

A Guide to RTC's Plan Certification Process

DRAFT: February 2, 2016

RTC's website: www.rtc.wa.gov

**Southwest Washington
Regional Transportation Council**



Agency Overview

Southwest Washington Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for Clark County, Washington, a portion of the larger Portland-Vancouver urbanized area and is state-designated Regional Transportation Planning Organization (RTPO) for the three-County region of Clark, Klickitat and Skamania Counties.



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Table of Contents

Table of Contents.....	i
Introduction.....	1
Introduction.....	1
Purpose.....	1
Background.....	2
Mandated Responsibilities per GMA.....	3
Responsibilities.....	3
RTPO.....	3
Local Jurisdictions.....	3
County.....	4
Guidelines and Principles.....	5
Background.....	5
Policy Themes in Federal, State and Regional.....	5
List of Guidelines and Principles.....	6
Conformity with the Growth Management Act.....	7
Background.....	7
List of GMA Plan Elements.....	7
The Transportation Element of Local Comprehensive Plans.....	7
The Transportation Element Should Describe:.....	8
List of Components of the Transportation Element:.....	8
Consistency with the Regional Transportation Plan.....	10
RTP Background.....	10
RTP Planning Factors.....	10
County-Wide Planning Policies.....	12
Background.....	12
Level of Service.....	13
Background.....	13
LOS Requirements.....	13
Transportation Facilities, Concurrency and LOS.....	13
Highways of Statewide Significance.....	14
State Highways of Regional Significance.....	14
LOS for Arterials and Transit Routes.....	14
Local Land Use Impacts on State-Owned Transportation Facilities.....	14

LOS Standards 14

LOS Consistency 15

LOS and Relationship with Planning Processes..... 15

Process for Certification 16

 Responsibilities 16

 Steps to Certification 16

 Step 1: 16

 Step 2: 17

 Step 3: 17

 Step 4: 17

 Plan Amendment, Update and Funding Eligibility 17

Submittal of Plans for Consistency and Certification Review 18

 Local Plans to be Submitted to RTC 18

 State and Transit Plans for Consistency Review 18

Appendices 19

 Appendix A..... 20

 RCW Requirements (excerpts) 20

 Appendix B:..... 36

 Federal, State, and Existing Regional Transportation Policies 36

 Appendix C..... 38

 Clark County Community Framework Plan and County-wide Planning Policies..... 38

 Appendix D: 40

 Level of Service Standards 40

 Appendix E:..... 41

 Certification Checklist 41

Introduction

This document describes how RTC will carry out the required certification process for local comprehensive plans in Clark County.

Introduction

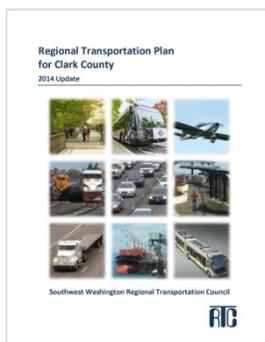
The Southwest Washington Regional Transportation Council (RTC) is the state-designated Regional Transportation Planning Organization (RTPO) for the three-county region of Clark, Klickitat and Skamania Counties. RTPOs were authorized as part of the 1990 Growth Management Act (GMA) to ensure local and regional coordination of transportation plans. Primary duties of an RTPO include preparation of a Regional Transportation Plan (RTP), certification that Countywide Planning Policies and the transportation element of local comprehensive plans are consistent with the RTP, and development and maintenance of a six-year Regional Transportation Improvement Program (TIP). Within RTC's region only the urbanized Clark County has to fully comply with the Growth Management Act's requirements, therefore RTC is only required to certify GMA Plans developed in Clark County.

This document describes how the Southwest Washington Regional Transportation Council will carry out the required certification process as part of the comprehensive planning process in Clark County. This certification is based on the Growth Management Act (GMA) requirements codified in the Revised Code of Washington (RCW) and the Washington Administrative Code (WAC), and adopted County-Wide Planning Policies for transportation.

Purpose

The purpose of this document is to provide instruction to ensure that the Countywide Planning Policies and the transportation elements of comprehensive plans are consistent with RTC's RTP, GMA (36.70A.070) planning requirements, and guidelines and principles related to regional transportation planning as mandated in RCW (47.80.026).

Included within the Appendices of this document are plan review and certification checklists to be used by Clark County and local jurisdictions as part of RTC's plan review and certification process.



Background

To assure consistency between local and regional planning efforts, the GMA (RCW 47.80.023) requires all transportation elements of local comprehensive plans undergo a consistency review and certification process to ensure that they conform to the requirements of GMA and are consistent with the Regional Transportation Plan (RTP). The GMA states that this process is to be developed and administered by Regional Transportation Planning Organizations (RTPOs). Southwest Washington Regional Transportation Council is the RTPO for Clark, Skamania and Klickitat counties. Clark County is required to plan according to the requirements of the GMA.

