

CERTIFICATION OF ENROLLMENT

HOUSE BILL 1487

55th Legislature
1998 Regular Session

Passed by the House March 7, 1998
Yeas 91 Nays 5

**Speaker of the
House of Representatives**

Passed by the Senate March 5, 1998
Yeas 44 Nays 3

President of the Senate

Approved

Governor of the State of Washington

CERTIFICATE

I, Timothy A. Martin, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **HOUSE BILL 1487** as passed by the House of Representatives and the Senate on the dates hereon set forth.

Chief Clerk

FILED

**Secretary of State
State of Washington**

HOUSE BILL 1487

AS AMENDED BY THE SENATE

Passed Legislature - 1998 Regular Session

State of Washington 55th Legislature 1997 Regular Session

By Representatives K. Schmidt, Fisher, Mitchell and Hankins

Read first time 01/28/97. Referred to Committee on Transportation Policy & Budget.

1 AN ACT Relating to transportation planning; amending RCW
2 36.70A.040, 36.70A.070, 36.70A.200, 36.70A.210, 47.05.021, 47.05.030,
3 47.80.023, and 47.80.030; and adding a new section to chapter 47.06
4 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 2000.

22 **Sec. 2.** RCW 36.70A.070 and 1997 c 429 s 7 are each amended to read
23 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, general aviation airports, public
37 utilities, public facilities, and other land uses. The land use
38 element shall include population densities, building intensities, and

1 estimates of future population growth. The land use element shall
2 provide for protection of the quality and quantity of ground water used
3 for public water supplies. Where applicable, the land use element
4 shall review drainage, flooding, and storm water run-off in the area
5 and nearby jurisdictions and provide guidance for corrective actions to
6 mitigate or cleanse those discharges that pollute waters of the state,
7 including Puget Sound or 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) Rural element. Counties shall include a rural element
36 including lands that are not designated for urban growth, agriculture,
37 forest, or mineral resources. The following provisions shall apply to
38 the rural element:

1 (a) Growth management act goals and local circumstances. Because
2 circumstances vary from county to county, in establishing patterns of
3 rural densities and uses, a county may consider local circumstances,
4 but shall develop a written record explaining how the rural element
5 harmonizes the planning goals in RCW 36.70A.020 and meets the
6 requirements of this chapter.

7 (b) Rural development. The rural element shall permit rural
8 development, forestry, and agriculture in rural areas. The rural
9 element shall provide for a variety of rural densities, uses, essential
10 public facilities, and rural governmental services needed to serve the
11 permitted densities and uses. In order to achieve a variety of rural
12 densities and uses, counties may provide for clustering, density
13 transfer, design guidelines, conservation easements, and other
14 innovative techniques that will accommodate appropriate rural densities
15 and uses that are not characterized by urban growth and that are
16 consistent with rural character.

17 (c) Measures governing rural development. The rural element shall
18 include measures that apply to rural development and protect the rural
19 character of the area, as established by the county, by:

20 (i) Containing or otherwise controlling rural development;

21 (ii) Assuring visual compatibility of rural development with the
22 surrounding rural area;

23 (iii) Reducing the inappropriate conversion of undeveloped land
24 into sprawling, low-density development in the rural area;

25 (iv) Protecting critical areas, as provided in RCW 36.70A.060, and
26 surface water and ground water resources; and

27 (v) Protecting against conflicts with the use of agricultural,
28 forest, and mineral resource lands designated under RCW 36.70A.170.

