
HOUSE BILL 2667

State of Washington 63rd Legislature 2014 Regular Session

By Representatives Morris, Tarleton, Freeman, and Fey

Read first time 01/24/14. Referred to Committee on Transportation.

1 AN ACT Relating to implementing least cost planning to analyze
2 transportation system performance; and amending RCW 47.06.020,
3 47.06.130, and 47.80.023.

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

5 **Sec. 1.** RCW 47.06.020 and 2007 c 516 s 9 are each amended to read
6 as follows:

7 (1) The specific role of the department in transportation planning
8 must be, consistent with the policy goals described under RCW
9 47.04.280: ~~((+1+))~~ (a) Ongoing coordination and development of
10 statewide transportation policies that guide all Washington
11 transportation providers; ~~((+2+))~~ (b) ongoing development of a
12 statewide multimodal transportation plan that includes both state-owned
13 and state-interest facilities and services; ~~((+3+))~~ (c) coordinating
14 the state high capacity transportation planning and regional
15 transportation planning programs; ~~((+4+))~~ (d) conducting special
16 transportation planning studies that impact state transportation
17 facilities or relate to transportation facilities and services of
18 statewide significance; and ~~((+5+))~~ (e) assisting the transportation
19 commission in the development of the statewide transportation plan

1 required under RCW 47.01.071(4). Specific requirements for each of
2 these state transportation planning components are described in this
3 chapter.

4 (2) In carrying out its transportation planning responsibilities
5 and conducting special studies, the department may use least cost
6 planning as a method of analyzing transportation system performance and
7 identifying an optimal mix of strategies for managing and improving a
8 transportation system that supports communities, the economy, and the
9 environment. Least cost planning considers the direct and indirect
10 costs of both demand and supply options to identify practical
11 investment and policy strategies that best meet the goals and
12 objectives established through a collaborative planning process.

13 **Sec. 2.** RCW 47.06.130 and 2002 c 5 s 404 are each amended to read
14 as follows:

15 (1) The department may carry out special transportation planning
16 studies to resolve specific issues with the development of the state
17 transportation system or other statewide transportation issues.

18 ~~(2) ((The department shall conduct multimodal corridor analyses on~~
19 ~~major congested corridors where needed improvements are likely to cost~~
20 ~~in excess of one hundred million dollars. Analysis will include the~~
21 ~~cost-effectiveness of all feasible strategies in addressing congestion~~
22 ~~or improving mobility within the corridor, and must recommend the most~~
23 ~~effective strategy or mix of strategies to address identified~~
24 ~~deficiencies. A long term view of corridors must be employed to~~
25 ~~determine whether an existing corridor should be expanded, a city or~~
26 ~~county road should become a state route, and whether a new corridor is~~
27 ~~needed to alleviate congestion and enhance mobility based on travel~~
28 ~~demand. To the extent practicable, full costs of all strategies must~~
29 ~~be reflected in the analysis. At a minimum, this analysis must~~
30 ~~include:~~

31 ~~(a) The current and projected future demand for total person trips~~
32 ~~on that corridor;~~

33 ~~(b) The impact of making no improvements to that corridor;~~

34 ~~(c) The daily cost per added person served for each mode or~~
35 ~~improvement proposed to meet demand;~~

36 ~~(d) The cost per hour of travel time saved per day for each mode or~~
37 ~~improvement proposed to meet demand; and~~

1 ~~(e) How much of the current and anticipated future demand will be~~
2 ~~met and left unmet for each mode or improvement proposed to meet~~
3 ~~demand.~~

4 ~~The end result of this analysis will be to provide a cost-benefit~~
5 ~~analysis by which policymakers can determine the most cost-effective~~
6 ~~improvement or mode, or mix of improvements and modes, for increasing~~
7 ~~mobility and reducing congestion.)) To implement least cost planning,~~
8 ~~the department shall:~~

9 (a) Define a least cost planning framework in consultation with
10 regional transportation planning organizations and other affected
11 stakeholders and the public;

12 (b) Identify specific indicators for use in the least cost planning
13 framework;

14 (c) Conduct test analyses to demonstrate the use of least cost
15 planning in system and corridor planning, including the development of
16 state modal plans. For projects with an estimated cost above twenty
17 million dollars, the test analyses must include a life-cycle cost
18 analysis of materials that includes the application of an efficient
19 frontier model or algorithm to determine the material with the highest
20 level rate of return over time. An "efficient frontier model" means a
21 model or algorithm that compares components of a project against their
22 ability to achieve specific project goals including, but not limited
23 to, improved safety, life of the asset, minimal environmental impact,
24 and utilization of technology;

25 (d) Prepare guidelines for implementing least cost planning by
26 transportation planning agencies in Washington state; and

27 (e) Provide data, methodology, inputs, and results of the test
28 analyses and life-cycle cost analysis of the project under (c) of this
29 subsection to the public through either a public meeting or an online
30 or written public comment period, or both.

