

WSDOT Local Planning Resources

Purpose

This document details transportation-related requirements, recommendations, and resources for local planning. WSDOT subject matter experts provided the recommendations that do not cite a Washington Administrative Code. Cities and counties with further questions should contact their [WSDOT Region Planning Office Growth Management Act Contact](#). The Department of Commerce's [Transportation Guidebook](#) (pdf 19 mb) is an additional source of information, as is the [WSDOT Community Planning Portal](#) that provides access to state transportation data for general planning purposes.

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Americans with Disabilities Act (ADA) Title II and Section 504 of the Rehabilitation Act

- ✓ **Requirement:** 29 USC 794 – Section 504 of the Rehabilitation Act of 1973 (as amended by the Civil Rights Restoration Act of 1987)
 - [49 CFR Part 27](#) (Section 504) “Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance”
 - [49 CFR Part 37](#) “Transportation Services for Individuals with Disabilities (ADA)”
 - [49 CFR Part 38](#) “Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles”
 - ✓ **Requirement:** 42 USC 12111 – Americans with Disabilities Act (Title II)
 - [28 CFR Part 35](#) (Title II) “Nondiscrimination on the Basis of Disability in State and Local Government Services”
 - ✓ **Requirement:** [Revised Code of Washington \(RCW\) 35.68.075](#)
 - ✓ **Requirement:** [Revised Code of Washington \(RCW\) 49.60](#)
- Summary of Requirements:**
- Local Agency Guidelines (LAG) manual Chapters [29 \(Revised in April, 2016\)](#) and [42](#)

Advertising Signs

- **Recommendation:** State and federal laws regulate billboards and other advertising signs in areas visible from an interstate, primary, or scenic highway system and on state highway rights-of-way. Includes language in sign ordinances acknowledging:
 - All signs visible from an interstate, primary, or scenic highway system must conform to the Scenic Vistas Act and are subject to WSDOT rules and regulations per [RCW 47.42](#) and [WAC 468-66](#).
 - Advertising signs within any state highway rights-of-way are prohibited. [RCW 47.42.080\(6\)](#).

Resources:

- WSDOT’s [Highway Advertising Control Manual](#) (pdf 3.1 mb) provides guidance for the control of advertising signs visible to the interstate, scenic and primary systems.
- WSDOT’s [Highway Advertising Control Website](#) provides information on billboards and other advertising signs, motorist information signs, advertising agricultural products along state highways, advertising at safety rest areas on state highways, advertising on Washington State Ferries, and political campaign signs.

Aviation

- ✓ **Requirement:** Adopt policies and development regulations that discourage the encroachment of incompatible land use adjacent to public use general aviation facilities. [RCW 36.70.547](#).
- ✓ **Requirement:** Adopt or amend such plans and regulations only after formal consultation with: airport owners and managers, private airport operators, general aviation pilots, ports, and WSDOT Aviation. [RCW 36.70.547](#).
- ✓ **Requirement:** Describe all airport facilities and operations in the transportation inventory. (Required for airport sponsors.)
 - **Recommendation:** Include an airport layout plan map, a map of the identified airport influence area, and a map of the FAR Part 77 imaginary airspace surfaces.
 - **Recommendation:** Include goals and/or policies that discourage airspace obstructions and the development of wildlife attractants.
 - **Recommendation:** Recognize the airport as an essential public facility.
 - **Recommendation:** Include policies that recognize the significance and benefit of the airport as a mode of transportation, a partner in economic development, and a participant in emergency medical and disaster response within the community.
 - **Recommendation:** Adopt airspace and land use development regulations to implement comprehensive plans. Development tools may include direct zoning, airspace overlays, and overlays for addressing specific activities in an underlying zone that may negatively impact compatibility and airport operations.
 - **Recommendation:** Provide for adequate transportation connections to airport facilities by supporting and/or expanding intermodal connections to airport facilities where practical.

Resources:

- [Airports and Compatible Land Use Guidebook and Video](#).



- Airports are defined as “any area of land or water which is used, or intended for use, for the landing and take-off of aircraft...” [RCW 47.68.020\(3\)](#).
- [Aviation Division Land Use Compatibility](#).
- [Aviation Economic Impact Study](#).
- [Formal Consultation Folio](#). (pdf 196 kb)
- [WSDOT Community Planning Portal](#)
 - [Map of Public and Non Military Airports](#)

Bicycle—Pedestrian

- ✓ **Requirement:** Wherever possible, the land use element should consider using urban planning approaches that promote physical activity. [RCW 36.70A.070\(1\)](#).
- ✓ **Requirement:** The transportation element must include a pedestrian and bicycle component that includes 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. [RCW 36.70A.070\(6\)\(a\)\(vii\)](#).
 - **Recommendation:** Reference local, regional, and state pedestrian and bicycle planning documents, if any. [WAC 365-196-430\(2\)\(j\)\(i\)](#). Coordinate with local school districts to include school walk routes in transportation elements as focus areas for pedestrian improvements.
 - **Recommendation:** Include maps of bicycle facilities (bike lanes, shared use paths, and paved road shoulders) and pedestrian facilities (sidewalks, pedestrian connectors, and other designated facilities). This map should identify state and local designated bicycle routes, and describe how the facilities link to those in adjacent jurisdictions. [WAC 365-196-430\(2\)\(j\)\(ii-iii\)](#).
 - **Recommendation:** Adopt policies to improve travel demand models to include bicycling and walking and greenhouse gas estimation as part of transportation projects and transportation plans.
 - **Recommendation:** Adopt policies and development regulations that support the development of an interconnected network of bicycle and pedestrian facilities that connect residential and employment areas with community and regional destinations, schools, and public transportation services. [WAC 365-196-430\(2\)\(j\)\(iv\)](#).
 - **Recommendation:** Review existing pedestrian and bicycle collision data to plan facilities that improve safety. [WAC 365-196-430\(2\)\(j\)\(v\)](#). Adopt policies to prioritize known risk locations and consider adopting the state’s goal to decrease collisions by five percent per year for the next 20 years, while doubling the amount of biking and walking.
 - **Recommendation:** Include in local plans project lists of priority bicycle and pedestrian improvements and programs: both standalone bicycle and pedestrian projects and bicycle and pedestrian projects associated with planned improvements for motor vehicles.
 - **Recommendation:** Monitor bicycling and walking activity by conducting counts and benchmark local efforts to connect bicycle and pedestrian facilities and improve safety using a community assessment survey.