29 (d) Limited areas of more intensive rural development. Subject to
30 the requirements of this subsection and except as otherwise
31 specifically provided in this subsection (5)(d), the rural element may
32 allow for limited areas of more intensive rural development, including
33 necessary public facilities and public services to serve the limited
34 area as follows:

35 (i) Rural development consisting of the infill, development, or
36 redevelopment of existing commercial, industrial, residential, or
37 mixed-use areas, whether characterized as shoreline development,
38 villages, hamlets, rural activity centers, or crossroads developments.
39 A commercial, industrial, residential, shoreline, or mixed-use area

1 shall be subject to the requirements of (d)(iv) of this subsection, but
2 shall not be subject to the requirements of (c)(ii) and (iii) of this
3 subsection. An industrial area is not required to be principally
4 designed to serve the existing and projected rural population;

5 (ii) The intensification of development on lots containing, or new
6 development of, small-scale recreational or tourist uses, including
7 commercial facilities to serve those recreational or tourist uses, that
8 rely on a rural location and setting, but that do not include new
9 residential development. A small-scale recreation or tourist use is
10 not required to be principally designed to serve the existing and
11 projected rural population. Public services and public facilities
12 shall be limited to those necessary to serve the recreation or tourist
13 use and shall be provided in a manner that does not permit low-density
14 sprawl;

15 (iii) The intensification of development on lots containing
16 isolated nonresidential uses or new development of isolated cottage
17 industries and isolated small-scale businesses that are not principally
18 designed to serve the existing and projected rural population and
19 nonresidential uses, but do provide job opportunities for rural
20 residents. Public services and public facilities shall be limited to
21 those necessary to serve the isolated nonresidential use and shall be
22 provided in a manner that does not permit low-density sprawl;

23 (iv) A county shall adopt measures to minimize and contain the
24 existing areas or uses of more intensive rural development, as
25 appropriate, authorized under this subsection. Lands included in such
26 existing areas or uses shall not extend beyond the logical outer
27 boundary of the existing area or use, thereby allowing a new pattern of
28 low-density sprawl. Existing areas are those that are clearly
29 identifiable and contained and where there is a logical boundary
30 delineated predominately by the built environment, but that may also
31 include undeveloped lands if limited as provided in this subsection.
32 The county shall establish the logical outer boundary of an area of
33 more intensive rural development. In establishing the logical outer
34 boundary the county shall address (A) the need to preserve the
35 character of existing natural neighborhoods and communities, (B)
36 physical boundaries such as bodies of water, streets and highways, and
37 land forms and contours, (C) the prevention of abnormally irregular
38 boundaries, and (D) the ability to provide public facilities and public
39 services in a manner that does not permit low-density sprawl;

1 (v) For purposes of (d) of this subsection, an existing area or
2 existing use is one that was in existence:

3 (A) On July 1, 1990, in a county that was initially required to
4 plan under all of the provisions of this chapter;

5 (B) On the date the county adopted a resolution under RCW
6 36.70A.040(2), in a county that is planning under all of the provisions
7 of this chapter under RCW 36.70A.040(2); or

8 (C) On the date the office of financial management certifies the
9 county's population as provided in RCW 36.70A.040(5), in a county that
10 is planning under all of the provisions of this chapter pursuant to RCW
11 36.70A.040(5).

12 (e) Exception. This subsection shall not be interpreted to permit
13 in the rural area a major industrial development or a master planned
14 resort unless otherwise specifically permitted under RCW 36.70A.360 and
15 36.70A.365.

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

18 (a) The transportation element shall include the following
19 subelements:

20 ~~((a))~~ (i) Land use assumptions used in estimating travel;

21 ~~((b))~~ (ii) Estimated traffic impacts to state-owned
22 transportation facilities resulting from land use assumptions to assist
23 the department of transportation in monitoring the performance of state
24 facilities, to plan improvements for the facilities, and to assess the
25 impact of land-use decisions on state-owned transportation facilities;

26 (iii) Facilities and services needs, including:

27 ~~((i))~~ (A) An inventory of air, water, and ground transportation
28 facilities and services, including transit alignments and general
29 aviation airport facilities, to define existing capital facilities and
30 travel levels as a basis for future planning. This inventory must
31 include state-owned transportation facilities within the city or
32 county's jurisdiction boundaries;