31 **Sec. 3.** RCW 47.80.023 and 2009 c 515 s 15 are each amended to read
32 as follows:

33 Each regional transportation planning organization shall have the
34 following duties:

35 (1) Prepare and periodically update a transportation strategy for
36 the region. The strategy shall address alternative transportation
37 modes and transportation demand management measures in regional

1 corridors and shall recommend preferred transportation policies to
2 implement adopted growth strategies. The strategy shall serve as a
3 guide in preparation of the regional transportation plan.

4 (2) Prepare a regional transportation plan as set forth in RCW
5 47.80.030 that is consistent with countywide planning policies if such
6 have been adopted pursuant to chapter 36.70A RCW, with county, city,
7 and town comprehensive plans, and state transportation plans.

8 (3) Certify by December 31, 1996, that the transportation elements
9 of comprehensive plans adopted by counties, cities, and towns within
10 the region reflect the guidelines and principles developed pursuant to
11 RCW 47.80.026, are consistent with the adopted regional transportation
12 plan, and, where appropriate, conform with the requirements of RCW
13 36.70A.070.

14 (4) Where appropriate, certify that countywide planning policies
15 adopted under RCW 36.70A.210 and the adopted regional transportation
16 plan are consistent.

17 (5) Develop, in cooperation with the department of transportation,
18 operators of public transportation services and local governments
19 within the region, a six-year regional transportation improvement
20 program which proposes regionally significant transportation projects
21 and programs and transportation demand management measures. The
22 regional transportation improvement program shall be based on the
23 programs, projects, and transportation demand management measures of
24 regional significance as identified by transit agencies, cities, and
25 counties pursuant to RCW 35.58.2795, 35.77.010, and 36.81.121,
26 respectively, and any recommended programs or projects identified by
27 the agency council on coordinated transportation, as provided in
28 chapter 47.06B RCW, that advance special needs coordinated
29 transportation as defined in RCW 47.06B.012. The program shall include
30 a priority list of projects and programs, project segments and
31 programs, transportation demand management measures, and a specific
32 financial plan that demonstrates how the transportation improvement
33 program can be funded. The program shall be updated at least every two
34 years for the ensuing six-year period.

35 (6) Include specific opportunities and projects to advance special
36 needs coordinated transportation, as defined in RCW 47.06B.012, in the
37 coordinated transit-human services transportation plan, after providing
38 opportunity for public comment.

1 (7) Designate a lead planning agency to coordinate preparation of
2 the regional transportation plan and carry out the other
3 responsibilities of the organization. The lead planning agency may be
4 a regional organization, a component county, city, or town agency, or
5 the appropriate Washington state department of transportation district
6 office.

7 (8) Review level of service methodologies used by cities and
8 counties planning under chapter 36.70A RCW to promote a consistent
9 regional evaluation of transportation facilities and corridors.

10 (9) Work with cities, counties, transit agencies, the department of
11 transportation, and others to develop level of service standards or
12 alternative transportation performance measures.

13 (10) Submit to the agency council on coordinated transportation, as
14 provided in chapter 47.06B RCW, beginning on July 1, 2007, and every
15 four years thereafter, an updated plan that includes the elements
16 identified by the council. Each regional transportation planning
17 organization must submit to the council every two years a prioritized
18 regional human service and transportation project list.

19 (11) Collaborate with the department in the development of a least
20 cost planning and programming framework that (a) supports the state
21 transportation system policy goals in RCW 47.04.280 and, in particular,
22 uses analytical methods to examine transportation system performance
23 and (b) identifies an optimal mix of practical investment and policy
24 strategies for managing and improving a transportation system that
25 supports communities, the economy, and the environment.

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