
SECOND SUBSTITUTE HOUSE BILL 1645

State of Washington 54th Legislature 1996 Regular Session

By House Committee on Transportation (originally sponsored by
Representatives K. Schmidt, R. Fisher and Mitchell)

Read first time 01/19/96.

1 AN ACT Relating to transportation planning; amending RCW
2 36.70A.040, 36.70A.200, 36.70A.210, 47.05.021, 47.05.030, 47.80.023,
3 and 47.80.030; reenacting and amending RCW 36.70A.070; and adding a new
4 section to chapter 47.06 RCW.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6 **Sec. 1.** RCW 36.70A.040 and 1995 c 400 s 1 are each amended to read
7 as follows:

8 (1) Each county that has both a population of fifty thousand or
9 more and, until May 16, 1995, has had its population increase by more
10 than ten percent in the previous ten years or, on or after May 16,
11 1995, has had its population increase by more than seventeen percent in
12 the previous ten years, and the cities located within such county, and
13 any other county regardless of its population that has had its
14 population increase by more than twenty percent in the previous ten
15 years, and the cities located within such county, shall conform with
16 all of the requirements of this chapter. However, the county
17 legislative authority of such a county with a population of less than
18 fifty thousand population may adopt a resolution removing the county,
19 and the cities located within the county, from the requirements of

1 adopting comprehensive land use plans and development regulations under
2 this chapter if this resolution is adopted and filed with the
3 department by December 31, 1990, for counties initially meeting this
4 set of criteria, or within sixty days of the date the office of
5 financial management certifies that a county meets this set of criteria
6 under subsection (5) of this section.

7 Once a county meets either of these sets of criteria, the
8 requirement to conform with all of the requirements of this chapter
9 remains in effect, even if the county no longer meets one of these sets
10 of criteria.

11 (2) The county legislative authority of any county that does not
12 meet either of the sets of criteria established under subsection (1) of
13 this section may adopt a resolution indicating its intention to have
14 subsection (1) of this section apply to the county. Each city, located
15 in a county that chooses to plan under this subsection, shall conform
16 with all of the requirements of this chapter. Once such a resolution
17 has been adopted, the county and the cities located within the county
18 remain subject to all of the requirements of this chapter.

19 (3) Any county or city that is initially required to conform with
20 all of the requirements of this chapter under subsection (1) of this
21 section shall take actions under this chapter as follows: (a) The
22 county legislative authority shall adopt a county-wide planning policy
23 under RCW 36.70A.210; (b) the county and each city located within the
24 county shall designate critical areas, agricultural lands, forest
25 lands, and mineral resource lands, and adopt development regulations
26 conserving these designated agricultural lands, forest lands, and
27 mineral resource lands and protecting these designated critical areas,
28 under RCW 36.70A.170 and 36.70A.060; (c) the county shall designate and
29 take other actions related to urban growth areas under RCW 36.70A.110;
30 (d) if the county has a population of fifty thousand or more, the
31 county and each city located within the county shall adopt a
32 comprehensive plan under this chapter and development regulations that
33 are consistent with and implement the comprehensive plan on or before
34 July 1, 1994, and if the county has a population of less than fifty
35 thousand, the county and each city located within the county shall
36 adopt a comprehensive plan under this chapter and development
37 regulations that are consistent with and implement the comprehensive
38 plan by January 1, 1995, but if the governor makes written findings
39 that a county with a population of less than fifty thousand or a city

1 located within such a county is not making reasonable progress toward
2 adopting a comprehensive plan and development regulations the governor
3 may reduce this deadline for such actions to be taken by no more than
4 one hundred eighty days. Any county or city subject to this subsection
5 may obtain an additional six months before it is required to have
6 adopted its development regulations by submitting a letter notifying
7 the department of community, trade, and economic development of its
8 need prior to the deadline for adopting both a comprehensive plan and
9 development regulations.

