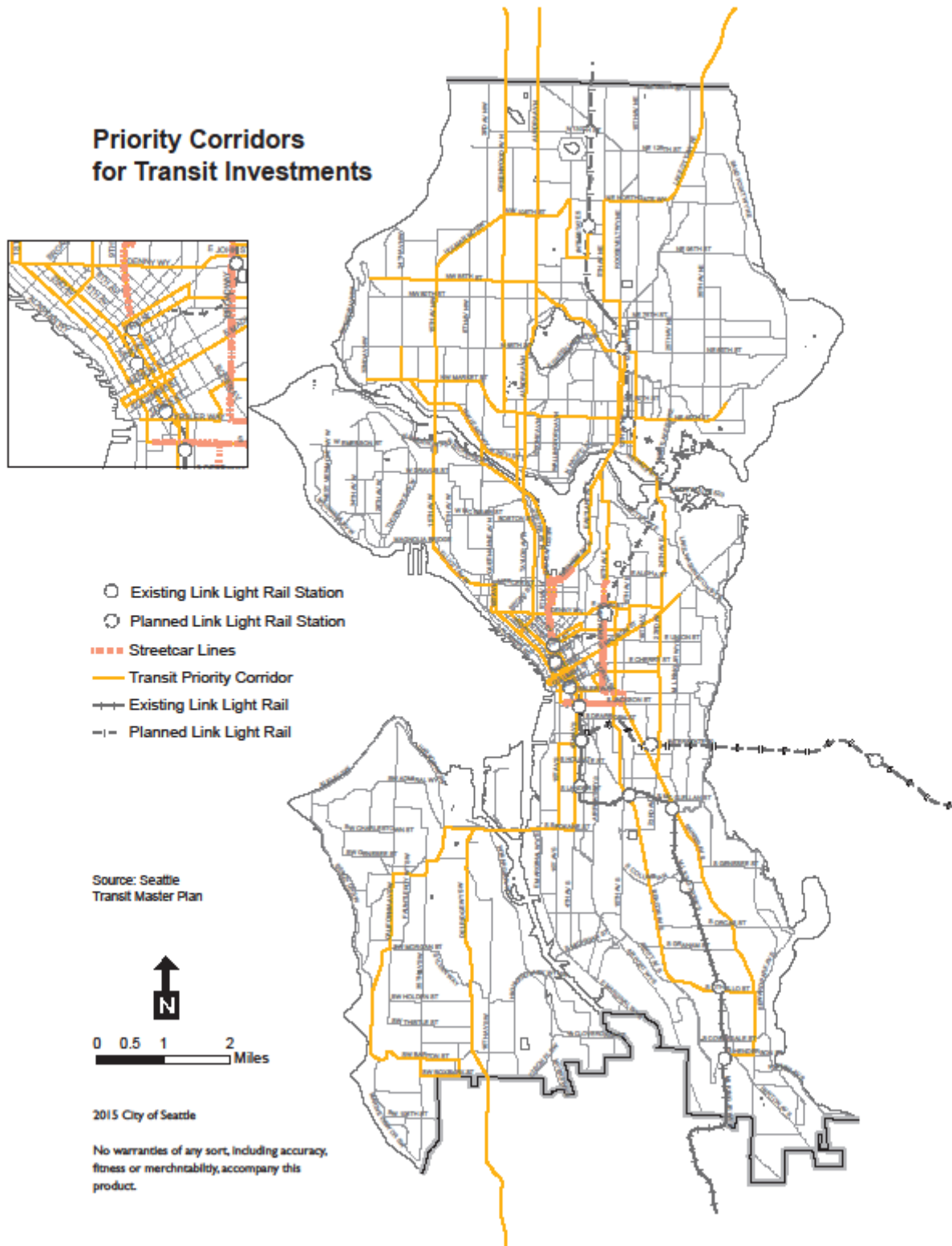
- TG3 Meet people's mobility needs by providing equitable access to, and encouraging use of, multiple transportation options.

