

2 SHB 1487 - S COMM AMD
3 By Committee on Transportation

4 ADOPTED 3/5/98

5 Strike everything after the enacting clause and insert the
6 following:

7 "Sec. 1. RCW 36.70A.040 and 1995 c 400 s 1 are each amended to
8 read as follows:

9 (1) Each county that has both a population of fifty thousand or
10 more and, until May 16, 1995, has had its population increase by more
11 than ten percent in the previous ten years or, on or after May 16,
12 1995, has had its population increase by more than seventeen percent in
13 the previous ten years, and the cities located within such county, and
14 any other county regardless of its population that has had its
15 population increase by more than twenty percent in the previous ten
16 years, and the cities located within such county, shall conform with
17 all of the requirements of this chapter. However, the county
18 legislative authority of such a county with a population of less than
19 fifty thousand population may adopt a resolution removing the county,
20 and the cities located within the county, from the requirements of
21 adopting comprehensive land use plans and development regulations under
22 this chapter if this resolution is adopted and filed with the
23 department by December 31, 1990, for counties initially meeting this
24 set of criteria, or within sixty days of the date the office of
25 financial management certifies that a county meets this set of criteria
26 under subsection (5) of this section.

27 Once a county meets either of these sets of criteria, the
28 requirement to conform with all of the requirements of this chapter
29 remains in effect, even if the county no longer meets one of these sets
30 of criteria.

31 (2) The county legislative authority of any county that does not
32 meet either of the sets of criteria established under subsection (1) of
33 this section may adopt a resolution indicating its intention to have
34 subsection (1) of this section apply to the county. Each city, located
35 in a county that chooses to plan under this subsection, shall conform
36 with all of the requirements of this chapter. Once such a resolution

1 has been adopted, the county and the cities located within the county
2 remain subject to all of the requirements of this chapter.

3 (3) Any county or city that is initially required to conform with
4 all of the requirements of this chapter under subsection (1) of this
5 section shall take actions under this chapter as follows: (a) The
6 county legislative authority shall adopt a county-wide planning policy
7 under RCW 36.70A.210; (b) the county and each city located within the
8 county shall designate critical areas, agricultural lands, forest
9 lands, and mineral resource lands, and adopt development regulations
10 conserving these designated agricultural lands, forest lands, and
11 mineral resource lands and protecting these designated critical areas,
12 under RCW 36.70A.170 and 36.70A.060; (c) the county shall designate and
13 take other actions related to urban growth areas under RCW 36.70A.110;
14 (d) if the county has a population of fifty thousand or more, the
15 county and each city located within the county shall adopt a
16 comprehensive plan under this chapter and development regulations that
17 are consistent with and implement the comprehensive plan on or before
18 July 1, 1994, and if the county has a population of less than fifty
19 thousand, the county and each city located within the county shall
20 adopt a comprehensive plan under this chapter and development
21 regulations that are consistent with and implement the comprehensive
22 plan by January 1, 1995, but if the governor makes written findings
23 that a county with a population of less than fifty thousand or a city
24 located within such a county is not making reasonable progress toward
25 adopting a comprehensive plan and development regulations the governor
26 may reduce this deadline for such actions to be taken by no more than
27 one hundred eighty days. Any county or city subject to this subsection
28 may obtain an additional six months before it is required to have
29 adopted its development regulations by submitting a letter notifying
30 the department of community, trade, and economic development of its
31 need prior to the deadline for adopting both a comprehensive plan and
32 development regulations.

33 (4) Any county or city that is required to conform with all the
34 requirements of this chapter, as a result of the county legislative
35 authority adopting its resolution of intention under subsection (2) of
36 this section, shall take actions under this chapter as follows: (a)
37 The county legislative authority shall adopt a county-wide planning
38 policy under RCW 36.70A.210; (b) the county and each city that is
39 located within the county shall adopt development regulations

1 conserving agricultural lands, forest lands, and mineral resource lands
2 it designated under RCW 36.70A.060 within one year of the date the
3 county legislative authority adopts its resolution of intention; (c)
4 the county shall designate and take other actions related to urban
5 growth areas under RCW 36.70A.110; and (d) the county and each city
6 that is located within the county shall adopt a comprehensive plan and
7 development regulations that are consistent with and implement the
8 comprehensive plan not later than four years from the date the county
9 legislative authority adopts its resolution of intention, but a county
10 or city may obtain an additional six months before it is required to
11 have adopted its development regulations by submitting a letter
12 notifying the department of community, trade, and economic development
13 of its need prior to the deadline for adopting both a comprehensive
14 plan and development regulations.

