



Walla Walla Valley
Sub-Regional Transportation
Planning Organization

Comprehensive Plan Review and
Certification Manual

Final - December 3, 2025
Approved by the Policy Board

Title VI Assurance

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- Las Secciones 504 y 508 de la Ley de Rehabilitación de 1973, según enmendada

Es la política de la WWVMPO/SRTPO que, cuando vista en su totalidad, servicios, programas, instalaciones, y comunicaciones proveídas directamente por la agencia, o por un proveedor de servicio contratado por la agencia, sean fácilmente accesibles y usables por individuos con discapacidades. Esto se logra por medio de mantener una página Web que cumple con la ADA; tener eventos en lugares accesibles; y proveer los materiales del programa en formatos alternativos bajo solicitud.

El servicio de retransmisión 711 del estado de Washington está disponible; por ejemplo, las personas sordas o con problemas de audición pueden comunicarse con el coordinador de ADA de WWVMPO a través del TTY Relay 711.

**Please Contact the
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Questions, Concerns, or
Comments:**

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Translation Services

Translation services in Spanish are available upon request by contacting Andres Gomez at 509-876-8002.

Servicios de Traducción en Español

Para servicios de traducción en español favor de contactar a Andres Gomez al 509 876-800

Walla Walla Valley Sub-Regional Transportation Planning Organization Comprehensive Plan Review and Certification Process Summary

Legal Background

The Growth Management Act (GMA) specifically authorized the creation of Regional Transportation Planning Organizations (RTPOs). For Walla Walla County and the cities within, the role of RTPO was assigned to the Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO).

Based on the Revised Code of Washington (RCW) [47.80.023](#), the WWVMPO/SRTPO is required to certify that the transportation element of comprehensive plans adopted by its member local governments are consistent with the Regional Transportation Plan – commonly referred to as the 2045 Plan – Second Update. Each transportation element must:

- Reflect guidelines and principles established pursuant to [RCW 47.80.26](#)
- Be consistent with the adopted [2045 Plan – Second Update](#)
- Conform to the requirements of [RCW 36.70A.070](#)

The WWVMPO/SRTPO must also certify consistency between the Countywide Planning Policies and the 2045 Plan - Second Update.

Certification Process

The WWVMPO/SRTPO and its local government members must cooperatively define and establish the process to determine regional consistency. In order to comply with state law, this certification process requires:

- Comparison of 2045 Plan – Second Update guidelines and principles with the transportation element of each local comprehensive plan
 - A uniform checklist may ensure consistent evaluation
- Formal process for certifying consistency, including a written response on findings (and potential recommendations for modification) and action by the Policy Board to document consistency with -
 - Guidelines and principles
 - Adopted [2045 Plan – Second Update](#)
 - [RCW 36.70A.070](#)
 - Countywide Planning Policies
- Comparison, and certification of consistency, between the Countywide Planning Policies and the vision, goals, objectives, and related policies of the adopted 2045 Plan – Second Update
 - The use of a comparison matrix may facilitate the process

Anticipated Outcome

Prior to their adoption, the WWVMPO/SRTPO will review the draft comprehensive plans and associated transportation elements of the following entities for consistency with the 2045 Plan – Second Update, Valley Transit’s 6-year Transit Development Plan, and Washington State Department of Transportation (WSDOT) Transportation Policy Goals.

- City of College Place
- City of Prescott
- City of Waitsburg
- City of Walla Walla
- Walla Walla County

These local governments are located in the WWVMPO/SRTPO study area shown on the following page. If found to be consistent with the guidelines and principles, the 2045 Plan – Second Update, and RCW 36.70A.070, the WWVMPO/SRTPO will certify the respective transportation element through formal certification action by its Policy Board.