Resources:

- [Washington State Bicycle Facilities and Pedestrian Walkways Plan](#). (pdf 6.6 mb)
- [WSDOT’s Active Transportation Programs](#)
- [WSDOT’s Bikeable Communities](#)
- [WSDOT’s Complete Streets](#)
- [WSDOT’s Walkable Communities](#)

Clean Air Act

- **Recommendation:** If a city or county contains nonattainment or attainment area subject to a maintenance plan, compliance with the Clean Air Act and Transportation Conformity Rule is required for federally-funded projects. The RTP/O will demonstrate regional “conformity.” The transportation element should include a map of the area or areas designated as nonattainment or maintenance, a discussion of the current status of the pollutant(s) of concern, the relationship to transportation-related sources, and a description of implementation measures consistent with the State Implementation Plan. Refer to [WAC 365-196-430\(2\)\(d\)](#).

Resources:



- [DOE air quality maps.](#)
- [FHWA Air Quality Transportation Conformity: A Basic Guide for State and Local Officials.](#)
- [Washington State Department of Ecology's \(DOE\) list of local clean air agencies.](#)

Climate Change and Extreme Weather Event Preparedness

- **Recommendation:** Washington State is experiencing climate change and extreme weather events. As state and local agencies make decisions and investments in our communities we should consider the available information about climate threats. The Pacific NW climate projections are available from the [Climate Impacts Group at the University of Washington](#). Climate changes in Washington State include:
 - Increased temperature (extreme heat events, changes in air quality, glacial melting).
 - Changes in volume and timing of precipitation (reduced snow pack, increased erosion, flooding).
 - Ecological effects of a changing climate (spread of disease, altered plant and animal habitats, negative impacts on human health and well-being).
 - Sea-level rise, coastal erosion, and salt water intrusion.

We recommend local agencies look at the results of WSDOT's statewide vulnerability assessment which shows the potential climate risks on state-owned transportation assets in their area. The GIS layer is available on the Community Planning Portal.

Resources:

- [FHWA, http://www.fhwa.dot.gov/environment/climate_change/](http://www.fhwa.dot.gov/environment/climate_change/)
- [Climate Impacts Group, Climate Change Scenarios.](#)
- [EPA Climate Change](#)
- [Georgetown Climate Center—Helping Communities Adapt to Climate Change](#)
- [AASHTO, Transportation and Climate Change Resource Center](#)
- [WSDOT, Adapting to Climate Change.](#)
- [WSDOT Community Planning Portal](#)
 - [Map of Climate Impact Vulnerability](#)

Consistency with Neighboring Tribes

- **Recommendation:** Coordinate and invite the participation of Tribes in the development of local plans. It's important to note that your study area may include tribal transportation roads (roads on or providing access to a reservation or tribal community). Contact Tribal Leadership and planning staff early in plan development. Incorporate information from the Tribal Transportation Plans. Meet with them in person, if possible, and invite Tribes to participate on policy or technical committees, if any.

Resources:

- See [Tribal Liaison](#) for consultation protocols, e.g., Centennial Accord, Communication, and Consultation Protocols for Statewide and Policy Issues.
- [Tribal Contacts for WSDOT Programs and Projects.](#)
- [Tribal Transportation Planning Guide for Washington State.](#) (pdf 3.2 mb)
- [WSDOT Community Planning Portal](#)
 - [Map of Tribal Reservation and Trust Lands](#)

Consistency with Regional Plans and Policies

- ✓ **Requirement:** Each regional transportation planning organization shall...certify by December 31, 1996, that the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region reflect the guidelines and principles developed pursuant to [RCW 47.80.026](#), are consistent with the adopted regional transportation plan, and, where appropriate, conform with the requirements of [RCW 36.70A.070](#). [RCW 47.80.023\(3\)](#).
- ✓ **Requirement:** Local and regional transportation agencies shall adopt common transportation goals. [RCW 47.01.340](#).
- ✓ **Requirement:** Identified needs on regional facilities or services must be consistent with the regional transportation plan and the adopted regional growth and transportation strategies. [RCW 47.80.030\(3\)](#).



- **Recommendation:** Local, regional, and state level of service standards should be consistent to allow for a consistent regional evaluation of transportation facilities and corridors. [WAC 365-196-430\(2\)\(e\)](#).
- **Recommendation:** A jurisdiction's plans and development regulations should consider existing regional regulatory and planning provisions. [WAC 365-196-735](#).
- **Recommendation:** Travel forecasts should be based on adopted regional growth strategies, the regional transportation plan, and comprehensive plans within the region to ensure consistency. [WAC 365-196-430\(2\)\(f\)](#).
- **Recommendation:** Local and regional transportation plans should be based on consistent funding assumptions. [WAC 365-196-430\(2\)\(k\)\(i\)](#).

Resources:

- [Directory of Regional Transportation and Metropolitan Planning Organizations](#). (Click on Name of Organization in Map for Direct Links.)

Consistency with State Plans—Inventory

- ✓ **Requirement:** The transportation element shall include...facilities and services needs, including, 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. [RCW 36.70A.070\(6\)\(a\)\(ii\)](#).
- **Recommendation:** If any state highway classifications or designations affect future land use, this information should be included in the comprehensive plan along with reference to any relevant planning documents. [WAC 365-196-430\(2\)\(c\)\(iii\)\(A\)\(II\)](#).
- **Recommendation:** Counties, cities, and the state should cooperate in identifying and resolving any land use and transportation compatibility issues identified during the inventory process. [WAC 365-196-430\(2\)\(c\)](#).

Resources:

- [WSDOT Community Planning Portal](#)
- [ABC's of Planning for State Transportation Facilities](#)

Consistency with State Plans—Needs Identification and Funding Assumptions

- ✓ **Requirement:** The transportation element shall include...facilities and services needs, including...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 [47.06 040 RCW](#). [RCW 36.70A.070\(6\)\(a\)\(iii\)\(F\)](#).
- ✓ **Requirement:** The transportation element shall include...a multiyear financing plan based on the needs identified in the comprehensive plan...The multiyear financing plan should be coordinated with the ten-year improvement program developed by WSDOT as required by [RCW 36.70A.070\(6\)\(a\)\(iv\)\(B\)](#).
- ✓ **Requirement:** The transportation element shall include...finance, including...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. [RCW 36.70A.070\(6\)\(a\)\(iv\)\(C\)](#).

