

SSB 5974 - S AMD 1174

By Senator Van De Wege

ADOPTED 02/15/2022

1 On page 120, after line 31, insert the following:

2 "NEW SECTION. **Sec. 433.** Washington state's target zero program
3 envisions Washington having policies that will lead to zero deaths of
4 people using the transportation system. For almost two decades more
5 than 200 people have lost their lives annually in circumstances where
6 a vehicle unintentionally left its lane of travel. Such fatalities
7 made up 48 percent of all traffic-related fatalities in 2019. There
8 are multiple ways to make improvements on the highway system that
9 have been proven in other locations to help reduce lane departures
10 and fatalities. Sections 434 and 435 of this act are intended to
11 direct resources towards deploying such improvements by requiring the
12 Washington state department of transportation to create a program
13 that is focused on addressing this specific safety concern.

14 NEW SECTION. **Sec. 434.** A new section is added to chapter 47.04
15 RCW to read as follows:

16 (1)(a) When an appropriation is made for this purpose, the
17 department shall establish a reducing rural roadway departures
18 program to provide funding for safety improvements specific to
19 preventing lane departures in areas where the departure is likely to
20 cause serious injuries or death. Funding under this program may be
21 used to:

22 (i) Widen roadway shoulders or modify roadway design to improve
23 visibility or reduce lane departure risks;

24 (ii) Improve markings and paint on roadways, including making
25 markings on roads more visible for vehicles with lane departure
26 technology;

27 (iii) Apply high friction surface treatments;

28 (iv) Install rumble strips, signage, lighting, raised barriers,
29 medians, guardrails, cable barriers, or other safety equipment,
30 including deployment of innovative technology and connected
31 infrastructure devices;

1 (v) Remove or relocate fixed objects from rights-of-way that pose
2 a significant risk of serious injury or death if a vehicle were to
3 collide with the object due to a lane departure;

4 (vi) Repair or replace existing barriers that are damaged or
5 nonfunctional; or

6 (vii) Take other reasonable actions that are deemed likely to
7 address or prevent vehicle lane departures in specific areas of
8 concern.

9 (b) The department must create a program whereby it can
10 distribute funding or install safety improvements listed in (a) of
11 this subsection on state, county, small city, or town roads in rural
12 areas that have a high risk of having or actually have incidents of
13 serious injuries or fatalities due to vehicle lane departures. Any
14 installation of safety measures that are not under the jurisdiction
15 of the department must be done with permission from the entity that
16 is responsible for operation and maintenance of the roadway.

17 (c) The department's program must create a form and application
18 process whereby towns, small cities, counties, and transportation
19 benefit districts may apply for program funding for high risk areas
20 in their jurisdictions in need of safety improvements.

21 (d) Subject to the availability of amounts appropriated for this
22 specific purpose, the department must issue program funding for
23 purposes defined in (a) and (b) of this subsection in a
24 geographically diverse manner throughout the state. Criteria used to
25 assess a location can include the communities inability or lack of
26 resources to make the corrections themselves and to make corrections
27 where there has been historic disparate impacts.

28 (e) By December 31st of each year when there is funding
29 distributed in accordance with this program, the department must
30 provide the transportation committees of the legislature and the
31 traffic safety commission with a list of locations that received
32 funding and a description of the safety improvements installed there.

33 (2) During the first five years of the program, the department
34 must track incidence of lane departures at the locations where the
35 new infrastructure is installed and evaluate the effectiveness of the
36 safety improvements.

37 **Sec. 435.** RCW 46.68.060 and 2021 c 333 s 706 are each amended to
38 read as follows:

1 There is hereby created in the state treasury a fund to be known
2 as the highway safety fund to the credit of which must be deposited
3 all moneys directed by law to be deposited therein. This fund must be
4 used for carrying out the provisions of law relating to driver
5 licensing, driver improvement, financial responsibility, cost of
6 furnishing abstracts of driving records and maintaining such case
7 records, and to carry out the purposes set forth in RCW 43.59.010,
8 (~~and~~) chapters 46.72 and 46.72A RCW, and section 434 of this act.
9 During the 2013-2015 and 2015-2017 fiscal biennia, the legislature
10 may transfer from the highway safety fund to the Puget Sound ferry
11 operations account, the motor vehicle fund, and the multimodal
12 transportation account such amounts as reflect the excess fund
13 balance of the highway safety fund. During the 2017-2019, 2019-2021,
14 and 2021-2023 fiscal biennia, the legislature may direct the state
15 treasurer to make transfers of moneys in the highway safety fund to
16 the multimodal transportation account and the state patrol highway
17 account."

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18 On page 1, line 9 of the title, after "70A.65.230," strike "and
19 46.68.480" and insert "46.68.480, and 46.68.060"

EFFECT: (1) Adds an intent section stating that this act is intended to direct resources towards deploying improvements to reduce roadway fatalities caused by a vehicle unintentionally leaving its lane of travel by requiring the Washington State Department of Transportation (WSDOT) to create a program that is focused on addressing this specific safety concern.

(2) Establishes a Reducing Rural Roadway Departures Program (program) in WSDOT to provide funding for safety improvements to prevent lane departures in areas where the departure is likely to cause serious injuries or death, if an appropriation is provided.

(3) Requires WSDOT to provide a list of the locations receiving funding from the program with a description of the safety improvements to the transportation committees and the Washington Traffic Safety Commission by December 31st each year.

(4) Amends the highway safety fund statute to allow funds in the account to be used to implement the program.

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