

2 **2ESSB 5764** - S AMD 488
3 By Senator Haugen

4 ADOPTED 01/16/02

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

7 "NEW SECTION. **Sec. 1.** The legislature finds that roads, streets,
8 bridges, and highways in the state represent public assets worth over
9 one hundred billion dollars. These investments require regular
10 maintenance and preservation, or rehabilitation, to provide cost-
11 effective transportation services. Many of these facilities are in
12 poor condition. Given the magnitude of public investment and the
13 importance of safe, reliable roadways to the motoring public, the
14 legislature intends to create stronger accountability to ensure that
15 cost-effective maintenance and preservation is provided for these
16 transportation facilities.

17 **Sec. 2.** RCW 35.84.060 and 1969 ex.s. c 281 s 26 are each amended
18 to read as follows:

19 Every municipal corporation which owns or operates an urban public
20 transportation system as defined in RCW 47.04.082 within its corporate
21 limits, may acquire, construct, extend, own, or operate such urban
22 public transportation system to any point or points not to exceed
23 fifteen miles outside of its corporate limits: PROVIDED, That no
24 municipal corporation shall extend its urban public transportation
25 system beyond its corporate limits to operate in any territory already
26 served by a privately operated auto transportation company holding a
27 certificate of public convenience and necessity from the utilities and
28 transportation commission.

29 As a condition of receiving state funding, the municipal
30 corporation shall submit a maintenance management plan for
31 certification by the transportation commission or its successor entity.
32 The plan must inventory all transportation system assets within the
33 direction and control of the municipality, and provide a preservation
34 plan based on lowest life cycle cost methodologies.

1 NEW SECTION. **Sec. 3.** A new section is added to chapter 36.56 RCW
2 to read as follows:

3 As a condition of receiving state funding, a county that has
4 assumed the transportation functions of a metropolitan municipal
5 corporation shall submit a maintenance and preservation management plan
6 for certification by the transportation commission or its successor
7 entity. The plan must inventory all transportation system assets
8 within the direction and control of the county, and provide a
9 preservation plan based on lowest life cycle cost methodologies.

10 NEW SECTION. **Sec. 4.** A new section is added to chapter 36.57A RCW
11 to read as follows:

12 As a condition of receiving state funding, a public transportation
13 benefit area authority shall submit a maintenance and preservation
14 management plan for certification by the transportation commission or
15 its successor entity. The plan must inventory all transportation
16 system assets within the direction and control of the authority, and
17 provide a preservation plan based on lowest life cycle cost
18 methodologies.

19 NEW SECTION. **Sec. 5.** A new section is added to chapter 46.68 RCW
20 to read as follows:

21 No later than June 30, 2004, cities and towns shall provide to the
22 transportation commission, or its successor entity, preservation rating
23 information on at least seventy percent of the total city and town
24 arterial network. Thereafter, the preservation rating information
25 requirement shall increase in five percent increments in subsequent
26 biennia. The rating system used by cities and towns must be based upon
27 the Washington state pavement rating method or an equivalent standard
28 approved by the transportation commission or its successor entity.

29 **Sec. 6.** RCW 47.06.050 and 1993 c 446 s 5 are each amended to read
30 as follows:

31 The state-owned facilities component of the statewide
32 transportation plan shall consist of:

33 (1) The state highway system plan, which identifies program and
34 financing needs and recommends specific and financially realistic
35 improvements to preserve the structural integrity of the state highway
36 system, ensure acceptable operating conditions, and provide for

1 enhanced access to scenic, recreational, and cultural resources. The
2 state highway system plan shall contain the following elements:

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

13 (b) A highway maintenance element, establishing service levels for
14 highway maintenance on state-owned highways that meet benchmarks
15 established by the transportation commission. The highway maintenance
16 element must include an estimate of costs for achieving those service
17 levels over twenty years. This element will serve as the basis for the
18 maintenance component of the six-year highway program and the two-year
19 biennial budget request to the legislature;

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

37 ((+e)) (d) A scenic and recreational highways element, which shall
38 identify and recommend designation of scenic and recreational highways,
39 provide for enhanced access to scenic, recreational, and cultural

1 resources associated with designated routes, and recommend a variety of
2 management strategies to protect, preserve, and enhance these
3 resources. The department, affected counties, cities, and towns,
4 regional transportation planning organizations, and other state or
5 federal agencies shall jointly develop this element;

6 ~~((d))~~ (e) A paths and trails element, which shall identify the
7 needs of nonmotorized transportation modes on the state transportation
8 systems and provide the basis for the investment of state
9 transportation funds in paths and trails, including funding provided
10 under chapter 47.30 RCW.

11 (2) The state ferry system plan, which shall guide capital and
12 operating investments in the state ferry system. The plan shall
13 establish service objectives for state ferry routes, forecast travel
14 demand for the various markets served in the system, ~~((and))~~ develop
15 strategies for ferry system investment that consider regional and
16 statewide vehicle and passenger needs, support local land use plans,
17 and assure that ferry services are fully integrated with other
18 transportation services. The plan must provide for maintenance of
19 capital assets. The plan must also provide for preservation of capital
20 assets based on lowest life cycle cost methodologies. The plan shall
21 assess the role of private ferries operating under the authority of the
22 utilities and transportation commission and shall coordinate ferry
23 system capital and operational plans with these private operations.
24 The ferry system plan must be consistent with the regional
25 transportation plans for areas served by the state ferry system, and
26 shall be developed in conjunction with the ferry advisory committees.

27 **Sec. 7.** RCW 47.06.090 and 1993 c 446 s 9 are each amended to read
28 as follows:

29 The state-interest component of the statewide multimodal
30 transportation plan shall include an intercity passenger rail plan,
31 which shall analyze existing intercity passenger rail service and
32 recommend improvements to that service under the state passenger rail
33 service program including depot improvements, potential service
34 extensions, and ways to achieve higher train speeds.

35 For purposes of maintaining and preserving any state-owned
36 component of the state's passenger rail program, the statewide
37 multimodal transportation plan must identify all such assets and

1 provide a preservation plan based on lowest life cycle cost
2 methodologies.

3 NEW SECTION. Sec. 8. A new section is added to chapter 81.112 RCW
4 to read as follows:

5 As a condition of receiving state funding, a regional transit
6 authority shall submit a maintenance and preservation management plan
7 for certification by the transportation commission or its successor
8 entity. The plan must inventory all transportation system assets
9 within the direction and control of the transit authority, and provide
10 a plan for preservation of assets based on lowest life cycle cost
11 methodologies.

12 NEW SECTION. Sec. 9. A new section is added to chapter 36.78 RCW
13 to read as follows:

14 The board shall establish a standard of good practice for
15 maintenance of transportation system assets. This standard must be
16 implemented by all counties no later than December 31, 2007. The board
17 shall develop a model maintenance management system for use by
18 counties. The board shall develop rules to assist the counties in the
19 implementation of this system. Counties shall annually submit their
20 maintenance plans to the board. The board shall compile the county
21 data regarding maintenance management and annually submit it to the
22 transportation commission or its successor entity."

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26 In line 2 of the title, after "assets;" strike the remainder of the
27 title and insert "amending RCW 35.84.060, 47.06.050, and 47.06.090;
28 adding a new section to chapter 36.56 RCW; adding a new section to
29 chapter 36.57A RCW; adding a new section to chapter 46.68 RCW; adding
30 a new section to chapter 81.112 RCW; adding a new section to chapter
31 36.78 RCW; and creating a new section."

EFFECT: Implementation dates are adjusted for the 2002 session.

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