

# TRANSPORTATION

## Planning Options

### **Alternative 1**

No change to status quo.

### **Alternative 2**

Expand policy directions on MMLOS (multimodal level of service) and the development of active transportation infrastructure in the urban area and connecting modes of transportation through multimodal infrastructure.

Level of Service (LOS) is proposed to be added for active transportation and transit modes to improve monitoring the integration of all modes into the County transportation system.

Policies would be added that prioritize new transportation facilities that support economic development in urban areas. This includes considering recurring funding for safety infrastructure, prioritized through equity metrics and to underinvested communities.

### **Alternative 3**

Expand policy directions on MMLOS and the development of active transportation infrastructure in the urban area and connecting modes of transportation through multimodal infrastructure.<sup>3</sup>

LOS are proposed for active transportation and transit modes to require their implementation concurrent with development.

Policies would be added that prioritize investment in the active transportation network, improvements to transit amenities, and safety improvements. This includes the identification of mode split goals for centers, which aims to increase the percentage of people using alternate modes and affects project prioritization and the development of High-Capacity Transit areas.

A significant update is proposed to the ultimate capacity policies to divert funding for capacity improvements from road infrastructure to active transportation and transit investment. This update allows sections of high-volume roads to be designated as ultimate capacity to allow for higher levels of congestion than would normally be permitted.

Future investment in these areas will be dedicated to active transportation and transit infrastructure to improve High-Capacity Transit routes within the centers and corridors areas. These updated policies limit the implementation of ultimate capacity to areas where additional trips can be mitigated through active transportation improvements, to where transportation demand strategies can be implemented, or to where investment in other areas can reduce trips.

## Data and Issues to be Addressed

**Increased Demand Anticipated.** The population of Pierce County and the demand on the transportation system are both expected to increase significantly over the 20-year planning period. To keep our economy and environment healthy, it is essential for the transportation system to be able to meet the demands of tomorrow. The challenges of addressing transportation needs include population growth, transportation financing, and the variety of policy options for addressing issues. The County strives to meet the transportation needs of all users while achieving the lowest long-term costs and reducing greenhouse gas emissions.

**Wider Range of Transportation Options Needed.** It is becoming increasingly important to consider all modes of travel and a wide range of transportation options. The County supports equity in access to transportation options, which can include an increase in the use of transit and other alternatives to the single occupant vehicle. Safe and efficient alternatives to single occupant vehicles are needed to reduce the cost of transportation and to provide the infrastructure to attract and retain businesses.

**For additional background information,** see the Technical Section of the proposed Transportation Plan, p. 18, <https://www.piercecountywa.gov/DocumentCenter/View/133292/Transportation-Draft-Element-and-Technical-Appendix>.

## Proposed Policies

*In the list below, the numbers are not necessarily sequential for two reasons: one is that they refer to past plans and movement of goals and strategies in this plan relative to those. The other is that there are some cases where alternatives are offered.*

### Transportation System Development

**GOAL T-1 Collaborate in the development of a resilient countywide multimodal transportation system that considers the mobility needs of all residents, emphasizes safety, minimizes impacts to the natural and built environments, and facilitates freight movement.**

T-1.1 Strategically expand capacity and increase efficiency of the system to move freight, services, and people to, from, and within the Urban Growth Area.

T-1.2 Focus on investments that provide the best balance of system efficiency with the least amount of environmental and social impact.

T-1.3 Provide information to users of all modes on the rules of the road.

T-1.4 Support development and implementation of technology innovations in the transit and transportation systems that improve public health and safety, efficiency, system performance, and infrastructure return on investment.

**GOAL T-3 Invest in all five categories of MOPIA (Maintenance, Operations, Preservation, Improvements, and Administration) in stewardship of the transportation system. Maintenance, Operations, and Preservation are the highest priorities.**

T-3.1 Lower the overall life-cycle costs through effective maintenance and preservation programs.

T-3.2 Adequately maintain roadways, rights-of-way, and associated County property,

while adhering to established levels of service.

T-3.3 Promote an efficient roadway system through operational activities, improvements, and education.

T-3.3.1 Recognize that operational improvements can lead to a reduction in the need for new project construction.

T-3.4 Preserve the County roadway system.

T-3.4.1 Repave and overlay roadways in a timely manner.

T-3.4.2 Replace or refurbish infrastructure when needed.

T-3.5 Improve roadways through widening and extensions to keep pace with growth and enhance safety, particularly in urban areas.

