

HOUSE BILL REPORT

HB 1816

*As Reported By House Committee on:
Transportation*

Title: An act relating to long-term transportation planning.

Brief Description: Adding criteria for long-term transportation planning.

Sponsor(s): Representatives Nelson, R. Fisher, Cantwell, Betrozoff, Heavey, Phillips and Prentice.

Brief History:

Reported by House Committee on:
Transportation, February 10, 1992, DPS.

**HOUSE COMMITTEE ON
TRANSPORTATION**

Majority Report: *The substitute bill be substituted therefor and the substitute bill do pass.* Signed by 26 members: Representatives R. Fisher, Chair; R. Meyers, Vice Chair; Betrozoff, Ranking Minority Member; Chandler, Assistant Ranking Minority Member; Brough; Cantwell; Cooper; Day; G. Fisher; Forner; Haugen; Heavey; Horn; P. Johnson; R. Johnson; Jones; Kremen; Mitchell; Nelson; Orr; Prentice; Prince; Schmidt; Wilson; Wood; and Zellinsky.

Staff: Roger Horn (786-7839).

Background: The statutory criteria used by the County Road Administration Board and the Transportation Improvement Board, and the statutory planning requirements of the Department of Transportation do not reflect many of the goals and objectives established in the Growth Management Act and the 1990-91 Transportation Policy Plan.

The new federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) identifies several elements that each state must include in its transportation planning process in order to qualify for federal transportation funding.

Summary of Substitute Bill: A new chapter is created in title 47 defining state transportation planning requirements for the Department of Transportation. These plans must reflect the policies in the state Transportation Policy Plan and federal planning requirements contained in ISTEA, and

must be consistent with local and regional plans. The DOT plans are divided into two categories: (1) a state-owned facilities component which includes plans for state highways, including preservation, operational and capacity improvements, bicycle facilities, and scenic and recreational highways, and the ferry system; and (2) a state-interest component which includes plans for statewide coordination of aviation, marine ports, freight rail, intercity passenger rail, bicycle transportation and pedestrian walkways, and transit. The state highways plans are to be used as the basis for programming of highway construction projects.

The criteria for selection of rural arterial, urban arterial, and transportation improvement account projects are amended to require cities and counties to evaluate projects based on (a) their ability to move people and goods rather than vehicles; (b) their consistency with regional transportation plans and local comprehensive plans; (c) their consistency with state, regional, and local transit plans; and (d) their consistency with state, regional, and local freight plans. Existing criteria regarding safety and structural considerations are not changed.

Enhancements to the Department of Transportation's annual transit reports are identified. Citizens or citizen organizations are allowed to be represented on the transportation policy boards that provide policy advice to regional transportation planning organizations.

Substitute Bill Compared to Original Bill: The original bill did not break DOT plans into the state-owned and state-interest components. The proposed substitute added DOT plans for passenger rail, bicycle transportation and pedestrian walkways, and public transit. The substitute also added enhancements to DOT's annual transit reports and the provision allowing citizens or citizen groups to be represented on transportation policy boards.

Fiscal Note: Not requested.

Effective Date of Substitute Bill: Ninety days after adjournment of session in which bill is passed.

Testimony For: This measure will help the Department of Transportation in carrying out its planning responsibilities to meet federal and state requirements.

Testimony Against: None.

Witnesses: Charlie Howard, Department of Transportation.