33 ~~((ii))~~ (B) Level of service standards for all locally owned
34 arterials and transit routes to serve as a gauge to judge performance
35 of the system. These standards should be regionally coordinated;

36 ~~((iii))~~ (C) For state-owned transportation facilities, level of
37 service standards for highways, as prescribed in chapters 47.06 and
38 47.80 RCW, to gauge the performance of the system. The purposes of
39 reflecting level of service standards for state highways in the local

1 comprehensive plan are to monitor the performance of the system, to
2 evaluate improvement strategies, and to facilitate coordination between
3 the county's or city's six-year street, road, or transit program and
4 the department of transportation's six-year investment program. The
5 concurrency requirements of (b) of this subsection do not apply to
6 transportation facilities and services of state-wide significance
7 except for counties consisting of islands whose only connection to the
8 mainland are state highways or ferry routes. In these island counties,
9 state highways and ferry route capacity must be a factor in meeting the
10 concurrency requirements in (b) of this subsection;

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

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

17 ((v)) (F) Identification of state and local system ((expansion
18 needs and transportation system management)) needs to meet current and
19 future demands. Identified needs on state-owned transportation
20 facilities must be consistent with the state-wide multimodal
21 transportation plan required under chapter 47.06 RCW;

22 ((e)) (iv) Finance, including:

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

25 ((ii)) (B) A multiyear financing plan based on the needs
26 identified in the comprehensive plan, the appropriate parts of which
27 shall serve as the basis for the six-year street, road, or transit
28 program required by RCW 35.77.010 for cities, RCW 36.81.121 for
29 counties, and RCW 35.58.2795 for public transportation systems. The
30 multiyear financing plan should be coordinated with the six-year
31 improvement program developed by the department of transportation as
32 required by RCW 47.05.030;

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

37 ((d)) (v) Intergovernmental coordination efforts, including an
38 assessment of the impacts of the transportation plan and land use
39 assumptions on the transportation systems of adjacent jurisdictions;

1 (~~(e)~~) (vi) Demand-management strategies.

2 **(b)** After adoption of the comprehensive plan by jurisdictions
3 required to plan or who choose to plan under RCW 36.70A.040, local
4 jurisdictions must adopt and enforce ordinances which prohibit
5 development approval if the development causes the level of service on
6 a locally owned transportation facility to decline below the standards
7 adopted in the transportation element of the comprehensive plan, unless
8 transportation improvements or strategies to accommodate the impacts of
9 development are made concurrent with the development. These strategies
10 may include increased public transportation service, ride sharing
11 programs, demand management, and other transportation systems
12 management strategies. For the purposes of this subsection (6)
13 "concurrent with the development" shall mean that improvements or
14 strategies are in place at the time of development, or that a financial
15 commitment is in place to complete the improvements or strategies
16 within six years.

17 **(c)** The transportation element described in this subsection (6),
18 and the six-year plans required by RCW 35.77.010 for cities, RCW
19 36.81.121 for counties, (~~and~~) RCW 35.58.2795 for public
20 transportation systems, and RCW 47.05.030 for the state, must be
21 consistent.

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

24 (1) The comprehensive plan of each county and city that is planning
25 under this chapter shall include a process for identifying and siting
26 essential public facilities. Essential public facilities include those
27 facilities that are typically difficult to site, such as airports,
28 state education facilities and state or regional transportation
29 facilities as defined in section 7 of this act, state and local
30 correctional facilities, solid waste handling facilities, and in-
31 patient facilities including substance abuse facilities, mental health
32 facilities, and group homes.

33 (2) The office of financial management shall maintain a list of
34 those essential state public facilities that are required or likely to
35 be built within the next six years. The office of financial management
36 may at any time add facilities to the list. No local comprehensive
37 plan or development regulation may preclude the siting of essential
38 public facilities.

