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HOUSE BILL 1099

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By Representatives Duerr, Fitzgibbon, Dolan, Bateman, Ramel, Gregerson, Goodman, Ryu, Kloba, Chopp, Ormsby, Pollet, Fey, Santos, and Davis

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1 AN ACT Relating to improving the state's climate response through  
2 updates to the state's comprehensive planning framework; amending RCW  
3 36.70A.020, 36.70A.480, 36.70A.320, 36.70A.190, 36.70A.100, and  
4 47.80.030; reenacting and amending RCW 36.70A.070; adding new  
5 sections to chapter 36.70A RCW; adding a new section to chapter  
6 70A.45 RCW; adding a new section to chapter 47.80 RCW; and adding a  
7 new section to chapter 90.58 RCW.

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

9 **Sec. 1.** RCW 36.70A.020 and 2002 c 154 s 1 are each amended to  
10 read as follows:

11 The following goals are adopted to guide the development and  
12 adoption of comprehensive plans and development regulations of those  
13 counties and cities that are required or choose to plan under RCW  
14 36.70A.040 and, where specified, also guide the development of  
15 regional policies, plans, and strategies adopted under RCW 36.70A.210  
16 and chapter 47.80 RCW. The following goals are not listed in order of  
17 priority and shall be used exclusively for the purpose of guiding the  
18 development of comprehensive plans (~~and~~), development regulations,  
19 and, where specified, regional plans, policies, and strategies:

1 (1) Urban growth. Encourage development in urban areas where  
2 adequate public facilities and services exist or can be provided in  
3 an efficient manner.

4 (2) Reduce sprawl. Reduce the inappropriate conversion of  
5 undeveloped land into sprawling, low-density development.

6 (3) Transportation. Encourage efficient multimodal transportation  
7 systems that help achieve statewide targets for the reduction of  
8 greenhouse gas emissions and per capita vehicle miles traveled, and  
9 are based on regional priorities and coordinated with county and city  
10 comprehensive plans.

11 (4) Housing. Encourage the availability of affordable housing to  
12 all economic segments of the population of this state, promote a  
13 variety of residential densities and housing types, and encourage  
14 preservation of existing housing stock.

15 (5) Economic development. Encourage economic development  
16 throughout the state that is consistent with adopted comprehensive  
17 plans, promote economic opportunity for all citizens of this state,  
18 especially for unemployed and for disadvantaged persons, promote the  
19 retention and expansion of existing businesses and recruitment of new  
20 businesses, recognize regional differences impacting economic  
21 development opportunities, and encourage growth in areas experiencing  
22 insufficient economic growth, all within the capacities of the  
23 state's natural resources, public services, and public facilities.

24 (6) Property rights. Private property shall not be taken for  
25 public use without just compensation having been made. The property  
26 rights of landowners shall be protected from arbitrary and  
27 discriminatory actions.

28 (7) Permits. Applications for both state and local government  
29 permits should be processed in a timely and fair manner to ensure  
30 predictability.

31 (8) Natural resource industries. Maintain and enhance natural  
32 resource-based industries, including productive timber, agricultural,  
33 and fisheries industries. Encourage the conservation of productive  
34 forestlands and productive agricultural lands, and discourage  
35 incompatible uses.

36 (9) Open space and recreation. Retain open space, enhance  
37 recreational opportunities, (~~conserve~~) enhance fish and wildlife  
38 habitat, increase access to natural resource lands and water, and  
39 develop parks and recreation facilities.

1 (10) Environment. Protect the environment and enhance the state's  
2 high quality of life, including air and water quality, and the  
3 availability of water.

4 (11) Citizen participation and coordination. Encourage the  
5 involvement of citizens in the planning process and ensure  
6 coordination between communities and jurisdictions to reconcile  
7 conflicts.

8 (12) Public facilities and services. Ensure that those public  
9 facilities and services necessary to support development shall be  
10 adequate to serve the development at the time the development is  
11 available for occupancy and use without decreasing current service  
12 levels below locally established minimum standards.

13 (13) Historic preservation. Identify and encourage the  
14 preservation of lands, sites, and structures, that have historical or  
15 archaeological significance.

16 (14) Climate change. Ensure that comprehensive plans, development  
17 regulations, and regional policies, plans, and strategies under RCW  
18 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of  
19 a changing climate, support state greenhouse gas emissions reduction  
20 requirements and state vehicle miles traveled goals, prepare for  
21 climate impact scenarios, foster resiliency to climate impacts and  
22 natural hazards, and protect environmental, economic, human health,  
23 and safety.

24 **Sec. 2.** RCW 36.70A.480 and 2010 c 107 s 2 are each amended to  
25 read as follows:

26 (1) For shorelines of the state, the goals and policies of the  
27 shoreline management act as set forth in RCW 90.58.020 are added as  
28 one of the goals of this chapter as set forth in RCW 36.70A.020  
29 without creating an order of priority among the (~~fourteen~~) 15  
30 goals. The goals and policies of a shoreline master program for a  
31 county or city approved under chapter 90.58 RCW shall be considered  
32 an element of the county or city's comprehensive plan. All other  
33 portions of the shoreline master program for a county or city adopted  
34 under chapter 90.58 RCW, including use regulations, shall be  
35 considered a part of the county or city's development regulations.

