

City of

Bellevue



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**DATE:** May 1, 2014  
**TO:** Bellevue Transportation Commission  
**FROM:** Kevin McDonald, AICP, Senior Transportation Planner, 452-4558  
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**SUBJECT:** Comprehensive Plan Update: Transportation Element Policy Recommendations

## INTRODUCTION

At the Transportation Commission meeting on March 14, 2014, staff reviewed the major components of proposed policy updates to the [Transportation Element](#), and on April 10, 2014, the Commission reviewed policy recommendations. On May 8, 2014, staff will review and discuss recommended Transportation Element policy language regarding Transit and Finance in topic areas that represent new policy initiatives or updated policy language. Staff seeks direction from the Commission regarding specific recommended policy language.

### Transportation Element Policy Recommendations

The following policy recommendations have been reviewed by staff and are included under each section heading; edited existing policies are shown with their existing TR-policy number, and recommended new policies are depicted as TR-A, B, C, etc.

**Attachments 1 and 2** include the legislative draft format of each policy amendment recommendation.

### New Policy Areas to Fill Gaps or Support Initiatives

#### Transit Policies (Attachment 1)

*Significant rewriting and consolidating of transit policies is needed to incorporate the preliminary direction being established through the Transit Master Plan. While policy and project details would be part of the Transit Master Plan final report and adopted document, higher-level policy concepts would be embedded in the Transportation Element. These policies would include the direction toward providing abundant access, establishing frequent transit network, implementing speed and reliability enhancements and improving pedestrian and bicycle access to transit stops and stations.*

**TR-50.** Work with transit providers and other partners to implement the Bellevue Transit Master Plan to ensure that transit is an attractive travel option for those who live, work, visit, learn or do business in Bellevue.

**TR-51.** Work with transit providers to enhance a frequent transit network that provides connections within Bellevue, to the greater Eastside, and to regional destinations.

**TR-52.** Repeal. Covered in TR-C

**TR-53.** Repeal. Covered in Transportation Demand Management policies

**TR-54.** Repeal. Covered in TDM policies and TR-55

**TR-55.** Coordinate with private developers and transit providers to integrate transit passenger information and facilities, pedestrian connections and weather protection, and bicycle access and parking into new development and redevelopment.

**TR-56.** Repeal. Covered in TR-55

**TR-57.** Repeal. Covered in TR-55

**TR-58.**

- A.** Ensure that transit services and facilities in Bellevue and the Eastside are high priorities for regional system plans and improvements consistent with the Bellevue Transit Master Plan.

*either or both?*

- B.** Ensure that transit services and facilities in the Bellevue Transit Master Plan are high priorities for regional system plans and improvements.

**TR-59.** Repeal. Covered in TR-58

**TR-60.** Repeal. Covered in TR-58, 59 and 60

**TR-61.** Work with transit providers to maintain and expand frequent and reliable transit service in Bellevue to support the city's land use and mode share goals.

**TR-62.** Ensure that the transit system includes commuter parking facilities that are located and managed to intercept trips by single occupant vehicles closer to the trip origins.

**TR-63.** Repeal. Covered in TR-62

**TR-64.** Repeal. Covered in TR-62

**TR-65.** Repeal. Covered in TR-62

**TR-66.** Repeal. Covered in TR-58

**TR-67.** Identify and preserve necessary right-of-way for regional transit facilities.

**TR-68.** Repeal. Covered in TR-58

**TR-69.** Repeal. Covered in TR-55

**TR-70.** Repeal. Covered in Land Use Element, TR-51, TR-61, TR-B, TR-F

**TR-71.** Repeal. Covered in TR-51

**TR-72.** Repeal. Covered in TR-58

**TR-73.** Work with transit providers to ensure that HCT service supports Bellevue's role as a Regional Growth Center with frequent, reliable transit service to population and employment centers within the city, and providing direct transit connections to Eastside cities and the region.

**TR-74.** Repeal. Covered in TR-73

**TR-75.** Repeal. Covered in TR-75.3

**TR-A.** Support a transit network in Bellevue that provides frequent all-day service to enable more people to reach more destinations in less time.

