

2 **SSB 5963 - H COMM AMD ADOPTED 4-17-93**

3 By Committee on Transportation

4

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

7 "Sec. 1. RCW 47.05.010 and 1969 ex.s. c 39 s 1 are each amended to  
8 read as follows:

9 The legislature finds that (~~anticipated revenues available for~~  
10 ~~state highways for the foreseeable future will fall substantially short~~  
11 ~~of the amount required to satisfy all of the state highway needs. It~~  
12 ~~is the purpose of this chapter to establish a policy of priority~~  
13 ~~programming for highway development having as its basis the rational~~  
14 ~~selection of projects according to factual need, systematically~~  
15 ~~scheduled to carry out defined objectives within limits of money and~~  
16 ~~manpower, and fixed in advance with reasonable flexibility to meet~~  
17 ~~changed conditions)) solutions to state highway deficiencies have  
18 become increasingly complex and diverse and that anticipated  
19 transportation revenues will fall substantially short of the amount  
20 required to satisfy all transportation needs. Difficult investment  
21 trade-offs will be required.~~

22 It is the intent of the legislature that investment of state  
23 transportation funds to address deficiencies on the state highway  
24 system be based on a policy of priority programming having as its basis  
25 the rational selection of projects and services according to factual  
26 need and an evaluation of life cycle costs and benefits and which are  
27 systematically scheduled to carry out defined objectives within  
28 available revenue.

29 The priority programming system shall ensure preservation of the  
30 existing state highway system, provide mobility for people and goods,  
31 support the state's economy, and promote environmental protection and  
32 energy conservation.

33 The priority programming system shall implement the state-owned  
34 highway component of the state-wide multimodal transportation plan,  
35 consistent with local and regional transportation plans, by targeting

1 state transportation investment to appropriate multimodal solutions  
2 which address identified state highway system deficiencies.

3 The priority programming system for improvements shall incorporate  
4 a broad range of solutions that are identified in the state-wide  
5 multimodal transportation plan as appropriate to address state highway  
6 system deficiencies including but not limited to highway expansion,  
7 efficiency improvements, nonmotorized transportation facilities, high  
8 occupancy vehicle facilities, transit facilities and services, rail  
9 facilities and services, and transportation demand management programs.

10 **Sec. 2.** RCW 47.05.021 and 1987 c 505 s 50 are each amended to read  
11 as follows:

12 (1) The transportation commission is hereby directed to conduct  
13 periodic analyses of the entire state highway system, report thereon to  
14 the chairs of the transportation committees of the senate and house of  
15 representatives, including one copy to the staff of each of the  
16 committees, biennially and based thereon, to subdivide, classify, and  
17 subclassify according to their function and importance all designated  
18 state highways and those added from time to time and periodically  
19 review and revise the classifications into the following three  
20 functional classes:

21 (a) The "principal arterial system" shall consist of a connected  
22 network of rural arterial routes with appropriate extensions into and  
23 through urban areas, including all routes designated as part of the  
24 interstate system, which serve corridor movements having travel  
25 characteristics indicative of substantial state-wide and interstate  
26 travel;

27 (b) The "minor arterial system" shall, in conjunction with the  
28 principal arterial system, form a rural network of arterial routes  
29 linking cities and other activity centers which generate long distance  
30 travel, and, with appropriate extensions into and through urban areas,  
31 form an integrated network providing interstate and interregional  
32 service; and

33 (c) The "collector system" shall consist of routes which primarily  
34 serve the more important intercounty, intracounty, and intraurban  
35 travel corridors, collect traffic from the system of local access roads  
36 and convey it to the arterial system, and on which, regardless of  
37 traffic volume, the predominant travel distances are shorter than on  
38 arterial routes.

1       (2) (~~Those state highways which perform no arterial or collector~~  
2 ~~function, which serve only local access functions, and which lack~~  
3 ~~essential state highway characteristics shall be designated "local~~  
4 ~~access" highways.~~

5       (3)) In making the functional classification the transportation  
6 commission shall adopt and give consideration to criteria consistent  
7 with this section and federal regulations relating to the functional  
8 classification of highways, including but not limited to the following:

9       (a) Urban population centers within and without the state  
10 stratified and ranked according to size;

11       (b) Important traffic generating economic activities, including but  
12 not limited to recreation, agriculture, government, business, and  
13 industry;

14       (c) Feasibility of the route, including availability of alternate  
15 routes within and without the state;

16       (d) Directness of travel and distance between points of economic  
17 importance;

18       (e) Length of trips;

19       (f) Character and volume of traffic;

20       (g) Preferential consideration for multiple service which shall  
21 include public transportation;

22       (h) Reasonable spacing depending upon population density; and

23       (i) System continuity.