15 (5) If the office of financial management certifies that the
16 population of a county that previously had not been required to plan
17 under subsection (1) or (2) of this section has changed sufficiently to
18 meet either of the sets of criteria specified under subsection (1) of
19 this section, and where applicable, the county legislative authority
20 has not adopted a resolution removing the county from these
21 requirements as provided in subsection (1) of this section, the county
22 and each city within such county shall take actions under this chapter
23 as follows: (a) The county legislative authority shall adopt a county-
24 wide planning policy under RCW 36.70A.210; (b) the county and each city
25 located within the county shall adopt development regulations under RCW
26 36.70A.060 conserving agricultural lands, forest lands, and mineral
27 resource lands it designated within one year of the certification by
28 the office of financial management; (c) the county shall designate and
29 take other actions related to urban growth areas under RCW 36.70A.110;
30 and (d) the county and each city located within the county shall adopt
31 a comprehensive land use plan and development regulations that are
32 consistent with and implement the comprehensive plan within four years
33 of the certification by the office of financial management, but a
34 county or city may obtain an additional six months before it is
35 required to have adopted its development regulations by submitting a
36 letter notifying the department of community, trade, and economic
37 development of its need prior to the deadline for adopting both a
38 comprehensive plan and development regulations.

1 (6) A copy of each document that is required under this section
2 shall be submitted to the department at the time of its adoption.

3 (7) Cities and counties planning under this chapter must amend the
4 transportation element of the comprehensive plan to be in compliance
5 with this chapter and chapter 47.80 RCW no later than December 31,
6 2000.

7 **Sec. 2.** RCW 36.70A.070 and 1997 c 429 s 7 are each amended to read
8 as follows:

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

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

18 (1) A land use element designating the proposed general
19 distribution and general location and extent of the uses of land, where
20 appropriate, for agriculture, timber production, housing, commerce,
21 industry, recreation, open spaces, general aviation airports, public
22 utilities, public facilities, and other land uses. The land use
23 element shall include population densities, building intensities, and
24 estimates of future population growth. The land use element shall
25 provide for protection of the quality and quantity of ground water used
26 for public water supplies. Where applicable, the land use element
27 shall review drainage, flooding, and storm water run-off in the area
28 and nearby jurisdictions and provide guidance for corrective actions to
29 mitigate or cleanse those discharges that pollute waters of the state,
30 including Puget Sound or waters entering Puget Sound.

31 (2) A housing element ensuring the vitality and character of
32 established residential neighborhoods that: (a) Includes an inventory
33 and analysis of existing and projected housing needs; (b) includes a
34 statement of goals, policies, objectives, and mandatory provisions for
35 the preservation, improvement, and development of housing, including
36 single-family residences; (c) identifies sufficient land for housing,
37 including, but not limited to, government-assisted housing, housing for
38 low-income families, manufactured housing, multifamily housing, and

1 group homes and foster care facilities; and (d) makes adequate
2 provisions for existing and projected needs of all economic segments of
3 the community.

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

16 (4) A utilities element consisting of the general location,
17 proposed location, and capacity of all existing and proposed utilities,
18 including, but not limited to, electrical lines, telecommunication
19 lines, and natural gas lines.

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

24 (a) Growth management act goals and local circumstances. Because
25 circumstances vary from county to county, in establishing patterns of
26 rural densities and uses, a county may consider local circumstances,
27 but shall develop a written record explaining how the rural element
28 harmonizes the planning goals in RCW 36.70A.020 and meets the
29 requirements of this chapter.