The Certification Process is made up of four key issues: 1) Guidelines and Principles for certifying the transportation element, 2) Conformity with GMA, 3) Consistency with the Regional Transportation Plan, and 4) Requirements of the Level of Service Bill which are addressed in subsequent sections of this document.

The Washington Administrative Code's Procedural Criteria for Adopting Comprehensive Plans (Chapter 365-195 WAC) reiterates sections of the RCWs and recommends further steps to meet the requirements. The adopted County-Wide Planning Policies for Transportation articulate the countywide policy perspective on regional consistency. These policies are a requirement of the GMA and are intended to further the coordinated development of comprehensive plans.

The GMA (RCW 36.70A.100) emphasizes coordination and consistency in planning efforts among jurisdictions and agencies. The RTC Board of Directors is the forum for interjurisdictional and regional coordination on matters of transportation. RTC's Regional Transportation Advisory Committee (RTAC) advises the RTC Board. Both the RTC Board and RTAC meet monthly to discuss transportation issues that require regional coordination.

Mandated Responsibilities per GMA

Responsibilities

Summarized in the lists below are the responsibilities of RTPOs, local jurisdictions and the County as they relate to updates or amendments to comprehensive plans as well as the Countywide Planning Policies (CPPs). For further detail, Appendix A includes excerpts from Washington's laws.

RTPO

- ◆ Establish guidelines and principles for development/evaluation of the transportation elements of comprehensive plans and ensure that state, regional and local transportation system goals are met.
- ◆ Certify that the transportation elements of comprehensive plans are consistent with the RTP and specified GMA and RCW transportation planning requirements.
- ◆ Certify that Countywide Planning Policies (CPPs) are consistent with the Regional Transportation Plan.
- ◆ Develop regional LOS standards for state, regionally-significant facilities.
- ◆ Review local LOS methodologies for regional consistency.

Local Jurisdictions

- ◆ Develop a comprehensive plan including but not limited to a land use element, a Capital Facilities Plan (CFP) element (including a financing plan) and a transportation element, all of which are consistent.
- ◆ Develop regionally coordinated local LOS standards for locally owned arterials and transit routes to serve as a gauge to judge performance of the system and requirements.

- ◆ Assess and coordinate with adjacent jurisdictions the impacts of the transportation plan and land use assumptions under consideration.
- ◆ Submit comprehensive plan updates and amendments to the RTPPO for consistency review and certification.

County

- ◆ Adopt a Countywide Planning Policy (CPP) in cooperation with local jurisdictions.
- ◆ Provide a countywide framework that ensures that city and county comprehensive plans are consistent.
- ◆ Ensure that the Countywide Planning Policies and the adopted Regional Transportation Plan are consistent.
- ◆ Submit comprehensive plan, updates and amendment(s) to the RTPPO for consistency review and certification.

Guidelines and Principles

Background

Section 47.80.026 of the Revised Code of Washington requires RTPOs to follow guidelines and principles that provide specific direction for the development and evaluation of the transportation elements of comprehensive plans, and to assure that state, regional, and local goals for the development of transportation systems are met. The guidelines and principles are closely related to the goals and policies in the Regional Transportation Plan. Rather than guiding decision making as goals and policies do, guidelines and principles form the criteria for certifying city and county transportation elements in comprehensive plans.

Policy Themes in Federal, State and Regional

In evaluating transportation elements of local Comprehensive Plans, reviewers will focus on adherence to federal, state and regional policy themes prescribed by federal planning factors, state transportation policy goals (2010) and regional transportation policies outlined in the Regional Transportation Plan (RTC, 2014). These policy themes are:

- ◆ Economy
- ◆ Safety
- ◆ Security
- ◆ Accessibility and Mobility
- ◆ Environment
- ◆ Efficiencies
- ◆ Management and Operations
- ◆ Preservation
- ◆ Finance
- ◆ Vision and Values

List of Guidelines and Principles

In reviewing transportation elements there will be specific focus on the following factors as outlined in Washington State legislation, RCW 47.80.026:

- ◆ Concentration of economic activity
- ◆ Residential density
- ◆ Development corridors and urban design that, where appropriate, support high capacity transit
- ◆ Freight transportation and port access
- ◆ Development patterns that promote pedestrian and non-motorized transportation
- ◆ Circulation systems
- ◆ Access to regional systems
- ◆ Effective and efficient highway systems
- ◆ The ability of transportation facilities and programs to retain existing and attract new jobs and private investment and to accommodate growth in demand
- ◆ Transportation demand management
- ◆ Joint and mixed use developments
- ◆ Present and future railroad right-of-way corridor utilization
- ◆ Intermodal connections.

The RTPO has the flexibility to determine how to address each of the factors listed above in evaluating local comprehensive plans.

Conformity with the Growth Management Act

Background

The GMA conformity requirement directs RTPOs to certify that the transportation elements of comprehensive plans conform to the appropriate requirements of RCW 36.70A.070, and recommends steps to meet the RCW requirements in Washington Administrative Code (WAC) 365-195-325.