36 (2) The shoreline master program shall be adopted pursuant to the  
37 procedures of chapter 90.58 RCW rather than the goals, policies, and  
38 procedures set forth in this chapter for the adoption of a  
39 comprehensive plan or development regulations.

1 (3) (a) The policies, goals, and provisions of chapter 90.58 RCW  
2 and applicable guidelines shall be the sole basis for determining  
3 compliance of a shoreline master program with this chapter except as  
4 the shoreline master program is required to comply with the internal  
5 consistency provisions of RCW 36.70A.070, 36.70A.040(4), 35.63.125,  
6 and 35A.63.105.

7 (b) Except as otherwise provided in (c) of this subsection,  
8 development regulations adopted under this chapter to protect  
9 critical areas within shorelines of the state apply within shorelines  
10 of the state until the department of ecology approves one of the  
11 following: A comprehensive master program update, as defined in RCW  
12 90.58.030; a segment of a master program relating to critical areas,  
13 as provided in RCW 90.58.090; or a new or amended master program  
14 approved by the department of ecology on or after March 1, 2002, as  
15 provided in RCW 90.58.080. The adoption or update of development  
16 regulations to protect critical areas under this chapter prior to  
17 department of ecology approval of a master program update as provided  
18 in this subsection is not a comprehensive or segment update to the  
19 master program.

20 (c) (i) Until the department of ecology approves a master program  
21 or segment of a master program as provided in (b) of this subsection,  
22 a use or structure legally located within shorelines of the state  
23 that was established or vested on or before the effective date of the  
24 local government's development regulations to protect critical areas  
25 may continue as a conforming use and may be redeveloped or modified  
26 if: (A) The redevelopment or modification is consistent with the  
27 local government's master program; and (B) the local government  
28 determines that the proposed redevelopment or modification will  
29 result in no net loss of shoreline ecological functions. The local  
30 government may waive this requirement if the redevelopment or  
31 modification is consistent with the master program and the local  
32 government's development regulations to protect critical areas.

33 (ii) For purposes of this subsection (3)(c), an agricultural  
34 activity that does not expand the area being used for the  
35 agricultural activity is not a redevelopment or modification.  
36 "Agricultural activity," as used in this subsection (3)(c), has the  
37 same meaning as defined in RCW 90.58.065.

38 (d) Upon department of ecology approval of a shoreline master  
39 program or critical area segment of a shoreline master program,  
40 critical areas within shorelines of the state are protected under

1 chapter 90.58 RCW and are not subject to the procedural and  
2 substantive requirements of this chapter, except as provided in  
3 subsection (6) of this section. Nothing in chapter 321, Laws of 2003  
4 or chapter 107, Laws of 2010 is intended to affect whether or to what  
5 extent agricultural activities, as defined in RCW 90.58.065, are  
6 subject to chapter 36.70A RCW.

7 (e) The provisions of RCW 36.70A.172 shall not apply to the  
8 adoption or subsequent amendment of a local government's shoreline  
9 master program and shall not be used to determine compliance of a  
10 local government's shoreline master program with chapter 90.58 RCW  
11 and applicable guidelines. Nothing in this section, however, is  
12 intended to limit or change the quality of information to be applied  
13 in protecting critical areas within shorelines of the state, as  
14 required by chapter 90.58 RCW and applicable guidelines.

15 (4) Shoreline master programs shall provide a level of protection  
16 to critical areas located within shorelines of the state that assures  
17 no net loss of shoreline ecological functions necessary to sustain  
18 shoreline natural resources as defined by department of ecology  
19 guidelines adopted pursuant to RCW 90.58.060.

20 (5) Shorelines of the state shall not be considered critical  
21 areas under this chapter except to the extent that specific areas  
22 located within shorelines of the state qualify for critical area  
23 designation based on the definition of critical areas provided by RCW  
24 36.70A.030(~~((5))~~) (6) and have been designated as such by a local  
25 government pursuant to RCW 36.70A.060(2).

26 (6) If a local jurisdiction's master program does not include  
27 land necessary for buffers for critical areas that occur within  
28 shorelines of the state, as authorized by RCW 90.58.030(2)(~~((f))~~)  
29 (d), then the local jurisdiction shall continue to regulate those  
30 critical areas and their required buffers pursuant to RCW  
31 36.70A.060(2).

32 NEW SECTION. **Sec. 3.** A new section is added to chapter 36.70A  
33 RCW to read as follows:

34 (1) The requirements of the greenhouse gas emissions reduction  
35 subelement of the climate change and resiliency element set forth in  
36 RCW 36.70A.070 apply only to those counties, and the cities within  
37 those counties, that meet either of the following criteria on or  
38 after January 1, 2021:

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

3 (b) A county with a population density of at least 75 people per  
4 square mile and an annual growth rate of at least 1.75 percent as  
5 determined by the office of financial management.