POLICIES

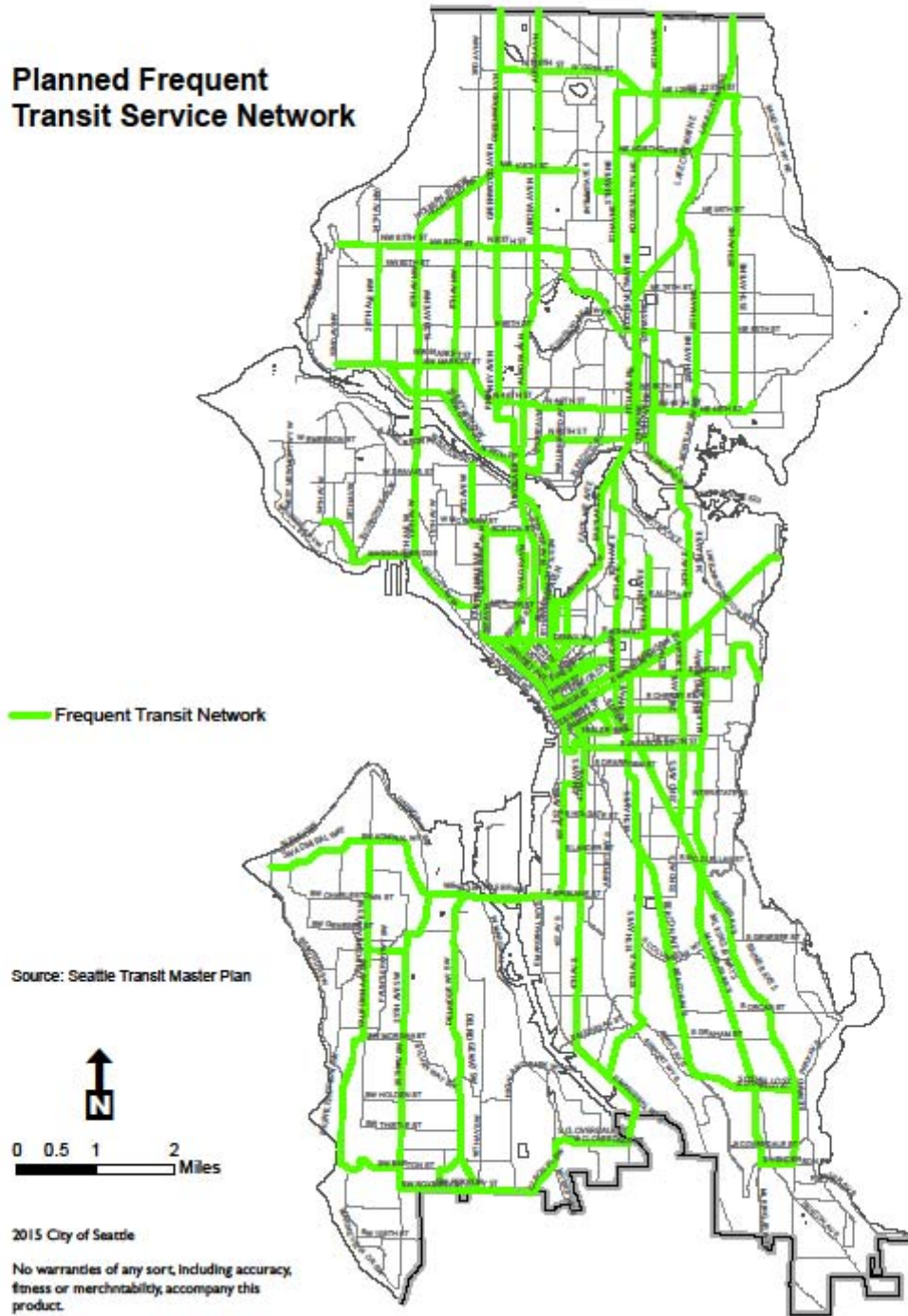
- T3.1 Develop and maintain high-quality, affordable and connected bicycle, pedestrian, and transit facilities.
- T3.2 Improve transportation options to and within the urban centers and urban villages, where most of Seattle's job and population growth will occur.
- T3.3 Consider the income, age, ability, and vehicle ownership patterns of populations throughout the city in developing transportation systems and facilities so that all residents, especially those most in need, have access to a wide range of affordable travel options.
- T3.4 Develop a city-wide transit system that includes a variety of transit modes to meet passenger capacity needs with frequent, reliable, accessible, and safe service to a wide variety of destinations throughout the day and night.
- T3.5 Prioritize transit investments on the basis of ridership demand, service to populations heavily reliant on transit, and opportunities to leverage funding.
- T3.6 Expand light rail capacity and reliability in corridors where travel capacity is constrained, such as crossing the Ship Canal or the Duwamish River.
- T3.7 Optimize operations of bus and high frequency transit corridors by adjusting signals to promote faster travel times for transit than for general purpose travel.
- T3.8 Provide high-quality pedestrian, bicycle, and bus transit access to high-capacity transit stations, in order to support transit ridership and reduce single-occupant vehicle trips.
- T3.9 Develop and maintain pedestrian and bicycle facilities that enhance the predictability and safety of all users of the street and that connect to a wide range of destinations.
- T3.10 Prioritize bicycle and pedestrian investments on the basis of increasing use, safety, connectivity, equity, health, livability, and opportunities to leverage funding.
- T3.11 Develop programs and facilities, such as bike share, that encourage short trips to be made by walking or biking.
- T3.12 Develop and implement programs to educate all users of the street on rules of the road, rights, and responsibilities.
- T3.13 Support and plan for innovation in transportation options that enhance mobility.