T-3.6 Provide adequate staffing and funding to administer the maintenance, operations, preservation, and improvement activities.

**GOAL T-3A: Develop the transportation system consistent with adopted land use plans for all modes of travel.**

GOAL T-2: Forecast traffic to plan for transportation infrastructure that accommodates planned growth and maintains service standards.

T-3A.1.1: Explore methods to forecast person and vehicle-trips as County-specific data sources become available.

T-3A.1.2: Plan for connecting residences to local centers of importance, employment

centers, and regional transit hubs. **OR ALT:** T-3A.1.3: Explore mode split goals for centers to support the development of High-Capacity Transit communities.

T-3A.2: Encourage reducing vehicle miles traveled with facilities that support active transportation modes and transit.

T-3A.2.1: Recognize that active transportation and transit facilities on corridors with heavy vehicular traffic may not be well suited for all active transportation users.

T-3A.3: Prioritize transportation capacity and system improvements that consider all modes and the overall ability for the transportation system to move people and freight efficiently. **OR ALT:**

T-3A.3.1: Address forecasted vehicular concurrency failures.

T-3A.3.2: Support economic development with transportation facilities that connect people to employment and economic centers and improve key freight connections to Manufacturing/Industrial Centers.

T-3A.3.3: Consider investments to support equity, transportation safety, and livable community goals. **OR ADDITIONAL ALT:**

T-3A.3.1: Address forecasted vehicular concurrency failures, gaps in the target priority active transportation network, and amenity deficits at frequent transit stops.

T-3A.3.2: Invest in projects that support an equitable and accessible transportation system in underinvested communities.

T-3A.3.3: Reduce vehicle miles traveled by connecting community destinations, especially by investing in low stress active transportation route options. *(end of alternative)*

T-3A.4: Recognize the need for all transportation improvements to mitigate environmental impacts and avoid displacement to the greatest practicable extent.

T-3A.4.1: Integrate climate change mitigation and adaptation into the design, maintenance, and management of the transportation system.

T-3A.5: Coordinate with utilities, private property owners, and WSDOT to buildout an electric vehicle charging network.

**GOAL T-4A: Utilize Vision Zero to incorporate safety into decision-making.**

T-4A.1: Utilize the Vision Zero Action Plan for prioritization of safety projects.

T-4A.2: Monitor the effect of transportation projects on overall traffic safety.

T-4A.3: Implement Vision Zero strategies to reduce level of traffic stress at intersections and in neighborhoods identified as being high risk for fatal or serious injury collisions.

**GOAL T-7 Acquire and preserve rights-of-way** (The land that contains transportation corridors is referred to as right-of-way. Right-of-way exists for roads, trails, rail lines, and access to navigable waters.)

T-7.1 Preserve right-of-way for future transit alignments and high-capacity transit.

T-7.2 Require dedication of right-of-way as a condition for development.

T-7.3 Request donations of right-of-way to the County.

T-7.4 Include donated right-of-way in development density calculations so developers who donate are not penalized.

T-7.5 Purchase rights-of-way and easements.

T-7.6 Purchase development rights from property owners.

T-7.7 Require property owners to grant public easements during development.

T-7.8 Preserve County rights-of-way that terminate at navigable waters for public access.

T-7.9 Preserve rail rights-of-way for future rail or other transportation purposes.

T-7.9.1 Identify abandoned or to be abandoned rail lines and rights-of-way.

T-7.9.2 Support and encourage the State allocate funds for the preservation of identified rail lines and rights-of-way.

T-7.10 Protect public rights-of-way from encroachment by any structure, vegetation, landscaping materials, or other obstruction.

T-7.11 Establish minimum setbacks for property improvements to preserve sufficient right-of-way to serve future transportation needs.

T-7.12 Assess the potential uses of rights-of-way for all forms of travel to preserve and implement their highest and best transportation use.

T-7.13 Adopt official controls to facilitate the acquisition of right-of-way for planned transportation corridors.

**GOAL T-8 Encourage direct routing and greater connectivity of the arterial road system, while minimizing impacts to residential neighborhoods and the environment.**

**GOAL T-9 Utilize traffic calming measures, as appropriate, to reduce high traffic volumes and speeds through residential neighborhoods.**

T-9.1 Consider allowing on-street parking on minor local and residential streets where suitable.

**GOAL T-10 Provide for the safe use and presence of farm vehicles on the rural roadway network.**

T-10.1 Coordinate with the farming community to understand the specific operational needs of their industry.

