

2 **SHB 1317** - S COMM AMD **S2606.1**
3 By Committee on Transportation

4 ADOPTED AS AMENDED (Flr 315) 4/8/99

5 Strike everything after the enacting clause and insert the
6 following:

7 "Sec. 1. RCW 47.80.023 and 1998 c 171 s 8 are each amended to read
8 as follows:

9 Each regional transportation planning organization shall have the
10 following duties:

11 (1) Prepare and periodically update a transportation strategy for
12 the region. The strategy shall address alternative transportation
13 modes and transportation demand management measures in regional
14 corridors and shall recommend preferred transportation policies to
15 implement adopted growth strategies. The strategy shall serve as a
16 guide in preparation of the regional transportation plan.

17 (2) Prepare a regional transportation plan as set forth in RCW
18 47.80.030 that is consistent with county-wide planning policies if such
19 have been adopted pursuant to chapter 36.70A RCW, with county, city,
20 and town comprehensive plans, and state transportation plans.

21 (3) Certify by December 31, 1996, that the transportation elements
22 of comprehensive plans adopted by counties, cities, and towns within
23 the region reflect the guidelines and principles developed pursuant to
24 RCW 47.80.026, are consistent with the adopted regional transportation
25 plan, and, where appropriate, conform with the requirements of RCW
26 36.70A.070.

27 (4) Where appropriate, certify that county-wide planning policies
28 adopted under RCW 36.70A.210 and the adopted regional transportation
29 plan are consistent.

30 (5) Develop, in cooperation with the department of transportation,
31 operators of public transportation services and local governments
32 within the region, a six-year regional transportation improvement
33 program which proposes regionally significant transportation projects
34 and programs and transportation demand management measures. The
35 regional transportation improvement program shall be based on the
36 programs, projects, and transportation demand management measures of

1 regional significance as identified by transit agencies, cities, and
2 counties pursuant to RCW 35.58.2795, 35.77.010, and 36.81.121,
3 respectively. The program shall include a priority list of projects
4 and programs, project segments and programs, transportation demand
5 management measures, and a specific financial plan that demonstrates
6 how the transportation improvement program can be funded. The program
7 shall be updated at least every two years for the ensuing six-year
8 period. Regional transportation planning organizations shall provide
9 to the legislators whose districts are within the boundaries of the
10 organization notification of available publications. Upon request by
11 legislators, the regional transportation planning organization shall
12 provide a schedule of six-year transportation improvement program
13 decision process points, updates, and amendments to the six-year
14 transportation improvement program.

15 (6) Designate a lead planning agency to coordinate preparation of
16 the regional transportation plan and carry out the other
17 responsibilities of the organization. The lead planning agency may be
18 a regional organization, a component county, city, or town agency, or
19 the appropriate Washington state department of transportation district
20 office.

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

24 (8) Work with cities, counties, transit agencies, the department of
25 transportation, and others to develop level of service standards or
26 alternative transportation performance measures.

27 **Sec. 2.** RCW 47.80.040 and 1990 1st ex.s. c 17 s 56 are each
28 amended to read as follows:

29 Each regional transportation planning organization shall create a
30 transportation policy board. Transportation policy boards shall
31 provide policy advice to the regional transportation planning
32 organization and shall allow representatives of major employers within
33 the region, the department of transportation, transit districts, port
34 districts, and member cities, towns, and counties within the region to
35 participate in policy making. Any members of the house of
36 representatives or the state senate whose districts are within the
37 boundaries of the regional transportation planning organization are
38 considered ex officio, nonvoting policy board members of the regional

1 transportation planning organization. This does not preclude
2 legislators from becoming full-time, voting board members.

3 **Sec. 3.** RCW 47.80.070 and 1994 c 158 s 5 are each amended to read
4 as follows:

5 In order to ensure state-wide consistency in the regional
6 transportation planning process, the state department of
7 transportation, in conformance with chapter 34.05 RCW, shall:

8 (1) In cooperation with regional transportation planning
9 organizations, establish minimum standards for development of a
10 regional transportation plan;

11 (2) Facilitate coordination between regional transportation
12 planning organizations; and

13 (3) Through the regional transportation planning process, and
14 through state planning efforts as required by RCW 47.01.071, identify
15 and jointly plan (~~(improvements and strategies)~~) the most efficient
16 strategy to address identified deficiencies, including investments in
17 modal integration within those corridors important to moving people and
18 goods on a regional (~~(or)~~) and state-wide basis.

