
ENGROSSED SUBSTITUTE SENATE BILL 5750

State of Washington

56th Legislature

1999 Regular Session

By Senate Committee on Transportation (originally sponsored by Senators Benton, Haugen, Roach, Prentice, Hochstatter, Horn, McDonald, T. Sheldon, Swecker, Stevens, Goings, Zarelli, Johnson, Patterson, Hale, Costa, Honeyford, Morton, Rasmussen, Rossi, Oke, Long, Finkbeiner, Deccio and Sheahan)

Read first time 03/08/1999.

1 AN ACT Relating to the state-owned facilities component of the
2 state-wide transportation plan and intercity passenger rail; and
3 amending RCW 47.06.050.

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

5 **Sec. 1.** RCW 47.06.050 and 1993 c 446 s 5 are each amended to read
6 as follows:

7 The state-owned facilities component of the state-wide
8 transportation plan shall be consistent with RCW 47.06.040 and shall
9 identify the most cost-effective combination of transportation
10 investments that maximizes the efficient movement of people, freight,
11 and goods within state transportation corridors, to include public-
12 private transportation initiatives. The identification process shall
13 include the modal comparison of highway, ferry, bicycle, and pedestrian
14 facilities, passenger rail, air transportation, public transit,
15 transportation demand measures, and high-capacity transportation
16 improvements within a state transportation corridor. The comparison of
17 transportation modes shall include an analysis of the public, private,
18 and social costs and benefits of transportation investments. The

1 state-owned facilities component of the state-wide transportation plan
2 shall also consist of:

3 (1) The state highway system plan, which identifies program and
4 financing needs and recommends specific and financially realistic
5 improvements to preserve the structural integrity of the state highway
6 system, ensure acceptable operating conditions, and provide for
7 enhanced access to scenic, recreational, and cultural resources. The
8 state highway system plan shall contain the following elements:

9 (a) A system preservation element, which shall establish structural
10 preservation objectives for the state highway system including bridges,
11 identify current and future structural deficiencies based upon analysis
12 of current conditions and projected future deterioration, and recommend
13 program funding levels and specific actions necessary to preserve the
14 structural integrity of the state highway system consistent with
15 adopted objectives. This element shall serve as the basis for the
16 preservation component of the six-year highway program and the two-year
17 biennial budget request to the legislature;

18 (b) A capacity and operational improvement element, which shall
19 establish operational objectives, including safety considerations, for
20 moving people and goods on the state highway system, identify current
21 and future capacity, operational, and safety deficiencies, and
22 recommend program funding levels and specific improvements and
23 strategies necessary to achieve the operational objectives. In
24 developing capacity and operational improvement plans the department
25 shall first assess strategies to enhance the operational efficiency of
26 the existing system before recommending system expansion. Congestion
27 relief must be a primary emphasis of the capacity and operational
28 improvement element. Strategies to enhance the operational
29 efficiencies include but are not limited to access management,
30 transportation system management, demand management, and high-occupancy
31 vehicle facilities. The capacity and operational improvement element
32 must conform to the state implementation plan for air quality and be
33 consistent with regional transportation plans adopted under chapter
34 47.80 RCW, and shall serve as the basis for the capacity and
35 operational improvement portions of the six-year highway program and
36 the two-year biennial budget request to the legislature;

37 (c) A scenic and recreational highways element, which shall
38 identify and recommend designation of scenic and recreational highways,
39 provide for enhanced access to scenic, recreational, and cultural

1 resources associated with designated routes, and recommend a variety of
2 management strategies to protect, preserve, and enhance these
3 resources. The department, affected counties, cities, and towns,
4 regional transportation planning organizations, and other state or
5 federal agencies shall jointly develop this element;

6 (d) A paths and trails element, which shall identify the needs of
7 nonmotorized transportation modes on the state transportation systems
8 and provide the basis for the investment of state transportation funds
9 in paths and trails, including funding provided under chapter 47.30
10 RCW.

11 (2) The state ferry system plan, which shall guide capital and
12 operating investments in the state ferry system. The plan shall
13 establish service objectives for state ferry routes, forecast travel
14 demand for the various markets served in the system, and develop
15 strategies for ferry system investment that consider regional and
16 state-wide vehicle and passenger needs, support local land use plans,
17 and assure that ferry services are fully integrated with other
18 transportation services. The plan shall assess the role of private
19 ferries operating under the authority of the utilities and
20 transportation commission and shall coordinate ferry system capital and
21 operational plans with these private operations. The ferry system plan
22 must be consistent with the regional transportation plans for areas
23 served by the state ferry system, and shall be developed in conjunction
24 with the ferry advisory committees.

--- END ---