

Following is a list of statutory requirements and resources related to statewide transportation planning for local governments to refer to when updating their comprehensive plans. Please see the WSDOT contact information on the last page if you need more information or have questions.

	Statutory Requirement	Resources
ANALYSIS	<p>“The Transportation Element shall include...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.” [RCW 36.70A.070(6)(a)(ii)]</p>	<p>Some counties and regional transportation planning organizations have modeling or planning staff who may be able to offer assistance - check with them for more information.</p>
INVENTORY	<p>“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)(iii)(A)]</p>	<p>Federal Functional Classification Maps by City and County Graphic depictions of federal functional classifications for each city and county in the state. http://www.wsdot.wa.gov/MapsData/Tools/FunctionalClass/</p> <p>Highways of Statewide Significance List of Highways of Statewide Significance by state route number and milepost. Includes ferry routes. http://www.wsdot.wa.gov/NR/rdonlyres/A4EBDFA1-4256-475C-88BA-CF93A87852F6/0/HSSlist2009.pdf</p> <p>Access Control Classifications Map of access control classifications - zoom in for greater detail. Go to: http://www.wsdot.wa.gov/Design/AccessAndHearings, then click on “View WSDOT Access Control Data in ArcMap” in right column.</p> <p>List of current and planned access control classifications in Excel, listed by state route number and milepost. Go to: http://www.wsdot.wa.gov/Design/accessandhearings/tracking.htm, then click on “Access Control Tracking System Limited Access and Managed Access Master Plan.”</p>

INVENTORY (CONT.)	<p>Freeway HOV & HOT Lane Map and Project List Overview map of existing HOV and HOT lanes. http://www.wsdot.wa.gov/HOV/Projects.htm</p> <p>Links to completed and planned HOV, HOT, and express toll lanes and direct access ramp project pages. http://www.wsdot.wa.gov/HOV/hovprojectslist.htm</p> <p>Roadside Classification Plan See Appendix D (p. 43) for list of roadside classifications by state route number and milepost. http://www.wsdot.wa.gov/publications/manuals/fulltext/M25-31/RCP.pdf</p> <p>Scenic Byways Interactive map of All-American Roads, National Scenic Byways, and State Scenic Byways with links to detailed byway pages. http://www.wsdot.wa.gov/LocalPrograms/ScenicByways/Map.htm</p> <p>Airports Interactive map of all Washington State Airports, click on region and then airport to access airport information. http://www.wsdot.wa.gov/aviation/AllStateAirports/default.htm</p> <p>Washington State Summary of Public Transportation Biennial report describing public transportation systems in Washington State. Next update will be in 2010. http://www.wsdot.wa.gov/Publications/Manuals/PTSummary.htm</p> <p>GeoData Distribution Catalog Centralized distribution site for geographic information system data produced at WSDOT. http://www.wsdot.wa.gov/mapsdata/geodatacatalog/default.htm</p> <p>Washington State Highway Log Roadway data and mileage statistics for state highways. Identifies state route mileposts at city and county boundaries. http://www.wsdot.wa.gov/mapsdata/tdo/statehighwaylog.htm Digital images of the state highway system. http://www.wsdot.wa.gov/mapsdata/tdo/srweb.htm</p>
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<p>INVENTORY (CONT.)</p>	<p>“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 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 [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)]</p>	<p>State Highway Level of Service (LOS) Standards WSDOT sets LOS standards for state highways and ferry routes of statewide significance [RCW 47.06.140(2)]. Regional Transportation Planning Organizations (RTPOs) and WSDOT jointly develop and RTPOs establish LOS standards for regionally significant state highways and ferry routes. [RCW 47.80.030(1)(c)]. For a list of urban and rural LOS standards for highways of statewide significance and regionally significant state highways: http://www.wsdot.wa.gov/NR/rdonlyres/6AF72388-2455-47B9-B72D-2BE9A89A0E19/0/LOSSStandardsforWAHwys.pdf. For a description of existing and proposed ferry route LOS standards, see the Washington State Ferries Long-Range Strategic Plan, starting on page 45: http://www.wsdot.wa.gov/ferries/planning/</p> <p>Evaluating Improvement Strategies on State Highways WSDOT makes every effort to maintain LOS standards on state highways, including seeking federal and state funding and requesting local governments to require developments to mitigate their impacts on state highways operating below adopted LOS standards through the State Environmental Policy Act. However, the reality is that funding is limited and there are more locations on the state highway system that experience LOS below the adopted standards than WSDOT has funding to fix.