

FINAL BILL REPORT

ESHB 2012

C 12 L 15 E3
Synopsis as Enacted

Brief Description: Concerning the implementation of practical design by the department of transportation.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Orcutt, Clibborn, Hargrove, Hayes, Pike, Zeiger, Muri and Wilson).

House Committee on Transportation
Senate Committee on Transportation

Background:

The Washington State Department of Transportation (WSDOT) defines practical design as an approach for project decisions that focuses on the need for the project and looks for cost-effective solutions. It engages local stakeholders at the earliest stages of defining scope to ensure their input is included at the beginning stage of project design. Practical design implementation is part of the WSDOT's current agency-wide reforms plan. The WSDOT was directed to implement a practical design strategy for transportation design standards and report by June 30, 2015, on where practical design has been applied or is intended to be applied and the cost savings resulting from the use of practical design.

Summary:

The Washington State Department of Transportation (WSDOT) is encouraged to continue to apply practical design in project delivery. In doing so, it is the expectation of the Legislature that practical design will result in reduced project costs. Significant changes to project title or scope due to practical design require legislative approval and the Legislature must utilize existing mechanisms and processes to ensure timely approval. Additionally, the WSDOT must notify the transportation committees of the Legislature prior to letting any contract with a title or scope change.

The WSDOT must evaluate each Connecting Washington project to determine savings attributable to practical design. For design-bid-build projects and design-build projects when the project is at 30-percent design, the evaluation occurs at the end of the design phase. The WSDOT must report on the savings as part of its annual budget submittal. The savings must be made available through the transportation future funding program for new Connecting

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Washington projects, accelerating the schedule of existing Connecting Washington projects, and preservation investments in fiscal year 2024. Beginning in 2024, the WSDOT may provide a list of highway improvement projects or preservation investments for potential legislative approval, so long as certain criteria are met.

The Transportation Future Funding Program Account (Account) is created in the Connecting Washington Account. Moneys in the Account may only be spent after appropriation and may only be used for preservation projects, to accelerate the schedule of existing Connecting Washington projects, for new Connecting Washington projects, and for principal and interest on bonds authorized for the projects. The Account may not be appropriated until 2024 and moneys may not be expended on the SR 99 Alaskan Way Viaduct replacement project. The Account will retain any interest earnings.

Votes on Final Passage:

House 97 0

Third Special Session

House 98 0

Senate 45 0

Effective: July 6, 2015
Contingent (Section 4)