10 (4) Any county or city that is required to conform with all the
11 requirements of this chapter, as a result of the county legislative
12 authority adopting its resolution of intention under subsection (2) of
13 this section, shall take actions under this chapter as follows: (a)
14 The county legislative authority shall adopt a county-wide planning
15 policy under RCW 36.70A.210; (b) the county and each city that is
16 located within the county shall adopt development regulations
17 conserving agricultural lands, forest lands, and mineral resource lands
18 it designated under RCW 36.70A.060 within one year of the date the
19 county legislative authority adopts its resolution of intention; (c)
20 the county shall designate and take other actions related to urban
21 growth areas under RCW 36.70A.110; and (d) the county and each city
22 that is located within the county shall adopt a comprehensive plan and
23 development regulations that are consistent with and implement the
24 comprehensive plan not later than four years from the date the county
25 legislative authority adopts its resolution of intention, but a county
26 or city may obtain an additional six months before it is required to
27 have adopted its development regulations by submitting a letter
28 notifying the department of community, trade, and economic development
29 of its need prior to the deadline for adopting both a comprehensive
30 plan and development regulations.

31 (5) If the office of financial management certifies that the
32 population of a county that previously had not been required to plan
33 under subsection (1) or (2) of this section has changed sufficiently to
34 meet either of the sets of criteria specified under subsection (1) of
35 this section, and where applicable, the county legislative authority
36 has not adopted a resolution removing the county from these
37 requirements as provided in subsection (1) of this section, the county
38 and each city within such county shall take actions under this chapter
39 as follows: (a) The county legislative authority shall adopt a county-

1 wide planning policy under RCW 36.70A.210; (b) the county and each city
2 located within the county shall adopt development regulations under RCW
3 36.70A.060 conserving agricultural lands, forest lands, and mineral
4 resource lands it designated within one year of the certification by
5 the office of financial management; (c) the county shall designate and
6 take other actions related to urban growth areas under RCW 36.70A.110;
7 and (d) the county and each city located within the county shall adopt
8 a comprehensive land use plan and development regulations that are
9 consistent with and implement the comprehensive plan within four years
10 of the certification by the office of financial management, but a
11 county or city may obtain an additional six months before it is
12 required to have adopted its development regulations by submitting a
13 letter notifying the department of community, trade, and economic
14 development of its need prior to the deadline for adopting both a
15 comprehensive plan and development regulations.

16 (6) A copy of each document that is required under this section
17 shall be submitted to the department at the time of its adoption.

18 (7) Cities and counties planning under this chapter must amend the
19 transportation element of the comprehensive plan to be in compliance
20 with this chapter and chapter 47.80 RCW no later than December 31,
21 1998.

22 **Sec. 2.** RCW 36.70A.070 and 1995 c 400 s 3 and 1995 c 377 s 1 are
23 each reenacted and amended to read as follows:

24 The comprehensive plan of a county or city that is required or
25 chooses to plan under RCW 36.70A.040 shall consist of a map or maps,
26 and descriptive text covering objectives, principles, and standards
27 used to develop the comprehensive plan. The plan shall be an
28 internally consistent document and all elements shall be consistent
29 with the future land use map. A comprehensive plan shall be adopted
30 and amended with public participation as provided in RCW 36.70A.140.

31 Each comprehensive plan shall include a plan, scheme, or design for
32 each of the following:

33 (1) A land use element designating the proposed general
34 distribution and general location and extent of the uses of land, where
35 appropriate, for agriculture, timber production, housing, commerce,
36 industry, recreation, open spaces, public utilities, public facilities,
37 and other land uses. The land use element shall include population
38 densities, building intensities, and estimates of future population

1 growth. The land use element shall provide for protection of the
2 quality and quantity of ground water used for public water supplies.
3 Where applicable, the land use element shall review drainage, flooding,
4 and storm water run-off in the area and nearby jurisdictions and
5 provide guidance for corrective actions to mitigate or cleanse those
6 discharges that pollute waters of the state, including Puget Sound or
7 waters entering Puget Sound.

8 (2) A housing element ensuring the vitality and character of
9 established residential neighborhoods that: (a) Includes an inventory
10 and analysis of existing and projected housing needs; (b) includes a
11 statement of goals, policies, objectives, and mandatory provisions for
12 the preservation, improvement, and development of housing, including
13 single-family residences; (c) identifies sufficient land for housing,
14 including, but not limited to, government-assisted housing, housing for
15 low-income families, manufactured housing, multifamily housing, and
16 group homes and foster care facilities; and (d) makes adequate
17 provisions for existing and projected needs of all economic segments of
18 the community.