- T3.14 Implement new technologies that will enhance access to transportation and parking options.
- T3.15 Create vibrant public spaces in and near the right-of-way that foster social interaction, promote access to walking, bicycling and transit options, and enhance the public realm.
- T3.16 Implement curb space management strategies such as time limits, on-street parking pricing, loading zones, and residential parking programs to promote transportation choices, encourage parking turnover, improve customer access, and provide for efficient allocation of parking among diverse users.
- T3.17 Consider replacing short-term parking that is displaced by construction or new transportation projects only when the project results in a concentrated and substantial amount of on-street parking loss.
- T3.18 Design and manage the transportation system, including on-street parking, so that persons with disabilities have safe and convenient access to their destinations, while discouraging use of disabled parking permits for commuter use in areas of high parking demand.

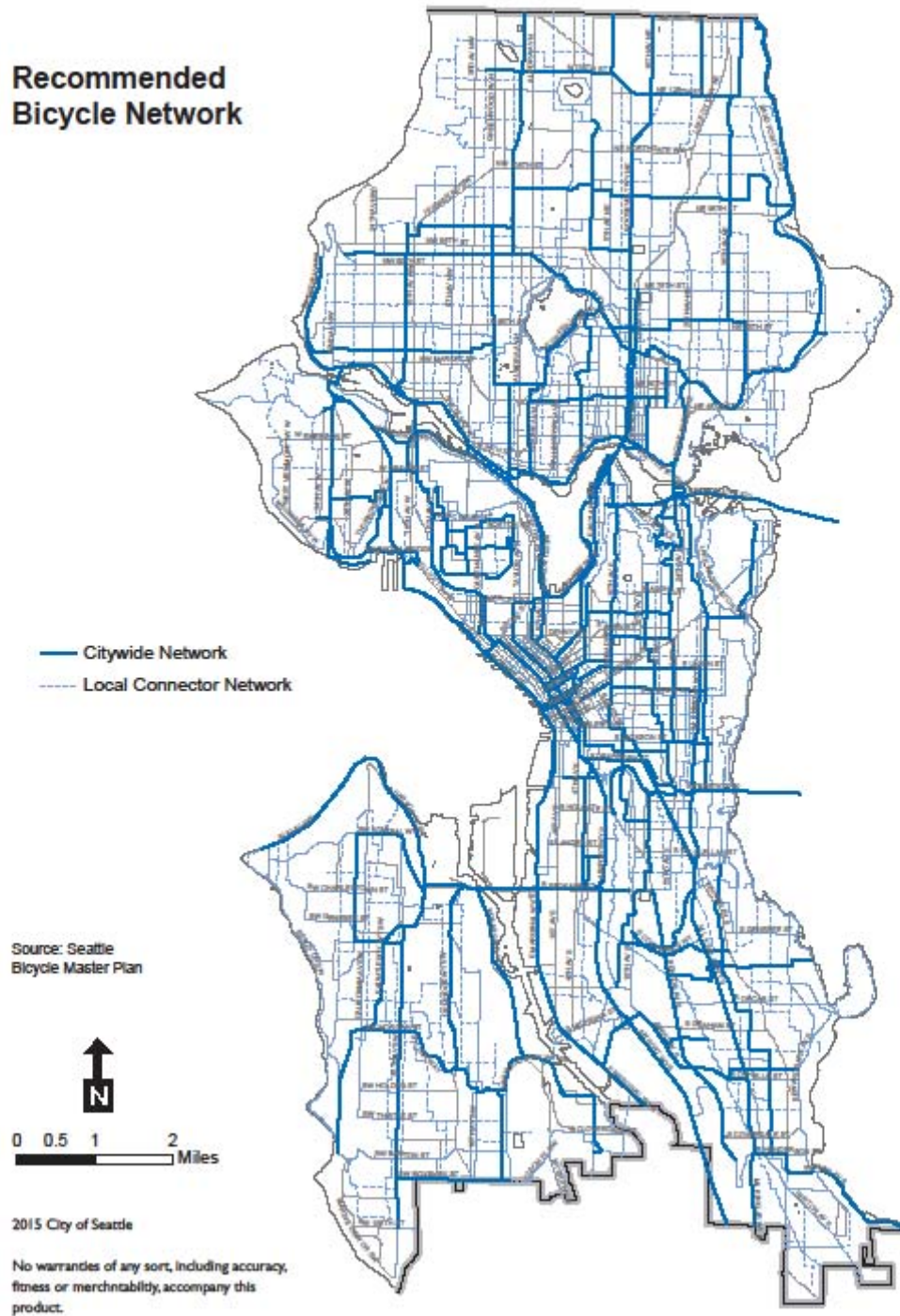
Transportation Figure 4



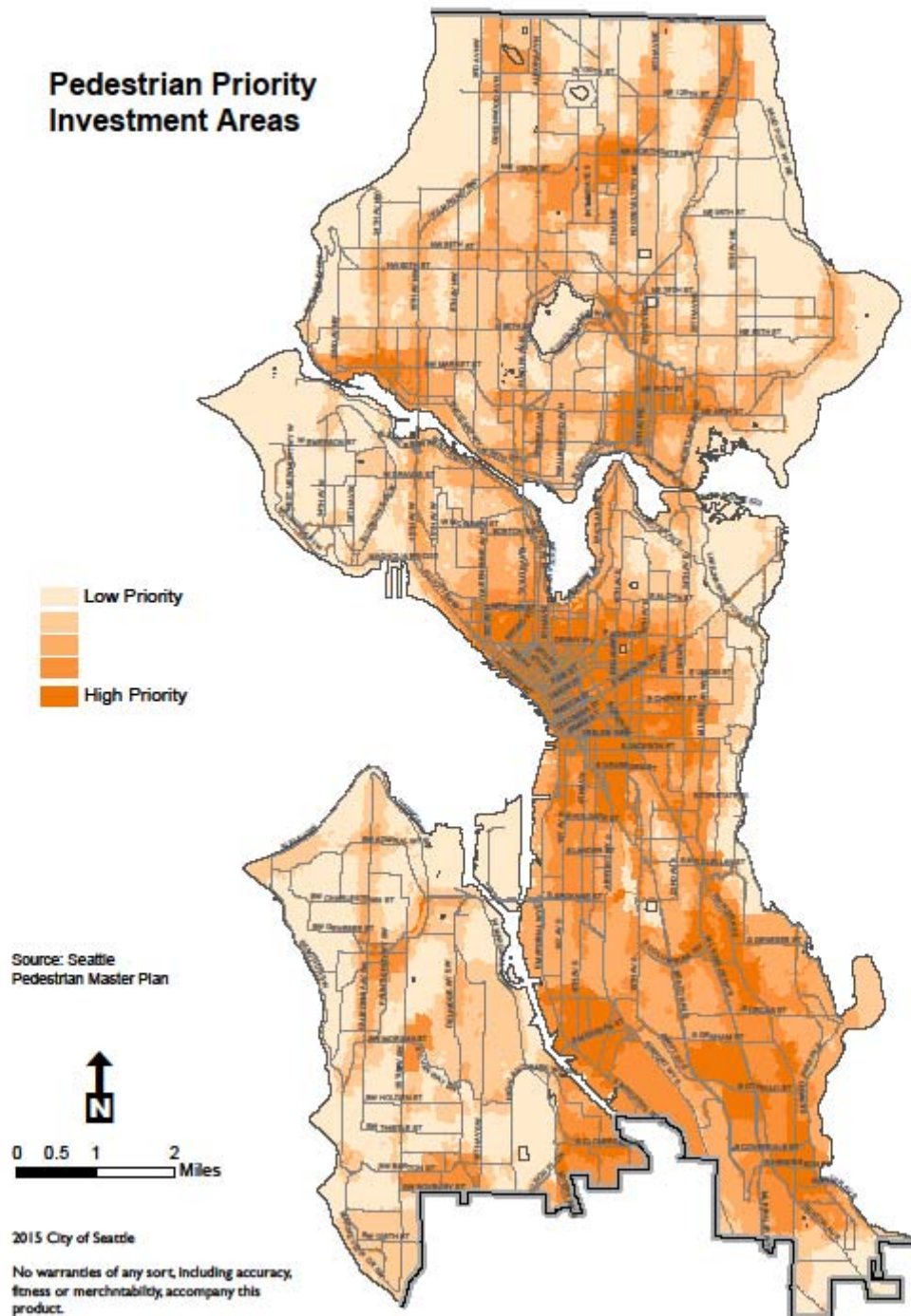
Transportation Figure 5



Transportation Figure 6



Transportation Figure 7



Environment

Discussion

Transportation policies that encourage use of travel options support not only the Urban Village Strategy, but also the City's environmental goals, including those related to climate change. Road transportation is Seattle's largest source of greenhouse gas emissions. Using more fuel-efficient transportation options on well-designed and well-maintained