

ESSB 5374 - H COMM AMD
By Committee on Local Government

NOT CONSIDERED 03/12/2026

1 Strike everything after the enacting clause and insert the
2 following:

3 **"Sec. 1.** RCW 36.70A.070 and 2024 c 135 s 1 are each amended to
4 read as follows:

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

14 (1) A land use element designating the proposed general
15 distribution and general location and extent of the uses of land,
16 where appropriate, for agriculture, timber production, housing,
17 commerce, industry, recreation, open spaces and green spaces, urban
18 and community forests within the urban growth area, general aviation
19 airports, public utilities, public facilities, and other land uses.
20 The land use element shall include population densities, building
21 intensities, and estimates of future population growth. The land use
22 element shall provide for protection of the quality and quantity of
23 groundwater used for public water supplies. The land use element must
24 give special consideration to achieving environmental justice in its
25 goals and policies, including efforts to avoid creating or worsening
26 environmental health disparities. Wherever possible, the land use
27 element should consider utilizing urban planning approaches that
28 promote physical activity and reduce per capita vehicle miles
29 traveled within the jurisdiction, but without increasing greenhouse
30 gas emissions elsewhere in the state. Where applicable, the land use
31 element shall review drainage, flooding, and stormwater runoff in the
32 area and nearby jurisdictions and provide guidance for corrective

1 actions to mitigate or cleanse those discharges that pollute waters
2 of the state, including Puget Sound or waters entering Puget Sound.
3 The land use element must reduce and mitigate the risk to lives and
4 property posed by wildfires by using land use planning tools, which
5 may include, but are not limited to, adoption of portions or all of
6 the wildland urban interface code developed by the international code
7 council or developing building and maintenance standards consistent
8 with the firewise USA program or similar program designed to reduce
9 wildfire risk, reducing wildfire risks to residential development in
10 high risk areas and the wildland urban interface area, separating
11 human development from wildfire prone landscapes, and protecting
12 existing residential development and infrastructure through community
13 wildfire preparedness and fire adaptation measures.

14 (2) A housing element ensuring the vitality and character of
15 established residential neighborhoods that:

16 (a) Includes an inventory and analysis of existing and projected
17 housing needs that identifies the number of housing units necessary
18 to manage projected growth, as provided by the department of
19 commerce, including:

20 (i) Units for moderate, low, very low, and extremely low-income
21 households; and

22 (ii) Emergency housing, emergency shelters, and permanent
23 supportive housing;

24 (b) Includes a statement of goals, policies, objectives, and
25 mandatory provisions for the preservation, improvement, and
26 development of housing, including single-family residences, and
27 within an urban growth area boundary, moderate density housing
28 options including, but not limited to, duplexes, triplexes, and
29 townhomes;

30 (c) Identifies sufficient capacity of land for housing including,
31 but not limited to, government-assisted housing, housing for
32 moderate, low, very low, and extremely low-income households,
33 manufactured housing, multifamily housing, group homes, foster care
34 facilities, emergency housing, emergency shelters, permanent
35 supportive housing, and within an urban growth area boundary,
36 consideration of duplexes, triplexes, and townhomes;

37 (d) Makes adequate provisions for existing and projected needs of
38 all economic segments of the community, including:

39 (i) Incorporating consideration for low, very low, extremely low,
40 and moderate-income households;

1 (ii) Documenting programs and actions needed to achieve housing
2 availability including gaps in local funding, barriers such as
3 development regulations, and other limitations;

4 (iii) Consideration of housing locations in relation to
5 employment location; and

6 (iv) Consideration of the role of accessory dwelling units in
7 meeting housing needs;

8 (e) Identifies local policies and regulations that result in
9 racially disparate impacts, displacement, and exclusion in housing,
10 including:

11 (i) Zoning that may have a discriminatory effect;

12 (ii) Disinvestment; and

13 (iii) Infrastructure availability;

14 (f) Identifies and implements policies and regulations to address
15 and begin to undo racially disparate impacts, displacement, and
16 exclusion in housing caused by local policies, plans, and actions;

17 (g) Identifies areas that may be at higher risk of displacement
18 from market forces that occur with changes to zoning development
19 regulations and capital investments; and

20 (h) Establishes antidisplacement policies, with consideration
21 given to the preservation of historical and cultural communities as
22 well as investments in low, very low, extremely low, and moderate-
23 income housing; equitable development initiatives; inclusionary
24 zoning; community planning requirements; tenant protections; land
25 disposition policies; and consideration of land that may be used for
26 affordable housing.