T-10.2 Encourage discussion and analysis of impacts of connectivity as it relates to agricultural lands. **OR ALT:**

**GOAL T-10A: Design and build rural roads to recognize their function in the overall transportation system.**

T-10A.1: Avoid construction of new roads or travel lanes in the rural area, except when essential for travel between urban areas and centers.

T-10A.2: Plan for adequate capacity for freight on rural roads that serve as connections to existing or planned development.

T-10A.3: Restrict new access points from adjacent properties when additional capacity is required on a rural road.

**GOAL T-11 Consolidate access to state highways, and major and secondary arterials in order to complement the highway and arterial system.** (Access control is intended to reduce interference with traffic flow on arterials, reduce conflicts between motor vehicles and active transportation users and discourage through traffic on local access streets or private access roadways.)

T-11.1 Identify access to private developments through a system of collector arterials and local access streets.

T-11.2 Consolidate access in developing commercial and high density residential areas through shared-use driveways, frontage roads, and local access streets.

T-11.3 Encourage landowners developing property along highways, and major and secondary arterials to jointly prepare comprehensive access plans that emphasize efficient internal circulation and discourage multiple access points to major roadways.

T-11.4 Consider access management to reduce the number of conflict points between pedestrians and vehicles, with the intention of improving pedestrian safety.

T-11.5 Discourage gated communities that impair emergency vehicle access.

## Active Transportation

**GOAL T-12 Develop an interconnected countywide system of active/nonmotorized transportation facilities that provide travel options, promote physical activity and well-being, contribute to a healthier population and cleaner and enhance safety.**

T-12.2 Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.

T-12.7: Develop a safe, connected network of active transportation facilities that allows for access to centers and community destinations.

T-12.7.1: Support the Regional Growth Strategy with active transportation improvements in designated centers and the High-Capacity Transit area.

T-12.8: Utilize a system for measuring level of traffic stress for pedestrians and bicyclists that considers vehicle traffic, functional classification, and travel speed.

T-12.8.1: Consider level of traffic stress and available right of way when siting active transportation facilities.

T-12.9: Consider the potential to reduce vehicle miles traveled when planning active transportation projects.

T-12.9.1: Prioritize bicycle projects for longer distance travel, especially to centers and community destinations.

T-12.9.2: Prioritize a complete pedestrian network that facilitates connecting residents to services.

**GOAL T-15: Support active transportation travel modes as a trip reduction strategy.**

T-12.11: Periodically review and update the road design manual and development regulations so new developments meets the target level of service for active transportation facilities.

T-12.12: Design infrastructure improvements to support water quality, mitigate the urban heat island effect, improve air quality, or enhance biodiversity to the extent practicable.  
T-12.14: Examine opportunities for trails and separated pathways to accommodate active transportation users in rural areas.

**GOAL T-12A: Integrate trails into the transportation system by supporting a regional trail system that provides connections to designated centers, transit, and community destinations.**

T-12A.1: Apply trail standards that are compatible with right-of-way needs to support the active transportation network.

T-12A.2: Identify appropriate street connections to trail facilities to support bicycle facilities that connect neighborhoods to the regional trail system.

T-12A.3: Support regional trail planning efforts by connecting the County's regional trail network to surrounding trail networks

**GOAL T-13A: Require new development to address pedestrian and bicycle needs.**

T-13A.1: Provide facilities for bicyclists and pedestrians to access public transit.

**GOAL T-14 Develop, maintain, and improve pedestrian amenities for routes connecting commercial areas to residential neighborhoods, civic uses, and schools.**

T-14.1 Realize both the recreational and transportation value of these routes.

T-14.2 Accommodate students' travel to school and bus stops using safe walking corridors.

T-14.2.1 Consider projects and needs identified in the Safe Routes to School Plan when planning capital projects or identifying mitigation for large residential projects.

T-15A.3 Actively seek grant funding from federal and state programs to improve transportation networks for equitability, safety, mobility and physical health around K-12 schools.

T-15A.4. Ensure development regulations promote safe walking and bicycling from residential neighborhoods to schools.

