

2 **ESSB 5749** - S AMD 381
3 By Senator Haugen

4 ADOPTED 04/30/01

5 Strike everything after the enacting clause and insert the
6 following:

7 "Sec. 1. RCW 47.05.010 and 1993 c 490 s 1 are each amended to read
8 as follows:

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

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

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

26 The priority programming system (~~shall~~) must implement the state-
27 owned highway component of the statewide (~~multimodal~~) transportation
28 plan, consistent with local and regional transportation plans, by
29 targeting state transportation investment to appropriate multimodal
30 solutions (~~which~~) that address identified state highway system
31 deficiencies.

32 The priority programming system for improvements (~~shall~~) must
33 incorporate a broad range of solutions that are identified in the
34 statewide (~~multimodal~~) transportation plan as appropriate to address
35 state highway system deficiencies, including but not limited to highway
36 expansion, efficiency improvements, nonmotorized transportation

1 facilities, high occupancy vehicle facilities, transit facilities and
2 services, rail facilities and services, and transportation demand
3 management programs.

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

6 The transportation commission shall adopt a comprehensive six-year
7 investment program specifying program objectives and performance
8 measures for the preservation and improvement programs defined in this
9 section. In the specification of investment program objectives and
10 performance measures, the transportation commission, in consultation
11 with the Washington state department of transportation, shall define
12 and adopt standards for effective programming and prioritization
13 practices including a needs analysis process. The ~~((needs))~~ analysis
14 process ~~((shall))~~ must ensure the identification of problems and
15 deficiencies, the evaluation of alternative solutions and trade-offs,
16 and estimations of the costs and benefits of prospective projects. The
17 investment program ~~((shall))~~ must be revised biennially, effective on
18 July 1st of odd-numbered years. The investment program ~~((shall))~~ must
19 be based upon the needs identified in the state-owned highway component
20 of the statewide ~~((multimodal))~~ transportation plan as defined in RCW
21 47.01.071(3).

22 (1) The preservation program ~~((shall))~~ consists of those
23 investments necessary to preserve the existing state highway system and
24 to restore existing safety features, giving consideration to lowest
25 life cycle costing. The preservation program must require use of the
26 most cost-effective pavement surfaces, considering:

- 27 (a) Life-cycle cost analysis;
- 28 (b) Traffic volume;
- 29 (c) Subgrade soil conditions;
- 30 (d) Environmental and weather conditions;
- 31 (e) Materials available; and
- 32 (f) Construction factors.

33 The comprehensive six-year investment program for preservation
34 ~~((shall))~~ must identify projects for two years and an investment plan
35 for the remaining four years.

36 (2) The improvement program ~~((shall))~~ consists of investments
37 needed to address identified deficiencies on the state highway system
38 to increase mobility, address congestion, and improve ~~((mobility,))~~

1 safety, support for the economy, and protection of the environment.
2 The six-year investment program for improvements (~~shall~~) must
3 identify projects for two years and major deficiencies proposed to be
4 addressed in the six-year period giving consideration to relative
5 benefits and life cycle costing. The transportation commission shall
6 give higher priority for correcting identified deficiencies on those
7 facilities classified as facilities of statewide significance as
8 defined in RCW 47.06.140. Project prioritization must be based
9 primarily upon cost-benefit analysis, where appropriate.

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

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

15 (1) The department and the commission shall use the transportation
16 demand modeling tools developed under subsection (2) of this section to
17 evaluate investments based on the best mode or improvement, or mix of
18 modes and improvements, to meet current and future long-term demand
19 within a corridor or system for the lowest cost. The end result of
20 these demand modeling tools is to provide a cost-benefit analysis by
21 which the department and the commission can determine the relative
22 mobility improvement and congestion relief each mode or improvement
23 under consideration will provide and the relative investment each mode
24 or improvement under consideration will need to achieve that relief.

25 (2) The department will participate in the refinement, enhancement,
26 and application of existing transportation demand modeling tools to be
27 used to evaluate investments. This participation and use of
28 transportation demand modeling tools will be phased in. The first
29 phase will build upon the modeling work initiated by the four-county
30 Puget Sound regional council.

31 (3) In developing program objectives and performance measures, the
32 transportation commission shall evaluate investment trade-offs between
33 the preservation and improvement programs. In making these investment
34 trade-offs, the commission shall evaluate, using cost-benefit
35 techniques, roadway and bridge maintenance activities as compared to
36 roadway and bridge preservation program activities and adjust those
37 programs accordingly.