Figure: Walla Walla Valley MPO and SRTPO Study Area

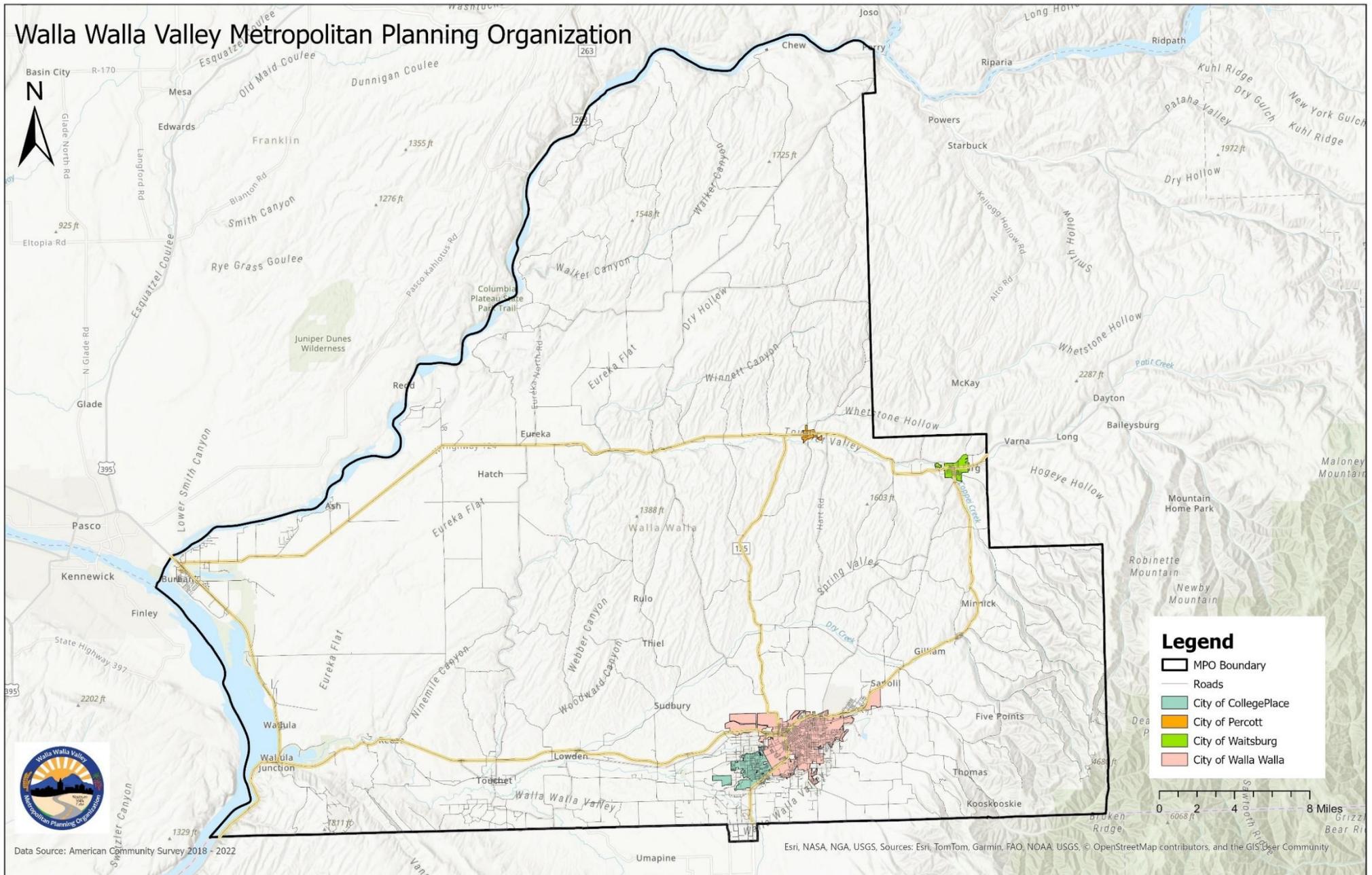


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Introduction

The Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO) activities comply with Washington State’s Regional Transportation Planning Organization (RTPO) requirements contained in the Revised Code of Washington (RCW) [47.80](#), which call for transportation planning, at all jurisdictional levels, to be coordinated with local comprehensive plans in order to achieve both statewide and local transportation goals through the performance of the following **RTPO duties**:

- Preparation of a multimodal transportation strategy and a long-term regional transportation plan (RTP);
- Certification of transportation elements of comprehensive local plans, and consistency between countywide planning policies and the regional transportation plan;
- Review of local level of service (LOS) standards and promotion of regionally coordinated standards;
- Development and maintenance of a six-year regional transportation improvement program (MRTIP); and
- Preparation of a coordinated human services transportation plan (HSTP).

Based on the Walla Walla Valley Metropolitan and Regional Transportation - **2045 Plan Second Update** vision, goals, objectives, and related policies, the WWVMPO/RTPO has established, in coordination with cities and counties, the guidelines and principles that provide direction for the development and evaluation of the transportation elements of their comprehensive plans, to assure that state, regional, and local transportation goals are met. As required under [RCW 47.80.026](#), these **guidelines and principles** address 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; and
- 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.

Included in this *Plan Review and Certification Manual* are an overview of the state-mandated responsibilities, the certification process and criteria, as well as checklists, designed for use by local government jurisdictions.

WWVMPO/SRTPO

Established on March 27, 2013, the **Walla Walla Valley Metropolitan Planning Organization** (WWVMPO) is the federally-designated, bi-state transportation planning agency for the urbanized area that encompasses the cities of College Place, and Walla Walla, and Walla Walla County and small portions of the counties of Umatilla County (OR). MPO membership also extends to Valley Transit, the Port of Walla Walla, the Confederated Tribes of the Umatilla Indian Reservation (OR) and the Oregon and Washington State departments of transportation (ODOT and WSDOT).

As a means to make regional transportation planning efforts more efficient, the WWVMPO has also become the **Sub-Regional Transportation Planning Organization** (SRTPO) to fulfill the role of the state-mandated RTPO for Walla Walla County through an agreement, effective July 1, 2013, between the Benton-Franklin Council of Governments (BFCG) and the WWVMPO.

For more information, please visit <http://wwwmpo.org/>

Purpose

In 1990, the regional transportation planning program was authorized by the legislature as part of Washington State's Growth Management Act (GMA). The program creates a formal mechanism for the State and local governments to coordinate planning for regional transportation facilities.

The purpose of the *Comprehensive Plan Review and Certification Manual* is to **ensure conformance** to GMA planning requirements and detail the process used to **certify consistency** among the local comprehensive plans, adopted guidelines and principles, the 2045 Plan Second Update, and Countywide Planning Policies.

Based on [RCW 36.70A.070](#) and Washington Administrative Code (WAC) [365-196-430](#), the transportation elements of local comprehensive plans must contain the following elements:

- Land use assumptions used in estimating travel
- Estimated impact to locally-owned and state-owned facilities based on land use assumptions
- Transportation facilities and services inventory
 - Existing facility and service levels for all modes of transportation – locally-owned or state-owned
 - Regionally coordinated standards for level of service on locally-owned arterials and transit routes
 - State-adopted standards for level of service on state-owned facilities
 - Specific improvements designed to bring underperforming, locally-owned facilities or services into compliance with established level of service standards
 - 10-year traffic forecasts (if desired, the forecast may be expanded to 20 years, but the horizon year must be consistent throughout the comprehensive plan)
 - Identification of state and local system needs to meet current and future demand
- Finances
 - Analysis of funding capability
 - Multi-year financing plan
 - Discussion of funding shortfall or reassessment of land use assumptions
- Intergovernmental coordination efforts
- Travel demand management strategies
- Pedestrian and bicycle component, including collaborative identification of corridors and improvements to enhance community access and promote healthy lifestyles

Guidelines and Principles

WTP 2040 & Beyond Vision

Washington's transportation system safely connects people and communities – fostering commerce and economic opportunity for all, operating seamlessly across boundaries, and providing travel options to achieve an environmentally and financially sustainable system.

Washington Transportation Plan 2040 & Beyond

The [Washington Transportation Plan \(WTP\) 2040 & Beyond](#) establishes a 20-year vision for a multi-modal transportation system. The vision is for improving state's transportation network which is completed in two parts: policy and implementation.

The WTP 2040 is organized around the six **statutory transportation policy goals** defined in [RCW 47.04.280](#).