6 (2) Once a county meets either of the sets of criteria set forth  
7 in subsection (1) of this section, the requirement to conform with  
8 the greenhouse gas emissions reduction subelement of the climate  
9 change and resiliency element set forth in RCW 36.70A.070 remains in  
10 effect, even if the county no longer meets one of these sets of  
11 criteria.

12 (3) If the population of a county that previously had not been  
13 required to conform with the greenhouse gas emissions reduction  
14 subelement of the climate change and resiliency element set forth in  
15 RCW 36.70A.070 changes sufficiently to meet either of the sets of  
16 criteria set forth in subsection (1) of this section, the county, and  
17 the cities within that county, shall adopt a greenhouse gas emissions  
18 reduction subelement of the climate change and resiliency element set  
19 forth in RCW 36.70A.070 at the next scheduled update of the  
20 comprehensive plan as set forth in RCW 36.70A.130.

21 **Sec. 4.** RCW 36.70A.070 and 2017 3rd sp.s. c 18 s 4 and 2017 3rd  
22 sp.s. c 16 s 4 are each reenacted and amended to read as follows:

23 The comprehensive plan of a county or city that is required or  
24 chooses to plan under RCW 36.70A.040 shall consist of a map or maps,  
25 and descriptive text covering objectives, principles, and standards  
26 used to develop the comprehensive plan. The plan shall be an  
27 internally consistent document and all elements shall be consistent  
28 with the future land use map. A comprehensive plan shall be adopted  
29 and amended with public participation as provided in RCW 36.70A.140.  
30 Each comprehensive plan shall include a plan, scheme, or design for  
31 each of the following:

32 (1) A land use element designating the proposed general  
33 distribution and general location and extent of the uses of land,  
34 where appropriate, for agriculture, timber production, housing,  
35 commerce, industry, recreation, open spaces, general aviation  
36 airports, public utilities, public facilities, and other land uses.  
37 The land use element shall include population densities, building  
38 intensities, and estimates of future population growth. The land use  
39 element shall provide for protection of the quality and quantity of

1 groundwater used for public water supplies. The land use element  
2 should give special consideration to achieving environmental justice  
3 in its goals and policies. In addition, the land use element must  
4 avoid creating or worsening environmental health disparities.  
5 Wherever possible, the land use element should consider utilizing  
6 urban planning approaches that promote physical activity and reduce  
7 vehicle miles traveled. Where applicable, the land use element shall  
8 review drainage, flooding, and stormwater runoff in the area and  
9 nearby jurisdictions and provide guidance for corrective actions to  
10 mitigate or cleanse those discharges that pollute waters of the  
11 state, including Puget Sound or waters entering Puget Sound. The land  
12 use element must reduce and mitigate the risk to lives and property  
13 posed by wildfires including, but not limited to, by reducing  
14 residential development in the wildland urban interface area.

15 (2) A housing element ensuring the vitality and character of  
16 established residential neighborhoods that: (a) Includes an inventory  
17 and analysis of existing and projected housing needs that identifies  
18 the number of housing units necessary to manage projected growth; (b)  
19 includes a statement of goals, policies, objectives, and mandatory  
20 provisions for the preservation, improvement, and development of  
21 housing, including single-family residences; (c) identifies  
22 sufficient land for housing, including, but not limited to,  
23 government-assisted housing, housing for low-income families,  
24 manufactured housing, multifamily housing, and group homes and foster  
25 care facilities; and (d) makes adequate provisions for existing and  
26 projected needs of all economic segments of the community. In  
27 counties and cities subject to the review and evaluation requirements  
28 of RCW 36.70A.215, any revision to the housing element shall include  
29 consideration of prior review and evaluation reports and any  
30 reasonable measures identified.

31 (3) A capital facilities plan element consisting of: (a) An  
32 inventory of existing capital facilities owned by public entities,  
33 showing the locations and capacities of the capital facilities; (b) a  
34 forecast of the future needs for such capital facilities; (c) the  
35 proposed locations and capacities of expanded or new capital  
36 facilities; (d) at least a six-year plan that will finance such  
37 capital facilities within projected funding capacities and clearly  
38 identifies sources of public money for such purposes; and (e) a  
39 requirement to reassess the land use element if probable funding  
40 falls short of meeting existing needs and to ensure that the land use

1 element, capital facilities plan element, and financing plan within  
2 the capital facilities plan element are coordinated and consistent.  
3 Park and recreation facilities shall be included in the capital  
4 facilities plan element.

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

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

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

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

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

32 (i) Containing or otherwise controlling rural development;  
33 (ii) Assuring visual compatibility of rural development with the  
34 surrounding rural area;

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

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

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



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

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

12 (A) A commercial, industrial, residential, shoreline, or mixed-  
13 use area are subject to the requirements of (d)(iv) of this  
14 subsection, but are not subject to the requirements of (c)(ii) and  
15 (iii) of this subsection.