27 In counties and cities subject to the review and evaluation
28 requirements of RCW 36.70A.215, any revision to the housing element
29 shall include consideration of prior review and evaluation reports
30 and any reasonable measures identified. The housing element should
31 link jurisdictional goals with overall county goals to ensure that
32 the housing element goals are met.

33 The adoption of ordinances, development regulations and
34 amendments to such regulations, and other nonproject actions taken by
35 a city that is required or chooses to plan under RCW 36.70A.040 that
36 increase housing capacity, increase housing affordability, and
37 mitigate displacement as required under this subsection (2) and that
38 apply outside of critical areas are not subject to administrative or
39 judicial appeal under chapter 43.21C RCW unless the adoption of such
40 ordinances, development regulations and amendments to such

1 regulations, or other nonproject actions has a probable significant
2 adverse impact on fish habitat.

3 (3) A capital facilities plan element consisting of: (a) An
4 inventory of existing capital facilities owned by public entities,
5 including green infrastructure, showing the locations and capacities
6 of the capital facilities; (b) a forecast of the future needs for
7 such capital facilities; (c) the proposed locations and capacities of
8 expanded or new capital facilities; (d) at least a six-year plan that
9 will finance such capital facilities within projected funding
10 capacities and clearly identifies sources of public money for such
11 purposes; and (e) a requirement to reassess the land use element if
12 probable funding falls short of meeting existing needs and to ensure
13 that the land use element, capital facilities plan element, and
14 financing plan within the capital facilities plan element are
15 coordinated and consistent. Park and recreation facilities shall be
16 included in the capital facilities plan element.

17 The county or city shall identify all public entities that own
18 capital facilities and endeavor in good faith to work with other
19 public entities, such as special purpose districts, to gather and
20 include within its capital facilities element the information
21 required by this subsection. If, after a good faith effort, the
22 county or city is unable to gather the information required by this
23 subsection from the other public entities, the failure to include
24 such information in its capital facilities element cannot be grounds
25 for a finding of noncompliance or invalidity under chapter 228, Laws
26 of 2023. A good faith effort must, at a minimum, include consulting
27 the public entity's capital facility or system plans and emailing and
28 calling the staff of the public entity.

29 (4)(a) A utilities element consisting of the general location,
30 proposed location, and capacity of all existing and proposed
31 utilities including, but not limited to, electrical,
32 telecommunications, and natural gas systems.

33 (b) The county or city shall identify all public entities that
34 own utility systems and endeavor in good faith to work with other
35 public entities, such as special purpose districts, to gather and
36 include within its utilities element the information required in (a)
37 of this subsection. However, if, after a good faith effort, the
38 county or city is unable to gather the information required in (a) of
39 this subsection from the other public entities, the failure to
40 include such information in the utilities element shall not be

1 grounds for a finding of noncompliance or invalidity under chapter
2 228, Laws of 2023. A good faith effort must, at a minimum, include
3 consulting the public entity's capital facility or system plans, and
4 emailing and calling the staff of the public entity.

5 (5) Rural element. Counties shall include a rural element
6 including lands that are not designated for urban growth,
7 agriculture, forest, or mineral resources. The following provisions
8 shall apply to the rural element:

9 (a) Growth management act goals and local circumstances. Because
10 circumstances vary from county to county, in establishing patterns of
11 rural densities and uses, a county may consider local circumstances,
12 but shall develop a written record explaining how the rural element
13 harmonizes the planning goals in RCW 36.70A.020 and meets the
14 requirements of this chapter.