</p> <p>To address this issue, WSDOT uses a computer application, the Highway Segment Analysis Program, as a screening tool to identify mobility needs on state highways. The program selects locations where travel speeds fall below 70 percent of the posted speed limit during the peak hour. WSDOT then analyzes these locations to identify the most cost-effective mobility strategies, using a tiered incremental approach. The tools used to analyze the benefit and cost of these strategies can be found at: http://www.wsdot.wa.gov/mapsdata/tto/mobility.htm. For more information about WSDOT’s strategy for addressing congestion, see the Highway System Plan, starting on p. 63: http://www.wsdot.wa.gov/planning/HSP</p>
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<p>NEEDS IDENTIFICATION</p>	<p>“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 RCW.” [RCW 36.70A.070(6)(a)(iii)(F)]</p> <p>“The department shall develop a statewide multimodal transportation plan under *RCW 47.01.071(3) and in conformance with federal requirements, to ensure the continued mobility of people and goods within regions and across the state in a safe, cost-effective manner. The statewide multimodal transportation plan shall consist of:</p> <p>(1) A state-owned facilities component, which shall guide state investment for state highways including bicycle and pedestrian facilities, and state ferries; and</p> <p>(2) A state-interest component, which shall define the state interest in aviation, marine ports and navigation, freight rail, intercity passenger rail, bicycle transportation and pedestrian walkways, and public transportation, and recommend actions in coordination with appropriate public and private transportation providers to ensure that the state interest in these transportation modes is met...” [RCW 47.06.040]</p>	<p>Statewide Multimodal Transportation Plan The statewide multimodal transportation plan and the statewide transportation policy plan are both incorporated into the current Washington Transportation Plan (2007-2026). http://www.wsdot.wa.gov/planning/wtp/</p> <p>Future statewide multimodal plans and statewide transportation policy plans will be updated separately. The Transportation Commission will update the policy plan, using the name “Washington Transportation Plan” in December 2010. Depending on the timing of federal requirements, WSDOT will likely update the statewide multimodal transportation plan in 2011 or after.</p> <p>Other Statewide Transportation Plans The following statewide transportation plans will also help you identify state transportation system needs.</p> <p>Highway System Plan Assesses existing and projected 20-year deficiencies on the state highway system and identifies potential solutions. Will be updated in July 2010. http://www.wsdot.wa.gov/planning/HSP</p> <p>Strategic Highway Safety Plan (Target Zero) Identifies traffic safety needs and guides safety-related investment decisions. Will be updated in December 2009. http://www.wsdot.wa.gov/planning/SHSP.htm</p> <p>Washington State Ferries Long-Range Strategic Plan Includes a service and capital investment strategy for the state ferry system. http://www.wsdot.wa.gov/ferries/planning/</p> <p>Moving Washington WSDOT’s vision of investments and priorities for the state transportation system over the next 10 years. http://www.wsdot.wa.gov/movingwashington/</p>
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<p>NEEDS IDENTIFICATION (CONT.)</p>		<p>WSDOT Corridor Planning Studies See planning studies list or statewide map of studies (interactive map with links to on-line state highway planning studies). May not include older studies - check with your WSDOT region planner (see contact list on last page). http://www.wsdot.wa.gov/planning/Studies/</p> <p>Scenic Byways Corridor Management Plans Links to Scenic and Recreational Highway Corridor Management Plans. http://www.wsdot.wa.gov/LocalPrograms/ScenicByways/CorridorManagementPlans.htm</p> <p>Washington State Long-Term Air Transportation Study Includes an inventory of public airport facilities and activities, capacity analysis and airspace assessment, market analyses and forecasts, and identification of strategies to address long-term aviation system needs. http://www.wsdot.wa.gov/aviation/lats/default.htm</p> <p>WSDOT-Managed Airports System Planning Includes more detailed information about the 17 state-managed airports within Washington State. http://www.wsdot.wa.gov/aviation/WSDOTManagedAirportsStudy.htm</p> <p>Bicycle Facilities and Pedestrian Walkways Plan Assesses statewide bicycle and pedestrian transportation needs, establishes objectives, and identifies performance measures. Technical update scheduled in 2009-10. http://www.wsdot.wa.gov/Bike/Bike_Plan.htm</p> <p>Washington Transportation Plan (WTP) Freight Report Describes Washington's freight transportation system, identifies performance gaps, and recommends investments. http://www.wsdot.wa.gov/NR/rdonlyres/67530525-3531-4552-A198-BA4255AADAA7/0/WTPSeptember_2008web.pdf</p>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">NEEDS IDENTIFICATION (CONT.)