Resources:

- Statewide Multimodal Plan including:
 - [Amtrak Cascades Mid-Range Plan](#). (pdf 1.4 mb)
 - [Highway System Plan 2007-2026](#).
 - [Long Range Plan for Amtrak Cascades](#). (pdf 12 mb)
 - [Scenic Byways Corridor Management Plans](#).
 - [State Bicycle Facilities and Pedestrian Walkways Plan](#).
 - [Statewide Rail Capacity and System Needs Study—Final Report](#). (pdf 1.3 mb)
 - [Washington State Ferries Division Final Long-Range Plan](#). (pdf 2 mb).
 - [Washington State Long-Term Air Transportation Study](#).
 - [Washington Transportation Plan Freight Report](#). (pdf 3.2 mb)
 - [WSDOT Corridor Planning Studies](#).
- [Washington Transportation Plan 2007-2026](#). (pdf 8.9 mb)

- [Transportation Funding Sources in Washington State](#)
- WSDOT's Capital Improvement and Preservation Program is WSDOT's proposed ten-year investment program. City and county comprehensive plans should be consistent with the legislatively approved investment program as reported in the [Transportation Executive Information System Current Projects List](#).

Consistency with State Policies

- **Recommendation:** Local goals and policies should be consistent with statewide goals and policies and should address:
 - Roadways and roadway design that provides safe access and travel for all users, including motorists, transit vehicles and riders, bicyclists, and pedestrians.
 - Public transportation, including public transit and passenger rail, intermodal transfers, and multimodal access.
 - Bicycle and pedestrian travel.
 - Transportation demand management, including education, encouragement, and law enforcement strategies.
 - Freight mobility including port facilities, truck, air, rail, and water-based freight.
 - Transportation finance including strategies for addressing impacts of development through concurrency, impact fees, and other mitigation.
 - Policies to preserve the functionality of state highways within the local jurisdiction such as policies to provide an adequate local network of streets, paths, and transit service so that local short-range trips do not require single-occupant vehicle travel on the state highway system; and policies to mitigate traffic and stormwater impacts on state-owned transportation facilities as development occurs. [WAC 365-196-430\(2\)\(b\)](#).
- **Recommendation:** A jurisdiction's plans and development regulations should consider existing state and regional regulatory and planning provisions. [WAC 365-196-735](#).

Resources:

- [Amtrak Cascades Mid-Range Plan](#) (pdf 1.4 mb)
- [Highway System Plan 2007-2026](#)
- [Long Range Plan for Amtrak Cascades](#) (pdf 9.5 mb)
- [Rail System Capacity and Needs Study](#) (pdf 1.4 mb)
- [Scenic Byways Corridor Management Plans](#)
- [Target Zero](#)
- [ABC's of Planning for State Transportation Facilities](#)
- [Washington's Bicycle and Pedestrian Plan](#) (pdf 6.7mb)
- [Washington State Ferries Division Final Long-Range Plan](#) (pdf 2 mb)
- [Washington State Long-Term Air Transportation Study](#)
- [Washington Transportation Plan 2007-2026](#) pdf 8.9 mb)
- [Washington Transportation Plan Freight Report](#) (pdf 3.2 mb)
- [WSDOT Corridor Planning Studies](#)

Essential Public Facilities

- ✓ **Requirement:** Comprehensive plans must include a process for identifying and siting essential public facilities. [RCW 36.70A.200\(1\)](#).
- ✓ **Requirement:** No local comprehensive plan or development regulation may preclude the siting of essential public facilities. [RCW 36.70A.200\(5\)](#).

Resources:

- For a list of transportation-related essential public facilities see [RCW 47.06.140\(1\)](#)
- [ABC's of Planning for State Transportation Facilities](#)
- [WSDOT Community Planning Portal](#)
 - [Map of Highways of Statewide Significance \(HSS\)](#)

Ferries

- **Recommendation:** Adopt policies in the [Washington State Ferries Final Long-Range Plan](#) (pdf 2 mb) that support WSDOT in the implementation of vehicle reservations to support shifts to less congested time periods.
- **Recommendation:** Adopt policies in the [Washington State Ferries Final Long-Range Plan](#) (pdf 2 mb) that support transit services connections at ferry terminals.
- **Recommendation:** Adopt policies and development regulations in the [Washington State Ferries Final Long-Range Plan](#) (pdf 2 mb) support pedestrian and bicycle connections to terminal areas and improve wayfinding.
- **Recommendation:** Adopt policies in the [Washington State Ferries Final Long-Range Plan](#) (pdf 2 mb) that support local promotion and marketing strategies to encourage mode shift.
- **Recommendation:** Adopt policies in the [Washington State Ferries Final Long-Range Plan](#) (pdf 2 mb) to collaborate with WSDOT on traffic management, including vehicle reservation systems, near ferry terminals to reduce queuing.
- **Recommendation:** Include new methodology that's in the [Washington State Ferries Final Long-Range Plan](#) (pdf 2 mb) to determine WSDOT LOS Standards for Ferry Routes in the transportation element of local plans.

Resources:

- Additional information may be found in Puget Sound Regional Council's [2009 Passenger Ferry Study](#).<-- updated link; it wasn't working.
- [WSDOT Community Planning Portal](#)
 - [Map of Ferry Routes](#)

Floodplains

- **Recommendation:** Floodplain ordinances with potential affect to state highway infrastructure should provide compensatory storage to offset or mitigate potential impacts to the state highway system. [WSDOT Flood Management Initiative](#).
- **Recommendation:** Floodplain ordinances should distinguish between maintenance and development with regard to public road structures. Because maintenance actions conducted by WSDOT to protect and restore the highway to pre-existing conditions do not affect existing floodplain capacity, they should not be regulated by the same standards as new development in local floodplain ordinances.

Critical Areas

- **Recommendation:** Critical area ordinances should distinguish between maintenance and development with regard to public road structures. Because maintenance actions conducted by WSDOT to protect and restore the highway to pre-existing conditions do not create new impacts on natural resources, they should not be regulated by the same standards as new development in the local critical area ordinances.

Resources:

- [Environmental Procedures Manual, Chapter 432](#). (pdf 803 kb)

Freight

- ✓ **Requirement:** Comprehensive plans of cities that have a marine container port with annual operating revenues in excess of sixty million dollars within their jurisdiction must include a container port element. This includes Seattle and Tacoma only. See [RCW 36.70A.085](#) for more information.

