
Local/Regional Plans

Overview and Table of Contents

State, local, and regional plans provide a framework for the development of Washington's transportation system. Included in this section are descriptions of plans developed by the cities, counties, regional transportation planning organizations, ports, and transit agencies.

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TITLE: **Airport Master Plans / Layout Plans**

REQUIRED BY: Washington State Department of Transportation (WSDOT) Aviation Division and the Federal Aviation Administration, to address long-term airport facility needs and justify development of capital improvement project funding requests.

PREPARED BY: Airport owners

APPROVED BY: Airport owners; Federal Aviation Administration, and WSDOT

NEXT UPDATE: Master plans are usually updated every five years; however, this is not a fixed period and can be lengthened or shortened depending on the extent of change occurring. Interim update work is often published in the form of an Airport Layout Plan.

DESCRIPTION

- Prepared by individual airports as needed to address safety, and aviation capacity and demand.
- Identifies local, state and federal funding needs to support airport capital projects and facility needs.
- Identifies current and future airport activity and capital needs and show the ultimate development of the airport.
- Provides a development plan for meeting short-range and long-term needs.
- A plan usually consists of the following components:
 - Inventory to identify existing conditions;
 - Aviation demand forecast to identify future growth;
 - Demand-capacity analysis to assess improvement needs;
 - Land use plan to evaluate on-airport and off-airport issues;
 - Utility and facility plans to accommodate anticipated growth; and
 - Capital improvement plan that identifies needed projects and how they will be funded over a five, ten, to twenty-year period.

PURPOSE

- Guides future airport development that will meet safety needs and satisfy aviation demand and capacity needs in a financially feasible manner.

TITLE: **Comprehensive Scheme of Harbor Improvements and Industrial Developments**

REQUIRED BY: [RCW 53.20.010](#)

PREPARED BY: Port Districts

APPROVED BY: Port District Commission

NEXT UPDATE: No statutory requirement; updates are conducted by individual port districts as needed

DESCRIPTION

- Required before improvements are made because every improvement must be “substantially in accordance” with the plan
- Conducted by individual port districts.
- Identifies current and future capital needs.
- Includes a plan or description of how the port intends to implement and finance improvements.
- Requires a public hearing prior to adoption.

PURPOSE

- Communicates and documents the basis of the port district expenditures.
- In some cases, meets planning criteria required for obtaining state or federal matching funds.

<u>TITLE:</u>	Local Comprehensive Plans
<u>REQUIRED BY:</u>	Chapter 36.70A RCW
<u>PREPARED BY:</u>	Applicable counties and cities
<u>APPROVED BY:</u>	County and city legislative authorities and submitted to the Washington State Department of Commerce
<u>NEXT UPDATE:</u>	See update schedule on following page

DESCRIPTION

- Developed by counties or cities that are required or choose to plan under RCW 36.70A.040.
- Consists of a map or maps and descriptive text covering objectives, principles, and standards used to develop the plan.
- Must be an internally consistent document and all elements must be consistent with the future land use map, including the jurisdiction’s financial plans and the plans of adjacent jurisdictions.
- Each comprehensive plan must include the following (see [RCW 36.70A.070](#)):
 - A land use element designating the proposed general distribution and general location and extent of uses of land, including population densities, building intensities, and estimates of future population growth.
 - A housing element that includes an inventory and analysis of housing needs; policies for the preservation, improvement, and development of housing; an inventory of land available for housing; and provisions for the needs of all economic segments of the community.
 - A capital facilities plan element consisting of an inventory of existing capital facilities owned by public entities; a forecast of future needs; proposed locations and capacities of expanded or new capital facilities; a six-year financing plan; and a requirement to reassess the land use element if probable funding falls short.
 - A utilities element consisting of the general and proposed location and capacity of all existing and proposed utilities, including electrical, telecommunications, and natural gas.
 - A rural element which includes lands that are not designated for urban growth, agriculture, forest, or mineral resources; the rural element must permit land uses that are compatible with the rural character of such lands and provide for a variety of rural densities.
 - A transportation element that implements and is consistent with the land use element. The transportation element must include (a) land use assumptions used in estimating travel, (b) estimated traffic impacts to state-owned transportation facilities, (c) facilities and service needs, including level of service standards for local, regional, and state transportation facilities and a ten-year traffic forecast, (d) a multiyear financial plan that is coordinated with the Washington State Department of Transportation’s 10-year Improvement and Preservation Program, (e) intergovernmental coordination efforts, (f)

- demand management strategies, and (g) a pedestrian and bicycle component to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.
- The economic development and parks and recreation elements are optional, as the state has not provided funding to assist in developing these elements. However, each is addressed in the Growth Management Act goals. If included in the comprehensive plans, these elements should include:
 - An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life, including a summary of the local economy and its strengths and weaknesses and policies, programs, and projects to foster economic growth and development and address future needs.
 - A parks and recreation element that implements, and is consistent with, the capital facilities plan element. The element must include estimates of parks and recreation demand for a 10-year period; an evaluation of facilities and service needs; and an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting demand.

PURPOSE

Fulfill the requirements of state law for coordinated and planned growth.

