
HOUSE BILL 1816

State of Washington 52nd Legislature 1991 Regular Session

By Representatives Nelson, R. Fisher, Cantwell, Betrozoff, Heavey, Phillips and Prentice.

Read first time February 11, 1991. Referred to Committee on Transportation.

1 AN ACT Relating to long-term transportation planning; amending RCW
2 36.79.080, 36.81.121, 47.05.030, 47.26.084, and 47.26.220; and adding
3 a new chapter to Title 47 RCW.

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

5 **Sec. 1.** RCW 36.79.080 and 1983 1st ex.s. c 49 s 8 are each amended
6 to read as follows:

7 In preparing their respective six-year programs relating to rural
8 arterial improvements, counties shall select specific priority
9 improvement projects for each functional class of arterial based on the
10 rating of each arterial section proposed to be improved in relation to
11 other arterial sections within the same functional class, taking into
12 account the following:

- 13 (1) Its structural ability to carry loads imposed upon it;
14 (2) Its capacity to ~~((move traffic at reasonable speeds;~~

1 ~~(3))~~ provide efficient, dependable, and rapid accessibility for
2 movement of people and goods;

3 (3) Its consistency with local and regional transportation and land
4 use plans;

5 (4) Its consistency with state, regional, and local transit plans,
6 where applicable;

7 (5) Its consistency with state, regional, and local freight rail
8 considerations;

9 (6) Its adequacy of alignment and related geometrics;

10 ~~((4))~~ (7) Its accident experience; and

11 ~~((5))~~ (8) Its fatal accident experience.

12 With assistance from regional transportation planning
13 organizations, where applicable, adjacent counties, and the county road
14 administration board, long-term plans shall be used to guide
15 development of the six-year programs. The six-year construction
16 programs shall remain flexible and subject to annual revision as
17 provided in RCW 36.81.121.

18 **Sec. 2.** RCW 36.81.121 and 1990 1st ex.s. c 17 s 58 are each
19 amended to read as follows:

20 (1) Before July 1st of each year, the legislative authority of each
21 county with the advice and assistance of the county road engineer, and
22 pursuant to one or more public hearings thereon, shall prepare and
23 adopt a comprehensive road program for the ensuing six calendar years.
24 If the county has adopted a comprehensive plan pursuant to chapter
25 35.63 or 36.70 RCW, the inherent authority of a charter county derived
26 from its charter, or chapter 36.70A RCW, the program shall be
27 consistent with this comprehensive plan.

28 The program shall include proposed road and bridge construction
29 work, and for those counties operating ferries shall also include a

1 separate section showing proposed capital expenditures for ferries,
2 docks, and related facilities. Copies of the program shall be filed
3 with the county road administration board (~~and with~~), the state
4 secretary of transportation, and the regional transportation planning
5 organization, where applicable, not more than thirty days after its
6 adoption by the legislative authority. The purpose of this section is
7 to assure that each county shall perpetually have available advanced
8 plans looking to the future for not less than six years as a guide in
9 carrying out a coordinated road construction program that reflects the
10 transportation goals set forth in chapter 36.70A RCW. The program may
11 at any time be revised by a majority of the legislative authority but
12 only after a public hearing thereon.

13 (2) The six-year program of each county having an urban area within
14 its boundaries shall contain a separate section setting forth the six-
15 year program for arterial road construction based upon its long-range
16 construction plan and formulated in accordance with regulations of the
17 transportation improvement board. The six-year program for arterial
18 road construction shall be submitted to the transportation improvement
19 board forthwith after its annual revision and adoption by the
20 legislative authority of each county. The six-year program for
21 arterial road construction shall be based upon estimated revenues
22 available for such construction together with such additional sums as
23 the legislative authority of each county may request for urban
24 arterials from the urban arterial trust account or the transportation
25 improvement account for the six-year period. The arterial road
26 construction program shall provide for a more rapid rate of completion
27 of the long-range construction needs of principal arterial roads than
28 for minor and collector arterial roads, pursuant to regulations of the
29 transportation improvement board.