1 (4) The commission shall allocate the estimated revenue between
2 preservation and improvement programs giving primary consideration to
3 the following factors:

4 ~~((1))~~ (a) The relative needs in each of the programs and the
5 system performance levels that can be achieved by meeting these needs;

6 ~~((2))~~ (b) The need to provide adequate funding for preservation
7 to protect the state's investment in its existing highway system;

8 ~~((3))~~ (c) The continuity of future transportation development
9 with those improvements previously programmed; and

10 ~~((4))~~ (d) The availability of dedicated funds for a specific type
11 of work.

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

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

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

20 (a) Extending the service life of the existing highway system,
21 including using the most cost-effective pavement surfaces, considering:

22 (i) Life-cycle cost analysis;

23 (ii) Traffic volume;

24 (iii) Subgrade soil conditions;

25 (iv) Environmental and weather conditions;

26 (v) Materials available; and

27 (vi) Construction factors;

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

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

34 (2) Priority programming for the improvement program shall take
35 into account the following:

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

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

1 (c) Accident and accident risk reduction;
2 (d) Protection of the state's natural environment;
3 (e) Continuity and systematic development of the highway
4 transportation network;
5 (f) Consistency with local comprehensive plans developed under
6 chapter 36.70A RCW;
7 (g) Consistency with regional transportation plans developed under
8 chapter 47.80 RCW;
9 (h) Public views concerning proposed improvements;
10 (i) The conservation of energy resources;
11 (j) Feasibility of financing the full proposed improvement;
12 (k) Commitments established in previous legislative sessions;
13 (l) Relative costs and benefits of candidate programs;
14 (m) Major projects addressing capacity deficiencies which
15 prioritize allowing for preliminary engineering shall be reprioritized
16 during the succeeding biennium, based upon updated project data.
17 Reprioritized projects may be delayed or canceled by the transportation
18 commission if higher priority projects are awaiting funding; ~~((and))~~
19 (n) Major project approvals which significantly increase a
20 project's scope or cost from original prioritization estimates shall
21 include a review of the project's estimated revised priority rank and
22 the level of funding provided. Projects may be delayed or canceled by
23 the transportation commission if higher priority projects are awaiting
24 funding; and
25 (o) Congestion reduction.
26 (3) The commission may depart from the priority programming
27 established under subsections (1) and (2) of this section: (a) To the
28 extent that otherwise funds cannot be utilized feasibly within the
29 program; (b) as may be required by a court judgment, legally binding
30 agreement, or state and federal laws and regulations; (c) as may be
31 required to coordinate with federal, local, or other state agency
32 construction projects; (d) to take advantage of some substantial
33 financial benefit that may be available; (e) for continuity of route
34 development; or (f) because of changed financial or physical conditions
35 of an unforeseen or emergent nature. The commission or secretary of
36 transportation shall maintain in its files information sufficient to
37 show the extent to which the commission has departed from the
38 established priority.

1 (4) The commission shall identify those projects that yield freight
2 mobility benefits or that alleviate the impacts of freight mobility
3 upon affected communities.

4 **Sec. 5.** RCW 47.06.130 and 1993 c 446 s 13 are each amended to read
5 as follows:

6 (1) The department may carry out special transportation planning
7 studies to resolve specific issues with the development of the state
8 transportation system or other statewide transportation issues.

9 (2) The department shall conduct multimodal corridor analyses on
10 major congested corridors where needed improvements are likely to cost
11 in excess of one hundred million dollars. Analysis will include the
12 cost-effectiveness of all feasible strategies in addressing congestion
13 or improving mobility within the corridor, and must recommend the most
14 effective strategy or mix of strategies to address identified
15 deficiencies. A long-term view of corridors must be employed to
16 determine whether an existing corridor should be expanded, a city or
17 county road should become a state route, and whether a new corridor is
18 needed to alleviate congestion and enhance mobility based on travel
19 demand. To the extent practicable, full costs of all strategies must
20 be reflected in the analysis. At a minimum, this analysis must
21 include:

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

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

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

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

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

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

36 NEW SECTION. **Sec. 6.** This act is necessary for the immediate
37 preservation of the public peace, health, or safety, or support of the

1 state government and its existing public institutions, and takes effect
2 July 1, 2001."

3 **ESSB 5749** - S AMD 381
4 By Senator Haugen

5 ADOPTED 04/30/01

6 On page 1, line 2 of the title, after "planning;" strike the
7 remainder of the title and insert "amending RCW 47.05.010, 47.05.030,
8 47.05.035, 47.05.051, and 47.06.130; providing an effective date; and
9 declaring an emergency."

EFFECT: Requires the Washington State Department of Transportation to phase in the use of transportation demand modeling tools. The multimodal analysis of major congested corridors is required on corridors where improvements are likely to exceed \$100 million.

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