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**ENGROSSED HOUSE BILL 1007**

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**State of Washington**

**53rd Legislature**

**1993 Regular Session**

**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

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1       AN ACT Relating to state transportation planning; amending RCW  
2 47.05.030; adding a new chapter to Title 47 RCW; and creating a new  
3 section.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5       NEW SECTION. **Sec. 1.** FINDINGS. The legislature recognizes that  
6 the ownership and operation of Washington's transportation system is  
7 spread among federal, state, and local government agencies, regional  
8 transit agencies, port districts, and the private sector. The  
9 legislature also recognizes that transportation planning authority is  
10 shared on the local, regional, and state levels, and that this planning  
11 must be a comprehensive and coordinated effort. While significant  
12 authority for transportation planning is vested with local agencies and  
13 regional transportation planning organizations under the growth  
14 management act, the legislature recognizes that certain transportation  
15 issues and facilities cross local and regional boundaries and are vital  
16 to the state-wide economy and the cross-state mobility of people and  
17 goods. Therefore, the state has an appropriate role in developing  
18 state-wide transportation plans that address state jurisdiction  
19 facilities and services as well as transportation facilities and

1 services of state interest. These plans shall serve as a guide for  
2 short-term investment needs and provide a long-range vision for  
3 transportation system development.

4       **NEW SECTION.**   **Sec. 2.** STATE-WIDE TRANSPORTATION PLANNING. The  
5 specific role of the department in transportation planning shall be (1)  
6 ongoing coordination and development of state-wide transportation  
7 policies that guide all Washington transportation providers; (2)  
8 ongoing development of a state-wide multimodal transportation plan that  
9 includes both state-owned and state-interest facilities and services;  
10 (3) coordinating the state high-capacity transportation planning and  
11 regional transportation planning programs; and (4) conducting special  
12 transportation planning studies that impact state transportation  
13 facilities or relate to transportation facilities and services of  
14 state-wide significance. Specific requirements for each of these state  
15 transportation planning components are described in this chapter.

16       **NEW SECTION.**   **Sec. 3.** TRANSPORTATION POLICY PLAN. The commission  
17 shall develop a state transportation policy plan that (1) establishes  
18 a vision and goals for the development of the state-wide transportation  
19 system consistent with the state's growth management goals, (2)  
20 identifies significant state-wide transportation policy issues, and (3)  
21 recommends state-wide transportation policies and strategies to the  
22 legislature to fulfill the requirements of RCW 47.01.071(1). The state  
23 transportation policy plan shall be the product of an ongoing process  
24 that involves representatives of significant transportation interests  
25 and the general public from across the state.

26       **NEW SECTION.**   **Sec. 4.** STATE-WIDE MULTIMODAL TRANSPORTATION PLAN.  
27 The department shall develop a state-wide multimodal transportation  
28 plan under RCW 47.01.071(3) and in conformance with federal  
29 requirements, to ensure the continued mobility of people and goods  
30 within regions and across the state in a safe, cost-effective manner.  
31 The state-wide multimodal transportation plan shall consist of:  
32           (1) A state-owned facilities component, which shall guide state  
33 investment for state highways including bicycle and pedestrian  
34 facilities, and state ferries; and  
35           (2) A state-interest component, which shall define the state  
36 interest in aviation, marine ports and navigation, freight rail,

1 intercity passenger rail, bicycle transportation and pedestrian  
2 walkways, and public transportation, and recommend actions in  
3 coordination with appropriate public and private transportation  
4 providers to ensure that the state interest in these transportation  
5 modes is met.

6 The plans developed under each component must be consistent with  
7 the state transportation policy plan and with each other, reflect  
8 public involvement, be consistent with regional transportation  
9 planning, high-capacity transportation planning, and local  
10 comprehensive plans prepared under chapter 36.70A RCW, and include  
11 analysis of intermodal connections and choices. A primary emphasis for  
12 these plans shall be the improvement and integration of all  
13 transportation modes to create a seamless intermodal transportation  
14 system for people and goods.

15 **NEW SECTION.** **Sec. 5.** STATE-OWNED FACILITIES COMPONENT OF STATE-  
16 WIDE MULTIMODAL TRANSPORTATION PLAN. The state-owned facilities  
17 component of the state-wide transportation plan shall consist of:

18 (1) The state highway system plan, which identifies program and  
19 financing needs and recommends specific and financially realistic  
20 improvements to preserve the structural integrity of the state highway  
21 system, ensure acceptable operating conditions, and provide for  
22 enhanced access to scenic, recreational, and cultural resources. The  
23 state highway system plan shall contain the following elements:

24 (a) A system preservation element, which shall establish structural  
25 preservation objectives for the state highway system including bridges,  
26 identify current and future structural deficiencies based upon analysis  
27 of current conditions and projected future deterioration, and recommend  
28 program funding levels and specific actions necessary to preserve the  
29 structural integrity of the state highway system consistent with  
30 adopted objectives. This element shall serve as the basis for the  
31 preservation component of the six-year highway program and the two-year  
32 biennial budget request to the legislature;