1 (3) Each six-year program forwarded to the secretary in compliance
2 with subsection (1) of this section shall contain information as to how
3 a county will expend its moneys, including funds made available
4 pursuant to chapter 47.30 RCW, for bicycles, pedestrians, and
5 equestrian purposes.

6 **Sec. 3.** RCW 47.05.030 and 1987 c 179 s 2 are each amended to read
7 as follows:

8 The transportation commission shall adopt and periodically revise,
9 after consultation with the legislative transportation committee, a
10 comprehensive six-year program and financial plan for highway
11 improvements specifying program objectives for each of the highway
12 categories, "A," "B," "C," and "H," defined in this section, and within
13 the framework of estimated funds for such period. The program and plan
14 shall be based upon the improvement needs (~~((for state highways as
15 determined by the department from time to time))~~) identified in the
16 state highway system plan, as required under section 6 of this act.

17 With such reasonable deviations as may be required to effectively
18 utilize the estimated funds and to adjust to unanticipated delays in
19 programmed projects, the commission shall allocate the estimated funds
20 among the following described categories of highway improvements, so as
21 to carry out the commission's program objectives:

22 (1) Category A shall consist of those improvements necessary to
23 sustain the structural, safety, and operational integrity of the
24 existing state highway system (other than improvements to the
25 interstate system to be funded with federal aid at the regular
26 interstate rate under federal law and regulations, and improvements
27 designated in subsections (2) through (4) of this section).

1 (2) Category B shall consist of improvements for the continued
2 development of the interstate system to be funded with federal aid at
3 the regular interstate rate under federal law and regulations.

4 (3) Category C shall consist of the development of major
5 transportation improvements (other than improvements to the interstate
6 system to be funded with federal aid at the regular interstate rate
7 under federal law and regulations) including designated but
8 unconstructed highways which are vital to the state-wide transportation
9 network.

10 (4) Category H shall consist of those improvements necessary to
11 sustain the structural and operational integrity of existing bridges on
12 the highway system (other than bridges on the interstate system or
13 bridge work included in another category because of its association
14 with a highway project in such category).

15 Projects which are financed one hundred percent by federal funds or
16 other agency funds shall, if the commission determines that such work
17 will improve the state highway system, be managed separately from the
18 above categories.

19 NEW SECTION. **Sec. 4.** The legislature recognizes that the
20 ownership and operation of Washington's transportation system is spread
21 among federal, state, and local government agencies, regional transit
22 agencies, port districts, and the private sector. Therefore,
23 transportation planning must be a comprehensive and coordinated effort.
24 The specific role of the department in transportation planning shall be
25 (1) ongoing coordination and development of state-wide transportation
26 policies that guide all Washington transportation providers, (2)
27 ongoing system planning for state transportation systems that
28 identifies investment needs and meets federal requirements for state-
29 wide transportation plans, (3) coordinating the state high capacity

1 transportation planning and regional transportation planning programs,
2 and (4) conducting special transportation planning studies that impact
3 state transportation facilities or relate to transportation issues of
4 state-wide significance. Specific requirements for each of these state
5 transportation planning components are described in this chapter.

6 NEW SECTION. **Sec. 5.** The department shall develop a state
7 transportation policy plan that (1) establishes a vision and goals for
8 the development of the state-wide transportation system consistent with
9 the state's growth management goals, (2) identifies significant state-
10 wide transportation policy issues, and (3) recommends state-wide
11 transportation policies and strategies to the legislature to fulfill
12 the requirements of RCW 47.01.071(1). The state transportation policy
13 plan shall be the product of an ongoing process that shall involve
14 representatives of significant transportation interests and the general
15 public from across the state.

