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HOUSE BILL 2021

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State of Washington

56th Legislature

1999 Regular Session

By Representatives Schindler, Pflug, K. Schmidt, Haigh, Lovick, DeBolt, McDonald and Mielke

Read first time 02/12/1999. Referred to Committee on Transportation.

1 AN ACT Relating to highway improvement priority programming  
2 criteria; and amending RCW 47.05.051.

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

4 **Sec. 1.** RCW 47.05.051 and 1998 c 175 s 12 are each amended to read  
5 as follows:

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

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

12 (a) Extending the service life of the existing highway system;

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

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

1       (2) Priority programming for the improvement program must give  
2 first consideration to increased capacity projects that, consistent  
3 with accident and accident risk reduction considerations, increase  
4 mobility and decrease congestion. Those projects must be evaluated by  
5 means of a system using data and methodology like that developed by the  
6 Texas Transportation Institute with the intent of creating a  
7 substantive, objective basis for ranking and selecting projects. In  
8 addition, priority programming for the improvement program shall take  
9 into account the following:

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

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

13       (c) Accident and accident risk reduction;

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

15       (e) Continuity and systematic development of the highway  
16 transportation network;

17       (f) Consistency with local comprehensive plans developed under  
18 chapter 36.70A RCW;

19       (g) Consistency with regional transportation plans developed under  
20 chapter 47.80 RCW;

21       (h) Public views concerning proposed improvements;

22       (i) The conservation of energy resources;

23       (j) Feasibility of financing the full proposed improvement;

24       (k) Commitments established in previous legislative sessions;

25       (l) Relative costs and benefits of candidate programs;

26       (m) Major projects addressing capacity deficiencies which  
27 prioritize allowing for preliminary engineering shall be reprioritized  
28 during the succeeding biennium, based upon updated project data.  
29 Reprioritized projects may be delayed or canceled by the transportation  
30 commission if higher priority projects are awaiting funding; and

31       (n) Major project approvals which significantly increase a  
32 project's scope or cost from original prioritization estimates shall  
33 include a review of the project's estimated revised priority rank and  
34 the level of funding provided. Projects may be delayed or canceled by  
35 the transportation commission if higher priority projects are awaiting  
36 funding.

37       (3) The commission may depart from the priority programming  
38 established under subsections (1) and (2) of this section: (a) To the  
39 extent that otherwise funds cannot be utilized feasibly within the

1 program; (b) as may be required by a court judgment, legally binding  
2 agreement, or state and federal laws and regulations; (c) as may be  
3 required to coordinate with federal, local, or other state agency  
4 construction projects; (d) to take advantage of some substantial  
5 financial benefit that may be available; (e) for continuity of route  
6 development; or (f) because of changed financial or physical conditions  
7 of an unforeseen or emergent nature. The commission or secretary of  
8 transportation shall maintain in its files information sufficient to  
9 show the extent to which the commission has departed from the  
10 established priority.

11 (4) The commission shall identify those projects that yield freight  
12 mobility benefits or that alleviate the impacts of freight mobility  
13 upon affected communities.

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