**GOAL T-17 Encourage residential developers to provide waiting areas, including bus shelters, for the safe congregation of children transported by bus to school.**

## Transit

Transit service in Pierce County is provided by Pierce Transit, Intercity Transit, and Sound Transit. Pierce Transit provides local fixed-route bus service, express bus service to Gig Harbor, a demand response SHUTTLE service for persons with disabilities who are unable to use the fixed-route system, a rideshare program that includes vanpooling and on-demand transit, and park-and-ride facilities to support these services. Intercity Transit provides express bus service between Olympia and Tacoma as well as vanpooling for Thurston County residents into Pierce County. Sound Transit provides express bus service to Seattle, south King County, and Sea-Tac International Airport, Sounder commuter rail between multiple Pierce and King County cities, and the Tacoma Link light rail.

**GOAL T-16 Encourage and cooperate with transit agencies to provide services that meet the needs of residents.**

T-16.1 Coordinate with transit agencies to increase the number of and span of routes and as well as frequency, as funding becomes available, especially to underserved areas and designated centers within the unincorporated area.

T-16.2 Cooperate with transit agencies in the location of transit centers, park and ride lots, rail stations, bus stops, and support transit services around these areas.

T-16.3 Support efforts to develop tourist-related transit service that reduces vehicle trips to local attractions, especially Mount Rainier.

T-16.4 Work with transit agencies to improve bus and rail connections to popular bicycle and pedestrian routes and ferry terminals.

T-16.5 Encourage transit agencies to add bicycle lockers and other amenities to accommodate multimodal connections at major transit centers or park-and-ride parking lots.

T-16.6 Work with transit agencies to identify improvements within the County right-of-way to support transit operations and rider access to transit facilities.

T-16.6.1 Coordinate funding opportunities when planned projects overlap.

T-16.7 Support the development of the regional park-and-ride lot system.

T-16.8 Encourage the placement of transit shelters that are well lit, clearly visible, well-marked, posted with easy-to-read schedules and route maps, equipped with litter receptacles, and that protect users from inclement weather.

T-16.9 Coordinate with the Pierce County Coordinated Transportation Services Coalition to address mobility for people with special transportation needs and to implement the countywide Coordinated Transportation Plan recommendations.

T-16.10 The County and Pierce Transit should periodically assess the County's land use goals, changing demographics, and travel needs of the Urban Growth Area in determining the potential demand for transit services and the need to re-examine the Pierce Transit's Public Transit Benefit Area boundary for unincorporated areas as allowed by state law.

T-16.11 Periodically review the changing demographics of the County to identify the degree to which the needs of minority and low-income communities are served by transit. The County should and participate in review of the transit agencies assessment of the benefits, burdens, and relative impacts of transit plans and projects to help determine whether they will be equitably distributed among underserved and non-underserved persons and communities.

T-16.12 Support opportunities to serve or increase transit service to high-employment commercial and industrial centers within the Urban Growth Area.

T-16.13 Work with Intercity Transit, Pierce Transit and Sound Transit, WSDOT, and other jurisdictions in identifying infrastructure needs of common interest to the broader transit system.

T-16.14 Encourage Pierce Transit and other service providers to explore and implement cost-effective transit service to and from existing cities/towns in rural areas.

#### **GOAL T-19 Explore strategies to lead to higher levels of transit service.**

T-19.1 Integrate transit-supportive design, in coordination with transit agencies, such as facilities for on-demand transit services, well-connected street networks, transit signal priority/preemption, bus bulbs/islands, bus turnouts, and queue jump lanes.

T-19.2 Work with transit agencies to address first and last mile barriers to transit use and connections to jobs and housing including through locating bicycle facilities lanes and sidewalks that best serve transit routes.

T-19.3 Work with partners to develop a range of alternative service options in areas not well served by fixed route transit such as community shuttles, real-time rideshare, community vans, and other innovative options.

## Ferry

Pierce County is served by two ferry routes, one operated by the County and the other by the Washington State Department of Transportation (WSDOT). The WSDOT ferry route is between Point Defiance in Tacoma and Vashon Island. The Pierce County ferry route connects Anderson and Ketron Island to the mainland in the town of Steilacoom. Both routes accommodate both motor vehicles and passengers.

### **GOAL T-20 Consider the Pierce County Ferry System an extension of the County roadway system.**

T-20.1 Consider sea level rise and flooding when siting or improving ferry infrastructure.

## Rail and Freight

The efficient movement of freight is a priority for supporting economic development and providing living wage jobs. Movement of goods and services can be achieved using rail systems, trucking, and shipping.

