



Washington State
Transportation Commission

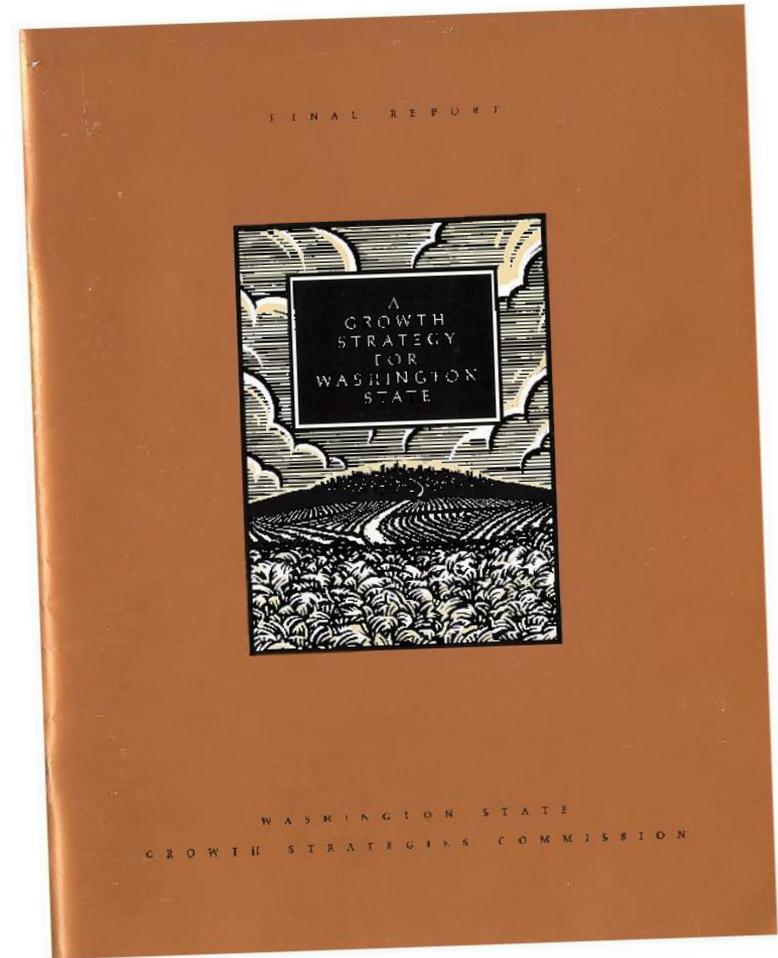


Transportation and Land Use: What is Concurrency?

What the Legislature said in 1990 ...

GMA Legislative Findings:

- “uncoordinated and unplanned growth ... pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life....”
- Share economic development with communities experiencing “insufficient economic growth”



Four Key GMA Planning Goals

1. Encourage development in urban areas.
2. Reduce sprawl.
3. Encourage efficient multi-modal transportation systems based on regional priorities and coordinated with local comprehensive plans.
4. Encourage economic growth throughout the state.



Infrastructure should Keep Pace with Development: The Policy Foundation

A key underlying assumption of GMA is that the basic infrastructure for development – roads, schools, sidewalks, water supply, wastewater, and parks – will be cheaper to build and better fit community needs if that infrastructure is planned for (and funding arranged) before new growth occurs.

This policy foundation is reflected in:

- RCW 58.17.110 (subdivision approval)
- RCW 19.27.097 (building permit requires evidence of adequate water supply)
- RCW 36.70A.070(6)(b) (GMA transportation element)



The Legal Foundation

A transportation element that implements, and is **consistent** with, the land use element. *RCW 36.70A.070(6)*

The transportation element must include:

- Land use assumptions
- Estimated Traffic impacts
- Facilities and services needs
- Finance
- Intergovernmental coordination efforts
- Demand-management strategies
- A pedestrian and bicycle component

The Legal Foundation: “Consistent” and “Concurrent”

Consistent

The transportation element, 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.

36.70A.070(6)(c)

Concurrent

Must adopt and enforce ordinances which prohibit development approval if:

- The development causes level of service to decline below adopted standards; or
- Transportation improvements or strategies to accommodate the impacts of development are not made concurrent with the development

36.70A.070(6)(b)

Concurrency Requirements

1. Establish Level of Service Standards (LOS)
 - Volume/capacity
 - Intersection delays
 - Travel time
2. Monitor and allocate capacity
3. Restrict development unless improvements are made within six years



Concurrency - Keeping up with Growth

Legislature added in 2005:

The transportation element required by RCW [36.70A.070](#) may include, in addition to improvements or strategies to accommodate the impacts of development authorized under RCW [36.70A.070\(6\)\(b\)](#), multimodal transportation improvements or strategies that are made concurrent with the development.

RCW 36.70A.108



Boarding Sounder at King Street Station



Redmond's Village at Overlake Station

Gaps in the System

- Concurrency only applies to new development – does not address existing deficiencies
- Concurrency goals and approaches vary by jurisdiction
- Enforcement varies and is often weak
- Concurrency does not apply to highways and facilities of statewide significance, except for Island and San Juan Counties.

