
HOUSE BILL 2134

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By Representatives Duerr, Reed, Parshley, Ryu, Ramel, Doglio, Fitzgibbon, Zahn, and Gregerson

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1 AN ACT Relating to regional transportation plans, of regional
2 transportation planning organizations containing certain counties,
3 providing for reductions in greenhouse gas emissions and vehicle
4 miles traveled; and amending RCW 47.80.030.

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

6 **Sec. 1.** RCW 47.80.030 and 2005 c 328 s 2 are each amended to
7 read as follows:

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

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

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

1 emphasis to those facilities, services, and programs that exhibit one
2 or more of the following characteristics:

3 (i) Crosses member county lines;

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

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

9 (iv) Potentially adverse impacts of the facility, service,
10 program, or project can be better avoided or mitigated through
11 adherence to regional policies;

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

15 (vi) Provides for system continuity;

16 (c) Establishes level of service standards for state highways and
17 state ferry routes, with the exception of transportation facilities
18 of statewide significance as defined in RCW 47.06.140. These
19 regionally established level of service standards for state highways
20 and state ferries shall be developed jointly with the department of
21 transportation, to encourage consistency across jurisdictions. In
22 establishing level of service standards for state highways and state
23 ferries, consideration shall be given for the necessary balance
24 between providing for the free interjurisdictional movement of people
25 and goods and the needs of local commuters using state facilities;

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

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

34 (i) Ensure the preservation of the existing regional
35 transportation system, including requirements for operational
36 improvements, resurfacing, restoration, and rehabilitation of
37 existing and future major roadways, as well as operations,
38 maintenance, modernization, and rehabilitation of existing and future
39 transit, railroad systems and corridors, and nonmotorized facilities;
40 and

1 (ii) Make the most efficient use of existing transportation
2 facilities to relieve vehicular congestion and maximize the mobility
3 of people and goods;

4 (f) Sets forth a proposed regional transportation approach,
5 including capital investments, service improvements, programs, and
6 transportation demand management measures to guide the development of
7 the integrated, multimodal regional transportation system. For
8 regional growth centers, the approach must address transportation
9 concurrency strategies required under RCW 36.70A.070 and include a
10 measurement of vehicle level of service for off-peak periods and
11 total multimodal capacity for peak periods; ~~((and))~~

12 (g) Where appropriate, sets forth the relationship of high
13 capacity transportation providers and other public transit providers
14 with regard to responsibility for, and the coordination between,
15 services and facilities; and

16 (h) Provides for reductions in greenhouse gas emissions and
17 vehicle miles traveled. This subsection applies only to regional
18 transportation planning organizations that contain a county or
19 counties meeting one or more of the following criteria:

20 (a) A county with a population density of at least 100 people per
21 square mile and a population of at least 200,000;

22 (b) A county bordering the Columbia and Snake rivers with a
23 population density of at least 75 people per square mile and an
24 annual growth rate of at least 1.65 percent; or

25 (c) A county located to the west of the crest of the Cascade
26 mountains with a population of at least 130,000.

27 (2) The organization shall review the regional transportation
28 plan biennially for currency and forward the adopted plan along with
29 documentation of the biennial review to the state department of
30 transportation.

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

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