16 NEW SECTION. **Sec. 6.** The department shall produce a state-
17 wide transportation plan under RCW 47.01.071(3) consisting of a highway
18 system plan, ferry system plan, airport system plan, freight rail plan,
19 and bicycle plan. These plans shall guide state investment in
20 transportation facilities to ensure the continued mobility of people
21 and goods within regions across the state in a cost-effective manner.
22 These plans must be consistent with the state transportation policy
23 plan and with each other, and shall reflect public involvement and be
24 coordinated with regional transportation planning, high capacity
25 transportation planning, and local comprehensive plans. The specific
26 requirements for these plans are:

27 (1) State highway system plan - A plan that identifies program
28 needs and specific improvements recommended to preserve the structural

1 integrity of the state highway system and ensure acceptable operating
2 conditions. The state highway system plan must contain the following
3 elements:

4 (a) System preservation - This element establishes structural
5 preservation standards for the state highway system including bridges,
6 identifies current and future structural deficiencies based upon
7 analysis of current condition and engineering analysis of future
8 deterioration, and recommends program funding levels and specific
9 improvements necessary to preserve the structural integrity of the
10 state highway system at adopted standards. This element shall serve as
11 the basis for the preservation component of the six-year highway
12 construction program.

13 (b) Capacity and operational improvement - This element establishes
14 operational standards, including safety considerations, for moving
15 people and goods on the state highway system, identifies current and
16 future capacity and operational and safety deficiencies, and proposes
17 program funding levels and specific improvements and strategies
18 necessary to maintain the established operational standards. Forecasts
19 of travel shall be based upon adopted local land use plans, and shall
20 be consistent with those developed for regional transportation
21 planning. Capacity and operational improvement plans shall first
22 assess strategies that enhance the operational efficiency of the
23 existing system before recommending system expansion. Specific
24 improvement recommendations shall be based upon which alternative moves
25 the most people or goods, or both. Strategies that enhance the
26 operational efficiency include access management, transportation system
27 management, demand management, and high occupancy vehicle facility
28 development.

29 The capacity and operational improvement element must conform to
30 the state implementation plan for air quality, and be consistent with

1 regional transportation plans adopted under chapter 47.80 RCW, and
2 provide the basis for the capacity and operational improvement portions
3 of the highway construction program.

4 (c) Scenic and recreational highways element - This element shall
5 identify and recommend designation of scenic and recreational highways,
6 provide for enhanced access to scenic, recreational, and cultural
7 resources associated with designated routes, and ensure, through a
8 variety of appropriate management strategies, the protection,
9 preservation, and enhancement of these resources. The department,
10 affected local governments, regional transportation planning
11 organizations, and other state or federal agencies shall jointly
12 develop this element.

13 (2) The Washington state ferry system plan - A plan to guide state
14 investments in the Washington state ferry system to ensure a mobility
15 link across Puget Sound. The plan shall establish service standards
16 for state ferry routes, forecast travel demand for the various markets
17 served by the state ferry system, and develop strategies for ferry
18 system investment that consider both vehicle and passenger needs, meet
19 regional and state-wide travel purposes, support local land use plans,
20 and are fully integrated into land transportation connections.

21 The Washington state ferry system plan shall be developed in
22 conjunction with the regional transportation planning organizations
23 designated for counties served by the Washington state ferry system and
24 the ferry advisory committees.

25 (3) The airport systems plan - A plan to identify the program needs
26 for public use airports in the state, and to fulfill the state-wide
27 aviation planning requirements of the federal government.

28 (4) The state freight rail plan - A plan to identify light density
29 freight rail lines threatened with abandonment, establish criteria for
30 the importance of preserving the service or line, recommend priorities

1 for the use of state rail assistance and state rail banking program
2 funds, and fulfill federal state-wide rail planning requirements.

3 (5) The state bicycle plan - A plan to identify bicycling needs on
4 the state transportation systems and to provide a basis for the
5 investment of state highway funds dedicated to bicycling facilities
6 under chapter 47.30 RCW.

7 NEW SECTION. **Sec. 7.** The department's role in high capacity
8 transportation planning and regional transportation planning is to
9 administer state planning grants for these purposes, participate in
10 these regional planning processes, and coordinate other department
11 planning with these regional efforts.

12 NEW SECTION. **Sec. 8.** The department may carry out special
13 transportation planning studies to resolve specific issues with the
14 development of the state transportation system or other state-wide
15 transportation issues.