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

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

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

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

1 scale businesses as long as those small-scale businesses conform with  
2 the rural character of the area as defined by the local government  
3 according to RCW 36.70A.030(~~((+16+))~~) (20). Rural counties may also  
4 allow new small-scale businesses to utilize a site previously  
5 occupied by an existing business as long as the new small-scale  
6 business conforms to the rural character of the area as defined by  
7 the local government according to RCW 36.70A.030(~~((+16+))~~) (20). Public  
8 services and public facilities shall be limited to those necessary to  
9 serve the isolated nonresidential use and shall be provided in a  
10 manner that does not permit low-density sprawl;

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

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

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

33 (B) On the date the county adopted a resolution under RCW  
34 36.70A.040(2), in a county that is planning under all of the  
35 provisions of this chapter under RCW 36.70A.040(2); or

36 (C) On the date the office of financial management certifies the  
37 county's population as provided in RCW 36.70A.040(5), in a county  
38 that is planning under all of the provisions of this chapter pursuant  
39 to RCW 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  
4 and 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~~  
12 ~~department of transportation~~) in monitoring the performance of state  
13 facilities, to plan improvements for the facilities, and to assess  
14 the impact of land-use decisions on state-owned transportation  
15 facilities;

16 (iii) Facilities and services needs, including:

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

24 (B) Level of service standards for all locally owned arterials  
25 (~~and~~), locally and regionally operated transit routes, and  
26 pedestrian and bicycle facilities to serve as a gauge to judge  
27 performance of the system and success in helping to achieve the goals  
28 of this chapter at the least cost. These standards should be  
29 regionally coordinated;

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

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

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

8 (E) Forecasts of (~~(traffic)~~) multimodal transportation demand for  
9 at least ten years based on the adopted land use plan to (~~(provide~~  
10 ~~information on the location, timing, and capacity needs of future~~  
11 ~~growth)~~) inform the development of a transportation element that  
12 balances transportation system safety and convenience to accommodate  
13 all users of the transportation system to safely, reliably, and  
14 efficiently provide access and mobility to people and goods;

15 (F) Identification of state and local system needs to equitably  
16 meet current and future demands. Identified needs on state-owned  
17 transportation facilities must be consistent with the statewide  
18 multimodal transportation plan required under chapter 47.06 RCW.  
19 Local system needs should reflect the regional transportation system,  
20 local goals, and strive to equitably implement the multimodal  
21 network;

22 (iv) Finance, including:

23 (A) An analysis of funding capability to judge needs against  
24 probable funding resources;

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

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

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

1 (vi) Demand-management strategies;

2 (vii) Pedestrian and bicycle component to include collaborative  
3 efforts to identify and designate planned improvements for pedestrian  
4 and bicycle facilities and corridors that address and encourage  
5 enhanced community access and promote healthy lifestyles.

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

31 (c) The transportation element described in this subsection (6),  
32 the six-year plans required by RCW 35.77.010 for cities, RCW  
33 36.81.121 for counties, and RCW 35.58.2795 for public transportation  
34 systems, and the ten-year investment program required by RCW  
35 47.05.030 for the state, must be consistent.

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

1 (8) A park and recreation element that implements, and is  
2 consistent with, the capital facilities plan element as it relates to  
3 park and recreation facilities. The element shall include: (a)  
4 Estimates of park and recreation demand for at least a ten-year  
5 period; (b) an evaluation of facilities and service needs; ~~((and))~~  
6 (c) an evaluation of intergovernmental coordination opportunities to  
7 provide regional approaches for meeting park and recreational demand;  
8 and (d) consideration of the health disparities map, published by the  
9 department of health, to increase greenspace in the most pollution-  
10 burdened locations.

11 (9) A climate change and resiliency element that is designed to  
12 result in reductions in overall greenhouse gas emissions and that  
13 must enhance resiliency to and avoid the adverse impacts of climate  
14 change. The greenhouse gas emissions reduction subelement of the  
15 climate change and resiliency element is mandatory for the  
16 jurisdictions specified in section 3 of this act and is encouraged  
17 for all other jurisdictions, including those planning under RCW  
18 36.70A.040 and those planning under chapter 36.70 RCW. The resiliency  
19 subelement of the climate change and resiliency element is mandatory  
20 for all jurisdictions planning under RCW 36.70A.040 and is encouraged  
21 for those jurisdictions planning under chapter 36.70 RCW.

22 (a) The greenhouse gas emissions reduction subelement of the  
23 comprehensive plan must be designed to:

24 (i) Result in reductions in overall greenhouse gas emissions  
25 generated by the transportation and land use systems within the  
26 jurisdiction consistent with the guidelines published by the  
27 department of commerce pursuant to section 5 of this act;

28 (ii) Result in reductions in vehicle miles traveled within the  
29 jurisdiction consistent with the guidelines published by the  
30 department of commerce pursuant to section 5 of this act; and

31 (iii) Prioritize reductions in communities that experience  
32 disproportionate impacts and harm due to air pollution in order to  
33 maximize the cobenefits of reduced air pollution.