Truck Freight

- **Recommendation:** For state highways, county roads, and city streets, identify segments that have been designated as part of the National Highway Freight Network. This designation creates eligibility for the National Highway Freight Program and FASTLANE grant program. Local governments should identify freight projects which are located on the NHFN. WSDOT solicits project submissions from local and regional partners to update the freight project list in the State Freight Plan every two years. See <http://www.wsdot.wa.gov/freight/> for more information.



- **Recommendation:** For state highways, county roads, and city streets, identify the Freight and Goods Transportation System classification. [The FGTS](#), which indicates the amount (annual gross tonnage) of freight carried on these roadways, creates eligibility for FMSIB funding on T1 and T2 routes. WSDOT solicits truck volume data from local jurisdictions to update the FGTS classification every two years. Local governments should consider collecting truck volume data on city streets and county roads to provide updated corridor classification information. See <http://www.fmsib.wa.gov/> for more information.
- **Recommendation:** For state highways, county roads, and city streets, identify the Freight Economic Corridor classifications. These designations build upon the Freight and Goods Transportation System by addressing resiliency (i.e., alternate routes) and local access (i.e., first/last mile connector routes). These corridors are important to the local, regional, and state economy, and trucks should be fully considered in design and operations on these routes. See [Freight Economic Corridors](#) for more information, including links to MPO/RTPO maps. Adopt policies to improve conditions for trucks on these corridors. ([Freight Mobility Plan](#) page 31)
- **Recommendation:** Identify and designate roadway routes for oversize/overweight truck loads. These loads have specific needs, such as the weight-carrying capacity on roadways and bridges, and vertical and horizontal clearances greater than standard. Adopt policies to ensure the viability of routes for oversize/overweight vehicles.
- **Recommendation:** Identify and designate roadway routes for hazardous materials. These routes may be designated to restrict (e.g., a tunnel) or encourage the movement of hazardous materials. Adopt policies to address hazardous material transportation.
- **Recommendation:** On truck routes, identify additional geometric needs for trucks specific to the study area. Depending on location, a roadway may need to be designed to accommodate a specific need. For example, lane width, turning radii, roundabouts, and loading zones may need to be considered beyond standard design. Adopt policies to improve consideration for trucks with various needs.
- **Recommendation:** On truck routes, identify multimodal needs and demands. Some uses may be incompatible with heavy truck traffic, and trucks typically need wide lanes for safe operations. Adopt policies to promote freight traffic with consideration for other modes, by not promoting pedestrians and bicycle transportation on key freight roadways.

Rail Freight

- **Recommendation:** For railways, identify the Freight and Goods Transportation System classification. [The FGTS](#), which indicates the amount of freight carried on these railways, creates eligibility for FMSIB funding on R1 routes. Local governments should submit projects on this system during the open call for projects. See <http://www.fmsib.wa.gov/> for more information.
- **Recommendation:** On railways, identify the classifications for Rail Freight Economic Corridors. See [Freight Economic Corridors](#) for more information, including a link to the statewide Rail Economic Corridors map. ([Freight Mobility Plan](#) page 36)
- **Recommendation:** Identify at-grade rail crossings and document issues for safety and mobility on the railroad and roadway system. Data could include road and rail volume, speed, crash history, etc. Adopt policies to promote safety at rail crossings, including level, perpendicular crossings, signage, warning devices, and storage space for vehicles that are required to stop at rail crossings.

Marine Freight

- **Recommendation:** For waterways, identify the Freight and Goods Transportation System classification. [The FGTS](#), which indicates the amount of freight carried on these waterways, creates eligibility for FMSIB funding on W1, W2, W3, and W4 routes. Local governments should submit projects on this system during the open call for projects. See <http://www.fmsib.wa.gov/> for more information.



- **Recommendation:** On waterways, identify the classifications for Waterway Freight Economic Corridors. See [Freight Economic Corridors](#) for more information, including a link to the statewide Waterway Economic Corridors map. ([Freight Mobility Plan](#) page 37)
- **Recommendation:** Comprehensive plans of cities that include all or part of a port district with annual operating revenues in excess of twenty million dollars may include a marine industrial port element, as described in RCW 36.70A.085.

Intermodal Freight

- **Recommendation:** Identify intermodal freight terminals (i.e., locations where freight may move from one mode to another). Examples include rail terminals, marine terminals, and air cargo terminals. Many of these terminals are at strategic locations for operational efficiency. Adopt policies to discourage development encroachment upon these intermodal nodes. ([Freight Mobility Plan](#) page 39)

Miscellaneous Freight

- **Recommendation:** Identify freight-intensive land uses (e.g., commercial, industrial), freight facilities (e.g., distribution centers, factories, warehouses, mines), and agricultural facilities (e.g. fruit, vegetable, or meat packing/processing/storage facilities, grain elevators, wood product mills). Truck activity will typically intensify at these locations. Adopt policies to protect land of critical need and importance to freight supply chains such as rail-dependent and marine-dependent land.
- **Recommendation:** Identify freight facilities, intermodal terminals, and transportation routes (i.e., roadway, railway, and waterway) that are on key statewide supply chains. Transportation improvements at any point along a supply chain may impact the whole supply chain. Adopt policies to address supply chain deficiencies. ([Freight Mobility Plan](#) page 9)
- **Recommendation:** On county roads, identify weight-restricted pavements and bridges. A core all-weather county road system will minimize the economic impacts of freeze- and thaw-related road closures. Adopt policies to strategically improve county roads for goods delivery that is coordinated with neighboring jurisdictions. ([Freight Mobility Plan](#) page 51)
- **Recommendation:** Identify truck parking locations, both public and private, and areas in need of truck parking. A shortage of truck parking can contribute to driver fatigue and illegal truck parking, creating a safety hazard and greater community impacts. Adopt policies to expand truck parking where needed. ([Freight Mobility Plan](#) page 59)
- **Recommendation:** Establish a process for benchmarking all transportation emissions –including freight – in order to measure progress towards air quality goals, particularly in non-attainment areas. Adopt policies to reduce transportation emissions. ([Freight Mobility Plan](#) page 63)
- **Recommendation:** Identify ways to improve freight planning with coordination and partnerships. Coordinating planning with adjacent communities and across jurisdictions will create efficiencies. Reach out to the business community to gather needs. Work with WSDOT for additional freight data and issues. ([Freight Mobility Plan](#) page 123)

