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HOUSE BILL 1007

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

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1 AN ACT Relating to state transportation planning; amending RCW  
2 47.05.030; adding a new chapter to Title 47 RCW; and creating a new  
3 section.

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

5 NEW SECTION. **Sec. 1.** FINDINGS. The legislature recognizes that  
6 the ownership and operation of Washington's transportation system is  
7 spread among federal, state, and local government agencies, regional  
8 transit agencies, port districts, and the private sector. The  
9 legislature also recognizes that transportation planning authority is  
10 shared on the local, regional, and state levels, and that this planning  
11 must be a comprehensive and coordinated effort. While significant  
12 authority for transportation planning is vested with local agencies and  
13 regional transportation planning organizations under the growth  
14 management act, the legislature recognizes that certain transportation  
15 issues and facilities cross local and regional boundaries and are vital  
16 to the state-wide economy and the cross-state mobility of people and  
17 goods. Therefore, the state has an appropriate role in developing  
18 state-wide transportation plans that address state jurisdiction  
19 facilities and services as well as transportation facilities and

1 services of state interest. These plans shall serve as a guide for  
2 short-term investment needs and provide a long-range vision for  
3 transportation system development.

4 NEW SECTION. **Sec. 2.** TRANSPORTATION FACILITIES AND SERVICES OF  
5 STATE-WIDE SIGNIFICANCE. The legislature declares the following  
6 transportation facilities and services to be of state-wide  
7 significance: Highways that provide cross-state connections between  
8 major urban areas, major facilities critical to the state's economy and  
9 welfare, and major international and interstate border crossings;  
10 state-wide passenger transportation services and facilities including  
11 intercity passenger rail services, intercity high-speed ground  
12 transportation, primary and commercial airports, and major intermodal  
13 terminals; and state-wide freight transportation services and  
14 facilities including mainline freight railroads, the Columbia/Snake  
15 navigable river system, major freight intermodal facilities, and water  
16 ports that serve international trade. Each of these facilities and  
17 services shall be considered as essential state public facilities under  
18 RCW 36.70A.200. The department of transportation shall lead efforts,  
19 in cooperation with regional transportation planning organizations,  
20 local governments, transit agencies, ports, and the private sector, to  
21 effectively plan for and include transportation facilities and services  
22 of state-wide significance into the state-wide multimodal  
23 transportation plan.

24 NEW SECTION. **Sec. 3.** STATE-WIDE TRANSPORTATION PLANNING. The  
25 specific role of the department in transportation planning shall be (1)  
26 ongoing coordination and development of state-wide transportation  
27 policies that guide all Washington transportation providers; (2)  
28 ongoing development of a state-wide multimodal transportation plan that  
29 includes both state-owned and state-interest facilities and services;  
30 (3) coordinating the state high-capacity transportation planning and  
31 regional transportation planning programs; and (4) conducting special  
32 transportation planning studies that impact state transportation  
33 facilities or relate to transportation facilities and services of  
34 state-wide significance. Specific requirements for each of these state  
35 transportation planning components are described in this chapter.

1        NEW SECTION.    **Sec. 4.**    TRANSPORTATION POLICY PLAN.    The commission  
2 shall develop a state transportation policy plan that (1) establishes  
3 a vision and goals for the development of the state-wide transportation  
4 system consistent with the state's growth management goals, (2)  
5 identifies significant state-wide transportation policy issues, and (3)  
6 recommends state-wide transportation policies and strategies to the  
7 legislature to fulfill the requirements of RCW 47.01.071(1).    The state  
8 transportation policy plan shall be the product of an ongoing process  
9 that involves representatives of significant transportation interests  
10 and the general public from across the state.