- **Economic Vitality** – Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation** – Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

- **Safety** – Provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility** – Improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.
- **Environment and Health** – Enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship** – Continuously improve the quality, effectiveness, and efficiency of the transportation system.

2045 Plan - Second Update

As required by [RCW 47.80.026](#), the WWVMPO/SRTPO, in coordination with local governments, is responsible for the development of guidelines and principles that provide direction for the development and evaluation of the transportation elements of comprehensive plans, and assure that state, regional, and local goals for the development of the transportation system are met.

2045 Plan Vision

Enhance the safety, connectivity, and condition of our transportation system to provide sustainable, resilient, safe, convenient, and efficient mobility for all users—residents, workers, and visitors—while enriching the quality of life and reflecting community character.

Goals

Local, state, and federal agencies and governing bodies, public and private transportation providers, community stakeholders, and the public worked together to define the regional vision and goals that guide transportation policy and investment decisions in the Walla Walla Valley.

The following goals and accompanying objectives were adopted to achieve the 2045 Plan – Second Update vision.

Safety, Security, and Health – Keep people safe while using transportation by reducing crashes, protecting from harm, and improving public health by encouraging walking, cycling, and reducing pollution.

- Safety – Protect transportation users from unintentional harm.
- Security – Protect transportation users from intentional harm.
- Health – Promote public health through active transportation options (walking, cycling) and reduce pollution.

Infrastructure Preservation and Resilience - Maintain and improve roads, bridges, and other transportation systems in good condition and ensure they are resilient and responsive to all challenges.

- Preservation and Infrastructure Condition – Maintain and improve the infrastructure to ensure long-term usability.
- Resiliency and Reliability – Make the system resilient to natural disasters and ensure reliable travel times.

Accessibility, Mobility, and Livability - Make transportation easy to use for everyone, including people who walk, roll, or use public transit, and ensure that all parts of the system connect smoothly.

- Accessibility and Mobility – Improve equitable access to transportation, including walking, cycling, and public transit.
- Integration and Connectivity – Enhance the integration of various transportation modes for a seamless user experience.
- Travel and Tourism – Promote regional benefits through well-connected transportation options, fostering tourism and cross-jurisdiction cooperation.

Economic Vitality and Efficiency - Grow economy by making it easier to move goods and people efficiently, reducing congestion, and improving productivity.

- Economic Vitality – Support freight movement and economic growth by creating an efficient and robust transportation network.
- Efficient System Management and Operations – Maximize system efficiency to enhance productivity and reduce congestion.

Sustainability and Environmental Stewardship - Protect the environment by conserving energy, reducing pollution, and planning transportation systems that are sustainable for future generations.

- Stewardship and Sustainability – Focus on energy conservation, environmental protection, and improving the quality of life.
- Sustainability – Ensure that transportation planning considers long-term environmental impacts and resource conservation.

Objectives

The goals were translated into achievable actions with measurable outcomes. Several objectives for each goal were initially developed by WWVMPO/SRTPO staff and subsequently refined with input from the public, local stakeholders, and WWVMPO/SRTPO member entities. Each objective outlines actionable steps and establishes a basis for measuring results and progress.

Safety

- Include safety countermeasures to alleviate fatality and serious injury hot spots and remove barriers to safe routes to schools
- Improve horizontal and vertical alignment, increase sight distances, or provide clear zones
- Improve design or add safety features for all modes (transit bus pullout, pedestrian crossing, buffer area, lighting, etc.)
- Incorporate proactive safety and design elements identified in a safety audit

Security

- Include design elements to harden infrastructure and protect transportation system users from sources of intentional harm
- Support risk assessment, emergency preparedness, and response

Health

- Promote and encourage active transportation to support a healthy lifestyle
- Promote strategies that lower transportation emissions and improve air quality to advance community health

Preservation and Infrastructure Condition

- Increase the condition rating of a bridge (deck, superstructure, substructure, culvert)
- Increase the pavement condition rating
- Mitigate known maintenance or condition issues for all modes
- Improve curb ramps, sidewalks, and crosswalks to meet ADA requirements

Resiliency and Reliability

- Coordinate with the Natural Hazard Mitigation Plans and protect transportation infrastructure from potential impacts from natural disasters, particularly bridges
- Improve Travel Time Reliability (TTR) and existing or forecasted congestion
- Enhance transportation infrastructure to reduce and mitigate stormwater impacts

Accessibility and Mobility

- Incorporate a sidewalk on at least one side of the roadway
- Incorporate bike lanes for each direction or provide a separate facility to reduce rider stress (from higher vehicle volumes and posted speeds)
- Design a network that serves all users, including underserved populations such as pedestrians, cyclists, and people with disabilities
- Improve access for Environmental Justice populations (low income or minority) with a focus on community activity and employment centers
- Support effective and efficient public transportation systems

Integration and Connectivity

- Close infrastructure gaps.
- Improve regionally significant corridors within and between communities
- Include multimodal elements (sidewalk, bicycle, carpool, vanpool, park-and-ride, or transit, etc.)
- Improve connections to resolve legacy issues (multimodal, redundancy, efficiency)

Travel and Tourism

- Include "place-making" elements (lighting, benches, plazas, public art, etc.)
- Enhance the travel experience (wayfinding signage, activated hazard warnings, Intelligent Transportation System (ITS) - Traveler Information, etc.)
- Keep design consistent with the nearby urban or rural aesthetics
- Support the creation of walkable communities

Economic Vitality

- Improve major routes between significant residential, commercial, or industrial sites
- Provide multimodal access to major activity or employment centers
- Support regional movement for all freight modes

Efficient System Management and Operations

- Improve major routes between significant residential, commercial, or industrial sites
- Provide multimodal access to major activity or employment centers
- Support regional movement for all freight modes
- Align transportation improvements with land use and functional context for all modes of transportation.
- Improve operational efficiency (channelization, integrated traffic control, multimodal components, infrastructure-to-vehicle communication, etc.)
- Include access management elements (raised medians, reduced number of driveways, turn restrictions, etc.)

