
HOUSE BILL 2804

State of Washington

63rd Legislature

2014 Regular Session

By Representatives Fitzgibbon and Farrell

Read first time 03/12/14. Referred to Committee on Local Government.

1 AN ACT Relating to reducing greenhouse gas emissions through land
2 use and transportation requirements; amending RCW 36.70A.070,
3 36.70A.100, 36.70A.108, 47.80.030, and 36.70A.210; adding a new section
4 to chapter 36.70A RCW; and adding a new section to chapter 43.21C RCW.

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

6 **Sec. 1.** RCW 36.70A.070 and 2010 1st sp.s. c 26 s 6 are each
7 amended to read as follows:

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

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

17 (1) A land use element designating the proposed general
18 distribution and general location and extent of the uses of land, where
19 appropriate, for agriculture, timber production, housing, commerce,

1 industry, recreation, open spaces, general aviation airports, public
2 utilities, public facilities, and other land uses. The land use
3 element shall include population densities, building intensities, and
4 estimates of future population growth. The land use element shall
5 provide for protection of the quality and quantity of groundwater used
6 for public water supplies. Wherever possible, the land use element
7 should consider utilizing urban planning approaches that promote
8 physical activity. Where applicable, the land use element shall review
9 drainage, flooding, and storm water run-off in the area and nearby
10 jurisdictions and provide guidance for corrective actions to mitigate
11 or cleanse those discharges that pollute waters of the state, including
12 Puget Sound or waters entering Puget Sound.

13 (2) A housing element ensuring the vitality and character of
14 established residential neighborhoods that: (a) Includes an inventory
15 and analysis of existing and projected housing needs that identifies
16 the number of housing units necessary to manage projected growth; (b)
17 includes a statement of goals, policies, objectives, and mandatory
18 provisions for the preservation, improvement, and development of
19 housing, including single-family residences; (c) identifies sufficient
20 land for housing, including, but not limited to, government-assisted
21 housing, housing for low-income families, manufactured housing,
22 multifamily housing, and group homes and foster care facilities; and
23 (d) makes adequate provisions for existing and projected needs of all
24 economic segments of the community.

25 (3) A capital facilities plan element consisting of: (a) An
26 inventory of existing capital facilities owned by public entities,
27 showing the locations and capacities of the capital facilities; (b) a
28 forecast of the future needs for such capital facilities; (c) the
29 proposed locations and capacities of expanded or new capital
30 facilities; (d) at least a six-year plan that will finance such capital
31 facilities within projected funding capacities and clearly identifies
32 sources of public money for such purposes; and (e) a requirement to
33 reassess the land use element if probable funding falls short of
34 meeting existing needs and to ensure that the land use element, capital
35 facilities plan element, and financing plan within the capital
36 facilities plan element are coordinated and consistent. Park and
37 recreation facilities shall be included in the capital facilities plan
38 element.

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

5 (5) Rural element. Counties shall include a rural element
6 including lands that are not designated for urban growth, agriculture,
7 forest, or mineral resources. The following provisions shall apply to
8 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, essential
18 public facilities, and rural governmental services needed to serve the
19 permitted densities and uses. To achieve a variety of rural densities
20 and uses, counties may provide for clustering, density transfer, design
21 guidelines, conservation easements, and other innovative techniques
22 that will accommodate appropriate rural densities and uses that are not
23 characterized by urban growth and that are consistent with rural
24 character.

25 (c) Measures governing rural development. The rural element shall
26 include measures that apply to rural development and protect the rural
27 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, and
34 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

1 specifically provided in this subsection (5)(d), the rural element may
2 allow for limited areas of more intensive rural development, including
3 necessary public facilities and public services to serve the limited
4 area as follows:

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

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

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

17 (C) Any development or redevelopment in terms of building size,
18 scale, use, or intensity shall be consistent with the character of the
19 existing areas. Development and redevelopment may include changes in
20 use from vacant land or a previously existing use so long as the new
21 use conforms to the requirements of this subsection (5);

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

32 (iii) The intensification of development on lots containing
33 isolated nonresidential uses or new development of isolated cottage
34 industries and isolated small-scale businesses that are not principally
35 designed to serve the existing and projected rural population and
36 nonresidential uses, but do provide job opportunities for rural
37 residents. Rural counties may allow the expansion of small-scale
38 businesses as long as those small-scale businesses conform with the

1 rural character of the area as defined by the local government
2 according to RCW 36.70A.030(15). Rural counties may also allow new
3 small-scale businesses to utilize a site previously occupied by an
4 existing business as long as the new small-scale business conforms to
5 the rural character of the area as defined by the local government
6 according to RCW 36.70A.030(15). Public services and public facilities
7 shall be limited to those necessary to serve the isolated
8 nonresidential use and shall be provided in a manner that does not
9 permit low-density sprawl;

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

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

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

31 (B) On the date the county adopted a resolution under RCW
32 36.70A.040(2), in a county that is planning under all of the provisions
33 of this chapter under RCW 36.70A.040(2); or

34 (C) On the date the office of financial management certifies the
35 county's population as provided in RCW 36.70A.040(5), in a county that
36 is planning under all of the provisions of this chapter pursuant to RCW
37 36.70A.040(5).