</p>		<p>Washington Freight and Goods Transportation System Classifies state highways, county roads, and city streets according to their average annual gross truck tonnage. http://www.wsdot.wa.gov/Freight/FGTS/</p> <p>Long Range Plan for Amtrak Cascades Identifies potential opportunities for intercity passenger rail development. http://www.wsdot.wa.gov/NR/rdonlyres/E768E7BA-4788-42B1-ADC8-1BE01D1424E7/0/LongRangePlanforAmtrakCascades.pdf</p> <p>Amtrak Cascades Mid-Range Plan Identifies four strategic investment options for infrastructure development for fiscal years 2010 to 2017. http://www.wsdot.wa.gov/NR/rdonlyres/83B17378-CDC8-4D57-AA60-4CD64BAF6D94/0/AmtrakCascadesMidRangePlan.pdf</p> <p>Rail System Capacity and Needs Study Recommends policies, procedures, and approaches to governance and management of the state’s freight and passenger rail programs. http://www.wstc.wa.gov/Rail/RailFinalReport.pdf</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">PHYSICAL ACTIVITY</p>	<p>“Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity.” [RCW 36.70A.070(1)]</p> <p>“The transportation element shall include the following subelements...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 health lifestyles.” [RCW 36.70A.070(6)(a)(vii)] New in 2005 (ESSB 5186, Chapter 360, Laws of 2005).</p>	<p>Bicycle Resources http://wsdot.wa.gov/bike/</p> <p>Walking Resources http://wsdot.wa.gov/walk/</p> <p>Active Communities Resources http://wsdot.wa.gov/walk/active.htm</p>

AIRPORT LAND USE COMPATIBILITY	<p>“Adoption and amendment of comprehensive plan provisions and development regulations under this chapter affecting a general aviation airport are subject to RCW 36.70.547.” [RCW 36.70A.510]</p> <p>“Every county, city, and town in which there is located a general aviation airport that is operated for the benefit of the general public, whether publicly owned or privately owned public use, shall, through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to such general aviation airport. Such plans and regulations may only be adopted or amended after formal consultation with: Airport owners and managers, private airport operators, general aviation pilots, ports, and the aviation division of the department of transportation. All proposed and adopted plans and regulations shall be filed with the aviation division of the department of transportation within a reasonable time after release for public consideration and comment. Each county, city, and town may obtain technical assistance from the aviation division of the department of transportation to develop plans and regulations consistent with this section.</p> <p>Any additions or amendments to comprehensive plans or development regulations required by this section may be adopted during the normal course of land-use proceedings.</p> <p>This section applies to every county, city, and town, whether operating under chapter 35.63, 35A.63, 36.70, [or] 36.70A RCW, or under a charter.” [RCW 36.70.547]</p>	<p>Airport Land Use Compatibility Program Provides guidance on land use compatibility planning including model comprehensive plan policy language and regulations. http://www.wsdot.wa.gov/aviation/Planning/default.htm#LandUse</p>
CONTAINER PORTS	<p>“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.”</p> <p>“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.” New in 2009 (ESHB 1959, Chapter 514, Laws of 2009).</p>	<p>2009 Marine Cargo Forecast Assesses the expected flow of waterborne cargo through Washington’s port system and evaluates the distribution of cargo through the state’s transportation network, including waterways, rail lines, roads, and pipelines. http://www.wsdot.wa.gov/Freight/MarinePubs.htm</p>