19 (3) A capital facilities plan element consisting of: (a) An
20 inventory of existing capital facilities owned by public entities,
21 showing the locations and capacities of the capital facilities; (b) a
22 forecast of the future needs for such capital facilities; (c) the
23 proposed locations and capacities of expanded or new capital
24 facilities; (d) at least a six-year plan that will finance such capital
25 facilities within projected funding capacities and clearly identifies
26 sources of public money for such purposes; and (e) a requirement to
27 reassess the land use element if probable funding falls short of
28 meeting existing needs and to ensure that the land use element, capital
29 facilities plan element, and financing plan within the capital
30 facilities plan element are coordinated and consistent.

31 (4) A utilities element consisting of the general location,
32 proposed location, and capacity of all existing and proposed utilities,
33 including, but not limited to, electrical lines, telecommunication
34 lines, and natural gas lines.

35 (5) Counties shall include a rural element including lands that are
36 not designated for urban growth, agriculture, forest, or mineral
37 resources. The rural element shall permit appropriate land uses that
38 are compatible with the rural character of such lands and provide for
39 a variety of rural densities and uses and may also provide for

1 clustering, density transfer, design guidelines, conservation
2 easements, and other innovative techniques that will accommodate
3 appropriate rural uses not characterized by urban growth.

4 (6) A transportation element that implements, and is consistent
5 with, the land use element.

6 (a) The transportation element shall include the following
7 subelements:

8 ~~((a))~~ (i) An inventory of state-owned transportation facilities
9 within the city or county's jurisdictional boundaries;

10 (ii) Land use assumptions used in estimating travel;

11 ~~((b))~~ (iii) Estimated traffic impacts on state-owned
12 transportation facilities resulting from land use assumptions in order
13 to assist the department of transportation in monitoring the
14 performance of state facilities, to plan improvements for the
15 facilities, and to assess the impact of land use decisions on state-
16 owned transportation facilities;

17 (iv) Facilities and services needs, including:

18 ~~((i))~~ (A) An inventory of air, water, and land transportation
19 facilities and services, including transit alignments, to define
20 existing capital facilities and travel levels as a basis for future
21 planning;

22 ~~((ii))~~ (B) For state-owned transportation facilities, level of
23 service standards as prescribed in chapters 47.06 and 47.80 RCW, for
24 ~~((all arterials and transit routes))~~ highways to serve as a gauge to
25 judge performance of the system. ~~((These standards should be~~
26 ~~regionally coordinated))~~ The sole purpose of the level of service
27 standards for state highways is to monitor the performance of the
28 system and to evaluate improvement strategies and to facilitate
29 coordination between the county's or city's six-year street, road, or
30 transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for
31 counties, and RCW 35.58.2795 for public transportation systems and the
32 department of transportation's six-year investment program required
33 under chapter 47.05 RCW. The concurrency requirements of (b) of this
34 subsection do not apply to transportation facilities and services of
35 state-wide significance;

36 ~~((iii))~~ (C) Level of service standards for arterials and transit
37 routes, to serve as a gauge to judge performance of the system. These
38 standards should be regionally coordinated;

1 (D) Specific actions and requirements for bringing into compliance
2 ~~((any))~~ locally owned transportation facilities or services that are
3 below an established level of service standard;

4 ~~((iv))~~ (E) Forecasts of traffic for at least ten years based on
5 the adopted land use plan to provide information on the location,
6 timing, and capacity needs of future growth;

7 ~~((v))~~ (f) Identification of state and local system expansion
8 needs and transportation system management needs to meet current and
9 future demands. Identified state needs must be consistent with the
10 state-wide multimodal plan required under chapter 47.06 RCW;

11 ~~((e))~~ (v) Finance, including:

12 ~~((i))~~ (A) An analysis of funding capability to judge needs
13 against probable funding resources;