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

3 (1) The legislature recognizes that counties are regional
4 governments within their boundaries, and cities are primary providers
5 of urban governmental services within urban growth areas. For the
6 purposes of this section, a "county-wide planning policy" is a written
7 policy statement or statements used solely for establishing a county-
8 wide framework from which county and city comprehensive plans are
9 developed and adopted pursuant to this chapter. This framework shall
10 ensure that city and county comprehensive plans are consistent as
11 required in RCW 36.70A.100. Nothing in this section shall be construed
12 to alter the land-use powers of cities.

13 (2) The legislative authority of a county that plans under RCW
14 36.70A.040 shall adopt a county-wide planning policy in cooperation
15 with the cities located in whole or in part within the county as
16 follows:

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

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

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

37 (d) If there is no agreement by October 1, 1991, in a county that
38 was required or chose to plan under RCW 36.70A.040 as of June 1, 1991,
39 or if there is no agreement within one hundred twenty days of the date

1 the county adopted its resolution of intention or was certified by the
2 office of financial management in any other county that is required or
3 chooses to plan under RCW 36.70A.040, the governor shall first inquire
4 of the jurisdictions as to the reason or reasons for failure to reach
5 an agreement. If the governor deems it appropriate, the governor may
6 immediately request the assistance of the department of community,
7 trade, and economic development to mediate any disputes that preclude
8 agreement. If mediation is unsuccessful in resolving all disputes that
9 will lead to agreement, the governor may impose appropriate sanctions
10 from those specified under RCW 36.70A.340 on the county, city, or
11 cities for failure to reach an agreement as provided in this section.
12 The governor shall specify the reason or reasons for the imposition of
13 any sanction.

14 (e) No later than July 1, 1992, the legislative authority of each
15 county that was required or chose to plan under RCW 36.70A.040 as of
16 June 1, 1991, or no later than fourteen months after the date the
17 county adopted its resolution of intention or was certified by the
18 office of financial management the county legislative authority of any
19 other county that is required or chooses to plan under RCW 36.70A.040,
20 shall adopt a county-wide planning policy according to the process
21 provided under this section and that is consistent with the agreement
22 pursuant to (b) of this subsection, and after holding a public hearing
23 or hearings on the proposed county-wide planning policy.

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

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

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

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

32 (d) Policies for county-wide transportation facilities and
33 strategies;

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

37 (f) Policies for joint county and city planning within urban growth
38 areas;

1 (g) Policies for county-wide economic development and employment;
2 and

3 (h) An analysis of the fiscal impact.

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

8 (5) Failure to adopt a county-wide planning policy that meets the
9 requirements of this section may result in the imposition of a sanction
10 or sanctions on a county or city within the county, as specified in RCW
11 36.70A.340. In imposing a sanction or sanctions, the governor shall
12 specify the reasons for failure to adopt a county-wide planning policy
13 in order that any imposed sanction or sanctions are fairly and
14 equitably related to the failure to adopt a county-wide planning
15 policy.

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

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

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

27 (1) The transportation commission is hereby directed to conduct
28 periodic analyses of the entire state highway system, report thereon to
29 the chairs of the transportation committees of the senate and house of
30 representatives, including one copy to the staff of each of the
31 committees, biennially and based thereon, to subdivide, classify, and
32 subclassify according to their function and importance all designated
33 state highways and those added from time to time and periodically
34 review and revise the classifications into the following three
35 functional classes:

36 (a) The "principal arterial system" shall consist of a connected
37 network of rural arterial routes with appropriate extensions into and
38 through urban areas, including all routes designated as part of the

1 interstate system, which serve corridor movements having travel
2 characteristics indicative of substantial state-wide and interstate
3 travel;

4 (b) The "minor arterial system" shall, in conjunction with the
5 principal arterial system, form a rural network of arterial routes
6 linking cities and other activity centers which generate long distance
7 travel, and, with appropriate extensions into and through urban areas,
8 form an integrated network providing interstate and interregional
9 service; and

10 (c) The "collector system" shall consist of routes which primarily
11 serve the more important intercounty, intracounty, and intraurban
12 travel corridors, collect traffic from the system of local access roads
13 and convey it to the arterial system, and on which, regardless of
14 traffic volume, the predominant travel distances are shorter than on
15 arterial routes.