33 (b) A capacity and operational improvement element, which shall  
34 establish operational objectives, including safety considerations, for  
35 moving people and goods on the state highway system, identify current  
36 and future capacity, operational, and safety deficiencies, and  
37 recommend program funding levels and specific improvements and  
38 strategies necessary to achieve the operational objectives. In

1 developing capacity and operational improvement plans the department  
2 shall first assess strategies to enhance the operational efficiency of  
3 the existing system before recommending system expansion. Strategies  
4 to enhance the operational efficiencies include but are not limited to  
5 access management, transportation system management, demand management,  
6 and high-occupancy vehicle facilities. The capacity and operational  
7 improvement element must conform to the state implementation plan for  
8 air quality and be consistent with regional transportation plans  
9 adopted under chapter 47.80 RCW, and shall serve as the basis for the  
10 capacity and operational improvement portions of the six-year highway  
11 program and the two-year biennial budget request to the legislature;

12 (c) A scenic and recreational highways element, which shall  
13 identify and recommend designation of scenic and recreational highways,  
14 provide for enhanced access to scenic, recreational, and cultural  
15 resources associated with designated routes, and recommend a variety of  
16 management strategies to protect, preserve, and enhance these  
17 resources. The department, affected counties, cities, and towns,  
18 regional transportation planning organizations, and other state or  
19 federal agencies shall jointly develop this element;

20 (d) A paths and trails element, which shall identify the needs of  
21 nonmotorized transportation modes on the state transportation systems  
22 and provide the basis for the investment of state transportation funds  
23 in paths and trails, including funding provided under chapter 47.30  
24 RCW.

25 (2) The state ferry system plan, which shall guide capital and  
26 operating investments in the state ferry system. The plan shall  
27 establish service objectives for state ferry routes, forecast travel  
28 demand for the various markets served in the system, and develop  
29 strategies for ferry system investment that consider regional and  
30 state-wide vehicle and passenger needs, support local land use plans,  
31 and assure that ferry services are fully integrated with other  
32 transportation services. The plan shall assess the role of private  
33 ferries operating under the authority of the utilities and  
34 transportation commission and shall coordinate ferry system capital and  
35 operational plans with these private operations. The ferry system plan  
36 must be consistent with the regional transportation plans for areas  
37 served by the state ferry system, and shall be developed in conjunction  
38 with the ferry advisory committees.

1        NEW SECTION.    **Sec. 6.**    STATE-INTEREST COMPONENT OF STATE-WIDE  
2 MULTIMODAL TRANSPORTATION PLAN--STATE AVIATION PLAN.    The state-  
3 interest component of the state-wide multimodal transportation plan  
4 shall include an aviation plan, which shall fulfill the state-wide  
5 aviation planning requirements of the federal government, coordinate  
6 state-wide aviation planning, and identify the program needs for public  
7 use and state airports.

8        NEW SECTION.    **Sec. 7.**    STATE-INTEREST COMPONENT OF STATE-WIDE  
9 MULTIMODAL TRANSPORTATION PLAN--STATE MARINE PORTS AND NAVIGATION PLAN.  
10 The state-interest component of the state-wide multimodal  
11 transportation plan shall include a state marine ports and navigation  
12 plan, which shall assess the transportation needs of Washington's  
13 marine ports, including navigation, and identify transportation system  
14 improvements needed to support the international trade and economic  
15 development role of Washington's marine ports.

16        NEW SECTION.    **Sec. 8.**    STATE-INTEREST COMPONENT OF STATE-WIDE  
17 MULTIMODAL TRANSPORTATION PLAN--STATE FREIGHT RAIL PLAN.    The state-  
18 interest component of the state-wide multimodal transportation plan  
19 shall include a state freight rail plan, which shall fulfill the state-  
20 wide freight rail planning requirements of the federal government,  
21 identify freight rail mainline issues, identify light-density freight  
22 rail lines threatened with abandonment, establish criteria for  
23 determining the importance of preserving the service or line, and  
24 recommend priorities for the use of state rail assistance and state  
25 rail banking program funds, as well as other available sources of  
26 funds.    The plan shall also identify existing intercity rail rights of  
27 way that should be preserved for future transportation use.

28        NEW SECTION.    **Sec. 9.**    STATE-INTEREST COMPONENT OF STATE-WIDE  
29 MULTIMODAL TRANSPORTATION PLAN--STATE INTERCITY PASSENGER RAIL PLAN.  
30 The state-interest component of the state-wide multimodal  
31 transportation plan shall include an intercity passenger rail plan,  
32 which shall analyze existing intercity passenger rail service and  
33 recommend improvements to that service under the state passenger rail  
34 service program including depot improvements, potential service  
35 extensions, and ways to achieve higher train speeds.