14 ~~((ii))~~ (B) A multiyear financing plan based on the needs
15 identified in the comprehensive plan, the appropriate parts of which
16 shall serve as the basis for the six-year street, road, or transit
17 program required by RCW 35.77.010 for cities, RCW 36.81.121 for
18 counties, and RCW 35.58.2795 for public transportation systems. The
19 multiyear financing plan should be coordinated with the six-year
20 improvement program developed by the department of transportation as
21 required by RCW 47.05.030;

22 ~~((iii))~~ (C) If probable funding falls short of meeting identified
23 needs, a discussion of how additional funding will be raised, or how
24 land use assumptions will be reassessed to ensure that level of service
25 standards will be met;

26 ~~((d))~~ (vi) Intergovernmental coordination efforts, including an
27 assessment of the impacts of the transportation plan and land use
28 assumptions on the transportation systems of adjacent jurisdictions;

29 ~~((e))~~ (vii) Demand-management strategies.

30 (b) After adoption of the comprehensive plan by jurisdictions
31 required to plan or who choose to plan under RCW 36.70A.040, local
32 jurisdictions must adopt and enforce ordinances which prohibit
33 development approval if the development causes the level of service on
34 a locally owned transportation facility to decline below the standards
35 adopted in the transportation element of the comprehensive plan, unless
36 transportation improvements or strategies to accommodate the impacts of
37 development are made concurrent with the development. These strategies
38 may include increased public transportation service, ride sharing
39 programs, demand management, and other transportation systems

1 management strategies. For the purposes of this subsection (6)
2 "concurrent with the development" shall mean that improvements or
3 strategies are in place at the time of development, or that a financial
4 commitment is in place to complete the improvements or strategies
5 within six years.

6 (c) The transportation element described in this subsection (6),
7 and the six-year plans required by RCW 35.77.010 for cities, RCW
8 36.81.121 for counties, ~~((and))~~ RCW 35.58.2795 for public
9 transportation systems, and RCW 47.05.030 for the state, must be
10 consistent.

11 **Sec. 3.** RCW 36.70A.200 and 1991 sp.s. c 32 s 1 are each amended to
12 read as follows:

13 (1) The comprehensive plan of each county and city that is planning
14 under this chapter shall include a process for identifying and siting
15 essential public facilities. Essential public facilities include those
16 facilities that are typically difficult to site, such as airports,
17 state education facilities and state or regional transportation
18 facilities as defined in section 7 of this act, state and local
19 correctional facilities, solid waste handling facilities, and in-
20 patient facilities including substance abuse facilities, mental health
21 facilities, and group homes.

22 (2) The office of financial management shall maintain a list of
23 those essential state public facilities that are required or likely to
24 be built within the next six years. The office of financial management
25 may at any time add facilities to the list. No local comprehensive
26 plan or development regulation may preclude the siting of essential
27 public facilities.

28 **Sec. 4.** RCW 36.70A.210 and 1994 c 249 s 28 are each amended to
29 read as follows:

30 (1) The legislature recognizes that counties are regional
31 governments within their boundaries, and cities are primary providers
32 of urban governmental services within urban growth areas. For the
33 purposes of this section, a "county-wide planning policy" is a written
34 policy statement or statements used solely for establishing a county-
35 wide framework from which county and city comprehensive plans are
36 developed and adopted pursuant to this chapter. This framework shall
37 ensure that city and county comprehensive plans are consistent as

1 required in RCW 36.70A.100. Nothing in this section shall be construed
2 to alter the land-use powers of cities.

3 (2) The legislative authority of a county that plans under RCW
4 36.70A.040 shall adopt a county-wide planning policy in cooperation
5 with the cities located in whole or in part within the county as
6 follows:

7 (a) No later than sixty calendar days from July 16, 1991, the
8 legislative authority of each county that as of June 1, 1991, was
9 required or chose to plan under RCW 36.70A.040 shall convene a meeting
10 with representatives of each city located within the county for the
11 purpose of establishing a collaborative process that will provide a
12 framework for the adoption of a county-wide planning policy. In other
13 counties that are required or choose to plan under RCW 36.70A.040, this
14 meeting shall be convened no later than sixty days after the date the
15 county adopts its resolution of intention or was certified by the
16 office of financial management.