24       (3) The transportation commission shall designate a system of state  
25 highways that have state-wide significance. This state-wide system  
26 shall include interstate highways and other state-wide principal  
27 arterials that are needed to connect major communities across the state  
28 and support the state's economy.

29       (4) The transportation commission shall designate a freight and  
30 goods transportation system. This state-wide system shall include  
31 state highways, county roads, and city streets. The commission, in  
32 cooperation with cities and counties, shall review and make  
33 recommendations to the legislature regarding policies governing weight  
34 restrictions and road closures which affect the transportation of  
35 freight and goods. The first report is due by December 15, 1993, and  
36 biennially thereafter.

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

1 The transportation commission shall adopt ~~((and periodically~~  
2 ~~revise, after consultation with the legislative transportation~~  
3 ~~committee,))~~ a comprehensive six-year ~~((program and financial plan for~~  
4 ~~highway improvements specifying program objectives for each of the~~  
5 ~~highway categories, "A," "B," "C," and "H," defined in this section,~~  
6 ~~and within the framework of estimated funds for such period. The~~  
7 ~~program and plan shall be based upon the improvement needs for state~~  
8 ~~highways as determined by the department from time to time.~~

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

14 (1) Category A shall consist of those improvements necessary to  
15 sustain the structural, safety, and operational integrity of the  
16 existing state highway system (other than improvements to the  
17 interstate system to be funded with federal aid at the regular  
18 interstate rate under federal law and regulations, and improvements  
19 designated in subsections (2) through (4) of this section).

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

23 (3) Category C shall consist of the development of major  
24 transportation improvements (other than improvements to the interstate  
25 system to be funded with federal aid at the regular interstate rate  
26 under federal law and regulations) including designated but  
27 unconstructed highways which are vital to the state-wide transportation  
28 network.

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

34 Projects which are financed one hundred percent by federal funds or  
35 other agency funds shall, if the commission determines that such work  
36 will improve the state highway system, be managed separately from the  
37 above categories)) investment program specifying program objectives  
38 and performance measures for the preservation and improvement programs  
39 defined in this section. In the specification of investment program

1 objectives and performance measures, the transportation commission, in  
2 consultation with the Washington state department of transportation,  
3 shall define and adopt standards for effective programming and  
4 prioritization practices including a needs analysis process. The needs  
5 analysis process shall ensure the identification of problems and  
6 deficiencies, the evaluation of alternative solutions and trade-offs,  
7 and estimations of the costs and benefits of prospective projects. The  
8 investment program shall be revised biennially, effective on July 1st  
9 of odd-numbered years. The investment program shall be based upon the  
10 needs identified in the state-owned highway component of the state-wide  
11 multimodal transportation plan as defined in RCW 47.01.071(3).

12 (1) The preservation program shall consist of those investments  
13 necessary to preserve the existing state highway system and to restore  
14 existing safety features, giving consideration to lowest life cycle  
15 costing. The comprehensive six-year investment program for  
16 preservation shall identify projects for two years and an investment  
17 plan for the remaining four years.

18 (2) The improvement program shall consist of investments needed to  
19 address identified deficiencies on the state highway system to improve  
20 mobility, safety, support for the economy, and protection of the  
21 environment. The six-year investment program for improvements shall  
22 identify projects for two years and major deficiencies proposed to be  
23 addressed in the six-year period giving consideration to relative  
24 benefits and life cycle costing.

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

28 **Sec. 4.** RCW 47.05.035 and 1987 c 179 s 3 are each amended to read  
29 as follows:

30 ((1) The transportation commission, in preparing the comprehensive  
31 six-year program and financial plan for highway improvements, shall  
32 allocate the estimated funds among categories A, B, C, and H)) In  
33 developing program objectives and performance measures, the  
34 transportation commission shall evaluate investment trade-offs between  
35 the preservation and improvement programs. In making these investment  
36 trade-offs, the commission shall evaluate, using cost-benefit  
37 techniques, roadway and bridge maintenance activities as compared to

1 roadway and bridge preservation program activities and adjust those  
2 programs accordingly.

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

6 ~~((a))~~ (1) The relative needs in each of the ~~((categories of~~  
7 ~~improvements))~~ programs and the system performance levels that can be  
8 achieved by meeting these needs;

9 ~~((b))~~ (2) The need to provide adequate funding for ~~((category A~~  
10 ~~improvements))~~ preservation to protect the state's investment in its  
11 existing highway system;

12 ~~((c))~~ (3) The continuity of future ~~((highway))~~ transportation  
13 development ~~((of all categories of improvements))~~ with those  
14 improvements previously programmed; and

15 ~~((d))~~ (4) The availability of ~~((special categories of federal))~~  
16 dedicated funds for a specific type of work.