**TR-B.** Advocate for transit service enhancements paired with a city commitment to implement transit-supportive infrastructure.

**TR-C.** Support a frequent transit network in Bellevue that serves transit hubs and population and employment centers with reliable all-day service and seamless interface between transit routes, East Link, and other modes.

**TR-D.** Implement infrastructure and technology to support reliable transit arrival time and travel time along the frequent transit network.

**TR-E.** Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods.

**TR-F.** Secure funding to implement transit service and capital facilities.

### **Finance Policies** (Attachment 2)

*Finance policies support multiple financing strategies to ensure that resources are available at the right time from the right sources to build transportation system projects. These policies are recommended to be embedded in the Capital Facilities Element in the section on Financing Systems and Revenue Sources.*

**TR-103.** Maintain financing capability to meet the city's adopted mobility targets through a balanced mix of funding sources. Seek broadly based financing through proportional participation from the beneficiaries of the system, including:

1. The citywide community;
2. Existing businesses and property owners; and
3. New development

**TR-104.** Support state legislation that preserves or increases state-shared revenues (e.g., gas tax) and retains and develops programs and local authorities (e.g., Public Works Trust Fund, motor vehicle excise taxes, transportation benefit districts, etc.) that benefit and support the state, regional, and local transportation system.

**TR-105.** Seek state and federal funds for transportation capital, maintenance, and operations.

**TR-106.** Balance funding to achieve scheduled progress on mobility targets/level of service standards for all modes within the mobility management areas, by using results from monitoring the targets/level of service to prioritize transportation facility and service investments.

**TR-107.** Provide adequate transportation funding to ensure that adopted level of service standards are met on transportation corridors and in mobility management areas.

**TR-108.** Take one of the following actions if transportation funding falls short of meeting the city's adopted level of service standards and methods of obtaining more revenue have been exhausted:

1. Review and adjust the city's overall land use vision to lower the overall transportation demand to help the transportation system to operate within adopted levels of service;
2. Review and adjust the level of service standards to accept lower standards for traffic conditions
3. Accelerate efforts to implement mobility options that can help maintain or enhance level of service for all modes.

#### **NEXT STEPS**

A recommendation from the Transportation Commission will be forwarded to the Planning Commission for review – the timing for this action is yet to be precisely determined, it is likely to occur in the summer/fall of 2014.

#### **ATTACHMENTS**

Policy amendment recommendations spreadsheets:

1. Transit policy amendments
2. Finance policy amendments

**Policy by policy analysis – Transportation Element Transit Policies V1.0 4/22/14 (ATTACHMENT 1)**

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section	<b>Transit</b>		Consolidate to one Transit section, with a subset of Light Rail best practices starting at TR-75-1		<b>Transit</b>
TR-50	Work with transit providers to implement the Bellevue Transit Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities (See Figure TR.10).	Still valid	Transit Master Plan	Edit	Work with transit providers- <u>and other partners</u> to implement the Bellevue Transit <u>Master</u> Plan <u>to ensure that transit is an easy and</u> attractive travel option for <u>those who live, work, visit, learn or do business in Bellevue</u> <del>local residents, employees, students, visitors, businesses and other users of regional facilities.</del>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-51	<p>Work with transit providers to establish a hierarchy of transit services focused on three major elements:</p> <ol style="list-style-type: none"> <li>1. Bellevue-Bellevue Connections (e.g. Downtown, Overlake, Crossroads, Eastgate/ BCC, Factoria)</li> <li>2. Bellevue-Eastside Connections (e.g. Redmond, Kirkland, Issaquah)</li> <li>3. Bellevue-Regional Connections (e.g. Seattle, south county)</li> </ol>	Still valid	Transit Master Plan	Edit	<p>Work with transit providers to <del>establish</del> <u>enhance</u> a <del>hierarchy of frequent</del> <u>network services focused on three major elements that provides connections within Bellevue, to the greater Eastside, and to regional destinations.</u> <del>Bellevue-Bellevue Connections (e.g. Downtown, Overlake, Crossroads, Eastgate/ BCC, Factoria)</del> <del>Bellevue-Eastside Connections (e.g. Redmond, Kirkland, Issaquah)</del> <del>Bellevue-Regional Connections (e.g. Seattle, south county)</del></p>
TR-52	<p>Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue.</p>	Still valid	<p>Transit Master Plan. See proposed new <b>TR-C</b> where this policy concept is incorporated</p>	Repeal	<p><del>Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue</del></p>