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

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

22 (b) Important traffic generating economic activities, including but
23 not limited to recreation, agriculture, government, business, and
24 industry;

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

27 (d) Directness of travel and distance between points of economic
28 importance;

29 (e) Length of trips;

30 (f) Character and volume of traffic;

31 (g) Preferential consideration for multiple service which shall
32 include public transportation;

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

34 (i) System continuity.

35 (3) The transportation commission shall designate (~~(a system of)~~)
36 state highways (~~(that have)~~) of state-wide significance under section
37 7 of this act, and shall submit a list of such facilities for adoption
38 by the 1999 legislature. This state-wide system shall include at a
39 minimum interstate highways and other state-wide principal arterials

1 that are needed to connect major communities across the state and
2 support the state's economy.

3 (4) The transportation commission shall designate a freight and
4 goods transportation system. This state-wide system shall include
5 state highways, county roads, and city streets. The commission, in
6 cooperation with cities and counties, shall review and make
7 recommendations to the legislature regarding policies governing weight
8 restrictions and road closures which affect the transportation of
9 freight and goods. The first report is due by December 15, 1993, and
10 biennially thereafter.

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

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

28 (1) The preservation program shall consist of those investments
29 necessary to preserve the existing state highway system and to restore
30 existing safety features, giving consideration to lowest life cycle
31 costing. The comprehensive six-year investment program for
32 preservation shall identify projects for two years and an investment
33 plan for the remaining four years.

34 (2) The improvement program shall consist of investments needed to
35 address identified deficiencies on the state highway system to improve
36 mobility, safety, support for the economy, and protection of the
37 environment. The six-year investment program for improvements shall
38 identify projects for two years and major deficiencies proposed to be

1 addressed in the six-year period giving consideration to relative
2 benefits and life cycle costing. The transportation commission shall
3 give higher priority for correcting identified deficiencies on those
4 facilities classified as facilities of state-wide significance as
5 defined in section 7 of this act.

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

9 NEW SECTION. Sec. 7. A new section is added to chapter 47.06 RCW
10 to read as follows:

11 The legislature declares the following transportation facilities
12 and services to be of state-wide significance: The interstate highway
13 system, interregional state principal arterials including ferry
14 connections that serve state-wide travel, intercity passenger rail
15 services, intercity high-speed ground transportation, major passenger
16 intermodal terminals excluding all airport facilities and services, the
17 freight railroad system, the Columbia/Snake navigable river system,
18 marine port facilities and services that are related solely to marine
19 activities affecting international and interstate trade, and high-
20 capacity transportation systems serving regions as defined in RCW
21 81.104.015. The department, in cooperation with regional
22 transportation planning organizations, counties, cities, transit
23 agencies, public ports, private railroad operators, and private
24 transportation providers, as appropriate, shall plan for improvements
25 to transportation facilities and services of state-wide significance in
26 the state-wide multimodal plan. Improvements to facilities and
27 services of state-wide significance identified in the state-wide
28 multimodal plan are essential state public facilities under RCW
29 36.70A.200.

30 The department of transportation, in consultation with local
31 governments, shall set level of service standards for state highways
32 and state ferry routes of state-wide significance. Although the
33 department shall consult with local governments when setting level of
34 service standards, the department retains authority to make final
35 decisions regarding level of service standards for state highways and
36 state ferry routes of state-wide significance. In establishing level
37 of service standards for state highways and state ferry routes of
38 state-wide significance, the department shall consider the necessary

1 balance between providing for the free interjurisdictional movement of
2 people and goods and the needs of local communities using these
3 facilities.