34 (b) The resiliency subelement must equitably enhance resiliency  
35 to, and avoid or substantially reduce the adverse impacts of, climate  
36 change on people, property, and ecological systems through goals,  
37 policies, and programs consistent with the best available science and  
38 scientifically credible climate projections and impact scenarios that  
39 moderate or avoid harm, enhance the resiliency of natural and human  
40 systems, and enhance beneficial opportunities. The resiliency

1 subelement must prioritize actions in communities that will  
2 disproportionately suffer from compounding environmental impacts and  
3 will be most impacted by natural hazards due to climate change. A  
4 natural hazard mitigation plan or similar plan that is guided by RCW  
5 36.70A.020(14) and complies with the applicable requirements of this  
6 act, including the requirements set forth in this subsection (9)(b),  
7 may be adopted by reference to satisfy those requirements. Specific  
8 goals, policies, and programs of the resiliency subelement must  
9 include, but are not limited to, those designed to:

10 (i) Identify and protect natural areas resilient to climate  
11 impacts, as well as areas of vital habitat for safe passage and  
12 species migration; and

13 (ii) Address natural hazards created or aggravated by climate  
14 change, including sea level rise, landslides, flooding, drought,  
15 heat, smoke, wildfire, and other effects of changes to temperature  
16 and precipitation patterns.

17 (c) For the jurisdictions set forth in section 3 of this act,  
18 updates to comprehensive plans made during the update cycle that  
19 begins in 2024 need not comply fully with the requirements set forth  
20 in (a) of this subsection. For these jurisdictions, updates to  
21 comprehensive plans made during the update cycle that begins in 2024  
22 must adopt goals, policies, and actions that are likely to result in  
23 reductions of greenhouse gas emissions and vehicle miles traveled  
24 that comply with the reductions set forth in RCW 70A.45.020. A  
25 jurisdiction's adoption and implementation of a climate action plan,  
26 or an equivalent document that addresses greenhouse gas emissions  
27 reductions, satisfies this requirement if such adoption and  
28 implementation achieves meaningful reductions in greenhouse gas  
29 emissions and vehicle miles traveled.

30 (d) For the jurisdictions set forth in section 3 of this act,  
31 updates to comprehensive plans made during the update cycle that  
32 begins in 2032 must comply fully with the requirements set forth in  
33 (a) of this subsection.

34 ~~((9))~~ (10) It is the intent that new or amended elements  
35 required after January 1, 2002, be adopted concurrent with the  
36 scheduled update provided in RCW 36.70A.130. Requirements to  
37 incorporate any such new or amended elements shall be null and void  
38 until funds sufficient to cover applicable local government costs are  
39 appropriated and distributed by the state at least two years before

1 local government must update comprehensive plans as required in RCW  
2 36.70A.130.

3 NEW SECTION. **Sec. 5.** A new section is added to chapter 70A.45  
4 RCW to read as follows:

5 (1) The department of commerce, in consultation with the  
6 department of ecology, the department of health, and the department  
7 of transportation, shall publish guidelines that specify the  
8 proportionate reductions in greenhouse gas emissions associated with  
9 passenger cars and light trucks that must be accomplished within the  
10 geographical area of each regional transportation planning  
11 organization or metropolitan planning organization, as those terms  
12 are described in chapter 47.80 RCW, that comprises one or more  
13 jurisdictions described in section 3 of this act or, for cities and  
14 counties described in section 3 of this act that are not members of a  
15 regional transportation planning organization or a metropolitan  
16 planning organization, the proportionate reductions in greenhouse gas  
17 emissions associated with passenger cars and light trucks that must  
18 be accomplished within each such city and county, in order to achieve  
19 proportionate shares of the statewide greenhouse gas emissions  
20 reductions set forth in RCW 70A.45.020(1), allowing for consideration  
21 of the emissions reductions achieved through the adoption of  
22 statewide programs. The guidelines must prioritize reductions in  
23 communities that have experienced disproportionate harm due to air  
24 pollution and may draw upon the most recent health disparities data  
25 from the department of health to identify high pollution areas and  
26 disproportionately burdened communities. In addition to a total  
27 proportionate share, the department of commerce shall also publish an  
28 advisory proportionate share for each county and city described in  
29 section 3 of this act in order to aid the regional transportation  
30 planning organization or metropolitan planning organization in  
31 allocating reductions. The guidelines must be based on:

32 (a) The most recent greenhouse gas emissions report prepared by  
33 the department of ecology and the department of commerce pursuant to  
34 RCW 70A.45.020(2); and

35 (b) The most recent city and county population estimates prepared  
36 by the department of commerce pursuant to RCW 43.62.035.

37 (2) The department of commerce, in consultation with the  
38 department of transportation, shall publish guidelines that specify  
39 the proportionate reductions in passenger car and light truck vehicle



1 miles traveled that must be accomplished within the geographical area  
2 of each regional transportation planning organization or metropolitan  
3 planning organization, as those terms are described in chapter 47.80  
4 RCW, that comprises one or more jurisdictions described in section 3  
5 of this act or, for cities and counties described in section 3 of  
6 this act that are not members of a regional transportation planning  
7 organization or a metropolitan planning organization, those cities  
8 and counties, in order to achieve their proportionate shares of the  
9 transportation sector's, passenger car and light truck segment,  
10 proportionate share of overall greenhouse gas emissions that must be  
11 accomplished in order to achieve the statewide greenhouse gas  
12 emissions reductions set forth in RCW 70A.45.020(1). In addition to a  
13 total proportionate share of reduction of vehicle miles traveled for  
14 each regional transportation planning organization and metropolitan  
15 planning organization, the department of commerce shall also publish  
16 an advisory proportionate share for each county and city described in  
17 section 3 of this act in order to aid each regional transportation  
18 planning organization and metropolitan planning organization in  
19 allocating reductions.

