

RCW 36.70A.070

Comprehensive plans — Mandatory elements.

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

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

. . . . .

- (6) **A transportation element** that implements, and is consistent with, the land use element.
  - (a) The transportation element shall include the following subelements:
    - (i) **Land use assumptions** used in estimating travel;
    - (ii) **Estimated traffic impacts to state-owned transportation facilities** resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
    - (iii) Facilities and services needs, including:
      - (A) **An inventory of air, water, and ground transportation facilities and services**, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;
      - (B) **Level of service standards for all locally owned arterials and transit routes** to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
      - (C) **For state-owned transportation facilities, level of service standards for highways**, as prescribed in chapters [47.06](#) and [47.80](#) RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the department of transportation's six-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;
      - (D) **Specific actions and requirements for bringing into compliance** locally owned transportation facilities or services that are below an established level of service standard;

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

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

(iv) Finance, including:

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

(B) **A multiyear financing plan** based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW [35.77.010](#) for cities, RCW [36.81.121](#) for counties, and RCW [35.58.2795](#) for public transportation systems. The multiyear financing plan should be coordinated with the six-year improvement program developed by the department of transportation as required by **\*\*RCW [47.05.030](#)**;

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

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

(vi) **Demand-management strategies**;

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

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW [36.70A.040](#), **local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted** in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6) "concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(c) The transportation element described in this subsection (6), and the six-year plans required by RCW [35.77.010](#) for cities, RCW [36.81.121](#) for counties, RCW [35.58.2795](#) for public transportation systems, and **\*\*RCW [47.05.030](#)** for the state, **must be consistent**.