16 **Sec. 9.** RCW 47.26.084 and 1988 c 167 s 2 are each amended to read
17 as follows:

18 The transportation improvement account is hereby created in the
19 motor vehicle fund. The board shall adopt rules and procedures which
20 shall govern the allocation of funds in the transportation improvement
21 account at such time as funds become available.

22 The board shall allocate funds from the account by June 30 of each
23 year for the ensuing fiscal year and shall endeavor to provide
24 geographical diversity in selecting improvement projects to be funded
25 from the account.

1 Of the amount made available to the transportation improvement
2 board from the transportation improvement account for improvement
3 projects:

4 (1) Eighty-seven percent shall be allocated to counties, to cities
5 with a population of over five thousand, and to transportation benefit
6 districts. Improvement projects may include, but are not limited to,
7 multi-agency and suburban arterial improvement projects.

8 ~~((To be eligible to receive these funds, a project must be (a)~~
9 ~~consistent with state, regional, and local transportation plans and~~
10 ~~consideration shall be given to the project's relationship, both actual~~
11 ~~and potential, with rapid mass transit and at such time as a rail plan~~
12 ~~is developed by the rail development commission, projects must be~~
13 ~~consistent therewith, (b) necessitated by existing or reasonably~~
14 ~~foreseeable congestion levels attributable to economic development or~~
15 ~~growth, and (c) partially funded by local government or private~~
16 ~~contributions, or a combination of such contributions.)) Before
17 awarding funding for any specific project the transportation
18 improvement board shall determine if the following criteria have been
19 considered:~~

20 (a) The project is necessitated by existing or reasonably
21 foreseeable congestion levels attributable to economic development or
22 growth;

23 (b) The project emphasizes the movement of people and goods rather
24 than vehicles;

25 (c) The project includes, where appropriate, other modes of
26 transportation such as transit, high occupancy vehicle lanes, and high
27 capacity transit;

28 (d) The project conforms to local and regional transportation and
29 land use plans;

1 (e) The project is consistent with local and regional high-capacity
2 transportation considerations;

3 (f) The project is consistent with state, regional, and local
4 freight rail considerations in accordance with RCW 47.80.030; and

5 (g) The project is partially funded by local government or private
6 contributions, or a combination of such contributions.

7 The board shall, for those projects meeting the eligibility
8 criteria, determine what percentage of each project is funded by local
9 and/or private contribution. Priority consideration shall be given to
10 those projects with the greatest percentage of local and/or private
11 contribution.

12 Within one year after board approval of an application for funding,
13 a county, city, or transportation benefit district shall provide
14 written certification to the board of the pledged local and/or private
15 funding. Funds allocated to an applicant that does not certify its
16 funding within one year after approval may be reallocated by the board.

17 (2) Thirteen percent shall be allocated by the board to cities
18 with a population of five thousand or less for street improvement
19 projects in a manner determined by the board.

20 **Sec. 10.** RCW 47.26.220 and 1989 c 160 s 1 are each amended to read
21 as follows:

22 Counties and cities, in preparing their respective six year
23 programs relating to urban arterial improvements to be funded by the
24 urban arterial trust account, shall select specific priority
25 improvement projects for each functional class of arterial based on the
26 rating of each arterial section proposed to be improved in relation to
27 other arterial sections within the same functional class, taking into
28 account the following:

29 (1) Its structural ability to carry loads imposed upon it;

1 (2) Its capacity to (~~move traffic and persons at reasonable speeds~~
2 ~~without undue congestion~~) provide efficient, dependable, and rapid
3 accessibility for movement of people and goods;

4 (3) Its adequacy of alignment and related geometrics;

5 (4) Its accident experience; (~~and~~)

6 (5) Its fatal accident experience;

7 (6) Its consistency with local and regional transportation and land
8 use plans in accordance with RCW 47.80.030;

9 (7) Its consistency with regional and local high-capacity
10 transportation considerations;

11 (8) Its consistency with state, regional, and local freight rail
12 considerations. The six-year construction programs shall remain
13 flexible and subject to annual revision as provided in RCW 36.81.121
14 and 35.77.010.

15 NEW SECTION. **Sec. 11.** Sections 4 through 8 of this act shall
16 constitute a new chapter in Title 47 RCW.