20 The guidelines must be based on:

21 (a) The most recent greenhouse gas emissions report prepared by  
22 the department of ecology and the department of commerce pursuant to  
23 RCW 70A.45.020(2);

24 (b) The most recent city and county population estimates prepared  
25 by the department of commerce pursuant to RCW 43.62.035; and

26 (c) The most recent summary of vehicle miles traveled as compiled  
27 by the department of transportation.

28 (3) The department of commerce shall first publish the guidelines  
29 described in subsections (1) and (2) of this section no later than  
30 December 31, 2025. The department of commerce shall update these  
31 guidelines every four years thereafter based on the most recently  
32 available data.

33 NEW SECTION. **Sec. 6.** A new section is added to chapter 36.70A  
34 RCW to read as follows:

35 (1) A greenhouse gas emissions reduction subelement required by  
36 RCW 36.70A.070 becomes effective when approved by the department as  
37 provided in this section. The department shall strive to achieve  
38 final action on a submitted greenhouse gas emissions reduction  
39 subelement within 180 days of receipt and shall post an annual

1 assessment related to this performance benchmark on the agency  
2 website.

3 (2) Upon receipt of a proposed greenhouse gas emissions reduction  
4 subelement, the department shall:

5 (a) Provide notice to and opportunity for written comment by all  
6 interested parties of record as a part of the local government review  
7 process for the proposal and to all persons, groups, and agencies  
8 that have requested in writing notice of proposed greenhouse gas  
9 emissions reduction subelements. The comment period shall be at least  
10 30 days, unless the department determines that the level of  
11 complexity or controversy involved supports a shorter period;

12 (b) In the department's discretion, conduct a public hearing  
13 during the 30-day comment period in the jurisdiction proposing the  
14 greenhouse gas emissions reduction subelement;

15 (c) Within 15 days after the close of public comment, request the  
16 local government to review the issues identified by the public,  
17 interested parties, groups, and agencies and provide a written  
18 response as to how the proposal addresses the identified issues;

19 (d) Within 30 days after receipt of the local government response  
20 pursuant to (c) of this subsection, make written findings and  
21 conclusions regarding the consistency of the proposal with the policy  
22 of RCW 36.70A.070 and, after they are adopted, the applicable  
23 guidelines adopted by the department pursuant to section 5 of this  
24 act and any reduction allocations made pursuant to RCW 36.70A.100,  
25 provide a response to the issues identified in (c) of this  
26 subsection, and either approve the greenhouse gas emissions reduction  
27 subelement as submitted, recommend specific changes necessary to make  
28 the greenhouse gas emissions reduction subelement approvable, or deny  
29 approval of the greenhouse gas emissions reduction subelement in  
30 those instances where no alteration of the greenhouse gas emissions  
31 reduction subelement appears likely to be consistent with the policy  
32 of RCW 36.70A.070 and the applicable guidelines. The written findings  
33 and conclusions shall be provided to the local government, and made  
34 available to all interested persons, parties, groups, and agencies of  
35 record on the proposal;

36 (e) If the department recommends changes to the proposed  
37 greenhouse gas emissions reduction subelement, within 90 days after  
38 the department mails the written findings and conclusions to the  
39 local government, require the local government to:

1 (i) Agree to the proposed changes by written notice to the  
2 department; or

3 (ii) Submit an alternative greenhouse gas emissions reduction  
4 subelement. If, in the opinion of the department, the alternative is  
5 consistent with the purpose and intent of the changes originally  
6 submitted by the department and with this chapter it shall approve  
7 the changes and provide notice to all recipients of the written  
8 findings and conclusions. If the department determines the proposed  
9 greenhouse gas emissions reduction subelement is not consistent with  
10 the purpose and intent of the changes proposed by the department, the  
11 department may resubmit the proposed greenhouse gas emissions  
12 reduction subelement for public and agency review pursuant to this  
13 section or reject the proposed greenhouse gas emissions reduction  
14 subelement.

15 (3) The department shall approve a proposed greenhouse gas  
16 emissions reduction subelement unless it determines that the proposed  
17 greenhouse gas emissions reduction subelement is not consistent with  
18 the policy of RCW 36.70A.070 and, after they are adopted, the  
19 applicable guidelines.

20 (4) A greenhouse gas emissions reduction subelement takes effect  
21 when and in such form as approved or adopted by the department. The  
22 effective date is 14 days from the date of the department's written  
23 notice of final action to the local government stating the department  
24 has approved or rejected the proposed greenhouse gas emissions  
25 reduction subelement. The department's written notice to the local  
26 government must conspicuously and plainly state that it is the  
27 department's final decision and that there will be no further  
28 modifications to the proposed greenhouse gas emissions reduction  
29 subelement. The department shall maintain a record of each greenhouse  
30 gas emissions reduction subelement, the action taken on any proposed  
31 greenhouse gas emissions reduction subelement, and any appeal of the  
32 department's action. The department's approved document of record  
33 constitutes the official greenhouse gas emissions reduction  
34 subelement.

