
SENATE BILL 6612

State of Washington

58th Legislature

2004 Regular Session

By Senator Horn

Read first time 01/27/2004. Referred to Committee on Highways & Transportation.

1 AN ACT Relating to priorities of the statewide multimodal
2 transportation plan; amending RCW 47.06.050; creating a new section;
3 and declaring an emergency.

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

5 NEW SECTION. **Sec. 1.** Transportation efficiency legislation
6 enacted in 2002 revised the state's highway project priority selection
7 systems to include a primary emphasis on the relief of traffic
8 congestion. The comprehensive six-year investment program is based
9 both upon the revised project priority selection systems and upon the
10 needs identified in the state-owned highway component of the statewide
11 multimodal transportation plan. The legislature finds that the
12 statewide multimodal transportation plan should reflect the same focus
13 on congestion as the recently revised project priority selection
14 systems.

15 **Sec. 2.** RCW 47.06.050 and 2002 c 5 s 413 are each amended to read
16 as follows:

17 The state-owned facilities component of the statewide
18 transportation plan shall consist of:

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

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

17 (b) A highway maintenance element, establishing service levels for
18 highway maintenance on state-owned highways that meet benchmarks
19 established by the transportation commission. The highway maintenance
20 element must include an estimate of costs for achieving those service
21 levels over twenty years. This element will serve as the basis for the
22 maintenance component of the six-year highway program and the two-year
23 biennial budget request to the legislature;

24 (c) A capacity and operational improvement element, which shall
25 establish operational objectives, including safety considerations, for
26 moving people and goods on the state highway system, identify current
27 and future capacity, operational, and safety deficiencies, and
28 recommend program funding levels and specific improvements and
29 strategies necessary to achieve the operational objectives. In
30 developing capacity and operational improvement plans the department
31 shall first assess (~~strategies to enhance the operational efficiency~~
32 ~~of the existing system before recommending system expansion~~) system
33 expansion strategies to relieve traffic congestion before recommending
34 strategies that enhance only the operational efficiency of the existing
35 system. System expansion strategies that relieve traffic congestion
36 must primarily address delay, accidents, heavily traveled
37 transportation corridors, and possible synchronization of
38 transportation projects that include both transit and multimodal

1 projects within heavily traveled corridors. Strategies to enhance the
2 operational efficiencies include but are not limited to access
3 management, transportation system management, demand management, and
4 high-occupancy vehicle facilities. The capacity and operational
5 improvement element must conform to the state implementation plan for
6 air quality and be consistent with regional transportation plans
7 adopted under chapter 47.80 RCW, and shall serve as the basis for the
8 capacity and operational improvement portions of the six-year highway
9 program and the two-year biennial budget request to the legislature;

10 (d) A scenic and recreational highways element, which shall
11 identify and recommend designation of scenic and recreational highways,
12 provide for enhanced access to scenic, recreational, and cultural
13 resources associated with designated routes, and recommend a variety of
14 management strategies to protect, preserve, and enhance these
15 resources. The department, affected counties, cities, and towns,
16 regional transportation planning organizations, and other state or
17 federal agencies shall jointly develop this element;

18 (e) A paths and trails element, which shall identify the needs of
19 nonmotorized transportation modes on the state transportation systems
20 and provide the basis for the investment of state transportation funds
21 in paths and trails, including funding provided under chapter 47.30
22 RCW.

23 (2) The state ferry system plan, which shall guide capital and
24 operating investments in the state ferry system. The plan shall
25 establish service objectives for state ferry routes, forecast travel
26 demand for the various markets served in the system, develop strategies
27 for ferry system investment that consider regional and statewide
28 vehicle and passenger needs, support local land use plans, and assure
29 that ferry services are fully integrated with other transportation
30 services. The plan must provide for maintenance of capital assets.
31 The plan must also provide for preservation of capital assets based on
32 lowest life cycle cost methodologies. The plan shall assess the role
33 of private ferries operating under the authority of the utilities and
34 transportation commission and shall coordinate ferry system capital and
35 operational plans with these private operations. The ferry system plan
36 must be consistent with the regional transportation plans for areas
37 served by the state ferry system, and shall be developed in conjunction
38 with the ferry advisory committees.

1 NEW SECTION. **Sec. 3.** This act is necessary for the immediate
2 preservation of the public peace, health, or safety, or support of the
3 state government and its existing public institutions, and takes effect
4 immediately.

--- END ---