11        NEW SECTION.    **Sec. 5.**    STATE-WIDE MULTIMODAL TRANSPORTATION PLAN.  
12 The department shall develop a state-wide multimodal transportation  
13 plan under RCW 47.01.071(3) and in conformance with federal  
14 requirements, to ensure the continued mobility of people and goods  
15 within regions and across the state in a safe, cost-effective manner.  
16 The state-wide multimodal transportation plan shall consist of:

17        (1) A state-owned facilities component, which shall guide state  
18 investment for state highways including bicycle and pedestrian  
19 facilities, and state ferries; and

20        (2) A state-interest component, which shall define the state  
21 interest in aviation, marine ports and navigation, freight rail,  
22 intercity passenger rail, bicycle transportation and pedestrian  
23 walkways, and public transportation, and recommend actions in  
24 coordination with appropriate public and private transportation  
25 providers to ensure that the state interest in these transportation  
26 modes is met.

27        The plans developed under each component must be consistent with  
28 the state transportation policy plan and with each other, reflect  
29 public involvement, be consistent with regional transportation  
30 planning, high-capacity transportation planning, and local  
31 comprehensive plans prepared under chapter 36.70A RCW, and include  
32 analysis of intermodal connections and choices.    A primary emphasis for  
33 these plans shall be the improvement and integration of all  
34 transportation modes to create a seamless intermodal transportation  
35 system for people and goods.

1        NEW SECTION.    **Sec. 6.**    STATE-OWNED FACILITIES COMPONENT OF STATE-  
2 WIDE MULTIMODAL TRANSPORTATION PLAN.    The state-owned facilities  
3 component of the state-wide transportation plan shall consist of:

4        (1) The state highway system plan, which identifies program and  
5 financing needs and recommends specific and financially realistic  
6 improvements to preserve the structural integrity of the state highway  
7 system, ensure acceptable operating conditions, and provide for  
8 enhanced access to scenic, recreational, and cultural resources. The  
9 state highway system plan shall contain the following elements:

10        (a) A system preservation element, which shall establish structural  
11 preservation objectives for the state highway system including bridges,  
12 identify current and future structural deficiencies based upon analysis  
13 of current conditions and projected future deterioration, and recommend  
14 program funding levels and specific actions necessary to preserve the  
15 structural integrity of the state highway system consistent with  
16 adopted objectives. This element shall serve as the basis for the  
17 preservation component of the six-year highway program and the two-year  
18 biennial budget request to the legislature;

19        (b) A capacity and operational improvement element, which shall  
20 establish operational objectives, including safety considerations, for  
21 moving people and goods on the state highway system, identify current  
22 and future capacity, operational, and safety deficiencies, and  
23 recommend program funding levels and specific improvements and  
24 strategies necessary to achieve the operational objectives. In  
25 developing capacity and operational improvement plans the department  
26 shall first assess strategies to enhance the operational efficiency of  
27 the existing system before recommending system expansion. Strategies  
28 to enhance the operational efficiencies include but are not limited to  
29 access management, transportation system management, demand management,  
30 and high-occupancy vehicle facilities. The capacity and operational  
31 improvement element must conform to the state implementation plan for  
32 air quality and be consistent with regional transportation plans  
33 adopted under chapter 47.80 RCW, and shall serve as the basis for the  
34 capacity and operational improvement portions of the six-year highway  
35 program and the two-year biennial budget request to the legislature;

36        (c) A scenic and recreational highways element, which shall  
37 identify and recommend designation of scenic and recreational highways,  
38 provide for enhanced access to scenic, recreational, and cultural  
39 resources associated with designated routes, and recommend a variety of

1 management strategies to protect, preserve, and enhance these  
2 resources. The department, affected counties, cities, and towns,  
3 regional transportation planning organizations, and other state or  
4 federal agencies shall jointly develop this element;

5 (d) A paths and trails element, which shall identify the needs of  
6 nonmotorized transportation modes on the state transportation systems  
7 and provide the basis for the investment of state transportation funds  
8 in paths and trails, including funding provided under chapter 47.30  
9 RCW.

10 (2) The state ferry system plan, which shall guide capital and  
11 operating investments in the state ferry system. The plan shall  
12 establish service objectives for state ferry routes, forecast travel  
13 demand for the various markets served in the system, and develop  
14 strategies for ferry system investment that consider regional and  
15 state-wide vehicle and passenger needs, support local land use plans,  
16 and assure that ferry services are fully integrated with other  
17 transportation services. The plan shall assess the role of private  
18 ferries operating under the authority of the utilities and  
19 transportation commission and shall coordinate ferry system capital and  
20 operational plans with these private operations. The ferry system plan  
21 must be consistent with the regional transportation plans for areas  
22 served by the state ferry system, and shall be developed in conjunction  
23 with the ferry advisory committees.