1 (e) Exception. This subsection shall not be interpreted to permit
2 in the rural area a major industrial development or a master planned
3 resort unless otherwise specifically permitted under RCW 36.70A.360 and
4 36.70A.365.

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

7 (a) The transportation element shall include the following
8 subelements:

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

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

15 (iii) Facilities and services needs, including:

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

22 (B) Level of service standards for all locally owned arterials and
23 transit routes to serve as a gauge to judge performance of the system.
24 These standards should be regionally coordinated and must consider all
25 transportation modes, as applicable, in meeting regional transportation
26 demands. In adopting level of service standards required under this
27 subsection (6)(a)(iii)(B), jurisdictions must also consider adopting
28 multimodal level of service standards;

29 (C) For state-owned transportation facilities, level of service
30 standards for highways, as prescribed in chapters 47.06 and 47.80 RCW,
31 to gauge the performance of the system. The purposes of reflecting
32 level of service standards for state highways in the local
33 comprehensive plan are to monitor the performance of the system, to
34 evaluate improvement strategies, and to facilitate coordination between
35 the county's or city's six-year street, road, or transit program and
36 the office of financial management's ten-year investment program(~~-~~
37 ~~The concurrency requirements of (b) of this subsection do not apply to~~
38 ~~transportation facilities and services of statewide significance except~~

1 ~~for counties consisting of islands whose only connection to the~~
2 ~~mainland are state highways or ferry routes. In these island counties,~~
3 ~~state highways and ferry route capacity must be a factor in meeting the~~
4 ~~concurrency requirements in (b) of this subsection));~~

5 (D) Specific actions and requirements for bringing into compliance
6 locally owned transportation facilities or services that are below an
7 established level of service standard;

8 (E) Forecasts of ((~~traffie~~)) travel demand for at least ten years
9 based on the adopted land use plan to provide information on the
10 location, timing, and capacity needs of future growth;

11 (F) Identification of state and local system needs to meet current
12 and future demands. Identified needs on state-owned transportation
13 facilities must be consistent with the statewide multimodal
14 transportation plan required under chapter 47.06 RCW;

15 (iv) Finance, including:

16 (A) An analysis of funding capability to judge needs against
17 probable funding resources;

18 (B) A multiyear financing plan based on the needs identified in the
19 comprehensive plan, the appropriate parts of which shall serve as the
20 basis for the six-year street, road, or transit program required by RCW
21 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795
22 for public transportation systems. The multiyear financing plan should
23 be coordinated with the ten-year investment program developed by the
24 office of financial management as required by RCW 47.05.030;

25 (C) If probable funding falls short of meeting identified needs, a
26 discussion of how additional funding will be raised, or how land use
27 assumptions will be reassessed to ensure that level of service
28 standards will be met;

29 (v) Intergovernmental coordination efforts, including an assessment
30 of the impacts of the transportation plan and land use assumptions on
31 the transportation systems of adjacent jurisdictions;

32 (vi) Demand-management strategies;

33 (vii) Pedestrian and bicycle component to include collaborative
34 efforts to identify and designate planned improvements for pedestrian
35 and bicycle facilities and corridors that address and encourage
36 enhanced community access ((~~and promote~~)), connections between land
37 uses and transportation modes, and the promotion of healthy lifestyles.

1 (b)(i) After adoption of the comprehensive plan by jurisdictions
2 required to plan or who choose to plan under RCW 36.70A.040, local
3 jurisdictions must adopt and enforce ordinances which prohibit
4 development approval if the development causes the level of service on
5 a locally owned transportation facility to decline below the standards
6 adopted in the transportation element of the comprehensive plan, unless
7 transportation improvements or strategies to accommodate the impacts of
8 development are made concurrent with the development. These strategies
9 must consider multimodal improvements or strategies, examples of which
10 may include increased public transportation service, ride sharing
11 programs, demand management, and other transportation systems
12 management strategies.

