
ENGROSSED SUBSTITUTE SENATE BILL 6701

State of Washington

58th Legislature

2004 Regular Session

By Senate Committee on Highways & Transportation (originally sponsored by Senators Horn and Haugen)

READ FIRST TIME 02/10/04.

1 AN ACT Relating to distribution of SAFETEA funds; adding a new
2 section to chapter 47.01 RCW; creating a new section; and declaring an
3 emergency.

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

5 NEW SECTION. **Sec. 1.** The existing distribution of Transportation
6 Equity Act for the 21st century (TEA-21) flexible funds has allowed the
7 state and its local governments to strengthen Washington's economy by
8 making important investments in our transportation systems. The same
9 distribution method will be used to allocate flexible funds provided
10 under the Safe, Accountable, Flexible, and Efficient Transportation
11 Equity Act of 2003 (SAFETEA), or authorized under any federal surface
12 transportation act that extends or succeeds the Transportation Equity
13 Act for the 21st century (TEA-21); except that state transportation
14 grants will initiate economic vitality through a newly created freight
15 investment program.

16 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.01 RCW
17 to read as follows:

18 The highways and local programs division of the department shall

1 administer surface transportation program flexible funds or similar
2 program funds anticipated to be authorized in the extension or
3 reauthorization of the Transportation Equity Act for the 21st Century
4 (TEA-21). The department shall distribute the funds as follows:

5 (1) Nineteen percent of the flexible funding identified in this
6 section must be appropriated to the freight investment account and
7 allocated for projects in the freight investment program created in
8 Senate Bill No. 6680. If Senate Bill No. 6680 has not become law by
9 July 1, 2004, then nineteen percent of the flexible funding identified
10 in this section must be directed into a state freight investment
11 program administered by the department. The transportation improvement
12 board will prioritize and select projects for the state freight
13 investment program using the following criteria not necessarily ranked
14 in order of importance:

15 (a) A freight benefit, including corridor completion and reduction
16 in roadway conflicts between freight and the general public. First and
17 greatest consideration must be given to projects previously identified
18 by the freight mobility strategic investment board. Projects so
19 identified by the freight mobility strategic investment board must
20 receive no less than two-thirds of the total points or weight that may
21 be assigned under this criteria;

22 (b) The creation of economic opportunities, including improved
23 access to freight generators and development or expansion of freight
24 facilities;

25 (c) The potential for project delivery, including full funding at
26 time of the grant award and the leveraging of additional local, state,
27 or federal funds;

28 (d) The potential to attract federal funding, including projects on
29 corridors of national significance, highway connection projects between
30 the national highway system and intermodal freight facilities, grade
31 separation projects, projects that support intermodal rail capacity,
32 and projects that sustain multiple gateways for national emergencies.

33 (2) Thirty-eight percent of the flexible funding identified in this
34 section must be allocated to the department for projects in the
35 improvement, maintenance, and preservation programs.

36 (3) Nineteen percent of the flexible funding identified in this
37 section must be allocated to metropolitan planning organizations,

1 regional transportation planning organizations, and county lead
2 agencies using the same population formula implemented under TEA-21.

3 (4) Twenty-four percent of the flexible funding identified in this
4 section must be allocated to a statewide competitive program to be
5 administered by the department. The transportation improvement board
6 shall select projects under the same criteria and methods used to
7 manage the statewide competitive program distribution of flexible
8 funding under TEA-21.

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

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