
HOUSE BILL 1565

State of Washington 59th Legislature 2005 Regular Session

By Representatives Jarrett, Moeller, Tom, Simpson, Appleton,
Linville, Sommers, Lantz and Dunshee

Read first time 01/28/2005. Referred to Committee on Local Government.

1 AN ACT Relating to multimodal concurrency strategies; amending RCW
2 47.80.030; and adding a new section to chapter 36.70A RCW.

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

4 NEW SECTION. **Sec. 1.** A new section is added to chapter 36.70A RCW
5 to read as follows:

6 (1) The transportation element required by RCW 36.70A.070 for
7 counties and cities planning under RCW 36.70A.040 may include, in
8 addition to those specified in RCW 36.70A.070(6)(b), multimodal
9 transportation improvements or strategies concurrent with the
10 development to satisfy the concurrency requirements of this chapter.
11 Such improvements or strategies may include, but are not limited to,
12 measures implementing or evaluating:

13 (a) Multiple modes of transportation with peak and nonpeak hour
14 capacity performance standards on locally owned transportation
15 facilities; and

16 (b) Modal performance standards meeting the peak and nonpeak hour
17 capacity performance standards.

18 (2) Jurisdictions implementing new transportation improvements or
19 strategies in accordance with the provisions of this section or RCW

1 36.70A.070(6)(b) after December 31, 2005, shall prepare and submit to
2 the department annual performance reports that include, at a minimum,
3 an evaluation of the effectiveness of the improvements or strategies.

4 (3) Nothing in this section or RCW 36.70A.070(6)(b) shall be
5 construed as prohibiting a county or city planning under RCW 36.70A.040
6 from exercising existing authority to develop multimodal improvements
7 or strategies to satisfy the concurrency requirements of this chapter.

8 (4) Nothing in this section is intended to affect or otherwise
9 modify the authority of jurisdictions planning under RCW 36.70A.040.

10 **Sec. 2.** RCW 47.80.030 and 1998 c 171 s 9 are each amended to read
11 as follows:

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

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

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

28 (i) Crosses member county lines;

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

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

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

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

4 (vi) Provides for system continuity;

5 (c) Establishes level of service standards for state highways and
6 state ferry routes, with the exception of transportation facilities of
7 statewide significance as defined in RCW 47.06.140. These regionally
8 established level of service standards for state highways and state
9 ferries shall be developed jointly with the department of
10 transportation, to encourage consistency across jurisdictions. In
11 establishing level of service standards for state highways and state
12 ferries, consideration shall be given for the necessary balance between
13 providing for the free interjurisdictional movement of people and goods
14 and the needs of local commuters using state facilities;

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

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

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

29 (ii) Make the most efficient use of existing transportation
30 facilities to relieve vehicular congestion and maximize the mobility of
31 people and goods;

32 (f) Sets forth a proposed regional transportation approach,
33 including capital investments, service improvements, programs, and
34 transportation demand management measures to guide the development of
35 the integrated, multimodal regional transportation system. For
36 regional growth centers, the approach must address transportation
37 concurrency strategies required under RCW 36.70A.070 and include a

1 measurement of vehicle level of service for off-peak periods and total
2 multimodal capacity for peak periods; and

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

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

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

--- END ---