### **GOAL T-21 Work in cooperation with local communities, the Washington State Department of Transportation, railroads, labor groups, cities, JBLM, Port Authorities, and shippers to meet freight mobility and access needs.**

T-21.1 Identify and preserve all rail lines and services. Transit-supportive design measures include (T-19.1):

- Well-connected street network
- Transit signal priority or preemption
- Bus bulbs or islands
- Bus turnouts
- Queue jump lanes
- Business Access Transit lanes

T-21.1.1 Site new rail lines where they will have the minimum possible impact on shorelines and have the least risk of flooding due to sea level rise.

T-21.2 Coordinate and implement passenger and freight rail service preservation projects consistent with a regional transportation program.; and

T-21.3 Consider localized rail service as a means of public transportation and explore partnerships with local railroad operators to provide passenger rail service on existing railways throughout Pierce County.

### **GOAL T-22 Provide for the needs of freight movement and employees within the Frederickson Manufacturing/Industrial Center by ensuring a variety of transportation modes and funding road improvements to accommodate freight movement.**

T-21.5 Support electrification and use of alternative fuels to reduce greenhouse gas emissions.

### **GOAL T-24 Support efforts to construct transportation facilities that will benefit freight movement.**



## Air Transport

Pierce County is served by Seattle-Tacoma International Airport in south King County, two military base airports, and a number of smaller airports owned by the public and private sector. The largest airports located in the County are the military air facilities on Joint Base Lewis McChord (JBLM) - McChord Field and Gray Field. General aviation is served by the County-owned Tacoma Narrows Airport and Thun Field and several other small private airports.

### **GOAL T-25 Participate in regional airport planning to ensure that County needs are met and that County concerns are addressed.**

T-25.1 Support the preservation of air navigation resources and facilities.

T-25.2 Provide adequate ground transportation to move people and goods to and from airports.

### **GOAL T-25A: Plan for maintenance and development in the County through each airport's master plan.**

T-25A.1: Periodically review and update development regulations to comply with FAA requirements to support existing operations.

T-25A.2: Review and implement best management practices, to the extent feasible, to mitigate environmental impacts such as noise, greenhouse gas emissions, and stormwater pollution.

## Concurrency and Level of Service

Level of service standards exist for all arterials and transit routes to serve as a gauge to judge performance of the system. These service standards should be regionally coordinated. To gauge the performance of the County road system, Pierce County Council adopts level of service standards (hereafter referred to as service standards or standards). The standards are set according to the Capital Facilities Element of this Plan. The standards reflect the maximum acceptable level of congestion throughout the County.

### **GOAL T-25 Establish service standards for County arterials and reflect the level of service standards for state highways to monitor the performance of the system, evaluate improvement strategies, and facilitate coordination for funding.**

T-25.1 Annually report transportation concurrency on County roadways based on the adopted County service standard, which reflects the maximum allowable level of congestion on roadways.

T-25.2 Consider the impacts on neighboring jurisdictional roadway facilities, inclusive of the Washington State Department of Transportation (WSDOT), when developing and administering service standards.

T-25.3 Pursue the concept of Ultimate Capacity as applicable to the county roadways. Roadways designated as ultimate capacity facilities would be improved to certain specified levels. These types and levels of improvements would not necessarily meet current or future Pierce County Roadway Concurrency Management System standards. Provisions should be made for providing adequate operational safety and nonmotorized improvements when appropriate. Targeted Transportation Demand Management measures may also be considered.

### **GOAL T-26 Transportation improvements or strategies to accommodate the impacts of development must be made concurrent with the development.**

- T-26.1 Consider varied strategies in the concurrency program to address substandard service standards.
- T-26.2 Consider targeted application of transportation demand strategies on roadways that exceed service standard thresholds.
- T-26.3 Prohibit development in areas that are served by facilities that do not meet concurrency standards.

**GOAL T-27 Tailor concurrency programs for centers to encourage transit-oriented development.**

## Transportation Demand Management

Transportation Demand Management (TDM) involves strategies that are targeted towards reducing drive-alone travel. TDM efforts include education, incentives, and the provision of infrastructure.

**GOAL T-28 Encourage alternate travel modes within an efficient multimodal transportation system that reduces and shifts travel demand to improve the flow of people and goods.**

- T-28.1 Partner with other agencies to implement travel demand management (TDM) programs.
- T-28.2 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers, and along corridors connecting centers.