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TR-53	Work with transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.	Still valid	Covered in Transportation Demand Management policies	Repeal	<del>Work with transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.</del>
TR-54	Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as: 1. Transit stations and centers; 2. Passenger shelters; 3. Park and ride lots; 4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities; 5. Pedestrian and bicycle facilities, including secure bicycle parking; 6. Pricing; 7. Kiosks and on-line information; and 8. Incentive programs.	Still valid	Transit Master Plan  Pricing (#6) and Incentive programs (#8) covered in TDM policies  Covered in TR-55	Repeal	Work with transit providers to create, maintain, and enhance a system of <u>transit-supportive facilities and systems</u> <u>services amenities such as:</u> <del>1. Transit stations and centers;</del> <del>2. Passenger shelters;</del> <del>3. Park and ride lots;</del> <del>4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities;</del> <del>5. Pedestrian and bicycle facilities, including secure bicycle parking;</del> <del>6. Pricing;</del> <del>7. Kiosks, electronic displays and on-line information; and</del> <del>8. Incentive programs.</del>

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TR-55	Work with private developers and transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, office, and other types of development.	Still valid	Land use/transportation integration and collaboration with transit agencies and private sector	Edit	<del>Work</del> <u>Coordinate</u> with private developers and transit providers to integrate transit <u>passenger information and</u> facilities, <del>and</del> pedestrian <u>connections and weather protection</u> , and <u>bicycle connections access and parking</u> into <del>residential, retail, manufacturing, office, and other types of</del> <u>new</u> development <u>and redevelopment</u> .
TR-56	Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.	Still valid	See TR-55	Repeal	<del>Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.</del>
TR-57	Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.	Still valid	Covered in TR-55 and in Transportation Demand Management policies	Repeal	<del>Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use</del>

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TR-58	Participate actively in efforts to expand the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system improvements.	Still valid	Combine TR-58 & TR-60.	Edit	<p><del>Participate actively in efforts to expand the regional transit system. Work to ensure that Eastside transit services and facilities in Bellevue and the Eastside are high priorities for regional system plans and improvements consistent with the Bellevue Transit Master Plan in Bellevue and the Eastside.</del></p> <p><i>either or both?</i></p> <p><u>Ensure that transit services and facilities in the Bellevue Transit Master Plan are high priorities for regional system plans and improvements.</u></p>
TR-59	Provide regional leadership for regional transit system planning efforts.	Still valid	Combined with TR-58	Repeal	
TR-60	Secure a share of regional transit system facilities and service priorities for Bellevue residents proportional to the city's contributed share of regional transit revenues.	Time to go	Policy refers to subarea equity model that was replaced with performance metrics, covered in TR-58, 59, 60.	Repeal	<del>Secure a share of regional transit system facilities and service priorities for Bellevue residents proportional to the city's contributed share of regional transit revenues.</del>
TR-61	Work with transit providers to maintain and expand direct and frequent regional bus routes to support the city's land use and mode split goals.	Still valid		Edit	Work with transit providers to maintain and expand <del>direct and frequent</del> <u>and reliable regional bus transit routes service in Bellevue</u> to support the city's land use and mode <del>split share</del> goals.