35 (5) Promptly after approval or disapproval of a local  
36 government's greenhouse gas emissions reduction subelement, the  
37 department shall publish a notice consistent with RCW 36.70A.290 that  
38 the greenhouse gas emissions reduction subelement has been approved  
39 or disapproved. This notice must be filed for all greenhouse gas  
40 emissions reduction subelements.

1 (6) The department's final decision to approve or reject a  
2 proposed greenhouse gas emissions reduction subelement or amendment  
3 by a local government planning under RCW 36.70A.040 may be appealed  
4 according to the following provisions:

5 (a) The department's final decision to approve or reject a  
6 proposed greenhouse gas emissions reduction subelement or amendment  
7 by a local government planning under RCW 36.70A.040 may be appealed  
8 to the growth management hearings board by filing a petition as  
9 provided in RCW 36.70A.290.

10 (b) A decision of the growth management hearings board concerning  
11 an appeal of the department's final decision to approve or reject a  
12 proposed greenhouse gas emissions reduction subelement or amendment  
13 must be based solely on whether or not the adopted or amended  
14 greenhouse gas emissions reduction subelement, any adopted amendments  
15 to other elements of the comprehensive plan necessary to carry out  
16 the subelement, and any adopted or amended development regulations  
17 necessary to implement the subelement, comply with the goal set forth  
18 in RCW 36.70A.020(14) as it applies to greenhouse gas emissions  
19 reductions, RCW 36.70A.070(9) excluding RCW 36.70A.070(9)(b), the  
20 guidelines adopted under section 5 of this act applicable to the  
21 greenhouse gas emissions reduction subelement, or chapter 43.21C RCW.

22 **Sec. 7.** RCW 36.70A.320 and 1997 c 429 s 20 are each amended to  
23 read as follows:

24 (1) Except as provided in subsections (5) and (6) of this  
25 section, comprehensive plans and development regulations, and  
26 amendments thereto, adopted under this chapter are presumed valid  
27 upon adoption.

28 (2) Except as otherwise provided in subsection (4) of this  
29 section, the burden is on the petitioner to demonstrate that any  
30 action taken by a state agency, county, or city under this chapter is  
31 not in compliance with the requirements of this chapter.

32 (3) In any petition under this chapter, the board, after full  
33 consideration of the petition, shall determine whether there is  
34 compliance with the requirements of this chapter. In making its  
35 determination, the board shall consider the criteria adopted by the  
36 department under RCW 36.70A.190(4). The board shall find compliance  
37 unless it determines that the action by the state agency, county, or  
38 city is clearly erroneous in view of the entire record before the  
39 board and in light of the goals and requirements of this chapter.

1 (4) A county or city subject to a determination of invalidity  
2 made under RCW 36.70A.300 or 36.70A.302 has the burden of  
3 demonstrating that the ordinance or resolution it has enacted in  
4 response to the determination of invalidity will no longer  
5 substantially interfere with the fulfillment of the goals of this  
6 chapter under the standard in RCW 36.70A.302(1).

7 (5) The shoreline element of a comprehensive plan and the  
8 applicable development regulations adopted by a county or city shall  
9 take effect as provided in chapter 90.58 RCW.

10 (6) The greenhouse gas emissions reduction subelement required by  
11 RCW 36.70A.070 shall take effect as provided in section 6 of this  
12 act.

13 **Sec. 8.** RCW 36.70A.190 and 1991 sp.s. c 32 s 3 are each amended  
14 to read as follows:

15 (1) The department shall establish a program of technical and  
16 financial assistance and incentives to counties and cities to  
17 encourage and facilitate the adoption and implementation of  
18 comprehensive plans and development regulations throughout the state.

19 (2) The department shall develop a priority list and establish  
20 funding levels for planning and technical assistance grants both for  
21 counties and cities that plan under RCW 36.70A.040. Priority for  
22 assistance shall be based on a county's or city's population growth  
23 rates, commercial and industrial development rates, the existence and  
24 quality of a comprehensive plan and development regulations, and  
25 other relevant factors.

26 (3) The department shall develop and administer a grant program  
27 to provide direct financial assistance to counties and cities for the  
28 preparation of comprehensive plans under this chapter. The department  
29 may establish provisions for county and city matching funds to  
30 conduct activities under this subsection. Grants may be expended for  
31 any purpose directly related to the preparation of a county or city  
32 comprehensive plan as the county or city and the department may  
33 agree, including, without limitation, the conducting of surveys,  
34 inventories and other data gathering and management activities, the  
35 retention of planning consultants, contracts with regional councils  
36 for planning and related services, and other related purposes.