Stewardship and Sustainability

- Provide consistency with planned growth and economic development
- Use human-scale design to make transportation infrastructure approachable
- Improve air quality by promoting opportunities to reduce greenhouse gas emissions and single occupancy vehicle (SOV) travel
- Avoid impacts to environmentally sensitive areas
- Consider climate impact on transportation system

Transportation Policies

The following policy recommendations are supportive of the goals of the 2045 Plan. Implementation of many of these policies requires support and adoption at the local level. It is recognized that not all recommendations are appropriate in all areas of the region. Many recommendations are multimodal in nature and support the vision of a safe, connected, and efficient transportation system for all users. Policy recommendations for each target area are listed in priority order.

Pedestrian and Bicycle

- Conduct a regional bicycle and pedestrian study and implement identified recommendations and improvements to design effective and efficient corridors for a bikeable and walkable community.
- Make streets and intersections safer for pedestrians and cyclists.
- Improve maintenance of bike routes and sidewalk facilities.
- Improve connectivity to major destinations and natural resource areas.
- Encourage a Context-Sensitive Solutions approach.
- Promote the retrofitting of existing roadways with pedestrian and bicycle infrastructure.
- Based on data obtained through the compilation of a bicycle and pedestrian inventory and a regional study, develop and adopt a regional methodology for evaluating the level of service for non-motorized transportation.

Public Transportation

- Improve service overlaps and provider coordination.
- Conduct a regional transit study with a particular focus on rural public transportation; implement identified recommendations and improvements.
- Increase transit accessibility and connectivity to pedestrian and bicycle infrastructure.
- Improve public awareness of available service.
- Extend service hours for transit.
- Increase transportation options to and from the airport.
- Based on data obtained through the completion of a regional transit study, develop and adopt a regional methodology for evaluating the level of service for public transportation.

Intermodal Freight and Interregional Passenger Transport

- Discourage freight truck traffic on non-freight routes and improve identification of primary truck routes.
- Promote freight-friendly infrastructure such as wider turning radii, signal timing optimization for trucks, and enhanced signage along designated truck routes.
- Collaborate with freight stakeholders to review and update designated routes.
- Encourage the Port of Walla Walla and WSDOT to continue the Grain Train program.
- Encourage WSDOT to seek funding to complete Phase 8 of the widening of U.S. 12.

Roadway

- Increase maintenance of existing roads and bridges and improve core transportation infrastructure.
- Increase safety and prevent loss of life and adopt 'Target Zero' as performance measure for the WWVMPO/SRTPO area.
- Provide a comprehensive update to the Long-Term Arterial Plan.
- Support a Context Sensitive Solutions approach to project development.
- For the Washington portion of the study area, adopt LOS D within and LOS C outside of the urbanized area for all regionally significant roadways, which is reflective of the standards set by WSDOT for the state highway systems.
- Within the Oregon portion of the study area, adopt the volume-to-capacity (V/C) ratio 0.90 on regional highway-freight routes and 0.95 on regional highways, district, and local interest roads, which is reflective of the standards set by ODOT.

Maintenance and Operations

- Encourage WWVMPO/SRTPO entities to consider cost-effective Travel Demand Management and Transportation System Management & Operations strategies prior to investing in roadway capacity improvements.
- Consider giving funding preference to projects that incorporate Travel Demand Management and Transportation System Management & Operations strategies.

Safety

- Encourage WWVMPO/SRTPO entities to identify and implement relevant State Highway Safety Plan strategies.
- Consider giving funding preference to projects that incorporate safety improvements.

Security

- Assess the most significant threats, high-potential targets, and least hardened infrastructure elements within the WWVMPO/SRTPO area.
- Participate in regular reviews of and updates to emergency management plans.

State Mandates

Certification of Comprehensive Plans and Countywide Planning Policies

The following subsection provides a brief overview of the various state statutes and administrative rules applicable to the plan review and certification process. *Please note: Hyperlinks are embedded in the text, and detailed wording of the most quoted RCW and WAC clauses is also provided in Appendix A.*

- **WWVMPO/SRTPO Responsibilities** –
[RCW 47.80.023](#), [RCW 47.80.026](#), and [WAC 468-86-150](#)
 - Establish guidelines and principles for the development and evaluation of comprehensive transportation plan elements; assure that state, regional, and local goals for the development of the transportation system are met.
 - Certify that transportation elements are consistent with the regional transportation plan and the requirements of [RCW 36.70A.070](#).
 - Certify that the Countywide Planning Policies and the regional transportation plan are consistent.
 - Develop regional level of service standards.
 - Review local level of service methodologies for regional consistency.

- **Local County, City, and Town Responsibilities** –
[RCW 36.70A.070](#), [RCW 36.70A.108](#), [RCW 47.80.023](#), and [WAC 365-196-430](#) ([510](#), [520](#), and [730](#))
 - Develop a comprehensive plan that includes, among others, a land use element, a capital facilities plan element, and a multimodal transportation element, all of which must be internally consistent.
 - Develop, and regionally coordinate, level of service standards for locally-owned arterials and local transit routes to gauge performance and system needs.
 - Assess and coordinate with adjacent jurisdictions and the State the impacts of the transportation and land use assumptions under consideration.
 - Submit comprehensive plan updates and amendments to the RTPO for review and certification.

- **Additional County Responsibilities** –
[RCW 36.70A.210](#) and [WAC 365-196-305](#)
 - Adopt countywide planning policies in cooperation with city and town governments.
 - Provide a countywide framework to ensure city and county comprehensive plans are consistent.

Funding Eligibility Related to Comprehensive Plans

Washington State mandates that local governments must be in compliance with the GMA and have a conforming comprehensive plan, which includes RTPO certification of their transportation element, in order to be eligible for funding from certain State infrastructure programs¹, such as grants administered by the Public Works Trust Fund, the Drinking Water State Revolving Fund, the Centennial Clean Water Fund, the Recreation and Conservation Office, as well as Pre-Disaster Mitigation grants.