15 (b) Rural development. The rural element shall permit rural
16 development, forestry, and agriculture in rural areas. The rural
17 element shall provide for a variety of rural densities, uses,
18 essential public facilities, and rural governmental services needed
19 to serve the permitted densities and uses. To achieve a variety of
20 rural densities and uses, counties may provide for clustering,
21 density transfer, design guidelines, conservation easements, and
22 other innovative techniques that will accommodate appropriate rural
23 economic advancement, densities, and uses that are not characterized
24 by urban growth and that are consistent with rural character.

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

28 (i) Containing or otherwise controlling rural development;

29 (ii) Assuring visual compatibility of rural development with the
30 surrounding rural area;

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

33 (iv) Protecting critical areas, as provided in RCW 36.70A.060,
34 and surface water and groundwater resources; and

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

37 (d) Limited areas of more intensive rural development. Subject to
38 the requirements of this subsection and except as otherwise
39 specifically provided in this subsection (5)(d), the rural element
40 may allow for limited areas of more intensive rural development,

1 including necessary public facilities and public services to serve
2 the limited area as follows:

3 (i) Rural development consisting of the infill, development, or
4 redevelopment of existing commercial, industrial, residential, or
5 mixed-use areas, whether characterized as shoreline development,
6 villages, hamlets, rural activity centers, or crossroads
7 developments.

8 (A) A commercial, industrial, residential, shoreline, or mixed-
9 use area are subject to the requirements of (d)(iv) of this
10 subsection, but are not subject to the requirements of (c)(ii) and
11 (iii) of this subsection.

12 (B) Any development or redevelopment other than an industrial
13 area or an industrial use within a mixed-use area or an industrial
14 area under this subsection (5)(d)(i) must be principally designed to
15 serve the existing and projected rural population.

16 (C) Any development or redevelopment in terms of building size,
17 scale, use, or intensity may be permitted subject to confirmation
18 from all existing providers of public facilities and public services
19 of sufficient capacity of existing public facilities and public
20 services to serve any new or additional demand from the new
21 development or redevelopment. Development and redevelopment may
22 include changes in use from vacant land or a previously existing use
23 so long as the new use conforms to the requirements of this
24 subsection (5) and is consistent with the local character. Any
25 commercial development or redevelopment within a mixed-use area must
26 be principally designed to serve the existing and projected rural
27 population and must meet the following requirements:

28 (I) Any included retail or food service space must not exceed the
29 footprint of previously occupied space or 5,000 square feet,
30 whichever is greater, for the same or similar use, unless the retail
31 space is for an essential rural retail service and the designated
32 limited area is located at least 10 miles from an existing urban
33 growth area, then the retail space must not exceed the footprint of
34 the previously occupied space or 10,000 square feet, whichever is
35 greater; and

36 (II) Any included retail or food service space must not exceed
37 2,500 square feet for a new use, unless the new retail space is for
38 an essential rural retail service and the designated limited area is
39 located at least 10 miles from an existing urban growth area, then
40 the new retail space must not exceed 10,000 square feet;

1 For the purposes of this subsection (5)(d), "essential rural
2 retail services" means services including grocery, pharmacy,
3 hardware, automotive parts, and similar uses that sell or provide
4 products necessary for health and safety, such as food, medication,
5 sanitation supplies, and products to maintain habitability and
6 mobility;

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

17 (iii) The intensification of development on lots containing
18 isolated nonresidential uses or new development of isolated cottage
19 industries and isolated small-scale businesses that are not
20 principally designed to serve the existing and projected rural
21 population and nonresidential uses, but do provide job opportunities
22 for rural residents. Rural counties may allow the expansion of small-
23 scale businesses as long as those small-scale businesses conform with
24 the rural character of the area as defined by the local government
25 according to RCW 36.70A.030(~~((35))~~) (38). Rural counties may also
26 allow new small-scale businesses to utilize a site previously
27 occupied by an existing business as long as the new small-scale
28 business conforms to the rural character of the area as defined by
29 the local government according to RCW 36.70A.030(~~((35))~~) (38). Public
30 services and public facilities shall be limited to those necessary to
31 serve the isolated nonresidential use and shall be provided in a
32 manner that does not permit low-density sprawl;

