

CERTIFICATION OF ENROLLMENT

ENGROSSED HOUSE BILL 1007

53rd Legislature
1993 Regular Session

Passed by the House April 20, 1993
Yeas 97 Nays 0

**Speaker of the
House of Representatives**

Passed by the Senate April 17, 1993
Yeas 42 Nays 0

President of the Senate

Approved

Governor of the State of Washington

CERTIFICATE

I, Alan Thompson, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **ENGROSSED HOUSE BILL 1007** as passed by the House of Representatives and the Senate on the dates hereon set forth.

Chief Clerk

FILED

**Secretary of State
State of Washington**

ENGROSSED HOUSE BILL 1007

AS AMENDED BY THE SENATE

Passed Legislature - 1993 Regular Session

State of Washington 53rd Legislature 1993 Regular Session

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

Prefiled 1/7/93. Read first time 01/11/93. Referred to Committee on Transportation.

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.** STATE-WIDE TRANSPORTATION PLANNING. The
5 specific role of the department in transportation planning shall be (1)
6 ongoing coordination and development of state-wide transportation
7 policies that guide all Washington transportation providers; (2)
8 ongoing development of a state-wide multimodal transportation plan that
9 includes both state-owned and state-interest facilities and services;
10 (3) coordinating the state high-capacity transportation planning and
11 regional transportation planning programs; and (4) conducting special
12 transportation planning studies that impact state transportation
13 facilities or relate to transportation facilities and services of
14 state-wide significance. Specific requirements for each of these state
15 transportation planning components are described in this chapter.

16 NEW SECTION. **Sec. 3.** TRANSPORTATION POLICY PLAN. The commission
17 shall develop a state transportation policy plan that (1) establishes
18 a vision and goals for the development of the state-wide transportation
19 system consistent with the state's growth management goals, (2)
20 identifies significant state-wide transportation policy issues, and (3)
21 recommends state-wide transportation policies and strategies to the
22 legislature to fulfill the requirements of RCW 47.01.071(1). The state
23 transportation policy plan shall be the product of an ongoing process
24 that involves representatives of significant transportation interests
25 and the general public from across the state.

26 NEW SECTION. **Sec. 4.** STATE-WIDE MULTIMODAL TRANSPORTATION PLAN.
27 The department shall develop a state-wide multimodal transportation
28 plan under RCW 47.01.071(3) and in conformance with federal
29 requirements, to ensure the continued mobility of people and goods
30 within regions and across the state in a safe, cost-effective manner.
31 The state-wide multimodal transportation plan shall consist of:

32 (1) A state-owned facilities component, which shall guide state
33 investment for state highways including bicycle and pedestrian
34 facilities, and state ferries; and

35 (2) A state-interest component, which shall define the state
36 interest in aviation, marine ports and navigation, freight rail,

1 intercity passenger rail, bicycle transportation and pedestrian
2 walkways, and public transportation, and recommend actions in
3 coordination with appropriate public and private transportation
4 providers to ensure that the state interest in these transportation
5 modes is met.

6 The plans developed under each component must be consistent with
7 the state transportation policy plan and with each other, reflect
8 public involvement, be consistent with regional transportation
9 planning, high-capacity transportation planning, and local
10 comprehensive plans prepared under chapter 36.70A RCW, and include
11 analysis of intermodal connections and choices. A primary emphasis for
12 these plans shall be the improvement and integration of all
13 transportation modes to create a seamless intermodal transportation
14 system for people and goods.