Concurrency Requirements

Cities and counties are required to develop local standards for transportation levels of service, as well as adopt and enforce ordinances, which prohibit development approval if it causes the LOS to decline below such adopted standards. In that case, transportation improvements or strategies must be implemented concurrently to accommodate the impacts of development.

¹ <http://www.commerce.wa.gov/serving-communities/growth-management/periodic-update/>

Certification Process

Applicability

Comprehensive plan updates or amendments, as well as amendments of the Countywide Planning Policies, must be submitted to the WWVMPO/SRTPO for review and formal certification.

- Comprehensive plans will be certified based on the consistency of their transportation elements with the established guidelines and principles, the 2045 Plan – Second Update, the comprehensive planning requirements defined in [RCW 36.70A.070](#), and transportation planning requirements detailed in [WAC 365-196-430](#).
- The certification of consistency between the Countywide Planning Policies and the 2045 Plan - Second Update, required by [RCW 47.80.023](#) and [WAC 468-86-150](#), will be based on the fact that no policy or feature of the 2045 Plan – Second Update is incompatible with any policy or feature of the Countywide Planning Policies, adopted under [RCW 36.70A.210](#), and is therefore indicative of a capacity for orderly integration or operation with other elements in a system as defined in [WAC 365-196-210](#) (8).

The successful certification will be based upon WWVMPO/SRTPO’s finding of **general consistency** between the proposed update or amendment, the 2045 Plan – Second Update, and GMA-driven regional transportation planning requirements.

The intent of the certification process is to ensure that the proposed update or amendment maintains the mutual support of regional transportation goals, policies, and objectives.

Comprehensive Plan Updates or Amendments

Local governments must review their comprehensive plan and development regulations to comply with changes in the GMA, and as necessary, to accommodate updated growth targets. According to [RCW 36.70A.130](#), the GMA requires periodic comprehensive plan updates every ten years, notwithstanding certain exceptions for small and slow-growing cities and counties. At this time, Washington State requires that Walla Walla County local governments complete their comprehensive plan updates on or before December 31, 2026.

Submittal Timeline

In order to allow for sufficient processing time, the WWVMPO/SRTPO requests that comprehensive plan updates be submitted for review **60 days prior to the desired adoption date** by the local legislative body. This will provide, as needed, an opportunity for the local government to implement any recommended modifications.

Please note, timelines for the review and certification of comprehensive plan amendments, affecting the transportation element through level of service, land use, zoning, or specific development regulation changes, will be developed on a case-by-case basis in coordination with the respective local government. For amendments not anticipated to have a material transportation impact, WWVMPO/SRTPO Policy Board action will not be required.

Review and Certification Process

As part of the comprehensive plan update process, local governments may use the WWVMPO/SRTPO-provided **Plan Review and Certification Checklist** (see Appendix C) to ensure consistency with the 2045 Plan Second Update and comprehensive planning requirements. If desired, the local government can submit the completed checklist, although it is not required.

WWVMPO/SRTPO staff will utilize the Plan Review and Certification Checklist to review the update for consistency with the 2045 Plan- Second Update and applicable comprehensive planning requirements. WWVMPO/SRTPO staff will present its report to local government staff that will include:

- Detailed consistency findings related to GMA planning requirements and the 2045 Plan – Second Update;

- Findings related to regional consistency of local level of service methodologies; and if needed
- Policy, program, or project mitigation strategies to address plan inconsistencies or LOS failures.

After working with local government staff to resolve any identified issues, the WWVMPO/SRTPO staff report will be updated with the list of actions that were taken by the local government related to the mitigation strategies. The complete WWVMPO/SRTPO staff report, containing the certification recommendation, will then be presented to the Technical Advisory Committee for information and the Policy Board for consideration and formal approval.

Comprehensive Plan Changes during the Review

Changes made to the comprehensive plan draft during the 60-day review period, which materially affect the transportation element, will nullify certification action taken by the WWVMPO/SRTPO Board and restart the review process. In order to avoid a delay in the certification, local governments are requested to closely coordinate with WWVMPO/SRTPO staff to resolve identified issues.

Countywide Planning Policy Amendments

Periodic amendments to the statements contained within the Countywide Planning Policies assist in refining the planning framework wherein county and city comprehensive plans are developed. Most recently amended in 2024, an excerpt of transportation planning related to Countywide Planning Policies from 2019 Walla Walla County Comprehensive Plan is contained in [Appendix B](#).

Submittal Timeline

In order to allow for sufficient processing time, the WWVMPO/SRTPO requests that Countywide Planning Policy amendments be submitted for review **60 days prior to the desired adoption date** by the county legislative body. This will provide, as needed, an opportunity for Walla Walla County to implement any recommended modifications.

Review and Certification Process

As part of the Countywide Planning Policies amendment process, Walla Walla County may utilize the WWVMPO/SRTPO-provided **Policy Certification Checklist** (see Appendix D) to ensure consistency with the 2045 Plan – Second Update. If desired, Walla Walla County can submit the completed checklist, although it is not required.

WWVMPO/SRTPO staff will utilize the Policy Certification Checklist to review the proposed amendment for consistency with the 2045 Plan – Second Update. WWVMPO/SRTPO staff will present a report to county staff that will include:

- Detailed consistency findings related to policies for locally-owned transportation facilities and facilities of statewide significance with the vision, goals, and objectives defined in the 2045 Plan – Second Update;
- Potential policy changes to address identified inconsistencies.

Please note: Countywide Planning Policy amendments are not subject to a level of service analysis.

After working with county government staff to resolve any identified issues, the WWVMPO/SRTPO staff report will be updated with the list of policy changes that were made to address inconsistencies. The complete WWVMPO/SRTPO staff report, containing the certification recommendation, will then be presented to the Technical Advisory Committee for information and the Policy Board for consideration and formal approval.

Policy Changes during the Review

Changes made to the Countywide Planning Policy draft during the 60-day review period, which materially affect transportation planning, will nullify certification action taken by the WWVMPO/SRTPO Board and restart the review process. In order to avoid a delay in the certification, the county government is requested to closely coordinate with WWVMPO/SRTPO staff to resolve identified issues.