33 (iv) A county shall adopt measures to minimize and contain the
34 existing areas of more intensive rural development, as appropriate,
35 authorized under this subsection. Lands included in such existing
36 areas shall not extend beyond the logical outer boundary of the
37 existing area, thereby allowing a new pattern of low-density sprawl.
38 Existing areas are those that are clearly identifiable and contained
39 and where there is a logical boundary delineated predominately by the
40 built environment, but that may also include undeveloped lands if

1 limited as provided in this subsection. The county shall establish
2 the logical outer boundary of an area of more intensive rural
3 development. In establishing the logical outer boundary, the county
4 shall address (A) the need to preserve the character of existing
5 natural neighborhoods and communities, (B) physical boundaries, such
6 as bodies of water, streets and highways, and land forms and
7 contours, (C) the prevention of abnormally irregular boundaries, and
8 (D) the ability to provide public facilities and public services in a
9 manner that does not permit low-density sprawl;

10 (v) For purposes of this subsection (5)(d), an existing area or
11 existing use is one that was in existence:

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

14 (B) On the date the county adopted a resolution under RCW
15 36.70A.040(2), in a county that is planning under all of the
16 provisions of this chapter under RCW 36.70A.040(2); or

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

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

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

27 (a) The transportation element shall include the following
28 subelements:

29 (i) Land use assumptions used in estimating travel;

30 (ii) Estimated multimodal level of service impacts to state-owned
31 transportation facilities resulting from land use assumptions to
32 assist in monitoring the performance of state facilities, to plan
33 improvements for the facilities, and to assess the impact of land-use
34 decisions on state-owned transportation facilities;

35 (iii) Facilities and services needs, including:

36 (A) An inventory of air, water, and ground transportation
37 facilities and services, including transit alignments, active
38 transportation facilities, and general aviation airport facilities,
39 to define existing capital facilities and travel levels to inform
40 future planning. This inventory must include state-owned

1 transportation facilities within the city or county's jurisdictional
2 boundaries;

3 (B) Multimodal level of service standards for all locally owned
4 arterials, locally and regionally operated transit routes that serve
5 urban growth areas, state-owned or operated transit routes that serve
6 urban areas if the department of transportation has prepared such
7 standards, and active transportation facilities to serve as a gauge
8 to judge performance of the system and success in helping to achieve
9 the goals of this chapter consistent with environmental justice.
10 These standards should be regionally coordinated;

11 (C) For state-owned transportation facilities, multimodal level
12 of service standards for highways, as prescribed in chapters 47.06
13 and 47.80 RCW, to gauge the performance of the system. The purposes
14 of reflecting multimodal level of service standards for state
15 highways in the local comprehensive plan are to monitor the
16 performance of the system, to evaluate improvement strategies, and to
17 facilitate coordination between the county's or city's six-year
18 street, road, active transportation, or transit program and the
19 office of financial management's (~~ten-year~~) 10-year investment
20 program. The concurrency requirements of (b) of this subsection do
21 not apply to transportation facilities and services of statewide
22 significance except for counties consisting of islands whose only
23 connection to the mainland are state highways or ferry routes. In
24 these island counties, state highways and ferry route capacity must
25 be a factor in meeting the concurrency requirements in (b) of this
26 subsection;

27 (D) Specific actions and requirements for bringing into
28 compliance transportation facilities or services that are below an
29 established multimodal level of service standard;

30 (E) Forecasts of multimodal transportation demand and needs
31 within cities and urban growth areas, and forecasts of multimodal
32 transportation demand and needs outside of cities and urban growth
33 areas, for at least (~~ten~~) 10 years based on the adopted land use
34 plan to inform the development of a transportation element that
35 balances transportation system safety and convenience to accommodate
36 all users of the transportation system to safely, reliably, and
37 efficiently provide access and mobility to people and goods. Priority
38 must be given to inclusion of transportation facilities and services
39 providing the greatest multimodal safety benefit to each category of
40 roadway users for the context and speed of the facility;