17 (b) The process and framework for adoption of a county-wide
18 planning policy specified in (a) of this subsection shall determine the
19 manner in which the county and the cities agree to all procedures and
20 provisions including but not limited to desired planning policies,
21 deadlines, ratification of final agreements and demonstration thereof,
22 and financing, if any, of all activities associated therewith.

23 (c) If a county fails for any reason to convene a meeting with
24 representatives of cities as required in (a) of this subsection, the
25 governor may immediately impose any appropriate sanction or sanctions
26 on the county from those specified under RCW 36.70A.340.

27 (d) If there is no agreement by October 1, 1991, in a county that
28 was required or chose to plan under RCW 36.70A.040 as of June 1, 1991,
29 or if there is no agreement within one hundred twenty days of the date
30 the county adopted its resolution of intention or was certified by the
31 office of financial management in any other county that is required or
32 chooses to plan under RCW 36.70A.040, the governor shall first inquire
33 of the jurisdictions as to the reason or reasons for failure to reach
34 an agreement. If the governor deems it appropriate, the governor may
35 immediately request the assistance of the department of community,
36 trade, and economic development to mediate any disputes that preclude
37 agreement. If mediation is unsuccessful in resolving all disputes that
38 will lead to agreement, the governor may impose appropriate sanctions
39 from those specified under RCW 36.70A.340 on the county, city, or

1 cities for failure to reach an agreement as provided in this section.
2 The governor shall specify the reason or reasons for the imposition of
3 any sanction.

4 (e) No later than July 1, 1992, the legislative authority of each
5 county that was required or chose to plan under RCW 36.70A.040 as of
6 June 1, 1991, or no later than fourteen months after the date the
7 county adopted its resolution of intention or was certified by the
8 office of financial management the county legislative authority of any
9 other county that is required or chooses to plan under RCW 36.70A.040,
10 shall adopt a county-wide planning policy according to the process
11 provided under this section and that is consistent with the agreement
12 pursuant to (b) of this subsection, and after holding a public hearing
13 or hearings on the proposed county-wide planning policy.

14 (3) A county-wide planning policy shall at a minimum, address the
15 following:

16 (a) Policies to implement RCW 36.70A.110;

17 (b) Policies for promotion of contiguous and orderly development
18 and provision of urban services to such development;

19 (c) Policies for siting public capital facilities of a county-wide
20 or state-wide nature, including transportation facilities of state-wide
21 significance as defined in section 7 of this act;

22 (d) Policies for county-wide transportation facilities and
23 strategies;

24 (e) Policies that consider the need for affordable housing, such as
25 housing for all economic segments of the population and parameters for
26 its distribution;

27 (f) Policies for joint county and city planning within urban growth
28 areas;

29 (g) Policies for county-wide economic development and employment;
30 and

31 (h) An analysis of the fiscal impact.

32 (4) Federal agencies and Indian tribes may participate in and
33 cooperate with the county-wide planning policy adoption process.
34 Adopted county-wide planning policies shall be adhered to by state
35 agencies.

36 (5) Failure to adopt a county-wide planning policy that meets the
37 requirements of this section may result in the imposition of a sanction
38 or sanctions on a county or city within the county, as specified in RCW
39 36.70A.340. In imposing a sanction or sanctions, the governor shall

1 specify the reasons for failure to adopt a county-wide planning policy
2 in order that any imposed sanction or sanctions are fairly and
3 equitably related to the failure to adopt a county-wide planning
4 policy.

5 (6) Cities and the governor may appeal an adopted county-wide
6 planning policy to the growth management hearings board within sixty
7 days of the adoption of the county-wide planning policy.

8 (7) Multicounty planning policies shall be adopted by two or more
9 counties, each with a population of four hundred fifty thousand or
10 more, with contiguous urban areas and may be adopted by other counties,
11 according to the process established under this section or other
12 processes agreed to among the counties and cities within the affected
13 counties throughout the multicounty region.

