
SENATE BILL 6701

State of Washington

58th Legislature

2004 Regular Session

By Senators Horn and Haugen

Read first time 02/02/2004. Referred to Committee on Highways & Transportation.

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 succeeds the Transportation Equity Act for the
13 21st century (TEA-21); except that state transportation grants will
14 initiate economic vitality through a newly created freight investment
15 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 state flexible funds or like categorical funding authorized
2 under the Safe, Accountable, Flexible, and Efficient Transportation
3 Equity Act of 2003 (SAFETEA), or authorized under any federal surface
4 transportation act that succeeds the Transportation Equity Act for the
5 21st century (TEA-21). The department shall distribute the funds as
6 follows:

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

17 (a) A freight benefit, including corridor completion and reduction
18 in roadway conflicts between freight and the general public. First and
19 greatest consideration must be given to projects previously identified
20 by the freight mobility strategic investment board or by the
21 department's office of freight strategy and policy;

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.

--- END ---