Resources:

- [2014 Washington State Freight Mobility Plan](#)
- [The Impact of Congestion on Washington State's Economy](#)
- [2013 Washington State Rail Plan](#)

Habitat Connectivity

- **Recommendation:** Identify habitat connectivity priority areas at a local scale. They should include areas where roadways intersect important wildlife habitats, wildlife migration routes, lands under special management for the protection and enhancement of wildlife (like wildlife refuges), and areas with high animal vehicle collisions. [2007-2026 Highway System Plan, pg. 4, 93-98.](#)
- **Recommendation:** Retrofit existing roadways for better habitat connectivity based on identified priority



areas. [2007-2026 Highway System Plan, pg. 4, 93-98.](#)

- **Recommendation:** As a means to monitor progress and success in meeting goals, collect and maintain data on large wild animal carcasses (deer, elk, bear, cougar, moose, bighorn sheep) removed by road crews and share data as requested.

Resources:

- [Biodiversity Conservation Toolbox for Planners](#)
- ["Washington Connected Landscapes Project: Statewide Analysis"](#) identifies connectivity priorities at the statewide scale. Ecoregional analyses are underway. WSDOT recommends the approach used in these analyses be replicated at a local scale.
- [WSDOT's Habitat Connectivity and Wildlife Crossings.](#)
- [WSDOT's Wildlife Habitat Connectivity Folio.](#) (pdf 1.2 mb)
- [Wildlife Passage Enhancement Toolbox.](#) (pdf 0.8 mb)

Level of Service Standards

- ✓ **Requirement:** The transportation element shall include...facilities and services needs, including...for state-owned transportation facilities, level of service standards for highways, as prescribed in chapter [47.06.140\(2\)](#) and [47.80.030\(c\)](#) 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 ten-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. [RCW 36.70A.070\(6\)\(a\)\(iii\)\(C\).](#)

Resources:

- For descriptions of existing and proposed ferry route LOS standards, see the [Washington State Ferries Final Long-Range Plan.](#) (pdf 2 mb).
- LOS standards for Highways of Statewide Significance (HSS) and non-HSS facilities identified in WSDOT's 2007-2026 [Highway System Plan Appendix G.](#) (pdf 20 mb)
- RTPOs establish levels of service standards, jointly with WSDOT, for state highways and state ferry routes [RCW 47.80.030\(1\)\(c\)](#), with the exception of transportation facilities of statewide significance as defined in [RCW 47.06.140.](#)
- [State Highway Level of Service Standard for Washington State Highways.](#) (pdf 21 kb) WSDOT sets LOS standards for state highways and ferry routes of statewide significance. [RCW 47.06.140\(2\).](#)
- [ABC's of Planning for State Transportation Facilities](#)
- [WSDOT Community Planning Portal](#)
 - [Map of Level of Service Standard](#)

Limited Areas of More Intensive Rural Development (LAMIRD) (Counties Only)

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

Resources:

- [RCW 36.70A.070\(5\)\(d\)\(iv\)](#)
- [ABC's of Planning for State Transportation Facilities](#)

Local Street Network Improvements

- ✓ **Requirement:** 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. [RCW 36.70A.070\(6\)\(a\)\(iv\)\(C\)](#).
- ✓ **Requirement:** Identify 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 RCW 47.06.040. [RCW 36.70A.070\(6\)\(a\)\(iii\)\(F\)](#).
 - **Recommendation:** Provide an adequate local network of streets, paths, and transit service so that local short-range trips do not require single-occupant vehicle travel on the state highway system. [WAC 365-196-430\(2\)\(b\)\(vii\)](#).
 - **Recommendation:** Given a fixed level of state transportation infrastructure, the remaining current and future demands should be satisfied by improvements to the local system.

Resources:

- WSDOT's [2007-2026 Highway System Plan](#)—Starting on page 67 "Mobility Strategies." (pdf 20 mb)

Managed Access Control

- ✓ **Cities have the access permitting authority within their incorporated limits**
- ✓ **Requirement (Cities Only):** Adopt standards for access permitting on state managed access highways that meet or exceed WSDOT's standards (typically an ordinance). [RCW 47.50.030\(3\)](#).

Limited Access Control

- ✓ **All limited access highways are owned by WSDOT. Any changes of egress/ingress to those highways must be approved by WSDOT.**

Resources:

- [WSDOT's Access and Hearings Home Website](#).
- [WSDOT Community Planning Portal](#)
 - [Map of Access Control Classifications](#)
- WSDOT Statute for Managed Access Highways is Chapter 47.50 RCW. Rules for Access Permitting on State Managed Access Highways are found in [Chapters 468-51](#) and [468-52 WAC](#).
- WSDOT Statute for Limited Access Highway is Chapter 47.52. Rules for Limited Access highways are found in Chapters 468-54 and 468-58 WAC.

Mineral Resource Lands

- **Recommendation:** When designating mineral resource lands, consult with your WSDOT Region Planning Office to determine projected future mineral resource needs for large transportation projects planned in your area. [WAC 365-190-070\(4\)\(d\)](#).
- **Recommendation:** Consider designating WSDOT's needed pits, quarries, and aggregate resource sites as mineral resource lands or allowing them as a nonconforming use in all zones to assure the future availability of these resources, and not to preclude their use due to incompatible development.

Resources:

- Consult with your WSDOT Region Planning Office to identify which of the pits, quarries, stockpiles, and waste sites may merit protection through the local land use process.

Noise Compatibility



- **Recommendation:** Adopt policies and regulations to achieve noise compatible development along state highways. [WSDOT'S Noise Policy and Procedures](#).
- **Recommendation:** Provide an opportunity in local noise ordinances for an exemption or variance provision for construction on state routes to allow construction work that exceeds the noise limitation and/or nighttime work to avoid peak travel periods.

