
SUBSTITUTE SENATE BILL 5963

State of Washington

53rd Legislature

1993 Regular Session

By Senate Committee on Transportation (originally sponsored by Senators Vognild, Loveland, Newhouse and Nelson; by request of Department of Transportation)

Read first time 04/01/93.

1 AN ACT Relating to priority programming of multimodal solutions to
2 address state highway deficiencies; amending RCW 47.05.010, 47.05.021,
3 47.05.030, 47.05.035, and 47.05.051; adding a new section to chapter
4 47.05 RCW; and repealing RCW 47.05.040, 47.05.055, 47.05.070, and
5 47.05.085.

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

7 **Sec. 1.** RCW 47.05.010 and 1969 ex.s. c 39 s 1 are each amended to
8 read as follows:

9 The legislature finds that (~~anticipated revenues available for~~
10 ~~state highways for the foreseeable future will fall substantially short~~
11 ~~of the amount required to satisfy all of the state highway needs. It~~
12 ~~is the purpose of this chapter to establish a policy of priority~~
13 ~~programming for highway development having as its basis the rational~~
14 ~~selection of projects according to factual need, systematically~~
15 ~~scheduled to carry out defined objectives within limits of money and~~
16 ~~manpower, and fixed in advance with reasonable flexibility to meet~~
17 ~~changed conditions)) solutions to state highway deficiencies have
18 become increasingly complex and diverse and that anticipated
19 transportation revenues will fall substantially short of the amount~~

1 required to satisfy all transportation needs. Difficult investment
2 trade-offs will be required.

3 It is the intent of the legislature that investment of state
4 transportation funds to address deficiencies on the state highway
5 system be based on a policy of priority programming having as its basis
6 the rational selection of projects and services according to factual
7 need systematically scheduled to carry out defined objectives within
8 available revenue.

9 The priority programming system shall ensure preservation of the
10 existing state highway system, provide mobility for people and goods,
11 support the state's economy, and promote environmental protection and
12 energy conservation.

13 The priority programming system shall implement the state-owned
14 highway component of the state-wide multimodal transportation plan,
15 consistent with local and regional transportation plans, by targeting
16 state transportation investment to appropriate multimodal solutions
17 which address identified state highway system deficiencies.

18 The priority programming system for improvements shall incorporate
19 a broad range of solutions that are identified in the state-wide
20 multimodal transportation plan as appropriate to address state highway
21 system deficiencies including but not limited to highway expansion,
22 efficiency improvements, nonmotorized transportation facilities, high
23 occupancy vehicle facilities, transit facilities and services, rail
24 facilities and services, and transportation demand management programs.

25 **Sec. 2.** RCW 47.05.021 and 1987 c 505 s 50 are each amended to read
26 as follows:

27 (1) The transportation commission is hereby directed to conduct
28 periodic analyses of the entire state highway system, report thereon to
29 the chairs of the transportation committees of the senate and house of
30 representatives, including one copy to the staff of each of the
31 committees, biennially and based thereon, to subdivide, classify, and
32 subclassify according to their function and importance all designated
33 state highways and those added from time to time and periodically
34 review and revise the classifications into the following three
35 functional classes:

36 (a) The "principal arterial system" shall consist of a connected
37 network of rural arterial routes with appropriate extensions into and
38 through urban areas, including all routes designated as part of the

1 interstate system, which serve corridor movements having travel
2 characteristics indicative of substantial state-wide and interstate
3 travel;

4 (b) The "minor arterial system" shall, in conjunction with the
5 principal arterial system, form a rural network of arterial routes
6 linking cities and other activity centers which generate long distance
7 travel, and, with appropriate extensions into and through urban areas,
8 form an integrated network providing interstate and interregional
9 service; and

10 (c) The "collector system" shall consist of routes which primarily
11 serve the more important intercounty, intracounty, and intraurban
12 travel corridors, collect traffic from the system of local access roads
13 and convey it to the arterial system, and on which, regardless of
14 traffic volume, the predominant travel distances are shorter than on
15 arterial routes.

16 (2) (~~Those state highways which perform no arterial or collector~~
17 ~~function, which serve only local access functions, and which lack~~
18 ~~essential state highway characteristics shall be designated "local~~
19 ~~access" highways.~~

20 (3)) In making the functional classification the transportation
21 commission shall adopt and give consideration to criteria consistent
22 with this section and federal regulations relating to the functional
23 classification of highways, including but not limited to the following:

24 (a) Urban population centers within and without the state
25 stratified and ranked according to size;

26 (b) Important traffic generating economic activities, including but
27 not limited to recreation, agriculture, government, business, and
28 industry;

29 (c) Feasibility of the route, including availability of alternate
30 routes within and without the state;

31 (d) Directness of travel and distance between points of economic
32 importance;

33 (e) Length of trips;

34 (f) Character and volume of traffic;

35 (g) Preferential consideration for multiple service which shall
36 include public transportation;

37 (h) Reasonable spacing depending upon population density; and

38 (i) System continuity.