30 (b) Rural development. The rural element shall permit rural
31 development, forestry, and agriculture in rural areas. The rural
32 element shall provide for a variety of rural densities, uses, essential
33 public facilities, and rural governmental services needed to serve the
34 permitted densities and uses. In order to achieve a variety of rural
35 densities and uses, counties may provide for clustering, density
36 transfer, design guidelines, conservation easements, and other
37 innovative techniques that will accommodate appropriate rural densities
38 and uses that are not characterized by urban growth and that are
39 consistent with rural character.

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

4 (i) Containing or otherwise controlling rural development;

5 (ii) Assuring visual compatibility of rural development with the
6 surrounding rural area;

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

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

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

13 (d) Limited areas of more intensive rural development. Subject to
14 the requirements of this subsection and except as otherwise
15 specifically provided in this subsection (5)(d), the rural element may
16 allow for limited areas of more intensive rural development, including
17 necessary public facilities and public services to serve the limited
18 area as follows:

19 (i) Rural development consisting of the infill, development, or
20 redevelopment of existing commercial, industrial, residential, or
21 mixed-use areas, whether characterized as shoreline development,
22 villages, hamlets, rural activity centers, or crossroads developments.
23 A commercial, industrial, residential, shoreline, or mixed-use area
24 shall be subject to the requirements of (d)(iv) of this subsection, but
25 shall not be subject to the requirements of (c)(ii) and (iii) of this
26 subsection. An industrial area is not required to be principally
27 designed to serve the existing and projected rural population;

28 (ii) The intensification of development on lots containing, or new
29 development of, small-scale recreational or tourist uses, including
30 commercial facilities to serve those recreational or tourist uses, that
31 rely on a rural location and setting, but that do not include new
32 residential development. A small-scale recreation or tourist use is
33 not required to be principally designed to serve the existing and
34 projected rural population. Public services and public facilities
35 shall be limited to those necessary to serve the recreation or tourist
36 use and shall be provided in a manner that does not permit low-density
37 sprawl;

38 (iii) The intensification of development on lots containing
39 isolated nonresidential uses or new development of isolated cottage

1 industries and isolated small-scale businesses that are not principally
2 designed to serve the existing and projected rural population and
3 nonresidential uses, but do provide job opportunities for rural
4 residents. Public services and public facilities shall be limited to
5 those necessary to serve the isolated nonresidential use and shall be
6 provided in a manner that does not permit low-density sprawl;

7 (iv) A county shall adopt measures to minimize and contain the
8 existing areas or uses of more intensive rural development, as
9 appropriate, authorized under this subsection. Lands included in such
10 existing areas or uses shall not extend beyond the logical outer
11 boundary of the existing area or use, thereby allowing a new pattern of
12 low-density sprawl. Existing areas are those that are clearly
13 identifiable and contained and where there is a logical boundary
14 delineated predominately by the built environment, but that may also
15 include undeveloped lands if limited as provided in this subsection.
16 The county shall establish the logical outer boundary of an area of
17 more intensive rural development. In establishing the logical outer
18 boundary the county shall address (A) the need to preserve the
19 character of existing natural neighborhoods and communities, (B)
20 physical boundaries such as bodies of water, streets and highways, and
21 land forms and contours, (C) the prevention of abnormally irregular
22 boundaries, and (D) the ability to provide public facilities and public
23 services in a manner that does not permit low-density sprawl;

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

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

28 (B) On the date the county adopted a resolution under RCW
29 36.70A.040(2), in a county that is planning under all of the provisions
30 of this chapter under RCW 36.70A.040(2); or

31 (C) On the date the office of financial management certifies the
32 county's population as provided in RCW 36.70A.040(5), in a county that
33 is planning under all of the provisions of this chapter pursuant to RCW
34 36.70A.040(5).

35 (e) Exception. This subsection shall not be interpreted to permit
36 in the rural area a major industrial development or a master planned
37 resort unless otherwise specifically permitted under RCW 36.70A.360 and
38 36.70A.365.