19 **Sec. 4.** RCW 47.06.050 and 1993 c 446 s 5 are each amended to read
20 as follows:

21 The state-owned facilities component of the state-wide
22 transportation plan shall be consistent with RCW 47.06.040 and shall
23 identify the most cost-effective combination of transportation
24 investments that maximizes the efficient movement of people, freight,
25 and goods within state transportation corridors, to include public-
26 private transportation initiatives. The identification process shall
27 include the modal comparison of highway, ferry, bicycle, and pedestrian
28 facilities, passenger rail, air transportation, public transit,
29 transportation demand measures, and high-capacity transportation
30 improvements within a state transportation corridor. The comparison of
31 transportation modes shall include an analysis of the public, private,
32 and social costs and benefits of transportation investments. The
33 state-owned facilities component of the state-wide transportation plan
34 shall also consist of:

35 (1) The state highway system plan, which identifies program and
36 financing needs and recommends specific and financially realistic
37 improvements to preserve the structural integrity of the state highway

1 system, ensure acceptable operating conditions, and provide for
2 enhanced access to scenic, recreational, and cultural resources. The
3 state highway system plan shall contain the following elements:

4 (a) A system preservation element, which shall establish structural
5 preservation objectives for the state highway system including bridges,
6 identify current and future structural deficiencies based upon analysis
7 of current conditions and projected future deterioration, and recommend
8 program funding levels and specific actions necessary to preserve the
9 structural integrity of the state highway system consistent with
10 adopted objectives. This element shall serve as the basis for the
11 preservation component of the six-year highway program and the two-year
12 biennial budget request to the legislature;

13 (b) A capacity and operational improvement element, which shall
14 establish operational objectives, including safety considerations, for
15 moving people and goods on the state highway system, identify current
16 and future capacity, operational, and safety deficiencies, and
17 recommend program funding levels and specific improvements and
18 strategies necessary to achieve the operational objectives. In
19 developing capacity and operational improvement plans the department
20 shall first assess strategies to enhance the operational efficiency of
21 the existing system before recommending system expansion. Congestion
22 relief must be a primary emphasis of the capacity and operational
23 improvement element. Strategies to enhance the operational
24 efficiencies include but are not limited to access management,
25 transportation system management, demand management, and high-occupancy
26 vehicle facilities. The capacity and operational improvement element
27 must conform to the state implementation plan for air quality and be
28 consistent with regional transportation plans adopted under chapter
29 47.80 RCW, and shall serve as the basis for the capacity and
30 operational improvement portions of the six-year highway program and
31 the two-year biennial budget request to the legislature;

32 (c) A scenic and recreational highways element, which shall
33 identify and recommend designation of scenic and recreational highways,
34 provide for enhanced access to scenic, recreational, and cultural
35 resources associated with designated routes, and recommend a variety of
36 management strategies to protect, preserve, and enhance these
37 resources. The department, affected counties, cities, and towns,
38 regional transportation planning organizations, and other state or
39 federal agencies shall jointly develop this element;

1 (d) A paths and trails element, which shall identify the needs of
2 nonmotorized transportation modes on the state transportation systems
3 and provide the basis for the investment of state transportation funds
4 in paths and trails, including funding provided under chapter 47.30
5 RCW.

6 (2) The state ferry system plan, which shall guide capital and
7 operating investments in the state ferry system. The plan shall
8 establish service objectives for state ferry routes, forecast travel
9 demand for the various markets served in the system, and develop
10 strategies for ferry system investment that consider regional and
11 state-wide vehicle and passenger needs, support local land use plans,
12 and assure that ferry services are fully integrated with other
13 transportation services. The plan shall assess the role of private
14 ferries operating under the authority of the utilities and
15 transportation commission and shall coordinate ferry system capital and
16 operational plans with these private operations. The ferry system plan
17 must be consistent with the regional transportation plans for areas
18 served by the state ferry system, and shall be developed in conjunction
19 with the ferry advisory committees."

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23 On page 1, line 1 of the title, after "planning" strike the
24 remainder of the title and insert "and the state-owned facilities
25 component of the state-wide transportation plan and intercity passenger
26 rail; and amending RCW 47.80.23, 47.80.040, 47.80.070, and 47.06.050."

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