<p>ESSENTIAL PUBLIC FACILITIES</p>	<p>“The comprehensive plan of each county and city that is planning under RCW 36.70A.040 shall include a process for identifying and siting essential public facilities. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140...” [RCW 36.70A.200(1)]</p> <p>“No local comprehensive plan or development regulation may preclude the siting of essential public facilities.” [RCW 36.70A.200(5)]</p> <p>“The legislature declares the following transportation facilities and services to be of statewide significance: Highways of statewide significance as designated by the legislature under chapter 47.05 RCW, the interstate highway system, interregional state principal arterials including ferry connections that serve statewide travel, intercity passenger rail services, intercity high-speed ground transportation, major passenger intermodal terminals excluding all airport facilities and services, the freight railroad system, the Columbia/Snake navigable river system, marine port facilities and services that are related solely to marine activities affecting international and interstate trade, and high capacity transportation systems serving regions as defined in RCW 81.104.015... Improvements to facilities and services of statewide significance identified in the statewide multimodal transportation plan, or to highways of statewide significance designated by the legislature under chapter 47.05 RCW , are essential state public facilities under RCW 36.70A.200.” [RCW 47.06.140(1)]</p>	<p>Airports Interactive map of all Washington State Airports, click on region and then airport to access airport information. http://www.wsdot.wa.gov/aviation/AllStateAirports/default.htm</p> <p>Highways of Statewide Significance List of Highways of Statewide Significance by state route number and milepost. Includes ferry routes. http://www.wsdot.wa.gov/NR/rdonlyres/A4EBDFA1-4256-475C-88BA-CF93A87852F6/0/HSSlist2009.pdf</p> <p>Statewide Multimodal Transportation Plan For improvements to facilities and services of statewide significance, see resources listed under “Needs Identification” above.</p>
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COORDINATION AND CONSISTENCY	<p>“Where applicable, regional transportation plans and 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]</p>	<p>Washington Transit Links List of transit providers by county and city with links to transit provider web sites. http://www.apta.com/resources/links/unitedstates/Pages/WashingtonTransitLinks.aspx</p>
	<p>“The transportation element shall include...finance, including...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 the department of transportation as required by RCW 47.05.030.” [RCW 36.70A.070(6)(a)(iv)(B)]</p> <p>“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.” [RCW 36.70A.070(6)(c)]</p>	<p>WSDOT’s Ten-Year Investment Program The 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.</p> <p>Transportation Executive Information System Interactive map of WSDOT’s active and completed major highway construction, ferry, and rail projects. Click on your area to zoom in. Click on a marker to access a detailed description of the project. http://www.transinfo.state.wa.us/projects/gis/mapping/interactivemap.asp</p> <p>Complete list of legislatively approved projects. http://www.transinfo.state.wa.us/CurrentProjectLists/CurrProjLists.aspx Select “Legislative Conference Version (4/22/2009)” from the drop down menu, then click “List Projects.” Narrow search by county or route if desired.</p>
	<p>“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)]</p>	<p>Regional Transportation Plans Long-range transportation plans prepared by federally-designated MPOs and state-designated RTPOs. Click on region to view more details, including a copy of the long-range plan. http://www.wsdot.wa.gov/planning/Metro/Default.htm</p>

COORDINATION AND CONSISTENCY	<p>“Local and regional transportation agencies shall adopt common transportation goals. The office of transit mobility shall review local and regional transportation plans, including plans required under RCW 35.58.2795, 36.70A.070(6), 36.70A.210, and 47.80.023, to provide for the efficient integration of multimodal and multijurisdictional transportation planning.” [RCW 47.01.340] New in 2005 (HB 2124, Chapter 318, Laws of 2005).</p>	<p>WSDOT Comprehensive Plan Review WSDOT Region Planners review local and regional transportation plans and will coordinate with WSDOT modal planners (e.g. aviation, bicycle/pedestrian, ferries, public transportation, rail) as needed. See contact list on last page.</p>