## Environmental and Public Health

**GOAL T-29 Impacts on health and the natural and built environments shall be important considerations when designing and implementing facilities.**

- T-29.1 Use low impact development practices or environmentally appropriate approaches for the design, construction, and operation of facilities to reduce and mitigate environmental impacts.
- T-29.2 Locate and construct improvements to discourage adverse impacts on water quality and other environmental resources.
- T-29.3 Design facilities to fit within the context of the built or natural environment in which they are located.
- T-29.4 Strive to use and encourage the use of cleaner fuels and lower-emission vehicles.
- T-29.5 Mitigate unavoidable environmental and health impacts, including cumulative impacts.
- T-29.6 Where appropriate, use recycled materials in the construction of facilities.
- T-29.7 Consider landscaping and other types of buffers along major facilities, where appropriate.
  - T-29.7.1 Preserve the natural environment and existing vegetation as much as possible.
- T-29.8 Solicit and incorporate the concerns and comments of interested parties regarding environmental issues into the planning, design, construction, operation, and maintenance of the system.
- T-29.9 Minimize changes to existing topography and impacts to critical areas.
  - T-29.9.1 Avoid the removal of trees outside the safety perimeter of roadways in the rural areas.
  - T-29.9.2 Relocate or replace any trees removed as part of any roadway projects if feasible.
- T-29.10 Include roadside native vegetation and trees in the buffer areas adjacent to arterials.
  - T-29.10.1 Ensure that any plantings do not affect driver visibility or line of sight.

**GOAL T-30     Develop a system that minimizes negative impacts to human health and provides opportunities for healthy, non-polluting travel options.**

T-30.1 Protect the system against disaster.

T-30.1.1 Develop prevention and recovery strategies, and plan for coordinated responses.

T-30.2 Consider the impacts of noise on both the transportation facility user and the larger population when locating and designing future transportation facilities.

## Coordination, Implementation and Funding

**GOAL T-31     Coordinate the planning, design, and implementation of improvements with other agencies.**

T-31.1 Coordinate with the Puget Sound Regional Council, Pierce County Regional Council, transportation agencies, other organizations, and other jurisdictions in developing and updating the regional plan and the programming efforts that cross jurisdictional lines.

T-31.2 Create interlocal agreements that address development impacts on one another's facilities, including potential developer mitigation measures.

T-31.3 Coordinate with social service organizations and transit agencies to provide services that meet the needs of transit-dependent residents.

**GOAL T-32     Develop a multi-year financing plan that identifies sustainable funding sources adequate to construct and maintain the system.**

T-32.1 Prioritize funding transportation improvements in designated regional, local, and manufacturing/industrial centers and in the transportation corridors that provide linkages to these centers.

T-32.1.1 Create a reassessment strategy if revenue forecasts fall short of expectations.

T-32.1.2 The reassessment strategy should include a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that service standards will be met.

**GOAL T-33     Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.**

**GOAL T-34     Address anticipated revenue shortfalls through such forums as the newly formed Transportation Benefit District and programs such as the updating of the Traffic Impact Fee Program. This forum and program will assess how to develop additional funding in the context of current land use assumptions and adopted service standards.**

T-34.1 Consider the following funding options and possibilities in developing additional revenue for the comprehensive plan time horizon:

T-34.1.1 Changes in state law to allow additional funding sources such as road utilities and additional local option financing mechanisms;

T-34.1.2 Lobbying the state legislature for a more equitable distribution of state funds generated by a jurisdiction and received by that jurisdiction;

T-34.1.3 Reduction or elimination of either/both the Traffic Law Enforcement transfer from the Road Fund (currently \$2.65 million per year), or the voter-approved Road Fund Levy Shift (currently over \$12 million per year), and further restricting the use of the Road Fund

levy to the maintenance, operation, preservation, administration, and improvement of transportation facilities;

T-34.1.4 Encouraging public/private partnerships for financing transportation projects;

T-34.1.5 Sharing costs with other jurisdictions for needed improvements that solve shared transportation objectives;

T-34.1.6 Maximize opportunities when appropriate to utilize the cost recovery mechanism as found in Chapter 12.36 PCC. The cost recovery mechanism would facilitate the cost sharing of projects among private developers and possibly, the County. This would potentially accelerate construction of particular transportation improvements or for additional transportation facilities and services needed to serve new developments, in proportion to the impacts and needs generated by individual projects

T-34.1.7 When cost effective, encourage the use of Road Improvement Districts by local residents to upgrade public and private roads and develop new roads consistent with County public road standards;

T-34.1.8 Continue to seek federal funding for transportation projects that support the military mission and fund the mitigation of its traffic impacts;

T-34.1.9 Continue to leverage County funds to the highest level by pursuing non-County funding sources for transportation funds and using County funds as matching funds.