
SENATE BILL 5985

State of Washington

54th Legislature

1995 Regular Session

By Senators Palmer, Heavey, McCaslin and Hochstatter

Read first time 02/21/95. Referred to Committee on Government Operations.

1 AN ACT Relating to construction of improvements necessary to
2 maintain level of service standards for transportation facilities; and
3 amending RCW 36.70A.070.

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

5 **Sec. 1.** RCW 36.70A.070 and 1990 1st ex.s. c 17 s 7 are each
6 amended to read as follows:

7 The comprehensive plan of a county or city that is required or
8 chooses to plan under RCW 36.70A.040 shall consist of a map or maps,
9 and descriptive text covering objectives, principles, and standards
10 used to develop the comprehensive plan. The plan shall be an
11 internally consistent document and all elements shall be consistent
12 with the future land use map. A comprehensive plan shall be adopted
13 and amended with public participation as provided in RCW 36.70A.140.

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

16 (1) A land use element designating the proposed general
17 distribution and general location and extent of the uses of land, where
18 appropriate, for agriculture, timber production, housing, commerce,
19 industry, recreation, open spaces, public utilities, public facilities,

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

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

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

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

36 (5) Counties shall include a rural element including lands that are
37 not designated for urban growth, agriculture, forest, or mineral
38 resources. The rural element shall permit land uses that are

1 compatible with the rural character of such lands and provide for a
2 variety of rural densities.

3 (6) A transportation element that implements, and is consistent
4 with, the land use element. The transportation element shall include
5 the following subelements:

6 (a) Land use assumptions used in estimating travel;

7 (b) Facilities and services needs, including:

8 (i) An inventory of air, water, and land transportation facilities
9 and services, including transit alignments, to define existing capital
10 facilities and travel levels as a basis for future planning;

11 (ii) Level of service standards for all arterials and transit
12 routes to serve as a gauge to judge performance of the system. These
13 standards should be regionally coordinated;

14 (iii) Specific actions and requirements for bringing into
15 compliance any facilities or services that are below an established
16 level of service standard;

17 (iv) Forecasts of traffic for at least ten years based on the
18 adopted land use plan to provide information on the location, timing,
19 and capacity needs of future growth;

20 (v) Identification of system expansion needs and transportation
21 system management needs to meet current and future demands;

22 (c) Finance, including:

23 (i) An analysis of funding capability to judge needs against
24 probable funding resources;

25 (ii) A multiyear financing plan based on the needs identified in
26 the comprehensive plan, the appropriate parts of which shall serve as
27 the basis for the six-year street, road, or transit program required by
28 RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW
29 35.58.2795 for public transportation systems;

30 (iii) If probable funding falls short of meeting identified needs,
31 a discussion of how additional funding will be raised, or how land use
32 assumptions will be reassessed to ensure that level of service
33 standards will be met;

34 (d) Intergovernmental coordination efforts, including an assessment
35 of the impacts of the transportation plan and land use assumptions on
36 the transportation systems of adjacent jurisdictions;

37 (e) Demand-management strategies.

38 After adoption of the comprehensive plan by jurisdictions required
39 to plan or who choose to plan under RCW 36.70A.040, local jurisdictions

1 must adopt and enforce ordinances which prohibit development approval
2 if the development causes the level of service on a transportation
3 facility to decline below the standards adopted in the transportation
4 element of the comprehensive plan, unless transportation improvements
5 or strategies to accommodate the impacts of development are made
6 concurrent with the development. These strategies may include
7 increased public transportation service, ride sharing programs, demand
8 management, and other transportation systems management strategies.
9 For the purposes of this subsection (6) "concurrent with the
10 development" shall mean that improvements or strategies are in place at
11 the time of development, or that a financial commitment is in place to
12 complete the improvements or strategies within six years.

13 In the event a city or county allows the service level of any given
14 area or any given service to fall below adopted standards so as to
15 trigger a moratorium on construction in that area, and if there are not
16 sufficient funds from impact fees or from the general or transportation
17 funds to accomplish such improvements, and if grants or other funding
18 sources that were used in the development of the capital improvements
19 are no longer available, the responsible unit of government must,
20 through bonding or special taxes or other means, raise the necessary
21 funds and construct the necessary improvements.

22 The transportation element described in this subsection, and the
23 six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for
24 counties, and RCW 35.58.2795 for public transportation systems, must be
25 consistent.

--- END ---