streets contributes to a healthy urban environment. By reducing personal automobile trips the City can also reduce congestion and provide more opportunities to reallocate public right-of-way for greening, where trees and landscaping can decrease water runoff and reduce noise and light pollution.

The City has set high standards for reducing greenhouse gas emissions in the Climate Action Plan. Providing and promoting a wider variety of transportation options is integral to the City achieving its environmental and greenhouse gas reduction goals.

GOAL

TG4 Promote healthy communities by providing a transportation system that protects and improves Seattle's environmental quality.

POLICIES

- T4.1 Design and operate streets to promote green infrastructure, new technologies, and active transportation modes while addressing safety, accessibility and aesthetics.
- T4.2 Reduce single-occupant vehicle trips, vehicle dependence, and vehicle miles traveled in order to help meet the City's greenhouse gas emission reduction targets.
- T4.3 Reduce and mitigate air, water and noise pollution from motor vehicles.
- T4.4 Work to reduce the use of fossil fuels and to promote the use of alternative fuels.
- T4.5 Enhance the public street tree canopy and landscaping in the street right-of-way.

Support a Vibrant Economy

Discussion

The movement of goods and services is critical to economic development in Seattle and the region. Seattle's businesses and residents rely on freight routes for safe, efficient, and timely transportation of goods. Freight carriers depend on a well-functioning transportation network of rail, water, air, and truck transportation. The City is in the process of developing a *Freight Master Plan* which will outline Seattle's overall freight network and prioritize investments for freight mobility projects.

In addition to goods movement, a well-designed transportation network supports a thriving economy by adding to the vibrancy of the city's urban centers and urban villages. It also allows people to access jobs, businesses, employment, school, and leisure destinations.

GOAL

TG5 Strengthen mobility and access for the movement of goods and services to enhance and promote economic opportunity throughout the City for all residents and businesses.

POLICIES

T5.1 Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

T5.2 Develop a freight network in the Freight Master Plan that enhances freight mobility, operational efficiencies, and promote the City's economic health.

T5.3 Ensure that freight corridors are designed, maintained and operated to provide efficient movement of truck traffic.

T5.4 Improve safety for all modes of transportation on streets heavily used by trucks.

T5.5 Use Intelligent Transportation System technology to alert motorists, bicyclists and pedestrians to the presence and anticipated length of closures due to train crossings and bridge openings for water vessels.

T5.6 Evaluate the feasibility of grade-separation in locations where train-induced street closings result in significant delay and safety issues to other traffic.

T5.7 Work with the Port of Seattle and others to improve inter-modal freight connections involving Port container terminals, rail yards, industrial areas, airports and regional

