
SENATE BILL 5750

State of Washington

56th Legislature

1999 Regular Session

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 02/05/1999. Referred to Committee on Transportation.

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 identify the most cost-effective combination
9 of highway, ferry, passenger rail, and high-capacity transportation
10 improvements that maximizes the efficient movement of people, freight,
11 and goods within state transportation corridors and will consist of:

12 (1) The state highway system plan, which identifies program and
13 financing needs and recommends specific and financially realistic
14 improvements to preserve the structural integrity of the state highway
15 system, ensure acceptable operating conditions, and provide for
16 enhanced access to scenic, recreational, and cultural resources. The
17 state highway system plan shall contain the following elements:

18 (a) A system preservation element, which shall establish structural
19 preservation objectives for the state highway system including bridges,

1 identify current and future structural deficiencies based upon analysis
2 of current conditions and projected future deterioration, and recommend
3 program funding levels and specific actions necessary to preserve the
4 structural integrity of the state highway system consistent with
5 adopted objectives. This element shall serve as the basis for the
6 preservation component of the six-year highway program and the two-year
7 biennial budget request to the legislature;

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

27 (c) A scenic and recreational highways element, which shall
28 identify and recommend designation of scenic and recreational highways,
29 provide for enhanced access to scenic, recreational, and cultural
30 resources associated with designated routes, and recommend a variety of
31 management strategies to protect, preserve, and enhance these
32 resources. The department, affected counties, cities, and towns,
33 regional transportation planning organizations, and other state or
34 federal agencies shall jointly develop this element;

35 (d) A paths and trails element, which shall identify the needs of
36 nonmotorized transportation modes on the state transportation systems
37 and provide the basis for the investment of state transportation funds
38 in paths and trails, including funding provided under chapter 47.30
39 RCW.

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

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