List of GMA Plan Elements

The following are required GMA Plan elements according to the Revised Code of Washington:

1. Land Use Element
2. Housing Element
3. Capital Facilities Plan Element
4. Utilities Element
5. Rural Element
6. Transportation Element
7. Economic Development Element
8. Park and Recreation Element

While the RTPO focuses on certification of the transportation element, there are inter-relationships between all of the GMA Plan elements listed above.

The Transportation Element of Local Comprehensive Plans

Key to development of the transportation element is the understanding of the integration of transportation and land use where density and design

affects the workings of the transportation system. Another key concept is accessibility to land uses. When local jurisdictions develop the transportation elements of their Comprehensive Plans there is expectation that the Plans are developed in coordination with planning partners to ensure consistency between plans.

One of the tests for conformity with the Growth Management Act is that the transportation element should describe several key elements as listed below.

The Transportation Element Should Describe:

- ◆ Consistency with County-Wide Planning Policies
- ◆ Land Use Assumptions Used in Estimating Travel Demand
- ◆ Traffic Impacts to State-Owned Transportation Facilities Resulting from the Land Use Assumptions
- ◆ Facilities and Service Needs
- ◆ Finance
- ◆ Intergovernmental Coordination
- ◆ Demand Management Strategies
- ◆ A Pedestrian and Bicycle Component (required following state legislation amending the GMA in 2005)

List of Components of the Transportation Element:

It is expected that the transportation element would include component parts as listed below:

- ◆ Goals and Policies
- ◆ Data and Performance Measures
- ◆ Inventory
- ◆ Pedestrian and Bicycle Component
- ◆ Setting Level of Service
- ◆ Travel Forecasting
- ◆ Identification of System Needs

- ◆ Transportation Demand Management
- ◆ Multi-Year Financing Plan

As part of the comprehensive planning process, the transportation decisions must also be evaluated for environmental impact.

Consistency with the Regional Transportation Plan

RTP Background

Another GMA conformity requirement calls for a certification of consistency between the transportation elements of local comprehensive plans and the Regional Transportation Plan (RTP). The existing RTP for Clark County was updated and adopted in December 2014. The RTP is due for full update again in 2018 to meet federal requirements though an earlier amendment may be considered to reflect updated land use allocation planned for in the updated GMA Plan scheduled for adoption in June 2016. This consistency review and certification process will take into consideration the coordination efforts between RTC and local agencies that will allow for Plans to meet consistency requirements.

RTP Planning Factors

The following factors are significant to development of the RTP. Consistency with these factors will meet the conformity requirement under GMA.

- ◆ Land Use Forecast.

RTC uses the local GMA land use assumptions as the basis for Regional Travel Forecast Model and Regional Transportation Plan development.

- ◆ Regional Travel Forecast Model Network and Transit Service Assumptions.

RTP model network assumptions are based on what transportation projects can be included in the fiscally constrained RTP.

- ◆ Level of Service Standards.

- ◆ Goals and Policies.

- ◆ Projects, Programs, and Services.

- ◆ Financial Plan and Regional Transportation Funding Strategy.
- ◆ Intergovernmental Coordination Efforts.
- ◆ Transportation Demand and System Management Strategies.

County-Wide Planning Policies

Background

Clark County and cities within the County have adopted County-Wide Planning Policies. The purpose of these County-Wide Planning Policies is to frame how the comprehensive plans of the counties, cities, and towns will be developed and coordinated.

These policies are an integral part of the consistency review and certification process and are specifically reflected in the certification checklist used to determine consistency.

The current County-Wide Planning Policies are included in Appendix C.

Level of Service

Background

The GMA requires that Level of Service must be considered in transportation elements of Comprehensive Plans. LOS standards represent the minimum performance level desired for transportation facilities and services within the region. They are used as a gauge to evaluate the quality of the transportation system. There are additional requirements prescribed by the Level of Service Bill adopted by the Washington State Legislature in 1998.

LOS Requirements

There is a nuanced set of requirements for agencies in addressing LOS as outlined in Table 1 below. There is also linkage between LOS and concurrency requirements of local jurisdictions.

Transportation Facilities, Concurrency and LOS

Transportation Facilities, Concurrency and LOS		
Facility	Level of Service*	Concurrency
State <i>Highways of Statewide Significance (HSS)</i>	LOS set by state in consultation with locals. (State has final authority to establish LOS on HSS).	Concurrency requirements of GMA do not apply to transportation facilities and services of statewide significance (except in Island County).
Regional <i>State Highways and Ferries</i>	LOS set through a coordinated process (RTPO) with state, region, and local input.	Concurrency requirements (as amended in 1998) does not address state-owned transportation facilities other than HSS.
Local <i>Transportation Systems</i>	LOS identified and set by locals through the local (GMA) planning process.	Concurrency required under GMA for local transportation facilities.