1 (F) Identification of state and local system needs to equitably
2 meet current and future demands. Identified needs on state-owned
3 transportation facilities must be consistent with the statewide
4 multimodal transportation plan required under chapter 47.06 RCW.
5 Local system needs should reflect the regional transportation system
6 and local goals, and strive to equitably implement the multimodal
7 network;

8 (G) A transition plan for transportation as required in Title II
9 of the Americans with disabilities act of 1990 (ADA). As a necessary
10 step to a program access plan to provide accessibility under the ADA,
11 state and local government, public entities, and public agencies are
12 required to perform self-evaluations of their current facilities,
13 relative to accessibility requirements of the ADA. The agencies are
14 then required to develop a program access plan, which can be called a
15 transition plan, to address any deficiencies. The plan is intended to
16 achieve the following:

17 (I) Identify physical obstacles that limit the accessibility of
18 facilities to individuals with disabilities;

19 (II) Describe the methods to be used to make the facilities
20 accessible;

21 (III) Provide a schedule for making the access modifications; and

22 (IV) Identify the public officials responsible for implementation
23 of the transition plan;

24 (iv) Finance, including:

25 (A) An analysis of funding capability to judge needs against
26 probable funding resources;

27 (B) A multiyear financing plan based on the needs identified in
28 the comprehensive plan, the appropriate parts of which shall serve as
29 the basis for the six-year street, road, or transit program required
30 by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW
31 35.58.2795 for public transportation systems. The multiyear financing
32 plan should be coordinated with the (~~ten-year~~) 10-year investment
33 program developed by the office of financial management as required
34 by RCW 47.05.030;

35 (C) If probable funding falls short of meeting the identified
36 needs of the transportation system, including state transportation
37 facilities, a discussion of how additional funding will be raised, or
38 how land use assumptions will be reassessed to ensure that level of
39 service standards will be met;

1 (v) Intergovernmental coordination efforts, to include affected
2 tribal governments, including an assessment of the impacts of the
3 transportation plan and land use assumptions on the transportation
4 systems of adjacent jurisdictions, including affected tribal areas;

5 (vi) Demand-management strategies;

6 (vii) Active transportation component to include collaborative
7 efforts to identify and designate planned improvements for active
8 transportation facilities and corridors that address and encourage
9 enhanced community access and promote healthy lifestyles.

10 (b) After adoption of the comprehensive plan by jurisdictions
11 required to plan or who choose to plan under RCW 36.70A.040, local
12 jurisdictions must adopt and enforce ordinances which prohibit
13 development approval if the development causes the level of service
14 on a locally owned or locally or regionally operated transportation
15 facility to decline below the standards adopted in the transportation
16 element of the comprehensive plan, unless transportation improvements
17 or strategies to accommodate the impacts of development are made
18 concurrent with the development. These strategies may include active
19 transportation facility improvements, increased or enhanced public
20 transportation service, ride-sharing programs, demand management, and
21 other transportation systems management strategies. For the purposes
22 of this subsection (6), "concurrent with the development" means that
23 improvements or strategies are in place at the time of development,
24 or that a financial commitment is in place to complete the
25 improvements or strategies within six years. If the collection of
26 impact fees is delayed under RCW 82.02.050(3), the six-year period
27 required by this subsection (6)(b) must begin after full payment of
28 all impact fees is due to the county or city. A development proposal
29 may not be denied for causing the level of service on a locally owned
30 or locally or regionally operated transportation facility to decline
31 below the standards adopted in the transportation element of the
32 comprehensive plan where such impacts could be adequately mitigated
33 through active transportation facility improvements, increased or
34 enhanced public transportation service, ride-sharing programs, demand
35 management, or other transportation systems management strategies
36 funded by the development.

37 (c) The transportation element described in this subsection (6),
38 the six-year plans required by RCW 35.77.010 for cities, RCW
39 36.81.121 for counties, and RCW 35.58.2795 for public transportation

1 systems, and the (~~ten-year~~) 10-year investment program required by
2 RCW 47.05.030 for the state, must be consistent.

3 (7) An economic development element establishing local goals,
4 policies, objectives, and provisions for economic growth and vitality
5 and a high quality of life. A city that has chosen to be a
6 residential community is exempt from the economic development element
7 requirement of this subsection.