Resources:

- [Environmental Procedures Manual, Chapter 446](#).
- WSDOT's [2011 Traffic Noise Policy](#) requires local governments to incorporate noise compatible planning elements into their plans, codes, or other applicable ordinances to be eligible for Type II noise retrofit funding.
- [WSDOT Community Planning Portal](#)
 - [Map of Noise Walls](#)

Public Transportation – Cooperation and Consistency

- ✓ **Requirement:** Where applicable, local comprehensive plans shall address the relationship between urban growth and an effective high capacity transportation system plan, and provide for cooperation between local jurisdictions and transit agencies. [RCW 81.104.080](#).
- ✓ **Requirement:** The transportation element described in 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. [RCW 36.70A.070\(6\)\(c\)](#).
- ✓ **Requirement:** The inventory of public transportation related facilities and services must include transit alignments, transit capital facilities, and transit travel levels as a basis for future planning. [RCW 36.70A.070\(6\)\(a\)\(iii\)\(A\)](#).
- ✓ **Requirement:** Transit route level of service or performance standards must be included in the transportation element. [RCW 36.70A.070\(6\)\(a\)\(iii\)\(B\)](#).
 - **Recommendation:** Refer to transit development plans to develop appropriate goals and policies addressing public transit and passenger rail, intermodal transfers, and multimodal access. [WAC 365-196-430\(2\)\(b\)\(ii\)](#).
 - **Recommendation:** The inventory of public transportation related facilities and services should contain a description of regional and intercity rail and local, regional, and intercity bus service, paratransit, or other services. [WAC 365-196-430\(2\)\(c\)\(iii\)\(B\)\(I\)](#). A map of local transit routes, passenger rail stations, and major public transit transfer stations is a good tool for planning appropriate land use along transit corridors and around station areas.
 - **Recommendation:** Consult with transit partners when establishing general level of service standards for your roadways—they will have a good perspective on whether mode-split goals for a corridor are realistic and may be able to help you develop methodologies and standards that better measure mobility access across modes. [WAC 365-196-430\(2\)\(e\)\(v\)](#).
 - **Recommendation:** Coordinate with public transit providers to analyze projected transit service needs based on your land use assumptions and consistent with regional transportation plans. System needs may include considerations for repair, replacement, enhancement, or expansion of transit services and facilities. [WAC 365-196-430\(2\)\(g\)\(vi\)](#).
 - **Recommendation:** Consider coordinating with public transit providers to identify mixed-use center and opportunities for intermodal integration and appropriate multimodal access within centers. [WAC 365-196-430\(2\)\(g\)\(iv\)](#).
 - **Recommendation:** Consider including an implementation section related to public transportation in the transportation element addressing actions such as reflecting multimodal transportation standards in public work guidelines, revising transportation concurrency ordinances to reflect levels of performance across multiple modes, including transit considerations in maintenance procedures and pavement management systems, revising subdivision standards to reflect multimodal goals, amending development review procedures to incorporate review of transit access to sites. [WAC 365-196-430\(2\)\(m\)](#).
 - **Recommendation:** Be sure the analysis of projected transit services and needs is consistent with regional land use and transportation planning. [WAC 365-196-430\(2\)\(g\)\(iv\)](#).

Resources:



- [Public Transportation Planning](#)
- [Statewide Public Transportation Plan](#)
- [Washington State Human Services Transportation Plan](#)
- [Tribal Transportation Planning Guide for Washington State](#)
- [List of Transit Providers by County and City](#)—with Links to Transit Provider Websites
- [ABC's of Planning for State Transportation Facilities](#)
- [How can Cities and Counties include State Transportation Projects in their Planning](#)
- [WSDOT Community Planning Portal](#)
 - [Map of Park and Ride Lots](#)

Public Transportation—Transportation Demand Management

- ✓ **Requirement:** Each county containing an urban growth area, designated pursuant to [RCW 36.70A.110](#), and each city within an urban growth area with a state highway segment exceeding the one hundred person hours of delay threshold calculated by the department of transportation, as well as those counties and cities located in any contiguous urban growth areas, shall adopt a commute trip reduction plan and ordinance for major employers in the affected urban growth area by a date specified by the commute trip reduction board. [RCW 70.94.527\(1\)](#).
- ✓ **Requirement:** Counties, cities, or towns adopting a commute trip reduction plan shall review it annually and revise it as necessary to be consistent with applicable plans developed under [RCW 36.70A.070](#). [RCW 70.94.527\(5\)](#).
- ✓ **Requirement:** A city, county or town may designate new or existing activity centers as growth and transportation efficiency centers (GTECs) and establish a transportation demand management program in the designated area. A city, county, or town that has established a GTEC program shall support vehicle trip reduction activities in the designated area and adopt policies, ordinances and funding strategies that will lead to attainment of programs goals in those areas. [RCW 70.94.528 \(2\)](#) Transit agencies, local governments, and regional transportation planning organizations shall identify certified GTECs as priority areas for new service and facility investments. [RCW 70.94.528](#).
 - **Recommendation:** Adopt policies that establish goals for transportation demand management (TDM) based on local objectives for transportation, economic development, the environment, and financial sustainability. Setting measurable goals is a critical element in TDM planning.
 - **Recommendation:** Evaluate the extent to which existing and planned land use and transportation regulations and investments support your community's TDM goals and make changes if necessary to align those policies and investments with the TDM goals. Parking supply and pricing, zoning policies, transit service, and bicycle and pedestrian infrastructure are examples for consideration.
 - **Recommendation:** Engage local partners and stakeholders to build understanding and agreement about local TDM and growth goals. Look for opportunities to align and leverage partner resources.
 - **Recommendation:** Establish a program to monitor implementation and measure performance of TDM strategies. Each TDM strategy should be evaluated against an established target. Analysis of results leads to fine tuning and better implementation for future strategies.

Resources:

- [List of Affected Jurisdictions](#)
- [More Information about the CTR Efficiency Act](#)
- [WSDOT Community Planning Portal](#)
 - [Map of Park and Ride Lots](#)

Rail

- **Recommendation:** Inventory freight rail lines, terminals, and yards within plans and studies. Include the owner of the rail line and the primary operator (dispatcher). Include line classification (Class I, Class II or Class III) for owner and operator.
- **Recommendation:** Identify passenger rail stations and routes within plans and studies. Include classification (long-distance, intercity, or commuter). Note: light rail and other commuter systems on



independent infrastructure are considered transit. Transit systems are primarily regulated by the Federal Transit Administration rather than the Federal Railroad Administration.

- **Recommendation:** Adopt policies to improve intermodal connections between rail and other modes, both for passenger and freight. Include consideration for first- and last-mile connections.
- **Recommendation:** Adopt policies to encourage compatible land use adjacent to rail lines and yards.
- **Recommendation:** Coordinate with rail stakeholders.
- **Recommendation:** Use WSDOT reports, studies, and other materials as sources.
- **Recommendation:** Develop rail project proposals consistent with the State Rail Plan. To be consistent, projects must:
 - Be backed by a planning study or scoping effort.
 - Be vetted through an appropriate public process, such as a regional planning process.
 - Be adopted in an official plan, such as a comprehensive plan for a city, county, port or railroad.
 - Have a statement explaining how the project is consistent with the needs identified in the most current State Rail Plan.

