

FINAL BILL REPORT

EHB 1007

PARTIAL VETO

C 446 L 93

Brief Description: Enhancing state-wide transportation planning.

By Representatives R. Fisher, Zellinsky, Brumsickle, R. Meyers, Miller, G. Cole, Scott, Basich, Dunshee, Wood, Schmidt, Forner, Jacobsen, Franklin, Eide, Flemming, Horn and J. Kohl.

House Committee on Transportation
Senate Committee on Transportation

Background: The statutes of the Department of Transportation do not provide a planning process for incorporating the transportation policies identified in recent years in the State Transportation Policy Plan, the Growth Management Act, and other transportation legislation. Examples of issues not addressed in statute are the identification of and planning for transportation facilities and services of statewide significance, coordination of transportation facilities and services that cross regional boundaries, and coordination between transportation modes to make transferring passengers or goods from one mode to another more convenient and efficient.

The new federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) identifies several elements that each state must include in its transportation planning process in order to qualify for federal transportation funding.

Summary: The responsibilities of the Department of Transportation (DOT) in regard to transportation planning are defined. The DOT is required to develop on an on-going basis a statewide multimodal transportation plan that includes two components: (1) a state-owned facilities component that shall serve as a guide for state investment in (a) state highways, including preservation, operational and capacity improvements, paths and trails, and scenic and recreational highways, and (b) the ferry system; and (2) a state-interest component that includes plans to guide statewide coordination of aviation, marine ports and navigation, freight rail, intercity passenger rail, bicycle transportation and pedestrian walkways, and public transportation. The plans developed as part of the statewide multimodal transportation plan must be consistent

with one another, the State Transportation Policy Plan, local comprehensive plans, regional transportation planning, and high capacity transportation planning.

Elements to be included in the development of the State Transportation Policy Plan by the Transportation Commission are identified. The role of the DOT in regard to high capacity transportation planning and regional transportation planning is delineated.

Votes on Final Passage:

House	90	0	
Senate	42	0	(Senate amended)
House	97	0	(House concurred)

Effective: July 25, 1993

Partial Veto Summary: Section 14 of the bill requires that the six-year highway construction program adopted by the Transportation Commission be based on the state-owned highway component of the statewide multimodal transportation plan. The governor vetoed section 14 stating that it is not necessary. Section 3 of SSB 5963, providing for priority programming of multimodal solutions to address state highway deficiencies, amends the same statute as section 14 of this bill, providing preferred language to implement the same intent and make additional modifications. (See VETO MESSAGE)