1 (3) The transportation commission shall designate a system of state
2 highways that have state-wide significance. This state-wide system
3 shall include interstate highways and other state-wide principal
4 arterials that are needed to connect major communities across the state
5 and support the state's economy.

6 (4) The transportation commission shall designate a freight and
7 goods transportation system. This state-wide system shall include
8 state highways, county roads, and city streets. The commission shall
9 review and make recommendations to the legislature regarding policies
10 governing weight restrictions and road closures which affect the
11 transportation of freight and goods. The first report is due by
12 December 15, 1993, and biennially thereafter.

13 **Sec. 3.** RCW 47.05.030 and 1987 c 179 s 2 are each amended to read
14 as follows:

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

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

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

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

37 ~~(3) Category C shall consist of the development of major~~
38 ~~transportation improvements (other than improvements to the interstate~~

1 system to be funded with federal aid at the regular interstate rate
2 under federal law and regulations) including designated but
3 unconstructed highways which are vital to the state-wide transportation
4 network.

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

10 Projects which are financed one hundred percent by federal funds or
11 other agency funds shall, if the commission determines that such work
12 will improve the state highway system, be managed separately from the
13 above categories)) investment program specifying program objectives
14 and performance measures for the preservation and improvement programs
15 defined in this section. It shall be revised biennially, effective on
16 July 1st of odd-numbered years. The investment program shall be based
17 upon the needs identified in the state-owned highway component of the
18 state-wide multimodal transportation plan as defined in RCW
19 47.01.071(3).

20 (1) The preservation program shall consist of those investments
21 necessary to preserve the existing state highway system and to restore
22 existing safety features, giving consideration to lowest life cycle
23 costing. The comprehensive six-year investment program for
24 preservation shall identify projects for two years and an investment
25 plan for the remaining four years.

26 (2) The improvement program shall consist of investments needed to
27 address identified deficiencies on the state highway system to improve
28 mobility, safety, support for the economy, and protection of the
29 environment. The six-year investment program for improvements shall
30 identify projects for two years and major deficiencies proposed to be
31 addressed in the six-year period.

32 The transportation commission shall approve and present the
33 comprehensive six-year investment program to the legislature in support
34 of the biennial budget request under RCW 44.40.070 and 44.40.080.

35 **Sec. 4.** RCW 47.05.035 and 1987 c 179 s 3 are each amended to read
36 as follows:

37 ((1) The transportation commission, in preparing the comprehensive
38 six-year program and financial plan for highway improvements, shall

1 ~~allocate the estimated funds among categories A, B, C, and H))~~ In
2 developing program objectives and performance measures, the
3 transportation commission shall evaluate investment trade-offs between
4 the preservation and improvement programs. In making these investment
5 trade-offs, the commission shall assess funding impacts which their
6 decisions will have on roadway and bridge maintenance activities and
7 adjust those programs accordingly.

8 The commission shall allocate the estimated revenue between
9 preservation and improvement programs giving primary consideration to
10 the following factors:

11 ~~((a))~~ (1) The relative needs in each of the (categories of
12 improvements)) programs and the system performance levels that can be
13 achieved by meeting these needs;

14 ~~((b))~~ (2) The need to provide adequate funding for (category A
15 improvements)) preservation to protect the state's investment in its
16 existing highway system;

17 ~~((c))~~ (3) The continuity of future (highway)) transportation
18 development ((of all categories of improvements)) with those
19 improvements previously programmed; and

20 ~~((d))~~ (4) The availability of (special categories of federal))
21 dedicated funds for a specific type of work.

22 ~~((2) The commission in preparing the comprehensive six-year~~
23 ~~program and financial plan shall establish program objectives for each~~
24 ~~of the highway categories, A, B, C, and H.))~~

25 **Sec. 5.** RCW 47.05.051 and 1987 c 179 s 5 are each amended to read
26 as follows:

27 ~~((1))~~ The comprehensive six-year investment program ((and
28 financial plan for each category of highway improvements)) shall be
29 based upon ((a)) the needs identified in the state-owned highway
30 component of the state-wide multimodal transportation plan as defined
31 in RCW 47.01.071(3) and priority selection ((system within the program
32 objectives established for each category. The commission using the
33 criteria set forth in RCW 47.05.030, as now or hereafter amended, shall
34 determine the category of each highway improvement.

35 ~~(2) Selection of specific category A and H projects for the six-~~
36 ~~year)) systems that incorporate the following criteria:~~

1 (1) Priority programming for the preservation program shall take
2 into account the ((criteria set forth in subsection (4) of this
3 section.