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TR-62	<p>Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to:</p> <ol style="list-style-type: none"> <li>1. Intercept trips by single occupant vehicles closer to the trip origins;</li> <li>2. Reduce traffic congestion; and</li> <li>3. Reduce total vehicle miles traveled.</li> </ol>	Still valid	Items 2 and 3 may or may not be accomplished by the citing of commuter parking facilities	Edit	<p><del>Work with transit providers and the state to</del>  <del>e</del>Ensure that the <del>regional frequent</del> transit <del>system network</del>system includes <u>commuter parking facilities</u> <del>park and ride lots that are located and managed</del> to <del>serve activity centers in the region and on the Eastside to</del> <del>j</del>:</p> <ol style="list-style-type: none"> <li>1. <del>Intercept trips by single occupant vehicles closer to the trip origins;</del></li> <li>2. <del>Reduce traffic congestion; and</del></li> <li>3. <del>Reduce total vehicle miles traveled.</del></li> </ol>
TR-63	Encourage transit providers to increase the frequency of transit serving the permanent park and ride lots in the I-90 corridor to better balance commuter usage of the lots.	Still valid	Covered in TR-62	Repeal	<p><del>Encourage transit providers to increase the frequency of transit serving the permanent park and ride lots in the I-90 corridor to better balance commuter usage of the lots.</del></p>
TR-64	Encourage transit providers and the state to provide new and expanded park and ride lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.	Still valid	Combine w/TR-62	Repeal	<p><del>Encourage transit providers and the state to provide new and expanded park and ride lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.</del></p>

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TR-65	Work with transit providers and local property owners to develop new leased park and ride lots.	Still valid	Transit Master Plan priority Covered in TR 62	Repeal	<del>Work with transit providers and local property owners to develop new leased park and ride lots.</del>
TR-66	Work with the regional transit provider to ensure that transit system development occurs in accordance with the adopted Sound Transit long-range system map and plan (see Figure TR.10).	Still valid	Transit Master Plan Covered in TR-58	Repeal	<del>Work with the regional transit providers to integrate the Bellevue Transit Master Plan into their long range system plans. ensure that transit system development occurs in accordance with the adopted Sound Transit long range system map and plan</del>
TR-67	Identify and preserve necessary right-of-way for regional transit facilities.	Still valid		Edit	Identify and preserve necessary right-of-way for <del>regional</del> transit facilities.
TR-68	Integrate local transit services and facilities with the regional transit services and facilities and modes serving Bellevue and the Eastside.	Still valid	Concept embedded in the Transit Master Plan, Covered in TR-58	Repeal	<del>Integrate local transit services and facilities with the regional transit services and facilities and modes serving Bellevue and the Eastside</del>
TR-69	Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.	Still valid	Combined w/facilities in TR-55 and with Transportation Demand Management policies.	Repeal	<del>Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.</del>

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TR-70	<p>Promote transit use and achieve land use objectives through transit system planning that includes consideration of:</p> <ol style="list-style-type: none"> <li>1. Land uses that support transit, including mixed use and night-time activities;</li> <li>2. Transit-oriented development opportunities with the private and public sectors;</li> <li>3. A safe and accessible pedestrian environment, with restrictions on auto access;</li> <li>4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;</li> <li>5. Provisions for bicycles on transit vehicles; and</li> <li>6. Access to regional destinations, including employment centers, residential concentrations, and major recreational facilities; and</li> <li>7. Urban design and community character that support and facilitate transit use; and</li> <li>8. Protecting nearby neighborhoods from undesirable impacts.</li> </ol>	Still valid	<p>Covered in the following: Land Use Element TR-51 TR-61 TR-B TR-F</p>	Repeal	<p><del>Promote transit use and achieve land use objectives through transit system planning that includes consideration of:</del></p> <ol style="list-style-type: none"> <li><del>1. Land uses that support transit, including mixed use and night-time activities;</del></li> <li><del>2. Transit-oriented development opportunities with the private and public sectors;</del></li> <li><del>3. A safe and accessible pedestrian environment, with restrictions on auto access;</del></li> <li><del>4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;</del></li> <li><del>5. Provisions for bicycles at transit facilities; and</del></li> <li><del>6. Access to regional destinations, including employment centers, dense residential neighborhoods concentrations, and major recreational facilities; and</del></li> <li><del>7. Urban design and community character that support and facilitate transit use; and</del></li> <li><del>8. Protecting nearby neighborhoods from undesirable impacts.</del></li> </ol>