24 NEW SECTION. **Sec. 7.** STATE-INTEREST COMPONENT OF STATE-WIDE  
25 MULTIMODAL TRANSPORTATION PLAN--STATE AVIATION PLAN. The state-  
26 interest component of the state-wide multimodal transportation plan  
27 shall include an aviation plan, which shall fulfill the state-wide  
28 aviation planning requirements of the federal government, coordinate  
29 state-wide aviation planning, and identify the program needs for public  
30 use and state airports.

31 NEW SECTION. **Sec. 8.** STATE-INTEREST COMPONENT OF STATE-WIDE  
32 MULTIMODAL TRANSPORTATION PLAN--STATE MARINE PORTS AND NAVIGATION PLAN.  
33 The state-interest component of the state-wide multimodal  
34 transportation plan shall include a state marine ports and navigation  
35 plan, which shall assess the transportation needs of Washington's  
36 marine ports, including navigation, and identify transportation system

1 improvements needed to support the international trade and economic  
2 development role of Washington's marine ports.

3 NEW SECTION. **Sec. 9.** STATE-INTEREST COMPONENT OF STATE-WIDE  
4 MULTIMODAL TRANSPORTATION PLAN--STATE FREIGHT RAIL PLAN. The state-  
5 interest component of the state-wide multimodal transportation plan  
6 shall include a state freight rail plan, which shall fulfill the state-  
7 wide freight rail planning requirements of the federal government,  
8 identify freight rail mainline issues, identify light-density freight  
9 rail lines threatened with abandonment, establish criteria for  
10 determining the importance of preserving the service or line, and  
11 recommend priorities for the use of state rail assistance and state  
12 rail banking program funds, as well as other available sources of  
13 funds. The plan shall also identify existing intercity rail rights of  
14 way that should be preserved for future transportation use.

15 NEW SECTION. **Sec. 10.** STATE-INTEREST COMPONENT OF STATE-WIDE  
16 MULTIMODAL TRANSPORTATION PLAN--STATE INTERCITY PASSENGER RAIL PLAN.  
17 The state-interest component of the state-wide multimodal  
18 transportation plan shall include an intercity passenger rail plan,  
19 which shall analyze existing intercity passenger rail service and  
20 recommend improvements to that service under the state passenger rail  
21 service program including depot improvements, potential service  
22 extensions, and ways to achieve higher train speeds.

23 NEW SECTION. **Sec. 11.** STATE-INTEREST COMPONENT OF STATE-WIDE  
24 MULTIMODAL TRANSPORTATION PLAN--STATE BICYCLE TRANSPORTATION AND  
25 PEDESTRIAN WALKWAYS PLAN. The state-interest component of the state-  
26 wide multimodal transportation plan shall include a bicycle  
27 transportation and pedestrian walkways plan, which shall propose a  
28 state-wide strategy for addressing bicycle and pedestrian  
29 transportation, including the integration of bicycle and pedestrian  
30 pathways with other transportation modes; the coordination between  
31 local governments, regional agencies, and the state in the provision of  
32 such facilities; the role of such facilities in reducing traffic  
33 congestion; and an assessment of state-wide bicycle and pedestrian  
34 transportation needs. This plan shall satisfy the federal requirement  
35 for a long-range bicycle transportation and pedestrian walkways plan.