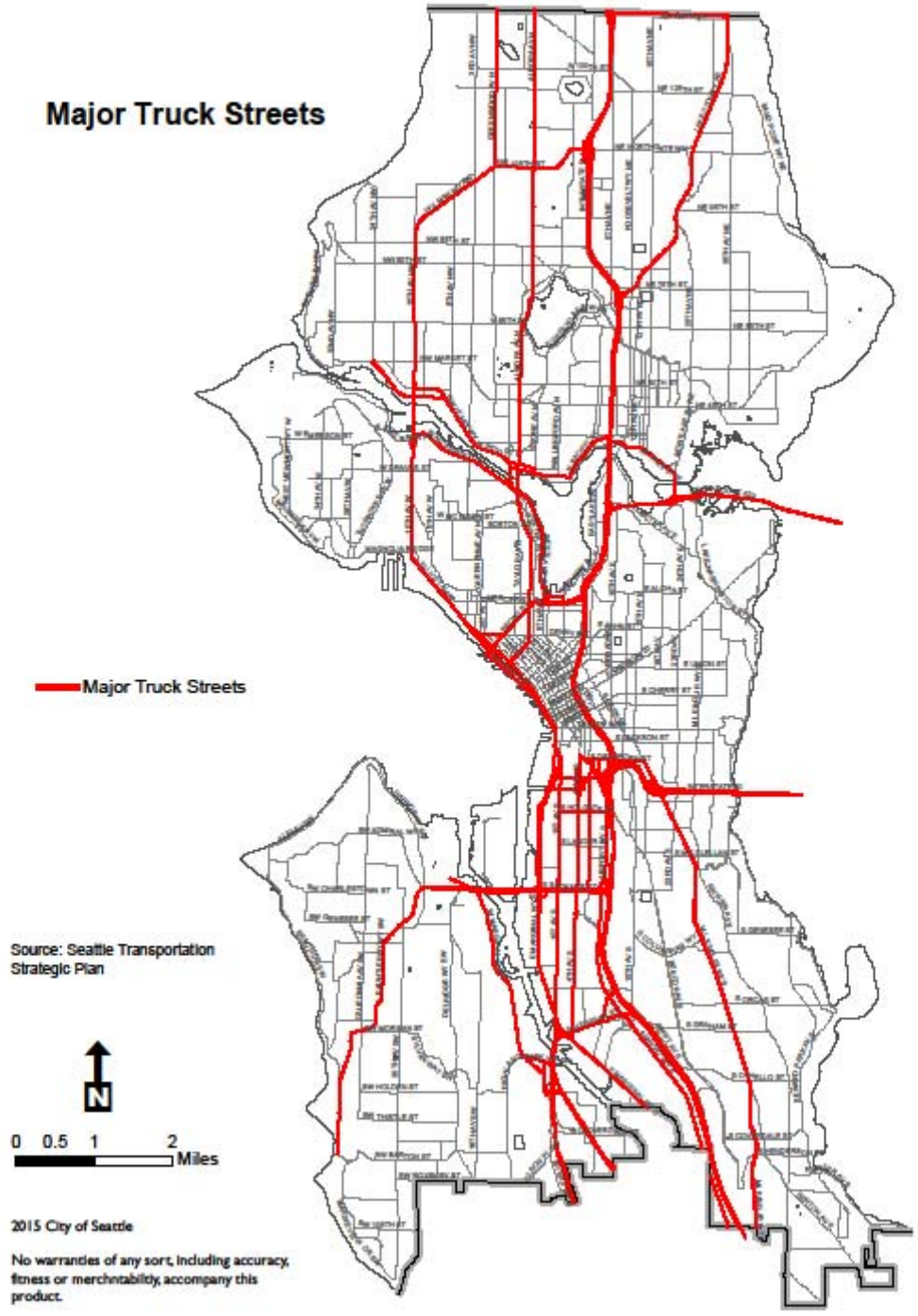
highways, and to minimize the impact of trucks idling and parking overnight on residential streets.

T5.8 Increase efficient and affordable access to jobs, education, and workforce training to promote economic opportunity.

T5.9 Improve access to urban villages and other neighborhood business districts for customers and delivery of goods.

T5.10 Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality.

Transportation Figure 8



Safety

Discussion

Safety guides every decision that the Seattle Department of Transportation makes for transportation facility priorities and design. People expect to feel safe as they use streets, transit facilities, sidewalks, and trails. Investments that address safety for our most vulnerable road users, such as pedestrians and bicyclists, can encourage more city residents and visitors to walk or bike, especially for short trips. Collisions involving pedestrians and people riding bicycles are a relatively small percentage of overall collisions in the city, but represent a much higher percentage of the serious injuries and fatalities. Safer streets are also more efficient streets; they have fewer, and less severe, obstacles, allowing people and goods to move safely and efficiently. The City implements safety improvements and works to build a culture of mutual awareness that respects the right of all to travel safely regardless of how they choose to get around.