Highways of Statewide Significance

WSDOT sets LOS for Highways of Statewide Significance in consultation with locals. Highways of Statewide Significance in Clark County are:

- ◆ I-5
- ◆ I-205
- ◆ SR-14
- ◆ SR-501 from I-5 to the Port of Vancouver headquarters

State Highways of Regional Significance

RTC coordinates LOS for the remainder of the state system considered as regionally significant. State Highways of Regional Significance in Clark County are state highways not included in the HSS listed above. The State Highways of Regional Significance in Clark County are:

- ◆ SR-500
- ◆ SR-501, segments not included as HSS described above
- ◆ SR-502
- ◆ SR-503

LOS for Arterials and Transit Routes

Local jurisdictions must address LOS standards for all arterials and transit routes to gauge system performance as part of the local Comprehensive Plan transportation elements.

Local Land Use Impacts on State-Owned Transportation Facilities

Locals also have to estimate impacts to state-owned transportation facilities resulting from land use assumptions and identify specific actions to bring deficient facilities up to the LOS standard.

LOS Standards

Agreed-to LOS standards are incorporated into Chapter 3 of the Regional Transportation Plan for Clark County and into local transportation elements. Current LOS standards are outlined in Appendix D of this Guide.

LOS Consistency

By law, RTC is required to review level of service methodologies used by cities and counties planning under chapter 36.70A RCW to promote a consistent regional evaluation of transportation facilities and corridors.

LOS and Relationship with Planning Processes

LOS relates to performance levels for the transportation system and ripples through many of our federal, state, regional and local planning processes such as:

- ◆ LOS coordinated by the RTPO as part of state GMA requirements.
- ◆ Federal MAP-21 and Subsequent FAST Act Transportation System Performance Monitoring and Management
- ◆ Federal Congestion Management Process
- ◆ WSDOT Highway System Plan
- ◆ WSDOT State Corridor Sketch Initiatives
- ◆ Local Concurrency Programs

Process for Certification

Responsibilities

RTC staff and member jurisdictions of the Regional Transportation Advisory Committee (RTAC) will complete the consistency review process. RTAC will recommend approval of certification to the RTC Board. If the updated Plan is consistent, a certification letter from the Chair of RTC will be sent to the local jurisdiction.

A checklist will be used to determine where there is consistency and where there is not. The checklist contains a series of questions related to the requirements of the GMA for developing transportation elements in local comprehensive plans. There is a comment section for each checklist item to help clarify what is inconsistent or to provide positive feedback about supportive efforts. The checklist consolidates both conformity requirements for transportation elements of local comprehensive plans with the GMA and the Regional Transportation Plan.

Steps to Certification

A multi-step certification process will be used to review local transportation elements:

Step1:

Preliminary review will be performed by RTC staff when the draft comprehensive plan is being developed. To expedite the certification process, local jurisdictions will be asked to complete a Consistency and Certification Report Form. This form is essentially a checklist based on current statutory GMA and LOS requirements. Clark County and local jurisdictions will need to submit Comprehensive Growth Management Plans, updates and amendments, with completed checklist for certification by RTC in sync with submittal of the Notice of Intent to Adopt to the Department of Commerce Plan. The Department of Commerce requires a Notice of Intent to Adopt at least 60 days prior to the anticipated Plan adoption. RTC staff will review draft Comprehensive Plans, updates and amendments prior to their

adoption. A checklist (see Appendix E) will be used as an aid in conducting the preliminary certification review. Any inconsistencies or potential problems across jurisdictional boundaries would be noted at this time.

Step 2:

Once the final transportation elements are adopted by local jurisdictions, RTC staff will prepare an overall certification report that addresses all of the individual elements from the checklist.

Step 3:

Following a review by RTAC, RTAC will make a recommendation regarding certification. The certification reports will be sent to the RTC Board of Directors.

Step 4:

The RTC Board of Directors will take action to certify the Comprehensive Plans.

If inconsistencies and/or problems are identified during the certification process, discussions will first occur between RTC staff and the jurisdictions' staff. If issues cannot be resolved at this level, the discussion will next take place with the Regional Transportation Advisory Committee. Ultimately, the RTC Board will make the decision on any issues of inconsistency. Any decisions rendered by the RTC Board may be appealed to the Western Washington Growth Management Hearings Board.

Plan Amendment, Update and Funding Eligibility

Local jurisdictions' transportation elements are certified until amended or updated. Any changes to the transportation element will require re-certification. If the Regional Transportation Plan is amended or updated, then all local transportation elements in the region would have to be revisited. Local transportation elements, that are certified by the RTPO, are eligible for state and federal transportation funding.

