
SENATE BILL 5699

State of Washington

55th Legislature

1997 Regular Session

By Senators Wood, Haugen, Rasmussen, Horn, Sellar, Jacobsen, Prince and Oke

Read first time 02/07/97. Referred to Committee on Transportation.

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 1999.

22 **Sec. 2.** RCW 36.70A.070 and 1996 c 239 s 1 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) 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) Land use assumptions used in estimating travel;

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

14 (iii) Facilities and services needs, including:

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

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

24 ~~((iii))~~ (C) For state-owned transportation facilities, level of
25 service standards for highways, as prescribed in chapters 47.06 and
26 47.80 RCW, to gauge the performance of the system. The purposes of
27 reflecting level of service standards for state highways in the local
28 comprehensive plan are to monitor the performance of the system, to
29 evaluate improvement strategies, and to facilitate coordination between
30 the county's or city's six-year street, road, or transit program and
31 the department of transportation's six-year investment program. The
32 concurrency requirements of (b) of this subsection do not apply to
33 transportation facilities and services of state-wide significance;

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

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

1 (~~(v)~~) (F) Identification of state and local system (~~expansion~~
2 needs and transportation system management) needs to meet current and
3 future demands. Identified needs on state-owned transportation
4 facilities must be consistent with the state-wide multimodal
5 transportation plan required under chapter 47.06 RCW;

6 (~~(e)~~) (iv) Finance, including:

7 (~~(i)~~) (A) An analysis of funding capability to judge system needs
8 against probable funding resources;

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

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

21 (~~(d)~~) (v) Intergovernmental coordination efforts, including an
22 assessment of the impacts of the transportation plan and land use
23 assumptions on the transportation systems of adjacent jurisdictions;

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

25 (b) After adoption of the comprehensive plan by jurisdictions
26 required to plan or who choose to plan under RCW 36.70A.040, local
27 jurisdictions must adopt and enforce ordinances which prohibit
28 development approval if the development causes the level of service on
29 a locally owned transportation facility to decline below the standards
30 adopted in the transportation element of the comprehensive plan, unless
31 transportation improvements or strategies to accommodate the impacts of
32 development are made concurrent with the development. These strategies
33 may include increased public transportation service, ride sharing
34 programs, demand management, and other transportation systems
35 management strategies. For the purposes of this subsection (6)
36 "concurrent with the development" shall mean that improvements or
37 strategies are in place at the time of development, or that a financial
38 commitment is in place to complete the improvements or strategies
39 within six years.

1 (c) The transportation element described in this subsection (6),
2 and the six-year plans required by RCW 35.77.010 for cities, RCW
3 36.81.121 for counties, ((and)) RCW 35.58.2795 for public
4 transportation systems, and RCW 47.05.030 for the state, must be
5 consistent.

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

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

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

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

25 (1) The legislature recognizes that counties are regional
26 governments within their boundaries, and cities are primary providers
27 of urban governmental services within urban growth areas. For the
28 purposes of this section, a "county-wide planning policy" is a written
29 policy statement or statements used solely for establishing a county-
30 wide framework from which county and city comprehensive plans are
31 developed and adopted pursuant to this chapter. This framework shall
32 ensure that city and county comprehensive plans are consistent as
33 required in RCW 36.70A.100. Nothing in this section shall be construed
34 to alter the land-use powers of cities.

35 (2) The legislative authority of a county that plans under RCW
36 36.70A.040 shall adopt a county-wide planning policy in cooperation

1 with the cities located in whole or in part within the county as
2 follows:

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

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

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

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

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

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

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

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

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

19 (d) Policies for county-wide transportation facilities and
20 strategies;

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

24 (f) Policies for joint county and city planning within urban growth
25 areas;

26 (g) Policies for county-wide economic development and employment;
27 and

28 (h) An analysis of the fiscal impact.

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

33 (5) Failure to adopt a county-wide planning policy that meets the
34 requirements of this section may result in the imposition of a sanction
35 or sanctions on a county or city within the county, as specified in RCW
36 36.70A.340. In imposing a sanction or sanctions, the governor shall
37 specify the reasons for failure to adopt a county-wide planning policy
38 in order that any imposed sanction or sanctions are fairly and

1 equitably related to the failure to adopt a county-wide planning
2 policy.

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

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

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

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

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

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

35 (c) The "collector system" shall consist of routes which primarily
36 serve the more important intercounty, intracounty, and intraurban
37 travel corridors, collect traffic from the system of local access roads
38 and convey it to the arterial system, and on which, regardless of

1 traffic volume, the predominant travel distances are shorter than on
2 arterial routes.

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

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

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

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

14 (d) Directness of travel and distance between points of economic
15 importance;

16 (e) Length of trips;

17 (f) Character and volume of traffic;

18 (g) Preferential consideration for multiple service which shall
19 include public transportation;

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

21 (i) System continuity.

22 (3) The transportation commission shall designate (~~(a system of)~~)
23 state highways (~~(that have)~~) of state-wide significance under section
24 7 of this act, and shall submit a list of such facilities for adoption
25 by the 1998 legislature. This state-wide system shall include at a
26 minimum interstate highways and other state-wide principal arterials
27 that are needed to connect major communities across the state and
28 support the state's economy.

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

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

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

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

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

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

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

37 The legislature declares the following transportation facilities
38 and services to be of state-wide significance: The interstate highway

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

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

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

32 Each regional transportation planning organization shall have the
33 following duties:

34 (1) Prepare and periodically update a transportation strategy for
35 the region. The strategy shall address alternative transportation
36 modes and transportation demand management measures in regional
37 corridors and shall recommend preferred transportation policies to

1 implement adopted growth strategies. The strategy shall serve as a
2 guide in preparation of the regional transportation plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

34 (vi) Provides for system continuity;

35 (c) Establishes level of service standards ~~((at a minimum for all))~~
36 for state highways and state ferry routes, with the exception of
37 transportation facilities of state-wide significance as defined in
38 section 7 of this act. These regionally established level of service

1 standards for state highways and state ferries shall be developed
2 jointly with the department of transportation, to encourage consistency
3 across jurisdictions. In establishing level of service standards for
4 state highways and state ferries, consideration shall be given for the
5 necessary balance between providing for the free interjurisdictional
6 movement of people and goods and the needs of local commuters using
7 state facilities;

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

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

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

22 (ii) Make the most efficient use of existing transportation
23 facilities to relieve vehicular congestion and maximize the mobility of
24 people and goods;

25 (f) Sets forth a proposed regional transportation approach,
26 including capital investments, service improvements, programs, and
27 transportation demand management measures to guide the development of
28 the integrated, multimodal regional transportation system; and

29 (g) Where appropriate, sets forth the relationship of high capacity
30 transportation providers and other public transit providers with regard
31 to responsibility for, and the coordination between, services and
32 facilities.

33 (2) The organization shall review the regional transportation plan
34 biennially for currency and forward the adopted plan along with
35 documentation of the biennial review to the state department of
36 transportation.

37 (3) All transportation projects, programs, and transportation
38 demand management measures within the region that have an impact upon

- 1 regional facilities or services must be consistent with the plan and
- 2 with the adopted regional growth and transportation strategies.

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