

SENATE BILL REPORT

EHB 1007

AS REPORTED BY COMMITTEE ON TRANSPORTATION, MARCH 30, 1993

**Brief Description:** Enhancing state-wide transportation planning.

**SPONSORS:** Representatives R. Fisher, Zellinsky, Brumsickle, R. Meyers, Miller, G. Cole, Scott, Basich, Dunshee, Wood, Schmidt, Forner, Jacobsen, Franklin, Eide, Flemming, Horn and J. Kohl

**HOUSE COMMITTEE ON TRANSPORTATION**

**SENATE COMMITTEE ON TRANSPORTATION**

**Majority Report:** Do pass as amended.

Signed by Senators Vognild, Chairman; Loveland, Vice Chairman; Barr, Drew, Haugen, Nelson, Oke, Prentice, Prince, M. Rasmussen, von Reichbauer, and Winsley.

**Staff:** Roger Horn (786-7839)

**Hearing Dates:** March 22, 1993; March 30, 1993

**BACKGROUND:**

The statutes of the Department of Transportation do not provide a planning process for incorporating the transportation policies identified in recent years in the State Transportation Policy Plan, the Growth Management Act, and other transportation legislation. Examples of issues not addressed in statute are the identification of and planning for transportation facilities and services of statewide significance, coordination of transportation facilities and services that cross regional boundaries, and coordination between transportation modes to make transferring passengers or goods from one mode to another more convenient and efficient.

The new federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) identifies several elements that each state must include in its transportation planning process in order to qualify for federal transportation funding.

**SUMMARY:**

The responsibilities of the Department of Transportation (DOT) in regard to transportation planning are defined. The DOT is required to develop on an on-going basis a statewide multimodal transportation plan that includes two components: (1) a state-owned facilities component that shall serve as a guide for state investment in (a) state highways, including preservation, operational and capacity improvements, paths and trails, and scenic and recreational highways, and (b) the

ferry system; and (2) a state-interest component that includes plans to guide statewide coordination of aviation, marine ports and navigation, freight rail, intercity passenger rail, bicycle transportation and pedestrian walkways, and public transportation. The plans developed as part of the statewide multimodal transportation plan must be consistent with one another, the State Transportation Policy Plan, local comprehensive plans, regional transportation planning, and high capacity transportation planning.

Elements to be included in the development of the State Transportation Policy Plan by the Transportation Commission are identified. The role of the DOT in regard to high capacity transportation planning and regional transportation planning is delineated.

**SUMMARY OF PROPOSED SENATE AMENDMENT:**

The following changes are made to provisions regarding the state public transportation plan within the statewide multimodal transportation plan: the plan must coordinate public transportation with other modes (as well as other transportation services); nonmotorized interests and the Office of Governor must be involved in the development of the plan; language is clarified regarding providing criteria for administering federal grants to transit agencies; and DOT is required to submit annual reports on the plan to the Legislative Transportation Committee with the first report due December 1, 1993.

**Appropriation:** none

**Revenue:** none

**Fiscal Note:** available

**TESTIMONY FOR:**

Putting into statute the requirements for a statewide multimodal transportation plan will promote effective statewide planning by the Department of Transportation. The multimodal transportation plan will help in the development of an effective intermodal transportation system.

**TESTIMONY AGAINST:** None

**TESTIFIED:** Charles Howard, Dept. of Transportation; David Williams, Assn. of WA Cities; Pat Jones, WA Public Ports Assn.