1        NEW SECTION.    **Sec. 10.**    STATE-INTEREST COMPONENT OF STATE-WIDE  
2    MULTIMODAL TRANSPORTATION PLAN--STATE BICYCLE TRANSPORTATION AND  
3    PEDESTRIAN WALKWAYS PLAN. The state-interest component of the state-  
4    wide multimodal transportation plan shall include a bicycle  
5    transportation and pedestrian walkways plan, which shall propose a  
6    state-wide strategy for addressing bicycle and pedestrian  
7    transportation, including the integration of bicycle and pedestrian  
8    pathways with other transportation modes; the coordination between  
9    local governments, regional agencies, and the state in the provision of  
10   such facilities; the role of such facilities in reducing traffic  
11   congestion; and an assessment of state-wide bicycle and pedestrian  
12   transportation needs. This plan shall satisfy the federal requirement  
13   for a long-range bicycle transportation and pedestrian walkways plan.

14        NEW SECTION.    **Sec. 11.**    STATE-INTEREST COMPONENT OF STATE-WIDE  
15   MULTIMODAL TRANSPORTATION PLAN--STATE PUBLIC TRANSPORTATION PLAN. The  
16   state-interest component of the state-wide multimodal transportation  
17   plan shall include a state public transportation plan that:

18              (1) Articulates the state vision of an interest in public  
19   transportation and provides quantifiable objectives, including benefits  
20   indicators;

21              (2) Identifies the goals for public transit and the roles of  
22   federal, state, regional, and local entities in achieving those goals;

23              (3) Recommends mechanisms for coordinating state, regional, and  
24   local planning for public transportation;

25              (4) Recommends mechanisms for coordinating public transportation  
26   with other transportation services;

27              (5) Recommends criteria, consistent with the goals identified in  
28   subsection (2) of this section and with RCW 82.44.180 (2) and (3), for  
29   allocating funds to public transportation agencies; and

30              (6) Recommends a state-wide public transportation facilities and  
31   equipment management system as required by federal law.

32        In developing the state public transportation plan, the department  
33   shall involve local jurisdictions, public and private providers of  
34   transportation services, and state agencies with an interest in public  
35   transportation, including but not limited to the departments of  
36   community development, social and health services, and ecology, the  
37   state energy office, the office of the superintendent of public  
38   instruction, and the office of financial management.

1        **NEW SECTION.** **Sec. 12.** HIGH-CAPACITY TRANSPORTATION PLANNING AND  
2 REGIONAL TRANSPORTATION PLANNING--DEPARTMENT OF TRANSPORTATION. The  
3 department's role in high-capacity transportation planning and regional  
4 transportation planning is to administer state planning grants for  
5 these purposes, represent the interests of the state in these regional  
6 planning processes, and coordinate other department planning with these  
7 regional efforts, including those under RCW 81.104.060.

8        **NEW SECTION.** **Sec. 13.** SPECIAL PLANNING STUDIES. The department  
9 may carry out special transportation planning studies to resolve  
10 specific issues with the development of the state transportation system  
11 or other state-wide transportation issues.

12        **Sec. 14.** RCW 47.05.030 and 1987 c 179 s 2 are each amended to read  
13 as follows:

14        The transportation commission shall adopt and periodically revise,  
15 after consultation with the legislative transportation committee, a  
16 comprehensive six-year program and financial plan for highway  
17 improvements specifying program objectives for each of the highway  
18 categories, "A," "B," "C," and "H," defined in this section, and within  
19 the framework of estimated funds for such period. The program and plan  
20 shall be based upon the improvement needs ~~((for state highways as~~  
~~determined by the department from time to time)) identified in the~~  
~~state highway system plan, as required under section 5 of this act.~~

21        With such reasonable deviations as may be required to effectively  
22 utilize the estimated funds and to adjust to unanticipated delays in  
23 programmed projects, the commission shall allocate the estimated funds  
24 among the following described categories of highway improvements, so as  
25 to carry out the commission's program objectives:

26              (1) Category A shall consist of those improvements necessary to  
27 sustain the structural, safety, and operational integrity of the  
28 existing state highway system (other than improvements to the  
29 interstate system to be funded with federal aid at the regular  
30 interstate rate under federal law and regulations, and improvements  
31 designated in subsections (2) through (4) of this section).

32              (2) Category B shall consist of improvements for the continued  
33 development of the interstate system to be funded with federal aid at  
34 the regular interstate rate under federal law and regulations.

1       (3) Category C shall consist of the development of major  
2 transportation improvements (other than improvements to the interstate  
3 system to be funded with federal aid at the regular interstate rate  
4 under federal law and regulations) including designated but  
5 unconstructed highways which are vital to the state-wide transportation  
6 network.

7       (4) Category H shall consist of those improvements necessary to  
8 sustain the structural and operational integrity of existing bridges on  
9 the highway system (other than bridges on the interstate system or  
10 bridge work included in another category because of its association  
11 with a highway project in such category).

12      Projects which are financed one hundred percent by federal funds or  
13 other agency funds shall, if the commission determines that such work  
14 will improve the state highway system, be managed separately from the  
15 above categories.

16      NEW SECTION. **Sec. 15.** CODIFICATION DIRECTIVE. Sections 1 through  
17 13 of this act shall constitute a new chapter in Title 47 RCW.

18      NEW SECTION. **Sec. 16.** CAPTIONS. Captions used in this act do not  
19 constitute any part of the law.

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