Submittal of Plans for Consistency and Certification Review

Local Plans to be Submitted to RTC

The following local plans must be reviewed for consistency and certified by RTC under the Growth management Act (RCW 47.80.023 and RCW 36.70A.070):

Local Comprehensive Plan Transportation Elements:

- ◆ Clark County
- ◆ City of Battle Ground
- ◆ City of Camas
- ◆ City of La Center
- ◆ City of Ridgefield
- ◆ City of Vancouver
- ◆ City of Washougal
- ◆ Town of Yacolt

State and Transit Plans for Consistency Review

WSDOT

- ◆ Washington State Department of Transportation Highway System Plan and other modal Plans

Transit Agency Six-Year Transit Program (RCW 35.58.2795)

- ◆ C-TRAN's TDP
- ◆ C-TRAN Long Range Plan

Appendices

APPENDICES

Appendix A: RCW Requirements (excerpts)

Appendix B: Federal, State, and Existing Regional Transportation Policies

Appendix C: Clark County Community Framework Plan and County-wide
Planning Policies

Appendix D: LOS Standards

Appendix E: Certification Checklist

Appendix A

RCW Requirements (excerpts)

RCW 36.70A.070 (GMA)

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:

(1) A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity. Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

(2) A housing element ensuring the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth; (b) includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster

care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.

(3) A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the Plan Review and Certification Process Instruction Manual capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

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

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

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

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

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

- (i) Containing or otherwise controlling rural development;
- (ii) Assuring visual compatibility of rural development with the surrounding rural area;
- (iii) Reducing the inappropriate conversion of undeveloped land into sprawling, low density development in the rural area;
- (iv) Protecting critical areas, as provided in RCW 36.70A.060, and surface water and groundwater resources; and
- (v) Protecting against conflicts with the use of agricultural, forest, and mineral resource lands designated under RCW 36.70A.170.

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

- (i) Rural development consisting of the infill, development, or redevelopment of existing commercial, industrial, residential, or mixed-use areas, whether characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads developments.
 - (A) A commercial, industrial, residential, shoreline, or mixed-use area shall be subject to the requirements of (d)(iv) of this subsection, but shall not be subject to the requirements of (c)(ii) and (iii) of this subsection.
 - (B) Any development or redevelopment other than an industrial area or an industrial use within a mixed-use area or an industrial area under this subsection (5)(d)(i) must be principally designed to serve the existing and projected rural population.
 - (C) Any development or redevelopment in terms of building size, scale, use, or intensity shall be consistent with the character of the existing areas. Development and redevelopment may include changes in use from vacant land or a previously existing use so long as the

new use conforms to the requirements of this subsection (5);

- (ii) The intensification of development on lots containing, or new development of, small scale recreational or tourist uses, including commercial facilities to serve those recreational or tourist uses, that rely on a rural location and setting, but that do not include new residential development. A small-scale recreation or tourist use is not required to be principally designed to serve the existing and projected rural population. Public services and public facilities shall be limited to those necessary to serve the recreation or tourist use and shall be provided in a manner that does not permit low-density sprawl;
- (iii) The intensification of development on lots containing isolated nonresidential uses or new development of isolated cottage industries and isolated small-scale businesses that are not principally designed to serve the existing and projected rural population and nonresidential uses, but do provide job opportunities for rural residents. Rural counties may allow the expansion of small-scale businesses as long as those small-scale businesses conform with the rural character of the area as defined by the local government according to RCW 36.70A.030(15). Rural counties may also allow new small-scale businesses to utilize a site previously occupied by an existing business as long as the new small-scale business conforms to the rural character of the area as defined by the local government according to RCW 36.70A.030(15). Public services and public facilities shall be limited to those necessary to serve the isolated nonresidential use and shall be provided in a manner that does not permit low-density sprawl;
- (iv) A county 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;

- (v) For purposes of (d) of this subsection, an existing area or existing use is one that was in existence:
 - (A) On July 1, 1990, in a county that was initially required to plan under all of the provisions of this chapter;
 - (B) On the date the county adopted a resolution under RCW 36.70A.040(2), in a county that is planning under all of the provisions of this chapter under RCW 36.70A.040(2); or
 - (C) On the date the office of financial management certifies the county's population as provided in RCW 36.70A.040(5), in a county that is planning under all of the provisions of this chapter pursuant to RCW 36.70A.040(5).

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

- (6) A transportation element that implements, and is consistent with, the land use element.
 - (a) The transportation element shall include the following sub elements:
 - (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 office of financial management's 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;
- (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 ten-year investment program developed by the office of financial management 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 Plan Review and Certification Process Instruction Manual 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" means 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), the six-year plans required by [RCW 35.77.010](#) for cities, [RCW 36.81.121](#) for counties, and [RCW 35.58.2795](#) for public transportation systems, and the ten-year investment program required by [RCW 47.05.030](#) for the state, must be consistent.

(7) An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include: (a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate; (b) a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and (c) an identification of policies, programs, and projects to foster economic growth and development and to address future needs. A city that has chosen to be a residential community is exempt from the economic development element requirement of this subsection.