14 **Sec. 5.** RCW 47.05.021 and 1993 c 490 s 2 are each amended to read
15 as follows:

16 (1) The transportation commission is hereby directed to conduct
17 periodic analyses of the entire state highway system, report thereon to
18 the chairs of the transportation committees of the senate and house of
19 representatives, including one copy to the staff of each of the
20 committees, biennially and based thereon, to subdivide, classify, and
21 subclassify according to their function and importance all designated
22 state highways and those added from time to time and periodically
23 review and revise the classifications into the following three
24 functional classes:

25 (a) The "principal arterial system" shall consist of a connected
26 network of rural arterial routes with appropriate extensions into and
27 through urban areas, including all routes designated as part of the
28 interstate system, which serve corridor movements having travel
29 characteristics indicative of substantial state-wide and interstate
30 travel;

31 (b) The "minor arterial system" shall, in conjunction with the
32 principal arterial system, form a rural network of arterial routes
33 linking cities and other activity centers which generate long distance
34 travel, and, with appropriate extensions into and through urban areas,
35 form an integrated network providing interstate and interregional
36 service; and

37 (c) The "collector system" shall consist of routes which primarily
38 serve the more important intercounty, intracounty, and intraurban

1 travel corridors, collect traffic from the system of local access roads
2 and convey it to the arterial system, and on which, regardless of
3 traffic volume, the predominant travel distances are shorter than on
4 arterial routes.

5 (2) In making the functional classification the transportation
6 commission shall adopt and give consideration to criteria consistent
7 with this section and federal regulations relating to the functional
8 classification of highways, including but not limited to the following:

9 (a) Urban population centers within and without the state
10 stratified and ranked according to size;

11 (b) Important traffic generating economic activities, including but
12 not limited to recreation, agriculture, government, business, and
13 industry;

14 (c) Feasibility of the route, including availability of alternate
15 routes within and without the state;

16 (d) Directness of travel and distance between points of economic
17 importance;

18 (e) Length of trips;

19 (f) Character and volume of traffic;

20 (g) Preferential consideration for multiple service which shall
21 include public transportation;

22 (h) Reasonable spacing depending upon population density; and

23 (i) System continuity.

24 (3) The transportation commission shall designate (~~(a system of)~~)
25 state highways (~~(that have)~~) of state-wide significance under section
26 7 of this act, and shall submit a list of such facilities for adoption
27 by the 1997 legislature. This state-wide system shall include at a
28 minimum interstate highways and other state-wide principal arterials
29 that are needed to connect major communities across the state and
30 support the state's economy.

31 (4) The transportation commission shall designate a freight and
32 goods transportation system. This state-wide system shall include
33 state highways, county roads, and city streets. The commission, in
34 cooperation with cities and counties, shall review and make
35 recommendations to the legislature regarding policies governing weight
36 restrictions and road closures which affect the transportation of
37 freight and goods. The first report is due by December 15, 1993, and
38 biennially thereafter.

1 **Sec. 6.** RCW 47.05.030 and 1993 c 490 s 3 are each amended to read
2 as follows:

3 The transportation commission shall adopt a comprehensive six-year
4 investment program specifying program objectives and performance
5 measures for the preservation and improvement programs defined in this
6 section. In the specification of investment program objectives and
7 performance measures, the transportation commission, in consultation
8 with the Washington state department of transportation, shall define
9 and adopt standards for effective programming and prioritization
10 practices including a needs analysis process. The needs analysis
11 process shall ensure the identification of problems and deficiencies,
12 the evaluation of alternative solutions and trade-offs, and estimations
13 of the costs and benefits of prospective projects. The investment
14 program shall be revised biennially, effective on July 1st of odd-
15 numbered years. The investment program shall be based upon the needs
16 identified in the state-owned highway component of the state-wide
17 multimodal transportation plan as defined in RCW 47.01.071(3).

18 (1) The preservation program shall consist of those investments
19 necessary to preserve the existing state highway system and to restore
20 existing safety features, giving consideration to lowest life cycle
21 costing. The comprehensive six-year investment program for
22 preservation shall identify projects for two years and an investment
23 plan for the remaining four years.

