
SENATE BILL 6665

State of Washington 57th Legislature

2002 Regular Session

By Senators Johnson and Keiser

Read first time 01/24/2002. Referred to Committee on Transportation.

1 AN ACT Relating to state route 167; and creating a new section.

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

3 NEW SECTION. **Sec. 1.** The legislature finds that the expansion and
4 realignment of state route 167, which has been designated as a highway
5 of statewide significance, is of vital interest to the state's economy.
6 To ensure the free movement of people and goods along this corridor is
7 a transportation priority, and the department of transportation shall
8 plan and design an improved and expanded corridor from its intersection
9 with state route 405 in the north to a new terminus at the Port of
10 Tacoma via proposed state route 509 in the south. At a minimum, the
11 planning must include:

12 (1) A cost-benefit analysis of options that will move the most
13 people and freight along this corridor for the least cost. Analysis
14 will include the cost-effectiveness of all feasible strategies in
15 addressing congestion or improving mobility within the corridor, and
16 must recommend the most effective strategy or mix of strategies to
17 address identified deficiencies. A long-term view of the corridor must
18 be used to determine whether an existing corridor should be expanded,
19 a city or county road should become a state route, and whether a new

1 corridor is needed to alleviate congestion and enhance mobility based
2 on travel demand. To the extent practicable, full costs of all
3 strategies must be reflected in the analysis. At a minimum, this
4 analysis must include:

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

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

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

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

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

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

19 (2) Environmental permit processes must be conducted in accordance
20 with the criteria, standards, timelines, and other processes developed
21 by the transportation permit efficiency and accountability committee
22 established under chapter 47.06C RCW.

23 (3) Planning must be undertaken in preparation for the ultimate
24 project to be designed and constructed using the design-build processes
25 established under RCW 47.20.780 and 47.20.785.

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