Resources:

- [Washington State Rail Plan](#)
- [Amtrak Cascades passenger rail plans](#)
- [Freight Mobility Plan](#)
- [Amtrak](#)
- [Amtrak Cascades](#)
- [Sound Transit](#)
- [WSDOT Community Planning Portal](#)
 - [Map of Rail lines](#)

Safety

- **Recommendation:** Adopt goals and policies to achieve the Target Zero goal of zero traffic deaths and serious injuries by 2030 by using data to identify traffic safety priorities and implementing appropriate action strategies outlined in [Target Zero—Washington State's Strategic Highway Safety Plan](#).
- **Recommendation:** Require cell tower setbacks from state highways that are sufficient to prevent the towers from falling on the roadway if compromised.

Resources:

- [Funding Information about Pedestrian and Bicycle Safety](#). A program to improve the transportation system to enhance safety and mobility for people who chose to walk or bike.
- [Funding Information about Safe Routes to School](#). A program to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school.

Scenic Byways

- **Recommendation:** Adopt policies to partner with WSDOT to increase traveler safety through traveler services on scenic and recreational highways. [Washington State Scenic and Recreational Highways Strategic Plan](#). (pdf 9 mb)
- **Recommendation:** Adopt policies and development regulations to protect, preserve, and enhance resources associated with scenic and recreational highways. [Washington State Scenic and Recreational Highways Strategic Plan](#). (pdf 9 mb)
- **Recommendation:** Adopt policies to partner with WSDOT to enhance access to recreational areas associated with scenic and recreational highways in a way that is compatible with the features of the site. [Washington State Scenic and Recreational Highways Strategic Plan](#). (pdf 9 mb)
- **Recommendation:** Incorporate existing scenic and recreational highway corridor management plans into comprehensive plans. [Washington State Scenic and Recreational Highways Strategic Plan](#). (pdf 9 mb)

Resources:

- [Development of a Resource Planning Index for Washington's Scenic and Recreational Highways](#). (pdf 1.7 mb)
- [Scenic and Recreational Highways Corridor Management Plans](#).
- [WSDOT Community Planning Portal](#)

Stormwater

- **Recommendation:** Adopt policies to identify and cleanup spills and detect and eliminate illicit discharges and unpermitted connections to WSDOT stormwater facilities. [Stormwater and Watersheds Website](#).
- **Recommendation:** Cities should adopt utility permitting standards that meet or exceed WSDOT's permitting standards, found in Section 120.05 of WSDOT's [Utilities Manual](#), [Developer Services Manual](#), and [RCW 47.24.020](#).
- **Recommendation:** Cities adopt policies to maintain stormwater features on city streets that are state highways to the standard contained in the WSDOT's [Highway Runoff Manual](#), [NPDES Municipal Stormwater Permit](#), and [RCW 47.24.020](#).

Resources:

- [1997 City Streets As Part of State Highways Guidelines](#).
- [2013 Amendment to City Streets As Part of State Highways Guidelines](#)
- [WSDOT NPDES Stormwater Permit](#).
- [WSDOT Highway Runoff Manual](#)
- [WSDOT Stormwater and Watersheds Program Website](#)

Sustainable Transportation

Energy Consumption:

- ✓ **Requirement:** All local governments adjacent to I-5, I-90, I-405, or SR 520 are required to allow electric vehicle infrastructure as a use in all areas, except those zoned for residential or resource use or critical areas. [RCW 35.63.126](#).
- ✓ **Requirement:** All local governments are required to allow battery charging stations as a use in all areas, except those zoned for residential or resource use or critical areas. [RCW 35.63.126](#).
 - **Recommendation:** Consider adopting goals, policies, and strategies to reduce energy consumption through the employment of electric or alternative fuel infrastructure.
 - **Recommendation:** Consider adopting goals, policies, and strategies to reduce energy consumption through transportation and land use linkages.

Adaptation and Preparation:

- **Recommendation:** Consider adopting goals, policies, and strategies to prepare for, address, and adapt to the impacts of extreme weather events and climate change.

Transportation Emissions:

- **Recommendation:** Consider adopting goals, policies, and strategies to help the state reduce transportation-related greenhouse emissions.
- **Recommendation:** Consider adopting goals, policies, and strategies to help the state reduce annual per capita vehicle miles.

Resources:

- [American Association of State Highway Transportation Officials' Center for Environmental Excellence](#).
- [Caltrans Sustainability](#),
- [Center for Climate and Energy Solutions \(C2ES\)](#).
- Washington State Department of Ecology's [Climate Change in Washington](#) webpage.
- Environmental Protection Agency; [Climate Change](#).
- Federal Highway Administration, [Climate Change](#).
- Georgetown Climate Center—[Helping Communities Adapt to Climate Change](#).
- [Institute for Sustainable Communities' Promising Practices in Low-Carbon Transportation Guide](#) (pdf 3.90 mb)
- [King County Metro, Environmental Sustainability](#)
- [Massachusetts Department of Transportation's GreenDOT program](#),
- [Pierce County, Sustainability 2020, Transportation](#),
- Statewide goals to reduce annual per capita vehicle miles travel: [RCW47.01.440](#).



- State greenhouse gas emission reductions for Washington state: [RCW70.235.020](#).
- State integrated climate change response strategy to prepare for, address, and adapt to impacts of climate change. [RCW43.21M.010](#).
- [Washington State Department of Commerce's Planning for Electric Vehicle Infrastructure Page](#). (pdf 618.5 kb)
- [Washington State Department of Commerce's Incentives and Policies for Vehicle Electrification in Washington State](#)
- [Pedestrian and Bicycle Program Funding](#): A program to improve the transportation system to enhance safety and mobility for people who chose to walk or bike.
- [Funding for Safe Routes to School](#): A program to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school.