Appeal Process

In the absence of a formally adopted appeal process, local governments can request reconsideration of a certification denial by the WWVMPO/SRTPO Policy Board, if they believe any of the following has occurred:

1. The Policy Board made a mistake of fact.
2. The Policy Board made a mistake of law.
3. The proposal has been changed, or there was a change that was not recognized by the Policy Board prior to its decision.
4. The local government discovered information not reasonably available to WWVMPO/SRTPO staff, or the Policy Board, that should be considered.

Any request for reconsideration must be made no later than 30 days after the Policy Board's decision. The request must be in writing and identify the matter, the basis for reconsideration (selected from 1 - 4 above), a summary of the facts, law, or circumstances that warrant reconsideration, and other information that would be helpful.

The Policy Board will act on the request for reconsideration at its next regularly scheduled meeting, provided there is adequate time to perform any required analysis by WWVMPO/SRTPO staff.

Regional Level of Service Standards and Analysis

As mandated by [RCW 47.80.023](#), the WWVMPO/SRTPO is required to review level of service methodologies used by local governments “to promote a consistent regional evaluation of transportation facilities and corridors.” The WWVMPO/SRTPO is also expected to “work with cities, counties, transit agencies, the department of transportation, and others to develop level of service standards or alternative transportation performance measures.”

Through use of the regional travel demand model, WWVMPO/SRTPO staff has the capability to evaluate regional level of service for vehicles.

Data Requirements

Land use changes that include an addition or reduction of population, student, or employment must be provided at the traffic analysis zone (TAZ) level to the WWVMPO/SRTPO for regional modeling purposes.

- Housing units – single- and multi-family
- Hotel and motel rooms or camp sites
- Students – primary, secondary, community college, and college/university
- Employees – agricultural and resource extraction (NAICS² 11 and 21), construction (NAICS 23), education (NAICS 61), food and entertainment (NAICS 71 and 722), manufacturing (NAICS 31, 32, and 33), medical services (NAICS 62), office (NAICS 51 through 56, 81, and 92), retail (NAICS 44 and 45), and wholesale and utilities (NAICS 22, 42, 48, and 49)

In addition, detailed information on newly anticipated transportation projects included in the transportation element is needed; this information should include a schematic drawing or description showing the project name, location, distance, alignment, number of lanes, speed limit, facility type, federal functional classification, design capacity, intersection control, and intersection geometry.

WWVMPO/SRTPO staff will use both the land use and transportation project information and compare system-wide travel demand associated with the change to the system-wide baseline conditions.

² NAICS – North American Industry Classification System – <https://www.census.gov/naics/>

Multimodal Level of Service Standards

[WSDOT Interim guidance](#) provides background information on multimodal level of service standards for local arterials, transit routes, and active transportation facilities, which are used to measure system performance and progress toward environmental justice goals.

WSDOT has developed [guidance](#) and context for multimodal level of service standards, as outlined in the [WSDOT Design Manual](#) and consistent with [RCW 36.70A.070\(6\)](#), which as follows:

Place Type Definition:

- Rural: 0-4 people and/or jobs per acre. No existing fixed-route transit service.
- Suburban: 4-8 people and/or jobs per acre, OR, 1-4 people and/or jobs per acre if there is any fixed-route transit service.
- Urban: 8-30 people and/or jobs per acre, OR, 4-8 people and jobs per acre IF the regional share of employment is in the top 5% of block groups for employment.
- Urban Core: More than 30 people and/or jobs per acre, OR, 8-30 people and jobs per acre IF there are more than 30 pedestrian links per square mile.
- Freight dependent land use: More than 2,000 freight dependent jobs in the block group. Freight dependent jobs include NAICS sectors 11 (Agriculture, Forestry, Fishing and Hunting), 21 (Mining, Quarrying, and Oil and Gas Extraction), 22 (Utilities), 23 (Construction), 31-33 (Manufacturing), 42 (Wholesale Trade), and 48-49 (Transportation and Warehousing).

Integrating Level of Service standards across modes and place types as part of the Multimodal Level of Service framework:

- Cars: Modified level of service based on the current level of service as detailed in the [Highway System Plan](#). Also, mention in the next section [Vehicular LOS Standards](#).
- Active modes: Level of Traffic Stress two or better across all place types. A discussion of Level of Traffic Stress is available at: <https://wsdot.wa.gov/sites/default/files/2023-06/PlanningStudyGuidance-AT-PlanForLevelOfTrafficStress.pdf>
- Transit: See [WSDOT Interim Guidance - Appendix A](#): A draft transit LOS statements. Across place types there is a range of fixed-route and demand response services. Regardless of transit-supportive land uses, there are always people in all place types who cannot drive and a demand for transit services.
- Freight: There is demand for freight across all place types, whether for agricultural use in rural area or deliveries in the most urban areas. Special consideration should be given to freight dependent land uses, regardless of passenger vehicle level of service—e.g., truck parking, truck only lanes, dedicated loading zones, etc.

*Please note: The above WSDOT **Multimodal Level of Service Standards** are provided for consideration only and are not a requirement. The region may choose to adopt them. However, it should be noted that establishing a **Multimodal Level of Service** is required under [RCW 36.70A.070\(6\)](#).*

Vehicular Level of Service Standards

In consultation with local governments, WSDOT sets the thresholds of an [acceptable level of service](#) for state highways and [Highway System Plan](#).

- LOS Value C and above is a passing Rural LOS grade
- LOS Value D and above is a passing Urban LOS grade

Please note: Areas within the MPO boundary includes Urban and Rural Areas. (See WWVMPO/SRTPO study area map ahead of the Table of Contents.)

During the development of the 2045 Plan – Second Update, and in coordination with WSDOT and local jurisdictions, the WWVMPO/SRTPO established the same LOS standards for non-state, regionally significant routes.

Please note: The WWVMPO/SRTPO regional vehicular LOS analysis is limited to the analysis of regionally significant corridors. It is the responsibility of local governments to conduct a local LOS analysis as part of their development concurrency process.

For the purpose of promoting regional consistency and coordination, WWVMPO/SRTPO staff reviews plans to ensure that WWVMPO/SRTPO LOS standards for locally-owned and WSDOT's LOS standards for state-owned facilities are included in the transportation element of each local comprehensive plan.

