

2 **SSB 5749** - S AMD 210

3 By Senators Haugen, Horn, and Benton

4 ADOPTED 04/04/01

5 On page 1, strike everything after the enacting clause and insert
6 the following:

7 "**Sec. I.** RCW 47.05.010 and 1993 c 490 s 1 are each amended to read
8 as follows:

9 The legislature finds that solutions to state highway deficiencies
10 have become increasingly complex and diverse and that anticipated
11 transportation revenues will fall substantially short of the amount
12 required to satisfy all transportation needs. Difficult investment
13 trade-offs will be required.

14 It is the intent of the legislature that investment of state
15 transportation funds to address deficiencies on the state highway
16 system be based on a policy of priority programming having as its basis
17 the rational selection of projects and services according to factual
18 need and an evaluation of life cycle costs and benefits (~~(and which)~~)
19 that are systematically scheduled to carry out defined objectives
20 within available revenue. The state must develop analytic tools to use
21 a common methodology to measure benefits and costs for all modes.

22 The priority programming system (~~(shall)~~) must ensure preservation
23 of the existing state highway system, relieve congestion, provide
24 mobility for people and goods, support the state's economy, and promote
25 environmental protection and energy conservation.

26 The priority programming system (~~(shall)~~) must implement the state-
27 owned highway component of the statewide (~~(multimodal)~~) transportation
28 plan, consistent with local and regional transportation plans, by
29 targeting state transportation investment to appropriate multimodal
30 solutions (~~(which)~~) that address identified state highway system
31 deficiencies.

32 The priority programming system for improvements (~~(shall)~~) must
33 incorporate a broad range of solutions that are identified in the
34 statewide (~~(multimodal)~~) transportation plan as appropriate to address
35 state highway system deficiencies, including but not limited to
36 highway expansion, efficiency improvements, nonmotorized transportation

1 facilities, high occupancy vehicle facilities, transit facilities and
2 services, rail facilities and services, and transportation demand
3 management programs.

4 **Sec. II.** RCW 47.05.030 and 1998 c 171 s 6 are each amended to read
5 as follows:

6 The transportation commission shall adopt a comprehensive six-year
7 investment program specifying program objectives and performance
8 measures for the preservation and improvement programs defined in this
9 section. In the specification of investment program objectives and
10 performance measures, the transportation commission, in consultation
11 with the Washington state department of transportation, shall define
12 and adopt standards for effective programming and prioritization
13 practices including a needs analysis process. The ~~((needs))~~ analysis
14 process ~~((shall))~~ must ensure the identification of problems and
15 deficiencies, the evaluation of alternative solutions and trade-offs,
16 and estimations of the costs and benefits of prospective projects.
17 Project prioritization must be based primarily upon cost-benefit
18 analysis, where appropriate. The investment program ~~((shall))~~ must be
19 revised biennially, effective on July 1st of odd-numbered years. The
20 investment program ~~((shall))~~ must be based upon the needs identified in
21 the state-owned highway component of the statewide ~~((multimodal))~~
22 transportation plan as defined in RCW 47.01.071(3).

23 (1) The preservation program ~~((shall))~~ consists of those
24 investments necessary to preserve the existing state highway system and
25 to restore existing safety features, giving consideration to lowest
26 life cycle costing. The preservation program must require use of the
27 most cost-effective pavement surfaces, considering:

- 28 (a) life cycle cost analysis;
- 29 (b) traffic volume;
- 30 (c) subgrade soil conditions;
- 31 (d) environmental and weather conditions;
- 32 (e) materials available; and
- 33 (f) construction factors.

34 The comprehensive six-year investment program for preservation
35 ~~((shall))~~ must identify projects for two years and an investment plan
36 for the remaining four years.

37 (2) The improvement program ~~((shall))~~ consists of investments
38 needed to address identified deficiencies on the state highway system

1 to increase mobility, address congestion, and improve ((mobility,))
2 safety, support for the economy, and protection of the environment.
3 The six-year investment program for improvements ((shall)) must
4 identify projects for two years and major deficiencies proposed to be
5 addressed in the six-year period giving consideration to relative
6 benefits and life cycle costing. The transportation commission shall
7 give higher priority for correcting identified deficiencies on those
8 facilities classified as facilities of statewide significance as
9 defined in RCW 47.06.140.

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

13 **Sec. III.** RCW 47.05.035 and 1993 c 490 s 4 are each amended to
14 read as follows:

15 The commission shall develop and use transportation demand modeling
16 tools to evaluate investments based on the best mode or improvement, or
17 mix of modes and improvements, to meet current and future long-term
18 demand within a corridor or system for the lowest cost. The end result
19 of these demand modeling tools is to provide a cost-benefit analysis by
20 which the commission can determine the relative mobility improvement
21 and congestion relief each mode or improvement under consideration will
22 provide and the relative investment each mode or improvement under
23 consideration will need to achieve that relief. In developing program
24 objectives and performance measures, the transportation commission
25 shall evaluate investment trade-offs between the preservation and
26 improvement programs. In making these investment trade-offs, the
27 commission shall evaluate, using cost-benefit techniques, roadway and
28 bridge maintenance activities as compared to roadway and bridge
29 preservation program activities and adjust those programs accordingly.