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

6 Each regional transportation planning organization shall have the
7 following duties:

8 (1) Prepare and periodically update a transportation strategy for
9 the region. The strategy shall address alternative transportation
10 modes and transportation demand management measures in regional
11 corridors and shall recommend preferred transportation policies to
12 implement adopted growth strategies. The strategy shall serve as a
13 guide in preparation of the regional transportation plan.

14 (2) Prepare a regional transportation plan as set forth in RCW
15 47.80.030 that is consistent with county-wide planning policies if such
16 have been adopted pursuant to chapter 36.70A RCW, with county, city,
17 and town comprehensive plans, and state transportation plans.

18 (3) Certify by December 31, 1996, that the transportation elements
19 of comprehensive plans adopted by counties, cities, and towns within
20 the region reflect the guidelines and principles developed pursuant to
21 RCW 47.80.026, are consistent with the adopted regional transportation
22 plan, and, where appropriate, conform with the requirements of RCW
23 36.70A.070.

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

27 (5) Develop, in cooperation with the department of transportation,
28 operators of public transportation services and local governments
29 within the region, a six-year regional transportation improvement
30 program which proposes regionally significant transportation projects
31 and programs and transportation demand management measures. The
32 regional transportation improvement program shall be based on the
33 programs, projects, and transportation demand management measures of
34 regional significance as identified by transit agencies, cities, and
35 counties pursuant to RCW 35.58.2795, 35.77.010, and 36.81.121,
36 respectively. The program shall include a priority list of projects
37 and programs, project segments and programs, transportation demand
38 management measures, and a specific financial plan that demonstrates

1 how the transportation improvement program can be funded. The program
2 shall be updated at least every two years for the ensuing six-year
3 period.

4 (6) Designate a lead planning agency to coordinate preparation of
5 the regional transportation plan and carry out the other
6 responsibilities of the organization. The lead planning agency may be
7 a regional organization, a component county, city, or town agency, or
8 the appropriate Washington state department of transportation district
9 office.

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

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

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

18 (1) Each regional transportation planning organization shall
19 develop in cooperation with the department of transportation, providers
20 of public transportation and high capacity transportation, ports, and
21 local governments within the region, adopt, and periodically update a
22 regional transportation plan that:

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

25 (b) Identifies existing or planned transportation facilities,
26 services, and programs, including but not limited to major roadways
27 including state highways and regional arterials, transit and
28 nonmotorized services and facilities, multimodal and intermodal
29 facilities, marine ports and airports, railroads, and noncapital
30 programs including transportation demand management that should
31 function as an integrated regional transportation system, giving
32 emphasis to those facilities, services, and programs that exhibit one
33 or more of the following characteristics:

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

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

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

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

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

9 (vi) Provides for system continuity;

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

21 (d) Includes a financial plan demonstrating how the regional
22 transportation plan can be implemented, indicating resources from
23 public and private sources that are reasonably expected to be made
24 available to carry out the plan, and recommending any innovative
25 financing techniques to finance needed facilities, services, and
26 programs;

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

29 (i) Ensure the preservation of the existing regional transportation
30 system, including requirements for operational improvements,
31 resurfacing, restoration, and rehabilitation of existing and future
32 major roadways, as well as operations, maintenance, modernization, and
33 rehabilitation of existing and future transit, railroad systems and
34 corridors, and nonmotorized facilities; and

35 (ii) Make the most efficient use of existing transportation
36 facilities to relieve vehicular congestion and maximize the mobility of
37 people and goods;

38 (f) Sets forth a proposed regional transportation approach,
39 including capital investments, service improvements, programs, and

1 transportation demand management measures to guide the development of
2 the integrated, multimodal regional transportation system; and

3 (g) Where appropriate, sets forth the relationship of high capacity
4 transportation providers and other public transit providers with regard
5 to responsibility for, and the coordination between, services and
6 facilities.

7 (2) The organization shall review the regional transportation plan
8 biennially for currency and forward the adopted plan along with
9 documentation of the biennial review to the state department of
10 transportation.

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

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