24 (2) The improvement program shall consist of investments needed to
25 address identified deficiencies on the state highway system to improve
26 mobility, safety, support for the economy, and protection of the
27 environment. The six-year investment program for improvements shall
28 identify projects for two years and major deficiencies proposed to be
29 addressed in the six-year period giving consideration to relative
30 benefits and life cycle costing. The transportation commission shall
31 give higher priority for correcting identified deficiencies on those
32 facilities classified as facilities of state-wide significance as
33 defined in section 7 of this act.

34 The transportation commission shall approve and present the
35 comprehensive six-year investment program to the legislature in support
36 of the biennial budget request under RCW 44.40.070 and 44.40.080.

37 NEW SECTION. **Sec. 7.** A new section is added to chapter 47.06 RCW
38 to read as follows:

1 The legislature declares the following transportation facilities
2 and services to be of state-wide significance: The interstate highway
3 system, interregional state principal arterials including ferry
4 connections that serve state-wide travel, intercity passenger rail
5 services, intercity high-speed ground transportation, major passenger
6 intermodal terminals excluding all airport facilities and services, the
7 freight railroad system, the Columbia/Snake navigable river system,
8 marine port facilities and services that are related solely to marine
9 activities affecting international and interstate trade, and high-
10 capacity transportation systems serving regions as defined in RCW
11 81.104.015. The department, in cooperation with regional
12 transportation planning organizations, counties, cities, transit
13 agencies, public ports, private railroad operators, and private
14 transportation providers, as appropriate, shall plan for improvements
15 to transportation facilities and services of state-wide significance in
16 the state-wide multimodal plan. Improvements to facilities and
17 services of state-wide significance identified in the state-wide
18 multimodal plan are essential state public facilities under RCW
19 36.70A.200.

20 The department of transportation, in consultation with local
21 governments, shall set level of service standards for state highways
22 and state ferry routes of state-wide significance. Although the
23 department shall consult with local governments when setting level of
24 service standards, the department retains authority to make final
25 decisions regarding level of service standards for state highways and
26 state ferry routes of state-wide significance. In establishing level
27 of service standards for state highways and state ferry routes of
28 state-wide significance, the department shall consider the necessary
29 balance between providing for the free interjurisdictional movement of
30 people and goods and the needs of local communities using these
31 facilities.

32 **Sec. 8.** RCW 47.80.023 and 1994 c 158 s 2 are each amended to read
33 as follows:

34 Each regional transportation planning organization shall have the
35 following duties:

36 (1) Prepare and periodically update a transportation strategy for
37 the region. The strategy shall address alternative transportation
38 modes and transportation demand management measures in regional

1 corridors and shall recommend preferred transportation policies to
2 implement adopted growth strategies. The strategy shall serve as a
3 guide in preparation of the regional transportation plan.

4 (2) Prepare a regional transportation plan as set forth in RCW
5 47.80.030 that is consistent with county-wide planning policies if such
6 have been adopted pursuant to chapter 36.70A RCW, with county, city,
7 and town comprehensive plans, and state transportation plans.

8 (3) Certify by December 31, 1996, that the transportation elements
9 of comprehensive plans adopted by counties, cities, and towns within
10 the region reflect the guidelines and principles developed pursuant to
11 RCW 47.80.026, are consistent with the adopted regional transportation
12 plan, and, where appropriate, conform with the requirements of RCW
13 36.70A.070.

14 (4) Where appropriate, certify that county-wide planning policies
15 adopted under RCW 36.70A.210 and the adopted regional transportation
16 plan are consistent.

17 (5) Develop, in cooperation with the department of transportation,
18 operators of public transportation services and local governments
19 within the region, a six-year regional transportation improvement
20 program which proposes regionally significant transportation projects
21 and programs and transportation demand management measures. The
22 regional transportation improvement program shall be based on the
23 programs, projects, and transportation demand management measures of
24 regional significance as identified by transit agencies, cities, and
25 counties pursuant to RCW 35.58.2795, 35.77.010, and 36.81.121,
26 respectively. The program shall include a priority list of projects
27 and programs, project segments and programs, transportation demand
28 management measures, and a specific financial plan that demonstrates
29 how the transportation improvement program can be funded. The program
30 shall be updated at least every two years for the ensuing six-year
31 period.