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TR-71	Improve transit connections between downtown Bellevue and other designated urban centers.	Still valid	Transit Master Plan Covered in TR-51	Repeal	<del>Improve transit connections between downtown Bellevue and other designated urban centers.</del>
TR-72	Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.	Still valid	Combined with TR-58.	Repeal	<del>Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.</del>
TR-73	Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside.	Still valid	A bit redundant to TR-51, but added emphasis to position Bellevue for ST3	Edit	Work with <del>Sound Transit</del> <u>regional transit providers</u> to ensure that <del>any</del> HCT service <del>to and within the Eastside</del> <u>serves Downtown Bellevue as the major hub of the Eastside and is commensurate with supports Bellevue's role as a Regional Growth Center with frequent, reliable transit service to population and employment centers within the city, and providing direct transit connections to Eastside cities and the region.</u>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-74	Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with Downtown Bellevue being the highest concentration of population and employment in King County outside of Seattle and its designation as an urban center as well as a Metropolitan Regional Growth Center. HCT services should include frequent service to downtown Seattle and other urban centers.	Still valid	Consolidate with TR-73. Important for ensuring transit service and HCT expansion under ST3 benefits Bellevue.	Repeal	<del>Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with Downtown Bellevue being the highest concentration of population and employment in King County outside of Seattle and its designation as an urban center as well as a Metropolitan Regional Growth Center. HCT services should include frequent service to downtown Seattle and other urban centers.</del>
TR-75	Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.	Still valid	Incorporated in revised TR-75.3.	Repeal	<del>Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service</del>
TR-A			Transit Master Plan - Abundant Access	New	<u>Support a transit network in Bellevue that provides serve a broad and diverse spectrum of transit riders and transit trip purposes: frequent all day service to enable more people to reach more destinations in less time.</u>
TR-B			Transit Master Plan	New	<u>Advocate for transit service enhancements paired with a city commitment to implement transit- supportive infrastructure.</u>

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TR-C			Transit Master Plan - Frequent Transit Network	New	<u>Support a frequent transit network in Bellevue that serves transit hubs and population and employment centers with reliable all-day service and seamless interface between transit routes, East Link, and other modes.</u>
TR-D			Transit Master Plan - Speed and Reliability	New	<u>Implement infrastructure and technology to support reliable transit arrival time and travel time along the frequent transit network.</u>
TR-E			Transit Master Plan - Pedestrian and Bicycle Access to Transit	New	<u>Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods.</u>
TR-F			Transit Master Plan - Transit Service and Facilities Funding  Move to Finance	New	<u>Secure funding to implement transit service and capital facilities.</u>