15 NEW SECTION. **Sec. 5.** STATE-OWNED FACILITIES COMPONENT OF STATE-
16 WIDE MULTIMODAL TRANSPORTATION PLAN. The state-owned facilities
17 component of the state-wide transportation plan shall consist of:

18 (1) The state highway system plan, which identifies program and
19 financing needs and recommends specific and financially realistic
20 improvements to preserve the structural integrity of the state highway
21 system, ensure acceptable operating conditions, and provide for
22 enhanced access to scenic, recreational, and cultural resources. The
23 state highway system plan shall contain the following elements:

24 (a) A system preservation element, which shall establish structural
25 preservation objectives for the state highway system including bridges,
26 identify current and future structural deficiencies based upon analysis
27 of current conditions and projected future deterioration, and recommend
28 program funding levels and specific actions necessary to preserve the
29 structural integrity of the state highway system consistent with
30 adopted objectives. This element shall serve as the basis for the
31 preservation component of the six-year highway program and the two-year
32 biennial budget request to the legislature;

33 (b) A capacity and operational improvement element, which shall
34 establish operational objectives, including safety considerations, for
35 moving people and goods on the state highway system, identify current
36 and future capacity, operational, and safety deficiencies, and
37 recommend program funding levels and specific improvements and
38 strategies necessary to achieve the operational objectives. In

1 developing capacity and operational improvement plans the department
2 shall first assess strategies to enhance the operational efficiency of
3 the existing system before recommending system expansion. Strategies
4 to enhance the operational efficiencies include but are not limited to
5 access management, transportation system management, demand management,
6 and high-occupancy vehicle facilities. The capacity and operational
7 improvement element must conform to the state implementation plan for
8 air quality and be consistent with regional transportation plans
9 adopted under chapter 47.80 RCW, and shall serve as the basis for the
10 capacity and operational improvement portions of the six-year highway
11 program and the two-year biennial budget request to the legislature;

12 (c) A scenic and recreational highways element, which shall
13 identify and recommend designation of scenic and recreational highways,
14 provide for enhanced access to scenic, recreational, and cultural
15 resources associated with designated routes, and recommend a variety of
16 management strategies to protect, preserve, and enhance these
17 resources. The department, affected counties, cities, and towns,
18 regional transportation planning organizations, and other state or
19 federal agencies shall jointly develop this element;

20 (d) A paths and trails element, which shall identify the needs of
21 nonmotorized transportation modes on the state transportation systems
22 and provide the basis for the investment of state transportation funds
23 in paths and trails, including funding provided under chapter 47.30
24 RCW.

25 (2) The state ferry system plan, which shall guide capital and
26 operating investments in the state ferry system. The plan shall
27 establish service objectives for state ferry routes, forecast travel
28 demand for the various markets served in the system, and develop
29 strategies for ferry system investment that consider regional and
30 state-wide vehicle and passenger needs, support local land use plans,
31 and assure that ferry services are fully integrated with other
32 transportation services. The plan shall assess the role of private
33 ferries operating under the authority of the utilities and
34 transportation commission and shall coordinate ferry system capital and
35 operational plans with these private operations. The ferry system plan
36 must be consistent with the regional transportation plans for areas
37 served by the state ferry system, and shall be developed in conjunction
38 with the ferry advisory committees.

1 NEW SECTION. **Sec. 6.** STATE-INTEREST COMPONENT OF STATE-WIDE
2 MULTIMODAL TRANSPORTATION PLAN--STATE AVIATION PLAN. The state-
3 interest component of the state-wide multimodal transportation plan
4 shall include an aviation plan, which shall fulfill the state-wide
5 aviation planning requirements of the federal government, coordinate
6 state-wide aviation planning, and identify the program needs for public
7 use and state airports.

8 NEW SECTION. **Sec. 7.** STATE-INTEREST COMPONENT OF STATE-WIDE
9 MULTIMODAL TRANSPORTATION PLAN--STATE MARINE PORTS AND NAVIGATION PLAN.
10 The state-interest component of the state-wide multimodal
11 transportation plan shall include a state marine ports and navigation
12 plan, which shall assess the transportation needs of Washington's
13 marine ports, including navigation, and identify transportation system
14 improvements needed to support the international trade and economic
15 development role of Washington's marine ports.