17 ~~((2) The commission in preparing the comprehensive six year~~  
18 ~~program and financial plan shall establish program objectives for each~~  
19 ~~of the highway categories, A, B, C, and H.))~~

20 **Sec. 5.** RCW 47.05.051 and 1987 c 179 s 5 are each amended to read  
21 as follows:

22 ~~((1))~~ The comprehensive six-year investment program ~~((and~~  
23 ~~financial plan for each category of highway improvements))~~ shall be  
24 based upon ~~((a))~~ the needs identified in the state-owned highway  
25 component of the state-wide multimodal transportation plan as defined  
26 in RCW 47.01.071(3) and priority selection ~~((system within the program~~  
27 ~~objectives established for each category. The commission using the~~  
28 ~~criteria set forth in RCW 47.05.030, as now or hereafter amended, shall~~  
29 ~~determine the category of each highway improvement.~~

30 ~~(2) Selection of specific category A and H projects for the six-~~  
31 ~~year))~~ systems that incorporate the following criteria:

32 (1) Priority programming for the preservation program shall take  
33 into account the ~~((criteria set forth in subsection (4) of this~~  
34 ~~section.~~

35 ~~(3) Selection of specific category B projects for the six year~~  
36 ~~program shall be based on commission established priorities for~~  
37 ~~completion and preservation of the interstate system.~~

1       ~~(4) In selecting each category A and H project as provided in~~  
2 ~~subsection (2) of this section, the following criteria ( ) following,~~  
3 ~~not necessarily in order of importance ( ) shall be taken into~~  
4 ~~consideration:~~

5       ~~(a) Its )):~~

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

7       ~~(b) Ensuring the structural ability to carry loads imposed upon~~  
8 ~~((it)) highways and bridges;~~

9       ~~((b) Its capacity to move traffic at reasonable speeds without~~  
10 ~~undue congestion;~~

11       ~~(c) Its adequacy of alignment and related geometrics;~~

12       ~~(d) Its accident experience; and~~

13       ~~(e) Its fatal accident experience.~~

14       ~~(5)) 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 ~~((category A, B,~~  
18 ~~and H improvements)) preservation projects~~ to be included in the six-  
19 year program.

20       ~~((6) Selection of specific category C projects for the six year~~  
21 ~~program shall be based on the priority of each highway section proposed~~  
22 ~~to be improved in relation to other highway sections within the state~~  
23 ~~with full regard to the structural, geometric, safety, and operational~~  
24 ~~adequacy of the existing highway section taking into account the~~  
25 ~~following:~~

26       ~~(a)) (2) Priority programming for the improvement program shall~~  
27 ~~take into account the following:~~

28       ~~(a) Support for the state's economy, including job creation and job~~  
29 ~~preservation;~~

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

31       ~~(c) Accident and accident risk reduction;~~

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

33       ~~(e) Continuity ((of)) and systematic development of the highway~~  
34 ~~transportation network;~~

35       ~~((b) Coordination with the development of other modes of~~  
36 ~~transportation;~~

37       ~~(c) The stated long range goals of the local area and its~~  
38 ~~transportation plan;~~

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



1       ~~(8) The comprehensive six year program and financial plan for~~  
2 ~~highway improvements shall be revised biennially pursuant to RCW~~  
3 ~~47.05.040 as now or hereafter amended. The adopted program and plan~~  
4 ~~shall be extended for an additional two years, to six years in the~~  
5 ~~future, effective on July 1st of each odd numbered year)).~~

6       NEW SECTION.   **Sec. 6.** A new section is added to chapter 47.05 RCW  
7 to read as follows:

8       The provisions of chapter ..., Laws of 1993 (this act) modifying  
9 procedures for priority programming for highway development as set  
10 forth in chapter 47.05 RCW, first apply to the comprehensive six-year  
11 state highway investment program for the periods 1995 to 2001. For the  
12 transition biennium ending June 30, 1995, the commission may deviate  
13 from the modified procedures prescribed by chapter ..., Laws of 1993  
14 (this act).

15       NEW SECTION.   **Sec. 7.** The following acts or parts of acts are each  
16 repealed:

17       (1) RCW 47.05.040 and 1987 c 179 s 4, 1979 ex.s. c 122 s 4, 1977  
18 ex.s. c 235 s 15, 1975 1st ex.s. c 143 s 3, 1973 2nd ex.s. c 12 s 5,  
19 1969 ex.s. c 39 s 4, & 1963 c 173 s 4;

20       (2) RCW 47.05.055 and 1979 ex.s. c 122 s 6 & 1975 1st ex.s. c 143  
21 s 6;

22       (3) RCW 47.05.070 and 1991 c 358 s 5, 1983 1st ex.s. c 53 s 31,  
23 1979 ex.s. c 122 s 7, 1977 ex.s. c 151 s 45, 1973 2nd ex.s. c 12 s 7,  
24 & 1963 c 173 s 7; and

25       (4) RCW 47.05.085 and 1985 c 400 s 4."

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