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

3 (a) The transportation element shall include the following
4 subelements:

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

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

11 (iii) Facilities and services needs, including:

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

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

21 ~~((iii))~~ (C) For state-owned transportation facilities, level of
22 service standards for highways, as prescribed in chapters 47.06 and
23 47.80 RCW, to gauge the performance of the system. The purposes of
24 reflecting level of service standards for state highways in the local
25 comprehensive plan are to monitor the performance of the system, to
26 evaluate improvement strategies, and to facilitate coordination between
27 the county's or city's six-year street, road, or transit program and
28 the department of transportation's six-year investment program. The
29 concurrency requirements of (b) of this subsection do not apply to
30 transportation facilities and services of state-wide significance
31 except for counties consisting of islands whose only connection to the
32 mainland are state highways or ferry routes. In these island counties,
33 state highways and ferry route capacity must be a factor in meeting the
34 concurrency requirements in (b) of this subsection;

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

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

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

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

10 (~~(i)~~) (A) An analysis of funding capability to judge needs
11 against probable funding resources;

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

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

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

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

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

1 strategies are in place at the time of development, or that a financial
2 commitment is in place to complete the improvements or strategies
3 within six years.

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

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

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

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

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

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

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

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

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

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

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

1 The governor shall specify the reason or reasons for the imposition of
2 any sanction.

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

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

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

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

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

21 (d) Policies for county-wide transportation facilities and
22 strategies;

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

26 (f) Policies for joint county and city planning within urban growth
27 areas;

28 (g) Policies for county-wide economic development and employment;
29 and

30 (h) An analysis of the fiscal impact.

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

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

1 in order that any imposed sanction or sanctions are fairly and
2 equitably related to the failure to adopt a county-wide planning
3 policy.

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

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

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

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

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

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

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

1 and convey it to the arterial system, and on which, regardless of
2 traffic volume, the predominant travel distances are shorter than on
3 arterial routes.

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

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

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

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

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

17 (e) Length of trips;

18 (f) Character and volume of traffic;

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

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

22 (i) System continuity.

23 (3) The transportation commission shall designate (~~(a system of)~~)
24 state highways (~~(that have)~~) of state-wide significance under section
25 7 of this act, and shall submit a list of such facilities for adoption
26 by the 1999 legislature. This state-wide system shall include at a
27 minimum interstate highways and other state-wide principal arterials
28 that are needed to connect major communities across the state and
29 support the state's economy.

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

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

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

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

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

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

37 NEW SECTION. **Sec. 7.** A new section is added to chapter 47.06 RCW
38 to read as follows:

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

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

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

34 Each regional transportation planning organization shall have the
35 following duties:

36 (1) Prepare and periodically update a transportation strategy for
37 the region. The strategy shall address alternative transportation
38 modes and transportation demand management measures in regional

1 corridors and shall recommend preferred transportation policies to
2 implement adopted growth strategies. The strategy shall serve as a
3 guide in preparation of the regional transportation plan.

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

8 (3) Certify by December 31, 1996, that the transportation elements
9 of comprehensive plans adopted by counties, cities, and towns within
10 the region reflect the guidelines and principles developed pursuant to
11 RCW 47.80.026, are consistent with the adopted regional transportation
12 plan, and, where appropriate, conform with the requirements of RCW
13 36.70A.070.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

37 (vi) Provides for system continuity;

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

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

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

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

26 (ii) Make the most efficient use of existing transportation
27 facilities to relieve vehicular congestion and maximize the mobility of
28 people and goods;

29 (f) Sets forth a proposed regional transportation approach,
30 including capital investments, service improvements, programs, and
31 transportation demand management measures to guide the development of
32 the integrated, multimodal regional transportation system; and

33 (g) Where appropriate, sets forth the relationship of high capacity
34 transportation providers and other public transit providers with regard
35 to responsibility for, and the coordination between, services and
36 facilities.

37 (2) The organization shall review the regional transportation plan
38 biennially for currency and forward the adopted plan along with

1 documentation of the biennial review to the state department of
2 transportation.

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

7 **SHB 1487** - S COMM AMD
8 By Committee on Transportation

ADOPTED 3/5/98

9
10 In line 1 of the title, after "planning;" strike the remainder of
11 the title and insert "amending RCW 36.70A.040, 36.70A.070, 36.70A.200,
12 36.70A.210, 47.05.021, 47.05.030, 47.80.023, and 47.80.030; and adding
13 a new section to chapter 47.06 RCW."

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