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

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

RCW 36.70A.210 (GMA)**Countywide planning policies.**

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

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

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

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

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

(d) If there is no agreement by October 1, 1991, in a county that was required or chose to plan under RCW 36.70A.040 as of June 1, 1991, or if there is no agreement within one hundred twenty days of the date the county adopted its resolution of intention or was certified by the office

of financial management in any other county that is required or chooses to plan under RCW 36.70A.040, the governor shall first inquire of the jurisdictions as to the reason or reasons for failure to reach an agreement. If the governor deems it appropriate, the governor may immediately request the assistance of the *department of community, trade, and economic development¹ to mediate any disputes that preclude agreement. If mediation is unsuccessful in resolving all disputes that will lead to agreement, the governor may impose appropriate sanctions from those specified under RCW 36.70A.340 on the county, city, or cities for failure to reach an agreement as provided in this section. The governor shall specify the reason or reasons for the imposition of any sanction.

(e) No later than July 1, 1992, the legislative authority of each county that was required or chose to plan under RCW 36.70A.040 as of June 1, 1991, or no later than fourteen months after the date the county adopted its resolution of intention or was certified by the office of financial management the county legislative authority of any other county that is required or chooses to plan under RCW 36.70A.040, shall adopt a Plan Review and Certification Process Instruction Manual countywide planning policy according to the process provided under this section and that is consistent with the agreement pursuant to (b) of this subsection, and after holding a public hearing or hearings on the proposed countywide planning policy.

(3) A countywide planning policy shall at a minimum, address the following:

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

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

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

(d) Policies for countywide transportation facilities and strategies;

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

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

¹ Now re-named Department of Commerce.

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

(h) An analysis of the fiscal impact.

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

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

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

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

RCW 47.80.023

Regional Transportation Planning Organizations Duties.

Each regional transportation planning organization shall have the following duties:

(1) Prepare and periodically update a transportation strategy for the region. The strategy shall address alternative transportation modes and transportation demand management measures in regional corridors and shall recommend preferred transportation policies to implement adopted growth strategies. The strategy shall serve as a guide in preparation of the regional transportation plan.

- (2) Prepare a regional transportation plan as set forth in RCW 47.80.030 that is consistent with countywide planning policies if such have been adopted pursuant to chapter 36.70A RCW, with county, city, and town comprehensive plans, and state transportation plans.
- (3) 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.
- (4) Where appropriate, certify that countywide planning policies adopted under RCW 36.70A.210 and the adopted regional transportation plan are consistent.
- (5) Develop, in cooperation with the department of transportation, operators of public transportation services and local governments within the region, a six-year regional transportation improvement program which proposes regionally significant transportation projects and programs and transportation demand management measures. The regional transportation improvement program shall be based on the programs, projects, and transportation demand management measures of regional significance as identified by transit agencies, cities, and counties pursuant to RCW 35.58.2795, 35.77.010, and 36.81.121, respectively, and any recommended programs or projects identified by the agency council on coordinated transportation, as provided in *chapter 47.06B RCW, that advance special needs coordinated transportation as defined in *RCW 47.06B.012. The program shall include a priority list of projects and programs, project segments and programs, transportation demand management measures, and a specific financial plan that demonstrates how the transportation improvement program can be funded. The program shall be updated at least every two years for the ensuing six-year period.
- (6) Include specific opportunities and projects to advance special needs coordinated transportation, as defined in *RCW 47.06B.012, in the coordinated transit human services transportation plan, after providing opportunity for public comment.
- (7) Designate a lead planning agency to coordinate preparation of the regional transportation plan and carry out the other responsibilities of the organization. The lead Plan Review and Certification Process Instruction Manual planning agency may be a regional organization, a component county, city, or town agency, or the appropriate Washington state department of transportation district office.

- (8) Review level of service methodologies used by cities and counties planning under chapter 36.70A RCW to promote a consistent regional evaluation of transportation facilities and corridors.
- (9) Work with cities, counties, transit agencies, the department of transportation, and others to develop level of service standards or alternative transportation performance measures.
- (10) Submit to the agency council on coordinated transportation, as provided in *chapter 47.06B RCW, beginning on July 1, 2007, and every four years thereafter, an updated plan that includes the elements identified by the council. Each regional transportation planning organization must submit to the council every two years a prioritized regional human service and transportation project list.

RCW 47.80.026

Comprehensive plans, transportation guidelines, and principles.

Each regional transportation planning organization, with cooperation from component cities, towns, and counties, shall establish guidelines and principles by July 1, 1995, that provide specific direction for the development and evaluation of the transportation elements of comprehensive plans, where such plans exist, and to assure that state, regional, and local goals for the development of transportation systems are met. These guidelines and principles shall address at a minimum the relationship between transportation systems and the following factors: Concentration of economic activity, residential density, development corridors and urban design that, where appropriate, supports high capacity transit, freight transportation and port access, development patterns that promote pedestrian and non-motorized transportation, circulation systems, access to regional systems, effective and efficient highway systems, the ability of transportation facilities and programs to retain existing and attract new jobs and private investment and to accommodate growth in demand, transportation demand management, joint and mixed use developments, present and future railroad right-of-way corridor utilization, and intermodal connections.

