
SUBSTITUTE SENATE BILL 5749

State of Washington

57th Legislature

2001 Regular Session

By Senate Committee on Transportation (originally sponsored by Senators McAuliffe, Horn, Winsley, Oke and Haugen; by request of The Blue Ribbon Commission on Transportation)

READ FIRST TIME 03/08/01.

1 AN ACT Relating to cost-benefit analysis for transportation
2 planning; amending RCW 47.05.010, 47.05.030, 47.05.035, 47.05.051, and
3 47.06.130; and providing an effective date.

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

5 **Sec. 1.** RCW 47.05.010 and 1993 c 490 s 1 are each amended to read
6 as follows:

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

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

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

5 The priority programming system (~~shall~~) must implement the state-
6 owned highway component of the statewide multimodal transportation
7 plan, consistent with local and regional transportation plans, by
8 targeting state transportation investment to appropriate multimodal
9 solutions (~~which~~) that address identified state highway system
10 deficiencies.

11 The priority programming system for improvements (~~shall~~) must
12 incorporate a broad range of solutions that are identified in the
13 statewide multimodal transportation plan as appropriate to address
14 state highway system deficiencies, including but not limited to highway
15 expansion, efficiency improvements, nonmotorized transportation
16 facilities, high occupancy vehicle facilities, transit facilities and
17 services, rail facilities and services, and transportation demand
18 management programs.

19 **Sec. 2.** RCW 47.05.030 and 1998 c 171 s 6 are each amended to read
20 as follows:

21 The transportation commission shall adopt a comprehensive six-year
22 investment program specifying program objectives and performance
23 measures for the preservation and improvement programs defined in this
24 section. In the specification of investment program objectives and
25 performance measures, the transportation commission, in consultation
26 with the Washington state department of transportation and a public
27 interest advisory committee, shall define and adopt standards for
28 effective programming and prioritization practices including a needs
29 analysis process. The (~~needs~~) analysis process (~~shall~~) must ensure
30 the identification of problems and deficiencies, the evaluation of
31 alternative solutions and trade-offs, and estimations of the costs and
32 benefits of prospective projects. Project prioritization must be based
33 primarily upon cost-benefit analysis, where appropriate. The
34 investment program (~~shall~~) must be revised biennially, effective on
35 July 1st of odd-numbered years. The investment program (~~shall~~) must
36 be based upon the needs identified in the state-owned highway component
37 of the statewide multimodal transportation plan as defined in RCW
38 47.01.071(3).

1 (1) The preservation program (~~shall~~) consists of those
2 investments necessary to preserve the existing state highway system and
3 to restore existing safety features, giving consideration to lowest
4 life cycle costing. The preservation program must require use of the
5 most cost-effective pavement surfaces based on durability. The
6 comprehensive six-year investment program for preservation (~~shall~~)
7 must identify projects for two years and an investment plan for the
8 remaining four years.

9 (2) The improvement program (~~shall~~) consists of investments
10 needed to address identified deficiencies on the state highway system
11 to increase mobility choices, address congestion, and improve
12 (mobility,) safety, support for the economy, and protection of the
13 environment. The six-year investment program for improvements
14 (~~shall~~) must identify projects for two years and major deficiencies
15 proposed to be addressed in the six-year period giving consideration to
16 relative benefits and life cycle costing. The transportation
17 commission shall give higher priority for correcting identified
18 deficiencies on those facilities classified as facilities of statewide
19 significance as defined in RCW 47.06.140.

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

23 **Sec. 3.** RCW 47.05.035 and 1993 c 490 s 4 are each amended to read
24 as follows:

25 The commission shall develop and use transportation demand modeling
26 tools to evaluate investments. In developing program objectives and
27 performance measures, the transportation commission shall evaluate
28 investment trade-offs between the preservation and improvement
29 programs. In making these investment trade-offs, the commission shall
30 evaluate, using cost-benefit techniques, roadway and bridge maintenance
31 activities as compared to roadway and bridge preservation program
32 activities and adjust those programs accordingly.

33 The commission shall allocate the estimated revenue between
34 preservation and improvement programs giving primary consideration to
35 the following factors:

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

- 1 (2) The need to provide adequate funding for preservation to
2 protect the state's investment in its existing highway system;
3 (3) The continuity of future transportation development with those
4 improvements previously programmed; and
5 (4) The availability of dedicated funds for a specific type of
6 work.

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

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

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

15 (a) Extending the service life of the existing highway system,
16 including using the most cost-effective pavement surfaces available
17 based on durability;

18 (b) Ensuring the structural ability to carry loads imposed upon
19 highways and bridges; and

20 (c) Minimizing life cycle costs. The transportation commission in
21 carrying out the provisions of this section may delegate to the
22 department of transportation the authority to select preservation
23 projects to be included in the six-year program.

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

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

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

29 (c) Accident and accident risk reduction;

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

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

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

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

37 (h) Public views concerning proposed improvements;

38 (i) The conservation of energy resources;

1 (j) Feasibility of financing the full proposed improvement;
2 (k) Commitments established in previous legislative sessions;
3 (l) Relative costs and benefits of candidate programs;
4 (m) Available transportation demand management policies that could
5 be used to reduce demand on the highway system;

6 (n) Major projects addressing capacity deficiencies which
7 prioritize allowing for preliminary engineering shall be reprioritized
8 during the succeeding biennium, based upon updated project data.
9 Reprioritized projects may be delayed or canceled by the transportation
10 commission if higher priority projects are awaiting funding; and

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

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. 5.** 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 where needed improvements are likely to cost
3 in excess of two hundred fifty million dollars before these
4 improvements are included in the statewide multimodal transportation
5 plan. These multimodal corridor analyses must be carried out in
6 cooperation with stakeholders including local communities along the
7 corridor, natural resource agencies, and other interests. Analysis
8 will include the cost-effectiveness of all feasible strategies in
9 addressing congestion or improving mobility within the corridor, and
10 must recommend the most effective mix of strategies to address
11 identified deficiencies. To the extent practicable, full costs of all
12 strategies must be reflected in the analysis.

13 NEW SECTION. Sec. 6. This act takes effect July 1, 2004.

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