30 The commission shall allocate the estimated revenue between
31 preservation and improvement programs giving primary consideration to
32 the following factors:

33 (1) The relative needs in each of the programs and the system
34 performance levels that can be achieved by meeting these needs;

35 (2) The need to provide adequate funding for preservation to
36 protect the state's investment in its existing highway system;

37 (3) The continuity of future transportation development with those
38 improvements previously programmed; and

1 (4) The availability of dedicated funds for a specific type of
2 work.

3 **Sec. IV.** RCW 47.05.051 and 1998 c 175 s 12 are each amended to
4 read as follows:

5 The comprehensive six-year investment program shall be based upon
6 the needs identified in the state-owned highway component of the
7 statewide multimodal transportation plan as defined in RCW 47.01.071(3)
8 and priority selection systems that incorporate the following criteria:

9 (1) Priority programming for the preservation program shall take
10 into account the following, not necessarily in order of importance:

11 (a) Extending the service life of the existing highway system,
12 including using the most cost-effective pavement surfaces, considering:

13 (i) life cycle cost analysis;

14 (ii) traffic volume;

15 (iii) subgrade soil conditions;

16 (iv) environmental and weather conditions;

17 (v) materials available; and

18 (vi) construction factors.

19 (b) Ensuring the structural ability to carry loads imposed upon
20 highways and bridges; 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 preservation
24 projects to be included in the six-year program.

25 (2) Priority programming for the improvement program shall take
26 into account the following:

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

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

30 (c) Accident and accident risk reduction;

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

32 (e) Continuity and systematic development of the highway
33 transportation network;

34 (f) Consistency with local comprehensive plans developed under
35 chapter 36.70A RCW;

36 (g) Consistency with regional transportation plans developed under
37 chapter 47.80 RCW;

38 (h) Public views concerning proposed improvements;

1 (i) The conservation of energy resources;
2 (j) Feasibility of financing the full proposed improvement;
3 (k) Commitments established in previous legislative sessions;
4 (l) Relative costs and benefits of candidate programs;
5 (m) Major projects addressing capacity deficiencies which
6 prioritize allowing for preliminary engineering shall be reprioritized
7 during the succeeding biennium, based upon updated project data.
8 Reprioritized projects may be delayed or canceled by the transportation
9 commission if higher priority projects are awaiting funding; ((and))

10 (n) Major project approvals which significantly increase a project's
11 scope or cost from original prioritization estimates shall include a
12 review of the project's estimated revised priority rank and the level
13 of funding provided. Projects may be delayed or canceled by the
14 transportation commission if higher priority projects are awaiting
15 funding((-)); and

16 (o) Congestion reduction.

17 (3) The commission may depart from the priority programming
18 established under subsections (1) and (2) of this section: (a) To the
19 extent that otherwise funds cannot be utilized feasibly within the
20 program; (b) as may be required by a court judgment, legally binding
21 agreement, or state and federal laws and regulations; (c) as may be
22 required to coordinate with federal, local, or other state agency
23 construction projects; (d) to take advantage of some substantial
24 financial benefit that may be available; (e) for continuity of route
25 development; or (f) because of changed financial or physical conditions
26 of an unforeseen or emergent nature. The commission or secretary of
27 transportation shall maintain in its files information sufficient to
28 show the extent to which the commission has departed from the
29 established priority.

30 (4) The commission shall identify those projects that yield freight
31 mobility benefits or that alleviate the impacts of freight mobility
32 upon affected communities.

33 **Sec. V.** RCW 47.06.130 and 1993 c 446 s 13 are each amended to read
34 as follows:

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

1 (2) The department shall conduct multimodal corridor analyses on
2 major congested corridors. Analysis will include the cost-effectiveness
3 of all feasible strategies in addressing congestion or improving
4 mobility within the corridor, and must recommend the most effective
5 strategy or mix of strategies to address identified deficiencies. A
6 long-term view of corridors shall be employed to determine whether an
7 existing corridor should be expanded, a city or county road should
8 become a state route, and whether a new corridor is needed to alleviate
9 congestion and enhance mobility based on travel demand. To the extent
10 practicable, full costs of all strategies must be reflected in the
11 analysis. At a minimum, this analysis shall include:

12 (a) The current and projected future demand for total person
13 trips on that corridor;

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

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

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

19 (e) How much of the current and anticipated future demand
20 will be met and left unmet for each mode or improvement proposed to
21 meet demand.

22 The end result of this analysis will be to provide a cost-benefit
23 analysis by which policymakers can determine the most cost effective
24 improvement or mode, or mix of improvements and modes, for increasing
25 mobility and reducing congestion.

26 NEW SECTION. Sec. VI. This act takes effect July 1, 2001."

--- END <

EFFECT: Refines factors of cost-benefit analysis so that, within a corridor, the relative costs and benefits of each mode or improvement (i.e., transit, additional lanes, etc.) under consideration are compared so that policymakers can choose which modes or improvements to make.