	<p>“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)]</p> <p>“...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)] New in 2006 (ESSB 6566, Chapter 329, Laws of 2006).</p>	<p>Commute Trip Reduction (CTR) Plans The CTR Efficiency Act establishes a state CTR planning framework that integrates CTR with local, regional, and state transportation and land use planning and investment. The Act requires CTR plans to be developed in consultation with local transit agencies, the applicable regional transportation planning organization, major employers, and other interested parties. The Act also requires adopted CTR plans to be consistent with applicable state or regional transportation plans and local comprehensive plans and to be coordinated and consistent with the CTR plans of counties, cities, or towns with common borders or related regional issues. Contact your local CTR coordinator for the CTR plans that apply in your jurisdiction.</p> <p>More information about the CTR Efficiency Act: http://www.wsdot.wa.gov/TDM/CTR/efficiency.htm</p> <p>List of affected jurisdictions: http://www.wsdot.wa.gov/NR/rdonlyres/B29FD48F-B917-49DC-91CB-13572D1D994D/0/List of CTR affected areas 091406.pdf</p>

<p>ELECTRIC VEHICLE INFRASTRUCTURE</p>	<p>“NEW SECTION. Sec. 12. A new section is added to chapter 36.70A 28 RCW to read as follows:</p> <p>(1) By July 1, 2010, the development regulations of any jurisdiction:</p> <p>(a) Adjacent to Interstate 5, Interstate 90, Interstate 405, or state route number 520, with a population over twenty thousand, and located in a county with a population over one million five hundred thousand; or (b) Adjacent to Interstate 5 and located in a county with a population greater than six hundred thousand; or (c) Adjacent to Interstate 5 and located in a county with a state capitol within its borders; planning under this chapter must allow electric vehicle infrastructure as a use in all areas except those zoned for residential or resource use or critical areas. A jurisdiction may adopt and apply other development regulations that do not have the effect of precluding the siting of electric vehicle infrastructure in areas where that use is allowed.</p> <p>(2) By July 1, 2011, or six months after the distribution required under section 18 of this act occurs, whichever is later, the development regulations of any jurisdiction adjacent to Interstate 5, Interstate 90, Interstate 405, or state route number 520 planning under this chapter must allow electric vehicle infrastructure as a use in all areas except those zoned for residential or resource use or critical areas. A jurisdiction may adopt and apply other development regulations that do not have the effect of precluding the siting of electric vehicle infrastructure in areas where that use is allowed.</p> <p>(3) By July 1, 2011, or six months after the distribution required under section 18 of this act occurs, whichever is later, the development regulations of any jurisdiction planning under this chapter must allow battery charging stations as a use in all areas except those zoned for residential or resource use or critical areas. A jurisdiction may adopt and apply other development regulations that do not have the effect of precluding the siting of electric vehicle infrastructure in areas where that use is allowed.</p> <p>(4) Cities are authorized to adopt incentive programs to encourage the retrofitting of existing structures with the electrical outlets capable of charging electric vehicles. Incentives may include bonus height, site coverage, floor area ratio, and transferable development rights for use in urban growth areas.”</p> <p>New in 2009 (HB 1481, Chapter 459, Laws of 2009).</p>	<p>Alternative Fuels Corridor Pilot Project</p> <p>Describes WSDOT’s efforts to establish and promote alternative refueling facilities along the major interstate highways, but particularly along Interstate 5.</p> <p>http://www.wsdot.wa.gov/Funding/Partners/Projects/AlternativeFuels/default.htm</p>
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Need More Information? Contact the WSDOT Region GMA Contacts for your county or city.

WSDOT Region or Office	Counties	Cities Within County	GMA Contact	Phone	E-mail
Northwest Region	Whatcom, Island, Skagit	All	Elizabeth Sjostrom	(360) 757-5984	SjostrE@wsdot.wa.gov
Urban Planning Office	King, Pierce, Snohomish, Kitsap	All	Leah Bolotin	(206) 464-1264	BolotiL@wsdot.wa.gov
Olympic Region	Clallam, Mason, Jefferson, Grays Harbor, Thurston	All	George Kovich	(360) 704-3207	KovichG@wsdot.wa.gov
Southwest Region	Pacific, Lewis, Wahkiakum, Cowlitz, Clark, Skamania, Klickitat, Parts of Yakima	All	Ken Burgstahler	(360) 905-2052	BurgstK@wsdot.wa.gov
North Central Region	Okanogan, Chelan, Douglas, Parts of Adams, Parts of Skagit, Parts of Kittitas	All plus Othello and Hatton	Dave Honsinger	(509) 667-2906	HonsinD@wsdot.wa.gov
South Central Region	Kittitas, Benton, Franklin, Walla Walla, Columbia, Garfield, Parts of Yakima, Parts of King, Parts of Whitman	All except Kahlotus	Rick Holmstrom	(509) 577-1633	HolmstR@wsdot.wa.gov
Eastern Region	Ferry, Stevens, Pend Oreille, Spokane, Lincoln, Whitman, Parts of Adams, Parts of Franklin	All except Othello and Hatton, plus Kahlotus	Charlene Kay	(509) 324-6100	KayC@wsdot.wa.gov