UPDATE SCHEDULE

The update schedule for counties and cities to take action to review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of GMA:

- On or before June 30, 2015, and every eight years thereafter, for King, Pierce, and Snohomish counties and the cities within those counties;
- On or before June 30, 2016, and every eight years thereafter, for Clallam, Clark, Island, Jefferson, Kitsap, Mason, San Juan, Skagit, Thurston and Whatcom counties and the cities within those counties;
- On or before June 30, 2017, and every eight years thereafter, for Benton, Chelan, Cowlitz, Douglas, Kittitas, Lewis, Skamania, Spokane, and Yakima counties and the cities within those counties; and
- On or before June 30, 2018, and every eight years thereafter, for Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grant, Grays Harbor, Klickitat, Lincoln, Okanogan, Pacific, Pend Oreille, Stevens, Wahkiakum, Walla Walla, and Whitman counties and the cities within those counties.

TITLE: **Regional Transportation Plans**

REQUIRED BY: [RCW 47.80.030](#)

PREPARED BY: Regional Transportation Planning Organizations (RTPOs)

ADOPTED BY: RTPO Policy Board and submitted biennially to the Washington State Department of Transportation

NEXT UPDATE: Ongoing in all 14 RTPOs

DESCRIPTION

- Defines a regional transportation system within each of the RTPO’s boundaries.
- Identifies existing and planned transportation facilities, services, and programs.
- Establishes level of service standards for the regional system including state highways and ferry routes and recommends strategies for achieving those levels of service standards.
- Includes a financial plan that is fiscally constrained and is based on regionally appropriate methodologies, and identifies the most cost-effective facilities, services, and programs.
- Assesses regional development patterns, capital investments, and other measures and trends.
- Sets forth a proposed regional transportation approach including capital investments, service improvements, programs, and transportation demand management measures.
- Where appropriate, sets forth the relationship of high capacity transportation providers and other public transit providers and establishes responsibility for coordination of services and facilities.

PURPOSE

- To improve integration between transportation and comprehensive planning under chapter [36.70A](#) RCW and [RCW 47.80.011](#).
- To acquire the benefits of integration of local comprehensive plans and regional goals with state and local transportation programs.
- Increased coordination to ensure an efficient, effective transportation system that ensures mobility and accessibility, and addresses community needs.

Note: Ten of the 14 RTPOs also encompass at their urban cores federally mandated Metropolitan Planning Organizations which must also prepare metropolitan transportation plans under [23 CFR §450.322](#). (In addition, an eleventh RTPO, the Palouse RTPO, plans in coordination with the Lewis-Clark Valley MPO (LCVMPO). LCVMPO is a bi-state MPO that does not act as the lead entity of the Palouse RTPO).

TITLE: **Metropolitan Transportation Plans**

REQUIRED BY: [23 USC Section 134](#) & [23 CFR §450.322](#)

PREPARED BY: Metropolitan Planning Organizations (MPOs)

ADOPTED BY: MPO Policy Board

NEXT UPDATE: Ongoing in all 11 MPOs

DESCRIPTION

- Federal law requires Metropolitan Planning Organizations designated in areas with urban populations of 50,000 or greater to develop long-range (minimum 20-years) transportation plans, known as Metropolitan Transportation Plans or MTPs.
- Must be updated at least every four years in air-quality nonattainment and maintenance areas and at least every five years in attainment areas.
- Defines a metropolitan transportation system within each of the MPO’s boundaries.
- Identifies existing or planned transportation facilities, services, and programs.
- The MTP must include both long and short-range strategies/actions that lead to the development of an integrated multimodal transportation system.
- Includes projected transportation demand for people and goods; operational and management strategies; and an assessment of capital investments for preservation in the metropolitan planning area.
- Identifies the types of potential environmental mitigation activities and potential areas for consideration.
- Describes the design concept and scope for all existing and proposed transportation facilities in sufficient detail to develop cost estimates.
- Includes a financial plan that is fiscally constrained and is based on “year of expenditure” estimated project costs.
- MAP-21 changed federal requirements for future updates; implementation rules have not yet been promulgated.

PURPOSE

- Encourage and promote safe and efficient management, operation, and development of surface transportation systems [[23 USC Section 134 \(a\)](#)].
- Provide for consideration of projects and strategies that will:
 - support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - increase the safety of the transportation system for motorized and non-motorized users;
 - increase the security of the transportation system;
 - increase accessibility and mobility of people and freight;

- protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- enhance the integration and connectivity of the transportation system, across modes, for people and freight;
- promote efficient system management and operation; and
- emphasize the preservation of the existing transportation system.

TITLE: **Six-Year Transit Development Plan**

REQUIRED BY: [RCW 35.58.2795](#) and [RCW 36.57A.070](#)

PREPARED BY: Local transit authorities and regional transit authorities

APPROVED BY: Local transit boards and submitted to the Washington State Department of Transportation (WSDOT)

NEXT UPDATE: Due annually by September 1st

DESCRIPTION

- Must be consistent with local, regional, and state plans.
- Addresses how the local public transportation system will meet state and local planning priorities for public transportation.
- Includes proposed capital improvements.
- Addresses significant operating changes.
- Identifies certified Growth and Transportation Efficiency Centers (GTECs) as priority areas for new service and facility investments.
- Includes a six-year financial plan.
- Requires one or more public hearings prior to the annual submittal of the transit development plans to WSDOT.
- Requires review by WSDOT to determine:
 - The completeness of service to be offered and the economic viability of the transit development plan;
 - Whether the plan integrates the proposed transportation system with existing transportation modes and systems that serve the benefit area;
 - Whether the plan coordinates that area’s system and service with nearby public transportation systems;
 - Whether the plan is eligible for matching state or federal funds.

PURPOSE

- Ensure consistency of public transportation services with local, regional, and state plans.
- Target resources to meet prioritized needs.