8 (8) A park and recreation element that implements, and is
9 consistent with, the capital facilities plan element as it relates to
10 park and recreation facilities. The element shall include: (a)
11 Estimates of park and recreation demand for at least a (~~ten-year~~)
12 10-year period; (b) an evaluation of facilities and service needs;
13 (c) an evaluation of tree canopy coverage within the urban growth
14 area; and (d) an evaluation of intergovernmental coordination
15 opportunities to provide regional approaches for meeting park and
16 recreational demand.

17 (9)(a) A climate change and resiliency element that is designed
18 to result in reductions in overall greenhouse gas emissions and that
19 must enhance resiliency to and avoid the adverse impacts of climate
20 change, which must include efforts to reduce localized greenhouse gas
21 emissions and avoid creating or worsening localized climate impacts
22 to vulnerable populations and overburdened communities.

23 (b) The climate change and resiliency element shall include the
24 following subelements:

25 (i) A greenhouse gas emissions reduction subelement;

26 (ii) A resiliency subelement.

27 (c) The greenhouse gas emissions reduction subelement of the
28 climate change and resiliency element is mandatory for the
29 jurisdictions specified in RCW 36.70A.095 and is encouraged for all
30 other jurisdictions, including those planning under RCW 36.70A.040
31 and those planning under chapter 36.70 RCW. The resiliency subelement
32 of the climate change and resiliency element is mandatory for all
33 jurisdictions planning under RCW 36.70A.040 and is encouraged for
34 those jurisdictions planning under chapter 36.70 RCW.

35 (d)(i) The greenhouse gas emissions reduction subelement of the
36 comprehensive plan, and its related development regulations, must
37 identify the actions the jurisdiction will take during the planning
38 cycle consistent with the guidelines published by the department
39 pursuant to RCW 70A.45.120 that will:

1 (A) Result in reductions in overall greenhouse gas emissions
2 generated by transportation and land use within the jurisdiction but
3 without increasing greenhouse gas emissions elsewhere in the state;

4 (B) Result in reductions in per capita vehicle miles traveled
5 within the jurisdiction but without increasing greenhouse gas
6 emissions elsewhere in the state; and

7 (C) Prioritize reductions that benefit overburdened communities
8 in order to maximize the cobenefits of reduced air pollution and
9 environmental justice.

10 (ii) Actions not specifically identified in the guidelines
11 developed by the department pursuant to RCW 70A.45.120 may be
12 considered consistent with these guidelines only if:

13 (A) They are projected to achieve greenhouse gas emissions
14 reductions or per capita vehicle miles traveled reductions equivalent
15 to what would be required of the jurisdiction under the guidelines
16 adopted by the department; and

17 (B) They are supported by scientifically credible projections and
18 scenarios that indicate their adoption is likely to result in
19 reductions of greenhouse gas emissions or per capita vehicle miles
20 traveled.

21 (iii) A jurisdiction may not restrict population growth or limit
22 population allocation in order to achieve the requirements set forth
23 in this subsection (9)(d).

24 (e)(i) The resiliency subelement must equitably enhance
25 resiliency to, and avoid or substantially reduce the adverse impacts
26 of, climate change in human communities and ecological systems
27 through goals, policies, and programs consistent with the best
28 available science and scientifically credible climate projections and
29 impact scenarios that moderate or avoid harm, enhance the resiliency
30 of natural and human systems, and enhance beneficial opportunities.
31 The resiliency subelement must prioritize actions that benefit
32 overburdened communities that will disproportionately suffer from
33 compounding environmental impacts and will be most impacted by
34 natural hazards due to climate change. Specific goals, policies, and
35 programs of the resiliency subelement must include, but are not
36 limited to, those designed to:

37 (A) Identify, protect, and enhance natural areas to foster
38 resiliency to climate impacts, as well as areas of vital habitat for
39 safe passage and species migration;

1 (B) Identify, protect, and enhance community resiliency to
2 climate change impacts, including social, economic, and built
3 environment factors, that support adaptation to climate impacts
4 consistent with environmental justice; and

5 (C) Address natural hazards created or aggravated by climate
6 change, including sea level rise, landslides, flooding, drought,
7 heat, smoke, wildfire, and other effects of changes to temperature
8 and precipitation patterns.