1        NEW SECTION.    **Sec. 12.**    STATE-INTEREST COMPONENT OF STATE-WIDE  
2 MULTIMODAL TRANSPORTATION PLAN--STATE PUBLIC TRANSPORTATION PLAN. The  
3 state-interest component of the state-wide multimodal transportation  
4 plan shall include a state public transportation plan that:

5        (1) Articulates the state vision of an interest in public  
6 transportation and provides quantifiable objectives, including benefits  
7 indicators;

8        (2) Identifies the goals for public transit and the roles of  
9 federal, state, regional, and local entities in achieving those goals;

10       (3) Recommends mechanisms for coordinating state, regional, and  
11 local planning for public transportation;

12       (4) Recommends mechanisms for coordinating public transportation  
13 with other transportation services;

14       (5) Recommends criteria, consistent with the goals identified in  
15 subsection (2) of this section and with RCW 82.44.180 (2) and (3), for  
16 allocating funds to public transportation agencies; and

17       (6) Recommends a state-wide public transportation facilities and  
18 equipment management system as required by federal law.

19       In developing the state public transportation plan, the department  
20 shall involve local jurisdictions, public and private providers of  
21 transportation services, and state agencies with an interest in public  
22 transportation, including but not limited to the departments of  
23 community development, social and health services, and ecology, the  
24 state energy office, the office of the superintendent of public  
25 instruction, and the office of financial management.

26       NEW SECTION.    **Sec. 13.**    HIGH-CAPACITY TRANSPORTATION PLANNING AND  
27 REGIONAL TRANSPORTATION PLANNING--DEPARTMENT OF TRANSPORTATION. The  
28 department's role in high-capacity transportation planning and regional  
29 transportation planning is to administer state planning grants for  
30 these purposes, represent the interests of the state in these regional  
31 planning processes, and coordinate other department planning with these  
32 regional efforts, including those under RCW 81.104.060.

33       NEW SECTION.    **Sec. 14.**    SPECIAL PLANNING STUDIES. The department  
34 may carry out special transportation planning studies to resolve  
35 specific issues with the development of the state transportation system  
36 or other state-wide transportation issues.

1       **Sec. 15.** RCW 47.05.030 and 1987 c 179 s 2 are each amended to read  
2 as follows:

3       The transportation commission shall adopt and periodically revise,  
4 after consultation with the legislative transportation committee, a  
5 comprehensive six-year program and financial plan for highway  
6 improvements specifying program objectives for each of the highway  
7 categories, "A," "B," "C," and "H," defined in this section, and within  
8 the framework of estimated funds for such period. The program and plan  
9 shall be based upon the improvement needs (~~for state highways as~~  
10 ~~determined by the department from time to time~~) identified in the  
11 state highway system plan, as required under section 6 of this act.

12       With such reasonable deviations as may be required to effectively  
13 utilize the estimated funds and to adjust to unanticipated delays in  
14 programmed projects, the commission shall allocate the estimated funds  
15 among the following described categories of highway improvements, so as  
16 to carry out the commission's program objectives:

17       (1) Category A shall consist of those improvements necessary to  
18 sustain the structural, safety, and operational integrity of the  
19 existing state highway system (other than improvements to the  
20 interstate system to be funded with federal aid at the regular  
21 interstate rate under federal law and regulations, and improvements  
22 designated in subsections (2) through (4) of this section).

23       (2) Category B shall consist of improvements for the continued  
24 development of the interstate system to be funded with federal aid at  
25 the regular interstate rate under federal law and regulations.

26       (3) Category C shall consist of the development of major  
27 transportation improvements (other than improvements to the interstate  
28 system to be funded with federal aid at the regular interstate rate  
29 under federal law and regulations) including designated but  
30 unconstructed highways which are vital to the state-wide transportation  
31 network.

32       (4) Category H shall consist of those improvements necessary to  
33 sustain the structural and operational integrity of existing bridges on  
34 the highway system (other than bridges on the interstate system or  
35 bridge work included in another category because of its association  
36 with a highway project in such category).

37       Projects which are financed one hundred percent by federal funds or  
38 other agency funds shall, if the commission determines that such work



1 will improve the state highway system, be managed separately from the  
2 above categories.

3 NEW SECTION. **Sec. 16.** CODIFICATION DIRECTIVE. Sections 1 through  
4 14 of this act shall constitute a new chapter in Title 47 RCW.

5 NEW SECTION. **Sec. 17.** CAPTIONS. Captions used in this act do not  
6 constitute any part of the law.

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