Please note: LOS failure is in itself not cause for the WWVMPO/SRTPO to withhold certification.

In the event of a LOS failure on a locally-owned facility, local government staff is asked to identify planning-level mitigation strategies.

In the event of a LOS failure on a state-owned facility, WWVMPO/SRTPO staff will participate in the discussion between WSDOT and the local government, designed to identify planning-level mitigation strategies, generalized cost estimates, and funding sources for those strategies. (See the *Multi-Year Financing Plan* chapter of [Your Community's Transportation System: A Guide to Reviewing, Updating and Implementing Your Transportation Element](#), developed by the Department of Commerce resource for mitigation strategy discussion.)

Please note: Each governing body is required to consider all proposed amendments to its comprehensive plan concurrently so that the cumulative effect of various proposals can be measured (see WAC 365-196-640(3)(a)).

Similarly, during the review process, WWVMPO/SRTPO will conduct a LOS analysis for each comprehensive plan individually and not stack land use changes or transportation project submittals from several local governments.

Once all of the comprehensive plan updates/amendment for the region are reviewed, WWVMPO/SRTPO staff will conduct a cumulative LOS analysis to determine the overall regional impact. The purpose of determining this aggregate impact of comprehensive plan updates or amendments is to initiate cross-jurisdictional discussions on region-wide and cooperative mitigation efforts.

Appendix A – RCW and WAC Excerpts

RCW 47.80.023 Duties. [Excerpt]

Each regional transportation planning organization shall have the following duties:

- (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.
- (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.

RCW 47.80.026 Comprehensive plans, transportation guidelines, and principles. [Excerpt]

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 36.70A.070 Comprehensive plans—Mandatory elements. (Effective September 1, 2016.)

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 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 multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist 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, active transportation facilities, and general aviation airport facilities, to define existing capital facilities and travel levels to inform future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;
- b. Multimodal level of service standards for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system and success in helping to achieve the goals of this chapter consistent with environmental justice. These standards should be regionally coordinated;
- c. For state-owned transportation facilities, multimodal 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 multimodal 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, active transportation, 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 transportation facilities or services that are below an established multimodal level of service standard;
- e. Forecasts of multimodal transportation demand and needs within cities and urban growth areas, and forecasts of multimodal transportation demand and needs outside of cities and urban growth areas, for at least ten years based on the adopted land use plan to inform the development of a transportation element that balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods. Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to each category of roadway users for the context and speed of the facility;

- f. Identification of state and local system needs to equitably 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. Local system needs should reflect the regional transportation system and local goals, and strive to equitably implement the multimodal network; A transition plan for transportation as required in Title II of the Americans with disabilities act of 1990 (ADA). As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities, and public agencies are required to perform self-evaluations of their current facilities, relative to accessibility requirements of the ADA. The agencies are then required to develop a program access plan, which which can be called a transition plan, to address any deficiencies. he plan is intended to achieve the following:
- Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities;
 - Describe the methods to be used to make the facilities accessible;
 - Provide a schedule for making the access modifications; and
 - Identify the public officials responsible for implementation of the transition plan;

(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 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. If the collection of impact fees is delayed under RCW 82.02.050(3), the six-year period required by this subsection (6)(b) must begin after full payment of all impact fees is due to the county or city.

(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.

Appendix B – Walla Walla County – Countywide Planning Policies Excerpt

For the complete set of Countywide Planning Policies for Walla Walla County, please contact:

Walla Walla County Community Development Department, 310 W Poplar Street, Walla Walla, WA 99362

https://www.wwcowa.gov/government/community_development/index.php

2019 Walla Walla County Comprehensive Plan

8.0 TRANSPORTATION

Introduction

The Transportation Element is a key component of the Walla Walla County (County) Comprehensive Plan and is a required element under the Growth Management Act (GMA). The Transportation Element provides the County with goals and policies to guide transportation system improvements necessary to meet existing and future needs.

The county's transportation network is comprised of integrated road, rail, air, water, transit, and non-motorized modes of travel. Efficient transportation links that connect people, goods, services, and activities both within and to points outside the county are essential to sustain and grow economic activity, to promote health and a sense of well-being, and to support a vibrant community.

This Transportation Element directly relates to the County Vision Statement as follows:

- **Transportation:** We establish a transportation system in concert with other public agencies that provides for safe, efficient and flexible movement from, within and through the County to other destinations. We support an integrated network of road, rail, air, waterborne, transit, and non-motorized (bicycle, pedestrian) modes of travel. Transportation systems support future land use patterns and respect the urban and rural character of the county.

Goals & Policies

Goal TR 1 Economic Vitality: Develop and maintain Walla Walla County's transportation system so that it sustains and grows the region's economy.

Policy TR 1.1 Promote strategic partnerships. [...economic benefit.]

Policy TR 1.2 Support the local economy. [...investments.]

Policy TR 1.3 Integrate transportation and land use decision-making. [...permit.]

Goal TR 2 Preservation: Maintain Walla Walla County's transportation system in ways that keep life-cycle costs as low as possible.

Policy 2.1 Make smart investments. [...disruptions.]

Policy 2.2 Safeguard the public's investment. [...preservation dollars.]

Goal TR 3 Safety: Maintain the safety and security of Walla Walla County's transportation system and those who use it.

Policy TR 3.1 Build safety into infrastructure design. [...by the year 2030.]

Policy TR 3.2 Promote safety for all modes of travel. [...possible.]

Policy TR 3.3 Prepare for emergencies. [...planning.]

Goal TR 4 Mobility: Ensure the predictable movement of goods and people throughout Walla Walla County, between Walla Walla County and adjacent counties, and to points beyond.

Policy TR 4.1 Plan for all modes of travel. [...County.]

Policy TR 4.2 Work with partners to enhance inter-regional travel opportunities. [...Walla Walla.]

Policy TR 4.3 Recognize and accommodate mobility for those who don't drive. [...transportation needs.]