13 (ii) For the purposes of this subsection (6), "concurrent with the
14 development" means that improvements or strategies are in place at the
15 time of development, or that a financial commitment is in place to
16 complete the improvements or strategies within six years.

17 (iii) The concurrency requirements of this subsection (6)(b) do not
18 apply to transportation facilities and services of statewide
19 significance except for counties consisting of islands whose only
20 connections to the mainland are state highways or ferry routes. In
21 these island counties, state highway and ferry route capacity must be
22 a factor in meeting the concurrency requirements of this subsection
23 (6)(b).

24 (c) The transportation element described in this subsection (6),
25 the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121
26 for counties, and RCW 35.58.2795 for public transportation systems, and
27 the ten-year investment program required by RCW 47.05.030 for the
28 state, must be consistent.

29 (7) An economic development element establishing local goals,
30 policies, objectives, and provisions for economic growth and vitality
31 and a high quality of life. The element shall include: (a) A summary
32 of the local economy such as population, employment, payroll, sectors,
33 businesses, sales, and other information as appropriate; (b) a summary
34 of the strengths and weaknesses of the local economy defined as the
35 commercial and industrial sectors and supporting factors such as land
36 use, transportation, utilities, education, workforce, housing, and
37 natural/cultural resources; and (c) an identification of policies,
38 programs, and projects to foster economic growth and development and to

1 address future needs. A city that has chosen to be a residential
2 community is exempt from the economic development element requirement
3 of this subsection.

4 (8) A park and recreation element that implements, and is
5 consistent with, the capital facilities plan element as it relates to
6 park and recreation facilities. The element shall include: (a)
7 Estimates of park and recreation demand for at least a ten-year period;
8 (b) an evaluation of facilities and service needs; and (c) an
9 evaluation of intergovernmental coordination opportunities to provide
10 regional approaches for meeting park and recreational demand.

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

18 **Sec. 2.** RCW 36.70A.100 and 1990 1st ex.s. c 17 s 10 are each
19 amended to read as follows:

20 The comprehensive plan of each county or city (~~that is~~) adopted
21 pursuant to RCW 36.70A.040 shall be:

22 (1) Coordinated with, and consistent with, the comprehensive plans
23 adopted pursuant to RCW 36.70A.040 of other counties or cities with
24 which the county or city has, in part, common borders or related
25 regional issues; and

26 (2) Consistent with the regional transportation plan required under
27 RCW 47.80.030 for the region within which the county or city is
28 located.

29 **Sec. 3.** RCW 36.70A.108 and 2005 c 328 s 1 are each amended to read
30 as follows:

31 (1) The transportation element required by RCW 36.70A.070 may
32 include, in addition to improvements or strategies to accommodate the
33 impacts of development authorized under RCW 36.70A.070(6)(b),
34 multimodal transportation improvements or strategies that are made
35 concurrent with the development. These transportation improvements or

1 strategies may include, but are not limited to, measures implementing
2 or evaluating:

3 (a) Multiple modes of transportation with peak and nonpeak hour
4 capacity performance standards for locally owned transportation
5 facilities; ~~((and))~~

6 (b) Modal performance standards meeting the peak and nonpeak hour
7 capacity performance standards; and

8 (c) Transit-oriented development or other compact development
9 strategies. For purposes of this subsection (1)(c), the following
10 definitions apply:

11 (i) "Compact development" means an area designated for mixed-use,
12 higher density development patterns that encourage walking, bicycling,
13 and plans for a multimodal network that may include transit services
14 and facilities; and

15 (ii) "Transit-oriented development" means a type of compact
16 development that provides compact, walkable communities with densities
17 that support transit service and have convenient access to transit
18 systems with frequent peak travel period service.

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

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

25 NEW SECTION. Sec. 4. A new section is added to chapter 36.70A RCW
26 to read as follows:

27 (1) Comprehensive plans must encourage development along transit
28 lines and at major transit stations at levels that support transit-
29 oriented communities. These plans must also: (a) Encourage walking,
30 bicycling, and reduced vehicle trips; (b) include design standards for
31 streets, sidewalks, and buildings that encourage safe walking and
32 bicycling; (c) provide for a no net loss of affordable housing, and an
33 adequate supply of housing that is affordable to low-income households;
34 and (d) promote mixed-use and mixed-income developments.