32 (6) Designate a lead planning agency to coordinate preparation of
33 the regional transportation plan and carry out the other
34 responsibilities of the organization. The lead planning agency may be
35 a regional organization, a component county, city, or town agency, or
36 the appropriate Washington state department of transportation district
37 office.

1 (7) Review level of service methodologies used by cities and
2 counties planning under chapter 36.70A RCW to promote a consistent
3 regional evaluation of transportation facilities and corridors.

4 (8) Work with cities, counties, transit agencies, the department of
5 transportation, and others to develop level of service standards or
6 alternative transportation performance measures.

7 **Sec. 9.** RCW 47.80.030 and 1994 c 158 s 4 are each amended to read
8 as follows:

9 (1) Each regional transportation planning organization shall
10 develop in cooperation with the department of transportation, providers
11 of public transportation and high capacity transportation, ports, and
12 local governments within the region, adopt, and periodically update a
13 regional transportation plan that:

14 (a) Is based on a least cost planning methodology that identifies
15 the most cost-effective facilities, services, and programs;

16 (b) Identifies existing or planned transportation facilities,
17 services, and programs, including but not limited to major roadways
18 including state highways and regional arterials, transit and
19 nonmotorized services and facilities, multimodal and intermodal
20 facilities, marine ports and airports, railroads, and noncapital
21 programs including transportation demand management that should
22 function as an integrated regional transportation system, giving
23 emphasis to those facilities, services, and programs that exhibit one
24 or more of the following characteristics:

25 (i) ~~((Physically))~~ Crosses member county lines;

26 (ii) Is or will be used by a significant number of people who live
27 or work outside the county in which the facility, service, or project
28 is located;

29 (iii) Significant impacts are expected to be felt in more than one
30 county;

31 (iv) Potentially adverse impacts of the facility, service, program,
32 or project can be better avoided or mitigated through adherence to
33 regional policies; ~~((and))~~

34 (v) Transportation needs addressed by a project have been
35 identified by the regional transportation planning process and the
36 remedy is deemed to have regional significance; and

37 (vi) Provides for system continuity;

1 (c) Establishes level of service standards (~~(at a minimum for all)~~)
2 for state highways and state ferry routes, with the exception of
3 transportation facilities of state-wide significance as defined in
4 section 7 of this act. These regionally established level of service
5 standards for state highways and state ferries shall be developed
6 jointly with the department of transportation, to encourage consistency
7 across jurisdictions. In establishing level of service standards for
8 state highways and state ferries, consideration shall be given for the
9 necessary balance between providing for the free interjurisdictional
10 movement of people and goods and the needs of local commuters using
11 state facilities;

12 (d) Includes a financial plan demonstrating how the regional
13 transportation plan can be implemented, indicating resources from
14 public and private sources that are reasonably expected to be made
15 available to carry out the plan, and recommending any innovative
16 financing techniques to finance needed facilities, services, and
17 programs;

18 (e) Assesses regional development patterns, capital investment and
19 other measures necessary to:

20 (i) Ensure the preservation of the existing regional transportation
21 system, including requirements for operational improvements,
22 resurfacing, restoration, and rehabilitation of existing and future
23 major roadways, as well as operations, maintenance, modernization, and
24 rehabilitation of existing and future transit, railroad systems and
25 corridors, and nonmotorized facilities; and

26 (ii) Make the most efficient use of existing transportation
27 facilities to relieve vehicular congestion and maximize the mobility of
28 people and goods;

29 (f) Sets forth a proposed regional transportation approach,
30 including capital investments, service improvements, programs, and
31 transportation demand management measures to guide the development of
32 the integrated, multimodal regional transportation system; and

33 (g) Where appropriate, sets forth the relationship of high capacity
34 transportation providers and other public transit providers with regard
35 to responsibility for, and the coordination between, services and
36 facilities.

37 (2) The organization shall review the regional transportation plan
38 biennially for currency and forward the adopted plan along with

1 documentation of the biennial review to the state department of
2 transportation.

3 (3) All transportation projects, programs, and transportation
4 demand management measures within the region that have an impact upon
5 regional facilities or services must be consistent with the plan and
6 with the adopted regional growth and transportation strategies.

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