
HOUSE BILL 2908

State of Washington 61st Legislature 2010 Regular Session

By Representatives Lias, Williams, Simpson, Nelson, Rodne, Dunshee, Green, and Moeller

Read first time 01/18/10. Referred to Committee on Transportation.

1 AN ACT Relating to transportation cost-benefit modeling; amending
2 RCW 47.05.035; and creating a new section.

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

4 NEW SECTION. **Sec. 1.** The legislature finds and declares that the
5 citizens of the state expect that expenditures of funds controlled by
6 the state will not accelerate climate disruption, measurably degrade
7 air and water quality, increase health disparities, or otherwise
8 increase threats to human health and productivity. Therefore, it is
9 the intent of the legislature that this act serves to clarify existing
10 responsibilities related to the operation of an efficient statewide
11 transportation system.

12 **Sec. 2.** RCW 47.05.035 and 2007 c 516 s 8 are each amended to read
13 as follows:

14 (1) The department shall use the transportation demand modeling
15 tools developed under subsection (2) of this section to evaluate
16 investments based on the best mode or improvement, or mix of modes and
17 improvements, to meet current and future long-term (~~demand~~) mobility
18 needs within a corridor or system for the lowest life-cycle cost. The

1 end result of these demand modeling tools is to provide a cost-benefit
2 analysis by which the department can determine the (~~relative mobility~~
3 ~~improvement and congestion relief each mode or improvement under~~
4 ~~consideration will provide and the~~) net benefit or cost relative to
5 the investment in each mode or improvement under consideration (~~will~~
6 ~~need to achieve that relief~~)).

7 (2) The department will participate in the refinement, enhancement,
8 and application of existing transportation demand modeling tools to be
9 used to evaluate investments. (~~This participation and use of~~
10 ~~transportation demand modeling tools will be phased in.~~)
11 Transportation demand modeling tools used by the department will use
12 life-cycle cost analysis to determine the most cost-effective
13 investments including, but not limited to, benefits for investments in
14 each mode or modes from reductions in vehicle delay, emissions of
15 greenhouse gases, as defined in RCW 70.235.010, health impacts, barrier
16 effects, habitat loss, and great bodily harm as defined in RCW
17 9A.04.110 or death from motor vehicle crashes.

18 (3) For the purposes of this section:

19 (a) "Barrier effect" means a degradation or loss of mobility in the
20 nonmotorized travel environment resulting from high volumes of motor
21 vehicle traffic.

22 (b) "Habitat loss" means the process in which natural habitat is
23 rendered functionally unable to support the species present.

24 (c) "Health impacts" means monetized costs incurred as a result of
25 cardiovascular and chronic disease from mobile source air pollution and
26 marginal benefits of physical activity.

--- END ---