Policy TR 4.4 Collaborate with mobility partners. [...jurisdictional lines.]

Goal TR 5 Environment: Make transportation decisions and investments that enhance the environment and overall quality of life in Walla Walla County.

Policy TR 5.1 Reduce environmental impacts on the natural environment. [...air quality impacts.]

Policy TR 5.2 Link transportation and public health. [...Blue Mountain Regional Trails Plan.]

Goal TR 6 Stewardship: Promote good stewardship of Walla Walla County's transportation system.

Policy TR 6.1 Meet community expectations about system performance. [...targets.]

Policy TR 6.2 Accommodate the basic mobility needs of all residents. [...relevant.]

Policy TR 6.3 Make transportation decisions and investments that best support community needs. [...transportation investments.]

Appendix C – WWVMPO/SRTPO Plan Review and Certification Checklist

Background

The Growth Management Act (GMA) recognizes the importance of coordinating local, regional, and state planning efforts for complex issues that cross jurisdictional boundaries. In order to advance transportation coordination at the regional and local level, the Revised Code of Washington (RCW) [47.80.023](#) and Washington Administrative Code (WAC) [468-86-150](#) stipulate that Regional Transportation Planning Organizations (RTPOs) must certify county and city comprehensive plans (including amendments).

In Walla Walla County, this responsibility is assigned to the Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO).

For a successful certification, comprehensive plans must demonstrate that their transportation element reflects the guidelines and principles developed pursuant to [RCW 47.80.026](#), satisfy the requirements of [RCW 36.70A.070](#), and are consistent with the regional transportation plan – known as the [2045 Plan - Second Update](#).

1. Pursuant to [WAC 365-196-430](#) ([510](#), [520](#), and [730](#)), was the comprehensive plan update/amendment **coordinated with neighboring jurisdictions and transportation agencies**, including WSDOT, Valley Transit, and WWVMPO/SRTPO?

Yes No

2. Pursuant to [WAC 365-196-430](#) (2)(a)(iii), does the comprehensive plan update/amendment support the **guidelines and principles** expressed in the 2045 Plan – Second Update vision, goals, objectives and related policies (see Pages 3 to 7 of this Manual)?

Yes No *Safety and Security*

Yes No *System Preservation*

Yes No *Health and Quality of Life*

Yes No *Economic Vitality*

Yes No *Regional Connectivity*

Yes No *Connectivity and Continuity*

Yes No *Efficiency – Connections, Accessibility, and Operations*

Yes No *Distinct Community Character*

Yes No *Funding for Maintenance and Improvements*

3. Pursuant to [WAC 365-196-430](#) (2)(a)(iii), is the comprehensive plan’s project list in the transportation element and/or in the capital facilities plan element consistent with [2045 Plan – Second Update’s funded project list](#) shown on Page 87 (PDF Page 98)?

Yes No

4. Pursuant to WAC 365-196-430 (2)(b), (g), (i), and (j), are travel demand management (TDM) and bicycle and pedestrian-supportive policies included in the transportation element of the comprehensive plan/amendment; and are TDM, bicycle, and ADA-compliant pedestrian-supportive programs and projects included in the transportation system needs within the transportation element or the capital facilities plan element?

Yes No

5. Pursuant to WAC 365-196-430 (2)(b) and (c), does the transportation element address and plan for access and mobility related to public transportation and freight?

Yes No

6. Pursuant to WAC 365-196-430 (2)(k)(iv), does the transportation element address and plan for maintenance and preservation for transportation facilities?

Yes No

7. Pursuant to WAC 365-196-430 (1), is the transportation element consistent with the land use element?

Yes No

8. Pursuant to WAC 365-196-430 (2)(e), (f), and (g), does the transportation element describe the impacts of the comprehensive plan update/amendment on the plan's ability to meet local vehicular and multimodal LOS standards?

Yes No

9. Does the comprehensive plan update/amendment include the addition of single occupant vehicle (SOV) capacity?

Yes No

10. If SOV capacity is added, indicate what strategies were considered and implemented prior to the project(s).

Considered Implemented *Operational Improvements, Intelligent Transportation Systems (ITS), Transportation System Management (TSM)*

Considered Implemented *Intersection Capacity Improvements*

Considered Implemented *Transit Operational Improvements*

Considered Implemented *Travel Demand Management (TDM)*

Considered Implemented *Freight/Goods Movement*

Required Documentation

Provide the WWVMPO/SRTPO with local concurrency analysis level of service methodologies (i.e. local ordinance, development site plan, and traffic impact review manual) for analysis to ensure consistency with region-wide methodologies.

Submit necessary land use data and transportation project information to WWVMPO/SRTPO staff for the regional level of service analysis. *Please note: Whenever possible, the data should be in an ArcGIS-supported format.*

Appendix D – WWVMPO/SRTPO Policy Certification Checklist

Background

The Growth Management Act (GMA) recognizes the importance of coordinating local, regional, and state planning efforts for complex issues that cross jurisdictional boundaries, including transportation. In order to advance coordination at the regional and local level, the Revised Code of Washington (RCW) [47.80.023](#) and Washington Administrative Code (WAC) [468-86-150](#) stipulate that Regional Transportation Planning Organizations (RTPOs) must certify consistency between the Countywide Planning Policies and the Regional Transportation Plan.

In Walla Walla County, this responsibility is assigned to the Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO).

For a successful certification, the Countywide Planning Policies must demonstrate consistency with the regional transportation plan – known as the [2045 Plan – Second Update](#).

Pursuant to [WAC 468-86-150 \(2\)](#), does the amendment to the Countywide Planning Policies support the guidelines and principles expressed in the 2045 Plan – Second Update vision, goals, objectives and related policies (see Pages 3 to 7 of this Manual)?

- Yes No *Safety and Security*
- Yes No *System Preservation*
- Yes No *Health and Quality of Life*
- Yes No *Economic Vitality*
- Yes No *Regional Connectivity*
- Yes No *Connectivity and Continuity*
- Yes No *Efficiency – Connections, Accessibility, and Operations*
- Yes No *Distinct Community Character*
- Yes No *Funding for Maintenance and Improvements*