**Policy by policy analysis – Transportation Element Finance Policies V1.0 4/22/14 (ATTACHMENT 2)**

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section Goals	<b>Finance</b> To finance a balanced, multi-modal transportation system and assure that the beneficiaries of the system bear the costs in a proportionate manner.		Move to Capital Facilities Element		To finance a balanced, multi-modal transportation system and assure that the beneficiaries of the system bear the costs in a proportionate manner.
TR-103	Maintain financing capability to meet the city's adopted Mobility Targets through a balanced mix of funding sources. Seek broadly based financing through proportional participation from the beneficiaries of the system, including: 1. The citywide community; 2. Existing businesses; and 3. New development.		Specific stakeholder (property owners) , per TR Finance staff	Edit	Maintain financing capability to meet the city's adopted Mobility Targets through a balanced mix of funding sources. Seek broadly based financing through proportional participation from the beneficiaries of the system, including: 1. The citywide community; 2. Existing businesses <u>and property owners</u> ; and 3. New development.
TR-104	Support state action that will increase the local share of the state gas tax.		There is a broader context than just the state gas tax, per TR Finance staff	Edit	<del>Support state action that will increase the local share of the state gas tax.</del> <u>Support state legislation that preserves or increases state-shared revenues (e.g., gas tax) and retains and develops programs and local authorities (e.g., Public Works Trust Fund, motor vehicle excise taxes, transportation benefit districts, etc.) that benefit and support the state, regional, and local transportation system.</u>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-105	Aggressively seek state and federal funds for transportation capital, maintenance, operational, service, and demand-oriented improvements.		Per TR Finance staff	Edit	<del>Aggressively</del> Seek state and federal funds for transportation capital, maintenance, <u>and</u> operational, <del>sal, service, and demand-oriented</del> improvements.
TR-106	Balance funding to achieve scheduled progress on Mobility Targets for all modes within the Mobility Management Areas, by using results from monitoring the targets to prioritize transportation facility and service investments. <i>Cross-reference: See Policy TR-21 and Table TR.1, Area Mobility Targets.</i>		Emphasize that funding for multimodal transportation projects can help achieve level of service standards.		Balance funding to achieve scheduled progress on <del>Mobility-mobility Target</del> <u>targets/level of service standards</u> for all modes within the <del>Mobility-mobility Management management Areas</del> <u>areas</u> , by using results from monitoring the targets/ <u>level of service</u> to prioritize transportation facility and service investments.
TR-107	Provide adequate transportation funding to prevent intolerable traffic conditions, recognizing that, while congestion cannot be cured through road building, major investment in the roadway system continues to be a critical and responsible action.		Focus on maintaining adopted level of service standards for corridors and/or mobility management areas, per TR Finance staff	Edit	Provide adequate transportation funding to <u>ensure that adopted level of service standards are met on transportation corridors and in mobility management areas</u> <del>prevent intolerable traffic conditions, recognizing that, while congestion cannot be cured through road building, major investment in the roadway system continues to be a critical and responsible action.</del>

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TR-108	<p>Take one of the following actions if transportation funding falls short of meeting the city's adopted Mobility Targets over the long term and methods of obtaining more revenue have been exhausted:</p> <ol style="list-style-type: none"> <li>1. Review and adjust the city's overall land use vision to lower the overall transportation demand to help the transportation system to operate at a tolerable level;</li> <li>2. Review and adjust the Mobility Targets to accept lower standards for traffic conditions.</li> </ol>	Still valid	Introduce the concept of multimodal metrics	Edit	<p>Take one of the following actions if transportation funding falls short of meeting the city's <del>adopted</del> <u>adopted level of service standards</u> <del>Mobility Targets over the long term</del> and methods of obtaining more revenue have been exhausted:</p> <ol style="list-style-type: none"> <li>1. Review and adjust the city's overall land use vision to lower the overall transportation demand to help the transportation system to operate <del>at a tolerable</del> <u>within adopted levels of service</u>;</li> <li>2. Review and adjust the <del>Mobility Targets</del> <u>level of service standards</u> to accept lower standards for traffic conditions</li> <li>3. <u>Accelerate efforts to implement mobility options that can help maintain or enhance level of service for all modes.</u></li> </ol>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-109	Use Local Improvement Districts (LIDs) for funding transportation improvements only in exceptional circumstances, such as when a group of property owners desires to accelerate development of an improvement, or desires a higher standard of improvement than the city would otherwise provide.	Still valid	There is a broader "Special Benefit" context than just LIDs	Edit	<del>Use Local Improvement Districts (LIDs) for funding transportation improvements only in exceptional circumstances, such as when a group of property owners desires to accelerate development of an improvement, or desires a higher standard of improvement than the city would otherwise provide.</del> <u>Use statutorily authorized funding mechanisms available to local governments that are based on the special benefits received by property owners to fund transportation improvements. (e.g.: Local Improvement Districts , Latecomer Agreements, and Special Benefit Offsets).</u>
TR-110	Support joint projects, including the contribution of city matching funds, with adjoining cities, unincorporated King County, the transit providers, or the state, where such partnerships may help establish or accelerate a project beneficial to the city.	Still valid		Edit	Support joint projects, including the contribution of <del>city</del> matching funds, with adjoining cities, <del>unincorporated</del> King County, the transit providers, or the state, where such partnerships <del>may</del> help establish or accelerate <del>a project</del> s beneficial to the city.