9 (ii) A natural hazard mitigation plan or similar plan that is
10 guided by RCW 36.70A.020(14), that prioritizes actions that benefit
11 overburdened communities, and that complies with the applicable
12 requirements of this chapter, including the requirements set forth in
13 this subsection (9)(e), may be adopted by reference to satisfy these
14 requirements, except that to the extent any of the substantive
15 requirements of this subsection (9)(e) are not addressed, or are
16 inadequately addressed, in the referenced natural hazard mitigation
17 plan, a county or city must supplement the natural hazard mitigation
18 plan accordingly so that the adopted resiliency subelement complies
19 fully with the substantive requirements of this subsection (9)(e).

20 (A) If a county or city intends to adopt by reference a federal
21 emergency management agency natural hazard mitigation plan in order
22 to meet all or part of the substantive requirements set forth in this
23 subsection (9)(e), and the most recently adopted federal emergency
24 management agency natural hazard mitigation plan does not comply with
25 the requirements of this subsection (9)(e), the department may grant
26 the county or city an extension of time in which to submit a natural
27 hazard mitigation plan.

28 (B) Eligibility for an extension under this subsection prior to
29 July 1, 2027, is limited to a city or county required to review and,
30 if needed, revise its comprehensive plan on or before June 30, 2025,
31 as provided in RCW 36.70A.130, or for a city or county with an
32 existing, unexpired federal emergency management agency natural
33 hazard mitigation plan scheduled to expire before December 31, 2024.

34 (C) Extension requests after July 1, 2027, may be granted if
35 requirements for the resiliency subelement are amended or added by
36 the legislature or if the department finds other circumstances that
37 may result in a potential finding of noncompliance with a
38 jurisdiction's existing and approved federal emergency management
39 agency natural hazard mitigation plan.

1 (D) A city or county that wishes to request an extension of time
2 must submit a request in writing to the department no later than the
3 date on which the city or county is required to review and, if
4 needed, revise its comprehensive plan as provided in RCW 36.70A.130.

5 (E) Upon the submission of such a request to the department, the
6 city or county may have an additional 48 months from the date
7 provided in RCW 36.70A.130 in which to either adopt by reference an
8 updated federal emergency management agency natural hazard mitigation
9 plan or adopt its own natural hazard mitigation plan, and to then
10 submit that plan to the department.

11 (F) The adoption of ordinances, amendments to comprehensive
12 plans, amendments to development regulations, and other nonproject
13 actions taken by a county or city pursuant to (d) of this subsection
14 in order to implement measures specified by the department pursuant
15 to RCW 70A.45.120 are not subject to administrative or judicial
16 appeal under chapter 43.21C RCW.

17 (10) It is the intent that new or amended elements required after
18 January 1, 2002, be adopted concurrent with the scheduled update
19 provided in RCW 36.70A.130. Requirements to incorporate any such new
20 or amended elements shall be null and void until funds sufficient to
21 cover applicable local government costs are appropriated and
22 distributed by the state at least two years before local government
23 must update comprehensive plans as required in RCW 36.70A.130.

24 **Sec. 2.** RCW 36.81.121 and 2005 c 360 s 3 are each amended to
25 read as follows:

26 (1) At any time before adoption of the budget, the legislative
27 authority of each county, after one or more public hearings thereon,
28 shall prepare and adopt a comprehensive transportation program for
29 the ensuing six calendar years. If the county has adopted a
30 comprehensive plan pursuant to chapter 35.63 or 36.70 RCW, the
31 inherent authority of a charter county derived from its charter, or
32 chapter 36.70A RCW, the program shall be consistent with this
33 comprehensive plan.