GOAL

TG6 Provide and maintain a safe transportation system that protects all travelers, particularly the most vulnerable users.

POLICIES

- T6.1 Reduce collisions for all modes of transportation and work toward a transportation system that produces zero fatalities and serious injuries.
- T6.2 Minimize right-of-way conflicts to accommodate all travelers.
- T6.3 Invest in education measures that increase mutual awareness among motorists, pedestrians, and bicyclists.
- T6.4 Implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.
- T6.5 Emphasize safety as a consideration in all transportation plans and projects, including in developing project prioritization criteria.
- T6.6 Consider lowering speed limits on residential streets and arterials as a way to reduce collision rates.
- T6.7 Use Complete Street principles, traffic calming and neighborhood traffic control strategies to promote safe neighborhood streets by discouraging cut-through traffic.

Connecting to the Region

Discussion

Seattle is the largest employment and cultural center in the Puget Sound region and is a destination for people from all over the area. The city is also served by a number of state and regional transportation facilities, including two interstate highways, several state highways, and a regional light rail, bus, and ferry network. While sections of this Transportation Element address 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

TG7 Engage with other agencies to ensure that regional projects and programs affecting Seattle are consistent with City plans, policies and priorities.

POLICIES

- T7.1 Support regional transportation pricing and tolling strategies that help manage region-wide transportation demand.
- T7.2 Coordinate with regional, state and federal agencies, other local governments, and transit providers when planning and operating transportation facilities and services that reach beyond the City's borders in order to promote regional mobility for people and goods and support the regional growth strategy.
- T7.3 Support completion of the freeway high-occupancy-vehicle lane system throughout the central Puget Sound region and continued use of that system for promoting more efficient travel.
- T7.4 Limit freeway capacity expansions intended primarily to accommodate drive-alone users to allow only spot improves that enhance safety or remove operational constraints in specific locations.
- T7.5 Support a strong regional ferry system that maximizes the movement of people, freight and goods.
- T7.6 Support expansion of regional light rail and bus service to encourage more trips to and through Seattle on transit.

- T7.7 Work with regional transit agency partners to optimize cross-jurisdictional transit service planning and investments that function as a single, coordinated system.
- T7.8 Work with regional transit agencies to encourage them to provide service that is consistent with this Plan's growth goals and the urban village strategy.

Operating and Maintaining the Transportation System

Discussion

Thoughtful operation and maintenance of the transportation system promotes safety, efficiency, infrastructure preservation, and a high quality environment. Money spent on maintaining and preserving the system today can prevent spending more dollars for replacement later. This is particularly true for the more expensive and vital transportation assets, such as pavement, sidewalks, parking pay stations, Intelligent Transportation System devices, traffic signal infrastructure and bridges. Maintenance of these facilities also enhances safety and efficiency, for instance in managing high-volume traffic corridors.

As a good steward of taxpayer money, the City maintains a comprehensive inventory of transportation assets, reliable condition information on most high-value assets, and uses performance measures to identify the need repair or replace infrastructure at the right time. Optimal operation and maintenance of the transportation system means the City adequately plans for future maintenance activity and addresses the significant backlog of unmet maintenance needs that currently exists.

GOAL

- TG8 Maintain and renew existing transportation assets to ensure the long-term viability of investments, reduce on-going costs, and promote safe conditions.

POLICIES

- T8.1 Maintain the transportation system to keep it operating and maximize its useful life.
- T8.2 Operate the transportation system in a way that balances the following priorities: safety, mobility, accessibility, social equity, place-making, infrastructure preservation and resident satisfaction.
- T8.3 Employ state-of-the art intelligent transportation systems to increase the efficiency of movement for all modes.
- T8.4 Repair transportation facilities before replacement is necessary. Replace failed facilities when replacement is more cost-effective than continuing to repair.

- T8.5 Optimize traffic signal corridors, taking the needs of all types of transportation into account.

Measuring Level of Service

Discussion

The Growth Management Act requires that the Transportation Element include level of service (LOS) standards for all locally-owned arterials and transit routes to gauge the performance of the system. 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 ridership in the city and buses operate on the arterial system, the City has chosen to use the same method to measure the level of service for the arterial system generally and the transit system. The City is currently also considering alternative methods of level of service standards that consider all travel modes, which is consistent with the multi-county planning policies in Vision 2040 and with other City policy objectives.