35 (2) For purposes of this section, "major transit station" means any
36 of the following within an urban growth area:

1 (a) Stations on a high capacity transportation system approved by
2 the voters and funded or expanded under chapter 81.104 RCW. For
3 purposes of this subsection (2), streetcars or streetcar systems are
4 not considered high capacity transportation systems;

5 (b) Stops on rail or fixed guideway systems, including transitways;

6 (c) Stations on bus rapid transit routes that operate on exclusive
7 rights-of-way for sixty-five percent or more of a route. For purposes
8 of this subsection (2)(c), "exclusive rights-of-way" means a roadway or
9 guideway that exclusively serves bus, rail transit, or both, and is not
10 normally accessible by privately owned or commercial vehicles; and

11 (d) Stations on a light rail line that is fewer than two miles in
12 length.

13 **Sec. 5.** RCW 47.80.030 and 2005 c 328 s 2 are each amended to read
14 as follows:

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

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

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

31 (i) Crosses member county lines;

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

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

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

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

7 (vi) Provides for system continuity;

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

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

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

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

32 (ii) Make the most efficient use of existing transportation
33 facilities to relieve vehicular congestion and maximize the mobility of
34 people and goods;

35 (f) Sets forth a proposed regional transportation approach,
36 including capital investments, service improvements, programs, and
37 transportation demand management measures to guide the development of
38 the integrated, multimodal regional transportation system. For

1 regional growth centers, the approach must address transportation
2 concurrency strategies required under RCW 36.70A.070 and include a
3 measurement of vehicle level of service for off-peak periods and total
4 multimodal capacity for peak periods; and

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

9 (2) Regional transportation planning organizations encompassing at
10 least one county planning under RCW 36.70A.040 with two hundred forty-
11 five thousand or more residents must adopt a regional transportation
12 plan for those counties that implements the goals to reduce annual per
13 capita vehicle miles traveled adopted under RCW 47.01.440.

14 (3) The organization shall review the regional transportation plan
15 biennially for currency and forward the adopted plan along with
16 documentation of the biennial review to the state department of
17 transportation.

18 ((+3)) (4) All transportation projects, programs, and
19 transportation demand management measures within the region that have
20 an impact upon regional facilities or services must be consistent with
21 the plan and with the adopted regional growth and transportation
22 strategies.

23 **Sec. 6.** RCW 36.70A.210 and 2009 c 121 s 2 are each amended to read
24 as follows:

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

35 (2) The legislative authority of a county that plans under RCW
36 36.70A.040 shall adopt a countywide planning policy in cooperation with
37 the cities located in whole or in part within the county as follows:

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

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

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

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

37 (e) No later than July 1, 1992, the legislative authority of each
38 county that was required or chose to plan under RCW 36.70A.040 as of

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

9 (3) Except as provided otherwise under this subsection, a
10 countywide planning policy shall, at a minimum, address the following:

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

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

14 (c) Policies for siting public capital facilities of a countywide
15 or statewide nature, including transportation facilities of statewide
16 significance as defined in RCW 47.06.140;

17 (d) Policies for countywide transportation facilities and
18 strategies;

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

22 (f) Policies for joint county and city planning within urban growth
23 areas;

24 (g) Policies for countywide economic development and employment,
25 which must include consideration of the future development of
26 commercial and industrial facilities; ~~((and))~~

27 (h) Policies for reducing greenhouse gas emissions that, at a
28 minimum, support and achieve: (i) State emission reduction
29 requirements adopted under RCW 70.235.020; (ii) per capita vehicle
30 miles traveled reductions in accordance with RCW 47.01.440; and (iii)
31 applicable federal emission reduction requirements. This subsection
32 (3)(h) applies only to counties with two hundred thousand or more
33 residents and the cities within those counties; and

34 (i) An analysis of the fiscal impact.

35 (4) Federal agencies and Indian tribes may participate in and
36 cooperate with the countywide planning policy adoption process.
37 Adopted countywide planning policies shall be adhered to by state
38 agencies.

1 (5) Failure to adopt a countywide planning policy that meets the
2 requirements of this section may result in the imposition of a sanction
3 or sanctions on a county or city within the county, as specified in RCW
4 36.70A.340. In imposing a sanction or sanctions, the governor shall
5 specify the reasons for failure to adopt a countywide planning policy
6 in order that any imposed sanction or sanctions are fairly and
7 equitably related to the failure to adopt a countywide planning policy.

8 (6) Cities and the governor may appeal an adopted countywide
9 planning policy to the growth management hearings board within sixty
10 days of the adoption of the countywide planning policy.

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

17 NEW SECTION. **Sec. 7.** A new section is added to chapter 43.21C RCW
18 to read as follows:

19 Traffic impacts of a proposed development are not subject to the
20 requirements of RCW 43.21C.030(2)(c) if the proposed development is
21 within a growth and transportation efficiency center designated under
22 RCW 70.94.528.

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