Examples shall be published by the organization to assist local governments in interpreting and explaining the requirements of this section.

RCW 47.80.030**Regional transportation plan — Contents, review, use.**

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

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

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

(i) Crosses member county lines;

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

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

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

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

(vi) Provides for system continuity;

(c) Establishes level of service standards for state highways and state ferry routes, with the exception of transportation facilities of statewide significance as defined in RCW 47.06.140. These regionally established level of service standards for state highways and state ferries shall be developed jointly with the department of transportation, to encourage consistency across jurisdictions. In establishing level of service

standards for state highways and state ferries, consideration shall be given for the necessary balance between providing for the free interjurisdictional movement of people and goods and the needs of local commuters using state facilities;

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

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

- (i) Ensure the preservation of the existing regional transportation system, including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit, railroad systems and corridors, and nonmotorized facilities; and
- (ii) Make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods;

(f) Sets forth a proposed regional transportation approach, including capital investments, service improvements, programs, and transportation demand management measures to guide the development of the integrated, multimodal regional transportation system. For regional growth centers, the approach must address transportation concurrency strategies required under RCW 36.70A.070 and include a measurement of vehicle level of service for off-peak periods and total multimodal capacity for peak periods; and

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

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

(3) All transportation projects, programs, and transportation demand management measures within the region that have an impact upon regional

facilities or services must be consistent with the plan and with the adopted regional growth and transportation strategies.

RCW 47.06.140

Transportation facilities and services of statewide significance — Level of service standards.

(1) 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, key freight transportation corridors serving these marine port facilities, and high capacity transportation systems serving regions as defined in RCW 81.104.015. The department, in cooperation with regional transportation planning organizations, counties, cities, transit agencies, public ports, private railroad operators, and private transportation providers, as appropriate, shall plan for improvements to transportation facilities and services of statewide significance in the statewide multimodal transportation plan. 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.

(2) The department of transportation, in consultation with local governments, shall set level of service standards for state highways and state ferry routes of statewide significance. Although the department shall consult with local governments when setting level of service standards, the department retains authority to make final decisions regarding level of service standards for state highways and state ferry routes of statewide significance. In establishing level of service standards for state highways and state ferry routes of statewide significance, the department shall consider the necessary balance between providing for the free interjurisdictional movement of people and goods and the needs of local communities using these facilities. When setting the level of service standards under this section for state ferry routes, the department may allow for a standard that is adjustable for seasonality.

Appendix B:

Federal, State, and Existing Regional Transportation Policies

FEDERAL, STATE, and EXISTING REGIONAL TRANSPORTATION POLICIES			
Policy Theme	Federal Planning Factors 1998 and 2005	WSDOT Transportation Policy Goals (2010)	Regional Transportation Policies (RTP 2014)
Economy	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Economic Vitality: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy	Support economic development and community vitality
Safety	Increase the safety of the transportation system for motorized and non-motorized users	Safety: To provide for and improve the safety and security of transportation customers and the transportation system	Ensure safety and security of the transportation system.
Security	Increase the security of the transportation system for motorized and non-motorized users		
Accessibility Mobility	Increase the accessibility and mobility options available to people and for freight	Mobility (addressing congestion): To improve the predictable movement of goods and people throughout Washington state.	Provide reliable mobility for personal travel and freight movement by addressing congestion and transportation system bottlenecks. Also, provide access to locations throughout the region while protecting the integrity of neighborhoods by discouraging cut-through traffic. These policy goals should be accomplished through development of an efficient, balanced, multi-modal regional transportation system.

FEDERAL, STATE, and EXISTING REGIONAL TRANSPORTATION POLICIES			
Policy Theme	Federal Planning Factors 1998 and 2005	WSDOT Transportation Policy Goals (2010)	Regional Transportation Policies (RTP 2014)
Environment	Protect and enhance the environment, promote energy conservation, and improve the quality of life.	Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment	Protect environmental quality and natural resources and promote energy efficiency.
Efficiencies	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system	Maximize efficient management and operation of the transportation system through transportation demand management and transportation system management strategies.
Management and Operations	Promote efficient system management and operation		
Preservation	Emphasize the preservation of the existing transportation system	Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services	Maintain and preserve the regional transportation system to ensure system investments are protected.
Finance			Provide a financially-viable and sustainable transportation system.
Vision Values			Ensure the RTP reflects community values to help build and sustain a healthy, livable, and prosperous community.

Appendix C

Clark County Community Framework Plan and County-wide Planning Policies

- Excerpts from Clark County's adopted *Community Framework Plan* and the County-wide Planning Policies relating to transportation from the transportation element of the *Comprehensive Growth Management Plan for Clark County* (September 2004) are re-printed below. These constitute the Principles and Guidelines with which the transportation elements of local comprehensive plans required under the Growth Management Act are reviewed for certification purposes.