37 (4) The department shall establish a program of technical  
38 assistance:

1 (a) Utilizing department staff, the staff of other state  
2 agencies, and the technical resources of counties and cities to help  
3 in the development of comprehensive plans required under this  
4 chapter. The technical assistance may include, but not be limited to,  
5 model land use ordinances, regional education and training programs,  
6 and information for local and regional inventories; and

7 (b) Adopting by rule procedural criteria to assist counties and  
8 cities in adopting comprehensive plans and development regulations  
9 that meet the goals and requirements of this chapter. These criteria  
10 shall reflect regional and local variations and the diversity that  
11 exists among different counties and cities that plan under this  
12 chapter.

13 (5) The department shall provide mediation services to resolve  
14 disputes between counties and cities regarding, among other things,  
15 coordination of regional issues and designation of urban growth  
16 areas.

17 (6) The department shall provide planning grants to enhance  
18 citizen participation under RCW 36.70A.140.

19 (7) The department shall develop, in collaboration with the  
20 department of ecology, the department of fish and wildlife, the  
21 department of natural resources, the department of health, and the  
22 emergency management division of the military department, and adopt  
23 by rule guidance that creates a model climate change and resiliency  
24 element that may be used by counties, cities, and multiple-county  
25 planning regions for developing and implementing climate change and  
26 resiliency plans and policies required by RCW 36.70A.070(9), subject  
27 to the following provisions:

28 (a) The model element must establish minimum requirements or  
29 include model options for fulfilling the requirements of RCW  
30 36.70A.070(9);

31 (b) The model element should provide guidance on identifying,  
32 designing, and investing in infrastructure that supports community  
33 resilience to climate impacts, including the protection, restoration,  
34 and enhancement of natural infrastructure as well as traditional  
35 infrastructure and protecting natural areas resilient to climate  
36 impacts, as well as areas of vital habitat for safe passage and  
37 species migration;

38 (c) The model element should provide guidance on identifying and  
39 addressing natural hazards created or aggravated by climate change,  
40 including sea level rise, landslides, flooding, drought, heat, smoke,

1 wildfires, and other effects of reasonably anticipated changes to  
2 temperature and precipitation patterns; and

3 (d) The rule must recognize and promote as many cobenefits of  
4 climate resilience as possible such as salmon recovery, ecosystem  
5 services, and supporting treaty rights.

6 **Sec. 9.** RCW 36.70A.100 and 1990 1st ex.s. c 17 s 10 are each  
7 amended to read as follows:

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

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

14 (2) Consistent with the regional transportation plans required  
15 under RCW 47.80.030 for the region within which the county or city is  
16 located.

17 **Sec. 10.** RCW 47.80.030 and 2005 c 328 s 2 are each amended to  
18 read as follows:

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

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

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

35 (i) Crosses member county lines;

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

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

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

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

9 (vi) Provides for system continuity;

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

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

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

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

35 (ii) Make the most efficient use of existing transportation  
36 facilities to relieve vehicular congestion and maximize the mobility  
37 of people and goods;

38 (f) Sets forth a proposed regional transportation approach,  
39 including capital investments, service improvements, programs, and  
40 transportation demand management measures to guide the development of



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

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

10 (2)(a) Each regional transportation planning organization  
11 encompassing at least one jurisdiction described in section 3 of this  
12 act must adopt a regional emissions and vehicle miles reduction plan  
13 that addresses all jurisdictions comprising the organization and  
14 that:

15 (i) Implements the goals adopted under RCW 47.01.440 to reduce  
16 annual per capita vehicle miles traveled; and

17 (ii) Will reduce greenhouse gas emissions, in aggregate, from the  
18 transportation sector consistent with the share of emissions  
19 reductions assigned by the department of commerce under section 5 of  
20 this act to the jurisdictions comprising the organization.

21 (b) For jurisdictions described in section 3 of this act, the  
22 regional emissions and vehicle miles reduction plan shall allocate  
23 per capita vehicle miles traveled reductions and greenhouse gas  
24 emissions reductions that must be achieved by the jurisdiction's  
25 greenhouse gas emissions reduction subelement after taking into  
26 account the reductions achieved within that jurisdiction by the  
27 regional emissions and vehicle miles reduction plan. These reductions  
28 must prioritize reductions in communities that have experienced  
29 disproportionate harm due to air pollution.

30 (3) The organization shall review the regional transportation  
31 plan biennially for currency and forward the adopted plan along with  
32 documentation of the biennial review to the state department of  
33 transportation.

34 ~~((3))~~ (4) All transportation projects, programs, and  
35 transportation demand management measures within the region that have  
36 an impact upon regional facilities or services must be consistent  
37 with the plan and with the adopted regional growth and transportation  
38 strategies.

1        NEW SECTION.    **Sec. 11.**    A new section is added to chapter 47.80  
2    RCW to read as follows:

3        The department shall compile, maintain, and publish a summary of  
4    the vehicle miles traveled annually in each city in the state, and in  
5    the unincorporated portions of each county in the state.

6        NEW SECTION.    **Sec. 12.**    A new section is added to chapter 90.58  
7    RCW to read as follows:

8        The department shall update its shoreline master program  
9    guidelines to require shoreline master programs to address the impact  
10   of sea level rise and increased storm severity on people, property,  
11   and shoreline natural resources and the environment.

--- END ---