34 The program shall include proposed road and bridge construction
35 work and other transportation facilities and programs deemed
36 appropriate, and for those counties operating ferries shall also
37 include a separate section showing proposed capital expenditures for
38 ferries, docks, and related facilities. The program shall include any
39 new or enhanced bicycle or pedestrian facilities identified pursuant

1 to RCW 36.70A.070(6) or other applicable changes that promote
2 nonmotorized transit. Copies of the program shall be filed with the
3 county road administration board and with the state secretary of
4 transportation not more than (~~thirty~~) 30 days after its adoption by
5 the legislative authority. The purpose of this section is to assure
6 that each county shall perpetually have available advanced plans
7 looking to the future for not less than six years as a guide in
8 carrying out a coordinated transportation program. The program may at
9 any time be revised by a majority of the legislative authority but
10 only after a public hearing thereon.

11 (2) Each six-year transportation program forwarded to the
12 secretary in compliance with subsection (1) of this section shall
13 contain information as to how a county will expend its moneys,
14 including funds made available pursuant to chapter 47.30 RCW, for
15 nonmotorized transportation purposes.

16 (3) Each six-year transportation program forwarded to the
17 secretary in compliance with subsection (1) of this section shall
18 contain information as to how a county shall act to preserve railroad
19 right-of-way in the event the railroad ceases to operate in the
20 county's jurisdiction.

21 (4) The six-year plan for each county shall specifically set
22 forth those projects and programs of regional significance for
23 inclusion in the transportation improvement program within that
24 region.

25 (5) The comprehensive transportation program under this section
26 must be prepared in coordination with affected tribal governments to
27 assess the impacts of the program on affected tribal areas and to
28 incorporate transportation needs of affected tribal areas. The
29 coordination must be: (a) Offered by the respective county in an
30 early, meaningful, and individual manner with any affected federally
31 recognized Indian tribe whose reservation or ceded lands lie within
32 the county; and (b) offered regardless of whether the county receives
33 a request for coordination from a federally recognized Indian tribe.

34 (6) Upon receipt of notice that a federally recognized Indian
35 tribe chooses to participate in the county planning process, counties
36 must follow the coordination process in RCW 36.70A.040(8) and are
37 eligible for technical assistance and facilitation services
38 authorized by RCW 36.70A.190(6).

1 NEW SECTION. **Sec. 3.** A new section is added to chapter 43.59
2 RCW to read as follows:

3 (1) Subject to the availability of amounts appropriated for this
4 specific purpose, the commission must establish a tribal traffic
5 safety coordinator program to assist tribes in implementing traffic
6 safety strategies.

7 (2) Under the program, the commission must award grant funds to
8 tribes to implement the program, and provide program support to
9 tribes for traffic safety activities described in subsection (3) of
10 this section.

11 (3) Use of program funds by program grantees may include, but are
12 not limited to, any of the following activities:

13 (a) Create and execute comprehensive traffic safety programs
14 tailored to incorporate indigenous knowledge and address the
15 community's unique needs;

16 (b) Establish structured processes for gathering, assessing,
17 analyzing, and presenting traffic safety data to support informed
18 decision making;

19 (c) Lead public outreach efforts, organize road safety audits,
20 and identify gaps in existing data and safety practices;

21 (d) Develop dual language educational programs and conduct
22 Americans with disabilities act, pedestrian, and other traffic safety
23 surveys to enhance inclusivity and awareness;

24 (e) Oversee safety performance metrics, prepare detailed reports,
25 and guide the program's transition to long-term sustainability; and

26 (f) Present project results and data-driven insights to the
27 respective tribal council to secure approvals for traffic safety
28 initiatives and ensure alignment with community priorities.

29 (4) Program funds may also be used to match or supplement federal
30 funds received by the commission for such purposes."

31 Correct the title.

EFFECT: • Requires local governments to coordinate, rather than
consult, with affected tribal governments when preparing the
comprehensive transportation program.

• Removes the requirement that a consultation be independent of,
and in addition to, any public participation process required by
federal or state law, or by a federal or state agency.

• Requires a county to follow the process for negotiating with a
tribal government under the Growth Management Act upon receiving
notice that a federally recognized Indian tribe chooses to
participate in the county planning process.

- Allows a county that enters into negotiations with a federally recognized Indian tribe to be eligible for technical assistance and facilitation under the Growth Management Act.

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