From the Comprehensive Growth Management Plan for Clark County (adopted 1994, updated August 2004).

Community Framework Plan

- The Community Framework Plan and the comprehensive plans of the county and its cities envision a shift in emphasis from a transportation system based on private, single-occupant vehicles to one based on alternative, higher-occupancy travel modes such as ridesharing, public transit, and non-polluting alternatives such as walking, bicycling and telecommuting. This shift occurred due to changes in funding constraints at the federal and state level as well as consideration of the thirteen GMA planning goals contained in 36.70A.020 RCW.
- Regional policies are applicable county-wide. Urban policies only apply to areas within adopted urban growth areas (UGA's) and are supplemental to any city policies. Rural policies apply to all areas outside adopted UGAs.

County-wide Planning Policies

5.0.1 Clark County, Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), state, bi-state, municipalities, and C-TRAN shall work together to establish a truly regional transportation system which:

- ◆ reduces reliance on single occupancy vehicle transportation through development of a balanced transportation system which emphasizes transit, high capacity transit, bicycle and pedestrian improvements, and transportation demand management;
- ◆ encourages energy efficiency;
- ◆ recognizes financial constraints; and
- ◆ minimizes environmental impacts of the transportation systems development, operation and maintenance.

- 5.0.2 Regional and bi-state transportation facilities shall be planned for within the context of county-wide and bi-state air, land and water resources.
- 5.0.3 The State, MPO/RTPO, County and the municipalities shall adequately assess the impacts of regional transportation facilities to maximize the benefits to the region and local communities.
- 5.0.4 The State, MPO/RTPO, County and the municipalities shall strive, through transportation system management strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impact associated with roadway facility expansion.
- 5.0.5 The County, local municipalities and MPO/RTPO shall, to the greatest extent possible, establish consistent roadway standards, level of service standards and methodologies, and functional classification schemes to ensure consistency throughout the region.
- 5.0.6 The County, local municipalities, C-TRAN and MPO/RTPO shall work together with the business community to develop a transportation demand management strategy to meet the goals of state and federal legislation relating to transportation.
- 5.0.7 The State, MPO/RTPO, County, local municipalities and C-TRAN shall work cooperatively to consider the development of transportation corridors for high capacity transit and adjacent land uses that support such facilities.
- 5.0.8 The State, County, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.
- 5.0.9 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.

Appendix D:

Level of Service Standards

Facility	Facilities	Level of Service*	Concurrency
State <i>Highways of Statewide Significance (HSS)</i>	I-5, I-205, SR-14 and SR-501 to Port of Vancouver Access	LOS set by state in consultation with locals. (State has final authority to establish LOS on HSS). Established LOS: "D" for Urban Areas "C" for Rural Areas per Washington State <i>Highway System Plan 2003-2022</i> (Feb. 2002)	Concurrency requirements of GMA do not apply to transportation facilities and services of statewide significance (except in Island County).
Regional <i>State Highways and Ferries</i>	All State Routes that are not HSS: SR-500 SR-501 SR-502 SR-503	LOS set through a coordinated process (RTPO) with state, region, and local input. Established LOS*: "E" for Urban Areas "C" for Rural Areas per RTC Board Resolution 11-01-20 (Dec. 2001)	Concurrency requirements (as amended in 1998) does not address state-owned transportation facilities other than HSS.
Local <i>Transportation Systems</i>		LOS identified and set by locals through the local (GMA) planning process.	Concurrency required under GMA for local transportation facilities.
Transit		Level of Service: transit service planning indicators considered include: population and employment density, service headways, bus stop spacing, access to transit service, travel time, load factor, service span (days and hour of service)	Not applicable

* Based on 1-hour P.M. peak.

Appendix E:

Certification Checklist

RTC Comprehensive Plan Review and Certification Checklist for Local Jurisdictions

Background:

The Growth Management Act (GMA) recognizes the importance of coordinating local, regional, and state planning efforts. For coordination purposes at the regional and local level, the RCW requires Regional Transportation Planning Organizations (RTPOs) such as the Southwest Washington Regional Transportation Council (RTC) shall certify County and local comprehensive plans (including amendments). To be certified by RTC, plans must demonstrate that their transportation elements are consistent with the Regional Transportation Plan for Clark County (RTP, December 2014), reflect the guidelines and principles under RCW 47.80.026, and satisfy the requirements of RCW 36.70A.070(6).

Process and Required Documentation:

In order to carry out the certification process, RTC asks that jurisdictions submit Comprehensive Plan updates and amendments to RTC, together with any supporting planning documents (such as LOS methodology) together with the following completed checklist.

- 1. Coordination:** Was the Plan update or amendment coordinated with planning partners e.g. neighboring jurisdictions and tribes (if applicable) and regional transportation agencies (including RTC, C-TRAN, and WSDOT)?

Yes	
No	

Please provide explanation:

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