GOAL

- TG9 Use level of service standards, as required by the Growth Management Act, as a gauge to assess the performance of the arterial and transit system.

POLICIES

- T9.1 Define arterial and transit levels-of-service (LOS) to be the ratio of measured peak-hour traffic volumes to the calculated roadway capacity at designated screenlines, as shown on the map and table in the Transportation Appendix.
- T9.2 Pursue strategies to reduce vehicular travel demand across a screenline when the calculated LOS for that screenline approaches the LOS standard before increasing the operating capacity across the screenline.
- T9.3 Consider establishing level-of-service standards that include non-motorized modes in order to advance this Plan's goals of encouraging use of travel options, reduce dependence on drive-alone automobile use and accommodate growth in urban centers and urban villages.

Funding

Discussion

Adequately funding the continued operation, maintenance and improvement of Seattle’s transportation network is vital to preserving the City’s quality of life and ensuring shared prosperity and health for all its citizens.

In 2006, Seattle voters approved the 9-year “Bridging the Gap” transportation levy, which has provided increased funding for system maintenance and for safety, pedestrian, bicycle and transit improvements throughout the city. An oversight committee made up of community members monitors and reports on use of the funds. The Bridging the Gap measure expires at the end of 2015, and the Mayor has proposed a replacement levy that would provide funding for maintenance and transportation improvements for the period 2016-2024.

The City has also adopted a commercial parking tax, which supports large capital improvement and preservation projects. In 2010 the City also created the Seattle Transportation Benefit District (STBD), which has authority to generate revenues from additional sources not otherwise available to the City. The STBD imposed a \$20 vehicle license fee, which provides an additional dedicated financial resource for addressing transportation needs.

This section identifies goals and policies related to providing and prioritizing funds for transportation projects, programs and services. It also identifies the types of multi-year investment plans to be developed that will support implementation of this Element.

GOAL

TG10 Provide transportation funding at levels adequate to operate, maintain and improve the transportation system and to support the transportation, land use, environmental , equity, and other goals in this Plan.

POLICIES

T10.1 Maintain and increase dedicated local transportation funding by renewing or replacing the transportation levy, and by maintaining the existing commercial parking tax and Seattle Transportation Benefit District.

T10.2 Work with regional and state partners to encourage a shift to more reliance on user-based taxes and fees, and to revenues related to impacts on the transportation system, the environment.

- T10.3 Leverage local funding resources by securing grants from local, state and federal sources and through contributions from those who benefit from improvements.
- T10.4 Partner with other City departments, regional transportation, and public works agencies to coordinate investments, in order to reduce improvement costs, limit construction impacts on neighborhoods, and maximize project integration.
- T10.5 Make strategic investment decisions consistent with policies in this plan and other City transportation plans.
- T10.6 Prioritize investment by considering life-cycle costs, safety, environmental benefits, ability to reduction of greenhouse gas emissions, and benefits to public health. Race and social equity should be a key factor in selecting transportation investments.
- T10.7 Consider the use of transportation impact fees to help fund transportation system improvements needed to serve growth as envisioned in this Plan.
- T10.8 Prepare a six-year Capital Improvement Program (CIP) that includes projects that are fully or partially funded.
- T10.9 Develop a prioritized list of projects, consistent with the policies of this Plan, for which the City will actively pursue funds.
- T10.10 Identify and evaluate possible additional funding resources and/or alternative land use and transportation scenarios if the level of transportation funding anticipated in the six-year financial analysis, below, falls short of the estimated amount.

Transportation Figure 9
Estimated Future Transportation Revenue

Source	Estimated Revenue in Millions (2016-2021)	
	Low	High
Seattle Transportation Benefit District Funding (VLF and sales tax)	\$305	\$325
Seattle Dedicated Transportation Funding*	\$190	\$840
Grants and Partnerships	\$160	\$240
General Fund and Cumulative Reserve Fund	\$325	\$400
Seawall Levy and Waterfront Partnership	\$420	\$475
Total	\$1,440	\$2,280

*High estimate assumes passage of 2015 levy proposal

Transportation Figure 10
Estimated Future Transportation Expenditures

Category	Estimated Expenditures in Millions (2015-2020)	
	Low	High
Operations and Maintenance	\$325	\$430
Major Maintenance and Safety	\$325	\$700
Mobility and Enhancements	\$750	\$1,150
Total	\$1,440	\$2,280