4 ~~(3) Selection of specific category B projects for the six year~~
5 ~~program shall be based on commission established priorities for~~
6 ~~completion and preservation of the interstate system.~~

7 ~~(4) In selecting each category A and H project as provided in~~
8 ~~subsection (2) of this section, the following criteria () following,~~
9 ~~not necessarily in order of importance() shall be taken into~~
10 ~~consideration:~~

11 ~~(a) Its)):~~

12 (a) Extending the service life of the existing highway system;

13 (b) Ensuring the structural ability to carry loads imposed upon
14 ((it)) highways and bridges;

15 ~~((b) Its capacity to move traffic at reasonable speeds without~~
16 ~~undue congestion;~~

17 ~~(c) Its adequacy of alignment and related geometrics;~~

18 ~~(d) Its accident experience; and~~

19 ~~(e) Its fatal accident experience.~~

20 ~~(5)) and~~

21 (c) Minimizing life cycle costs. The transportation commission in
22 carrying out the provisions of this section may delegate to the
23 department of transportation the authority to select ~~((category A, B,~~
24 ~~and H improvements)) preservation projects to be included in the six-~~
25 ~~year program.~~

26 ~~((6) Selection of specific category C projects for the six year~~
27 ~~program shall be based on the priority of each highway section proposed~~
28 ~~to be improved in relation to other highway sections within the state~~
29 ~~with full regard to the structural, geometric, safety, and operational~~
30 ~~adequacy of the existing highway section taking into account the~~
31 ~~following:~~

32 ~~(a)) (2) Priority programming for the improvement program shall~~
33 ~~take into account the following:~~

34 (a) Support for the state's economy, including job creation and
35 preservation;

36 (b) The cost-effective movement of people and goods;

37 (c) Accident and accident risk reduction;

38 (d) Protection of the state's natural environment;

1 (e) Continuity ((of)) and systematic development of the highway
2 transportation network;
3 ~~((b) Coordination with the development of other modes of~~
4 ~~transportation;~~
5 ~~(c) The stated long range goals of the local area and its~~
6 ~~transportation plan;~~
7 ~~(d) Its potential social, economic, and environmental impacts)) (f)~~
8 Consistency with local comprehensive plans developed under chapter
9 36.70A RCW;
10 (g) Consistency with regional transportation plans developed under
11 chapter 47.80 RCW;
12 ~~((e)) (h) Public views concerning proposed improvements;~~
13 ~~((f)) (i) The conservation of energy resources ((and the capacity~~
14 ~~of the transportation corridor to move people and goods safely and at~~
15 ~~reasonable speeds)); ((and~~
16 ~~(g)) (j) Feasibility of financing the full proposed improvement;~~
17 ~~and~~
18 (k) Commitments established in previous legislative sessions.
19 ~~((7)) (3) The commission ((in selecting any project for~~
20 ~~improvement in categories A, B, C, or H)) may depart from the priority~~
21 ~~((of projects so)) programming established under subsections (1) and~~
22 (2) of this section: (a) To the extent that otherwise funds cannot be
23 utilized feasibly within the program((7)); (b) as may be required by a
24 court judgment, legally binding agreement, or state and federal laws
25 and regulations((7)); (c) as may be required to coordinate with
26 federal, local, or other state agency construction projects((7)); (d)
27 to take advantage of some substantial financial benefit that may be
28 available((7)); (e) for continuity of route development((7)); or (f)
29 because of changed financial or physical conditions of an unforeseen or
30 emergent nature. The commission or secretary of transportation shall
31 maintain in its files information sufficient to show the extent to
32 which the commission has departed from the established priority ((of
33 projects.
34 ~~(8) The comprehensive six year program and financial plan for~~
35 ~~highway improvements shall be revised biennially pursuant to RCW~~
36 ~~47.05.040 as now or hereafter amended. The adopted program and plan~~
37 ~~shall be extended for an additional two years, to six years in the~~
38 ~~future, effective on July 1st of each odd numbered year)).~~

1 NEW SECTION. **Sec. 6.** A new section is added to chapter 47.05 RCW
2 to read as follows:

3 The provisions of chapter ..., Laws of 1993 (this act) modifying
4 procedures for priority programming for highway development as set
5 forth in chapter 47.05 RCW, first apply to the comprehensive six-year
6 state highway investment program for the periods 1995 to 2001. For the
7 transition biennium ending June 30, 1995, the commission may deviate
8 from the modified procedures prescribed by chapter ..., Laws of 1993
9 (this act).

10 NEW SECTION. **Sec. 7.** The following acts or parts of acts are each
11 repealed:

12 (1) RCW 47.05.040 and 1987 c 179 s 4, 1979 ex.s. c 122 s 4, 1977
13 ex.s. c 235 s 15, 1975 1st ex.s. c 143 s 3, 1973 2nd ex.s. c 12 s 5,
14 1969 ex.s. c 39 s 4, & 1963 c 173 s 4;

15 (2) RCW 47.05.055 and 1979 ex.s. c 122 s 6 & 1975 1st ex.s. c 143
16 s 6;

17 (3) RCW 47.05.070 and 1991 c 358 s 5, 1983 1st ex.s. c 53 s 31,
18 1979 ex.s. c 122 s 7, 1977 ex.s. c 151 s 45, 1973 2nd ex.s. c 12 s 7,
19 & 1963 c 173 s 7; and

20 (4) RCW 47.05.085 and 1985 c 400 s 4.

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