Traffic Impacts

- ✓ **Requirement:** The transportation element shall include...estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department 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. [RCW 36.70A.070\(6\)\(a\)\(ii\)](#). (Also see "Consistency with State Plans—Needs Identification and Funding Assumptions" in the Checklist for Related Requirements.)
 - **Recommendation:** Traffic impacts should include the number of peak hour motor vehicle trips, and, as information becomes available, bicycle, public transit, and pedestrian trips estimated to use the state highway and ferry systems throughout the planning period. [WAC 365-196-430\(2\)\(h\)](#).
 - **Recommendation:** When estimating trip generation at the planning level, you should clearly describe your estimation methodology, state your assumptions, and submit to WSDOT the methodology and assumptions for review and concurrence. Then identify potential impacts to state transportation facilities in terms of location and magnitude.

Visual Quality

- **Recommendation:** Consider the local agency's visual quality or aesthetics goals and state that in planning documents. Visual quality is what viewers like and dislike about resources that compose the character of a particular scene. Resources include landform, water, vegetation, animals, buildings, structures such as bridges and walls, geometrics of highway facilities and fixtures that compose the project environment. Review local agency documents and community input for what the public wants their community to look like. Search for words such as aesthetics, characters, or visual quality to capture the affected community's sentiments and demonstrated concerns regarding the look and feel of their community. New visual methodology emphasizes community input and desires when analyzing visual impacts for projects.

Resources:

- [WSDOT Roadside Policy Manual](#).
- [FHWA Guidelines for the Visual Impact Assessment of Highway Projects](#)
- [WSDOT Roadside & Site Development website](#)

WSDOT Road Projects – Applicability of Local Plans and Regulations

- ✓ **Requirement:** State law affords WSDOT plenary and exclusive power over the planning, locating, designing, constructing, improving, repairing, operating, and maintaining of state highway facilities [RCW 47.01.260\(1\) and \(3\)](#). This plenary authority preempts local regulations that would limit or usurp WSDOT's powers. Local authority otherwise provided under state law that does not so interfere with WSDOT's authority may apply to WSDOT and its highway facilities. WSDOT reviews local regulations to ensure the language does not limit or usurp WSDOT's powers.
 - **Recommendation:** Consider grandfathering existing cell towers impacted by right-of-way expansions under the rules in place when they were first permitted to reduce the costs to the public of relocation and to avoid project delays.

Resources:

- Following are links to explanations of when local permits and approvals may apply to WSDOT. These permits and approvals include:
 - [Clearing, Grading and Building Permits](#)
 - [Critical Area Ordinances](#)
 - [Floodplain Development Permits](#)
 - [Noise Variances](#)
 - [Shoreline Permits](#)

WSDOT Region Planning Office Growth Management Act Contacts

Need More Information? Contact the WSDOT Region Planning Office Growth Management Act Contacts for your city or county. Note that some counties span multiple WSDOT regions.

Counties & the Cities Within Them	WSDOT Regions	WSDOT GMA Contacts	Phone Number
Adams	Eastern Region	Charlene Kay Greg Figg	509.324.6195 509.324.6199
	North Central Region	Cynthia McGlothern Nick Manzano	509.667.2910 509.667.2905
Asotin	South Central Region	Rick Holmstrom	509.577.1633
Benton	South Central Region	Rick Holmstrom	509.577.1633
Chelan	North Central Region	Cynthia McGlothern	509.667.2910
		Nick Manzano	509.667.2905
Clallam	Olympic Region	Nazmul Alam	360.704.3207
Clark	Southwest Region	Ken Burgstahler	360.905.2052
Columbia	South Central Region	Rick Holmstrom	509.577.1633
Cowlitz	Southwest Region	Ken Burgstahler	360.905.2052
Douglas	North Central Region	Cynthia McGlothern	509.667.2910
		Nick Manzano	509.667.2905
Ferry	Eastern Region	Charlene Kay Greg Figg	509.324.6195 509.324.6199
		Charlene Kay Greg Figg	509.324.6195 509.324.6199
Franklin	Eastern Region	Charlene Kay Greg Figg	509.324.6195 509.324.6199
	South Central Region	Rick Holmstrom	509.577.1633
Garfield	South Central Region	Rick Holmstrom	509.577.1633
Grant	North Central Region	Cynthia McGlothern	509.667.2910
		Nick Manzano	509.667.2905
Grays Harbor	Olympic Region	Nazmul Alam	360.704.3207
Island	Northwest Mount Baker	Elizabeth Sjostrom	360.757.5984
Jefferson	Olympic Region	Nazmul Alam	360.704.3207
King	Sno-King Planning Office	Leah Bolotin	206.440.5057
Kitsap	Olympic Region	Nazmul Alam	360.704.3207
Kittitas	South Central Region	Rick Holmstrom	509.577.1633
Klickitat	Southwest Region	Ken Burgstahler	360.905.2052
Lewis	Southwest Region	Ken Burgstahler	360.905.2052
Lincoln	Eastern Region	Charlene Kay Greg Figg	509.324.6195 509.324.6199
		Charlene Kay Greg Figg	509.324.6195 509.324.6199
Mason	Olympic Region	Nazmul Alam	360.704.3207



Counties & the Cities Within Them	WSDOT Regions	WSDOT GMA Contacts	Phone Number
Okanogan	North Central Region	Cynthia McGlothern Nick Manzano	509.667.2910 509.667.2905
Pacific	Southwest Region	Ken Burgstahler	360.905.2052
Pend Oreille	Eastern Region	Charlene Kay Greg Figg	509.324.6195 509.324.6199
Pierce	Olympic Region	Nazmul Alam	360.704.3207
San Juan	Northwest Mount Baker	Elizabeth Sjostrom	360.757.5984
Skagit	Northwest Mount Baker	Elizabeth Sjostrom	360.757.5984
Skamania	Southwest Region	Ken Burgstahler	360.905.2052
Snohomish	Sno-King Planning Office	Leah Bolotin	206.440.5057
Spokane	Eastern Region	Charlene Kay Greg Figg	509.324.6195 509.324.6199
Stevens	Eastern Region	Charlene Kay Greg Figg	509.324.6195 509.324.6199
Thurston	Olympic Region	Nazmul Alam	360.704.3207
Wahkiakum	Southwest Region	Ken Burgstahler	360.905.2052
Walla Walla	South Central Region	Rick Holmstrom	509.577.1633
Whatcom	Northwest Mount Baker	Elizabeth Sjostrom	360.757.5984
Whitman	Eastern Region	Charlene Kay Greg Figg	509.324.6195 509.324.6199
Yakima	South Central Region	Rick Holmstrom	509.577.1633