

SSB 6665 - S AMD 538

By Senators Johnson, Keiser, Eide and Kastama

ADOPTED 02/18/02

1 Strike everything after the enacting clause and insert the
2 following:

3 "NEW SECTION. **Sec. I.** The legislature finds that the expansion
4 and realignment of state route 167, which has been designated as a
5 highway of statewide significance, is of vital interest to the state's
6 economy. To ensure the free movement of people and goods along this
7 corridor is a transportation priority, and the department of
8 transportation shall plan and design an improved and expanded corridor
9 from its intersection with state route 405 in the north to a new
10 terminus at the Port of Tacoma via proposed state route 509 in the
11 south. At a minimum, the planning must include:

12 (1) Environmental permit processes must be conducted in accordance
13 with the criteria, standards, timelines, and other processes developed
14 by the transportation permit efficiency and accountability committee
15 established under chapter 47.06C RCW, and may include watershed based
16 mitigation;

17 (2) Planning must be undertaken in preparation for the ultimate
18 project to be designed and constructed using the design-build processes
19 established under RCW 47.20.780 and 47.20.785. The cost-benefit
20 analysis process and demand modeling tools provided in sections 401
21 through 406, chapter 5, Laws of 2002 may be used in this planning.

22 (3) Nothing in this section delays, restricts, or limits design,
23 right-of-way purchase, planning, construction, or other work associated
24 with state route 167 improvement projects which has already been
25 completed or is on-going. The design and plan process called for in
26 this section shall be conducted in such a way as to integrate previous
27 or on-going work on projects associated with improving state route 167
28 to avoid delay to any such project.

29 NEW SECTION. **Sec. II.** This act is null and void if new
30 transportation revenues do not become law in 2002."

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EFFECT: (1) Provides for the integration of on-going work in this process so as not to delay any improvements currently underway; and (2) includes watershed-based mitigation within the TPEAC permit process.