16 NEW SECTION. **Sec. 8.** STATE-INTEREST COMPONENT OF STATE-WIDE
17 MULTIMODAL TRANSPORTATION PLAN--STATE FREIGHT RAIL PLAN. The state-
18 interest component of the state-wide multimodal transportation plan
19 shall include a state freight rail plan, which shall fulfill the state-
20 wide freight rail planning requirements of the federal government,
21 identify freight rail mainline issues, identify light-density freight
22 rail lines threatened with abandonment, establish criteria for
23 determining the importance of preserving the service or line, and
24 recommend priorities for the use of state rail assistance and state
25 rail banking program funds, as well as other available sources of
26 funds. The plan shall also identify existing intercity rail rights of
27 way that should be preserved for future transportation use.

28 NEW SECTION. **Sec. 9.** STATE-INTEREST COMPONENT OF STATE-WIDE
29 MULTIMODAL TRANSPORTATION PLAN--STATE INTERCITY PASSENGER RAIL PLAN.
30 The state-interest component of the state-wide multimodal
31 transportation plan shall include an intercity passenger rail plan,
32 which shall analyze existing intercity passenger rail service and
33 recommend improvements to that service under the state passenger rail
34 service program including depot improvements, potential service
35 extensions, and ways to achieve higher train speeds.

1 NEW SECTION. **Sec. 10.** STATE-INTEREST COMPONENT OF STATE-WIDE
2 MULTIMODAL TRANSPORTATION PLAN--STATE BICYCLE TRANSPORTATION AND
3 PEDESTRIAN WALKWAYS PLAN. The state-interest component of the state-
4 wide multimodal transportation plan shall include a bicycle
5 transportation and pedestrian walkways plan, which shall propose a
6 state-wide strategy for addressing bicycle and pedestrian
7 transportation, including the integration of bicycle and pedestrian
8 pathways with other transportation modes; the coordination between
9 local governments, regional agencies, and the state in the provision of
10 such facilities; the role of such facilities in reducing traffic
11 congestion; and an assessment of state-wide bicycle and pedestrian
12 transportation needs. This plan shall satisfy the federal requirement
13 for a long-range bicycle transportation and pedestrian walkways plan.

14 NEW SECTION. **Sec. 11.** STATE-INTEREST COMPONENT OF STATE-WIDE
15 MULTIMODAL TRANSPORTATION PLAN--STATE PUBLIC TRANSPORTATION PLAN. The
16 state-interest component of the state-wide multimodal transportation
17 plan shall include a state public transportation plan that:

18 (1) Articulates the state vision of an interest in public
19 transportation and provides quantifiable objectives, including benefits
20 indicators;

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

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

25 (4) Recommends mechanisms for coordinating public transportation
26 with other transportation services and modes;

27 (5) Recommends criteria, consistent with the goals identified in
28 subsection (2) of this section and with RCW 82.44.180 (2) and (3), for
29 existing federal authorizations administered by the department to
30 transit agencies; and

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

33 In developing the state public transportation plan, the department
34 shall involve local jurisdictions, public and private providers of
35 transportation services, nonmotorized interests, and state agencies
36 with an interest in public transportation, including but not limited to
37 the departments of community development, social and health services,
38 and ecology, the state energy office, the office of the superintendent

1 of public instruction, the office of the governor, and the office of
2 financial management.

3 The department shall submit an initial report to the legislative
4 transportation committee by December 1, 1993, and shall provide annual
5 reports summarizing the plan's progress each year thereafter.

6 NEW SECTION. **Sec. 12.** HIGH-CAPACITY TRANSPORTATION PLANNING AND
7 REGIONAL TRANSPORTATION PLANNING--DEPARTMENT OF TRANSPORTATION. The
8 department's role in high-capacity transportation planning and regional
9 transportation planning is to administer state planning grants for
10 these purposes, represent the interests of the state in these regional
11 planning processes, and coordinate other department planning with these
12 regional efforts, including those under RCW 81.104.060.

13 NEW SECTION. **Sec. 13.** SPECIAL PLANNING STUDIES. The department
14 may carry out special transportation planning studies to resolve
15 specific issues with the development of the state transportation system
16 or other state-wide transportation issues.

17 **Sec. 14.** RCW 47.05.030 and 1987 c 179 s 2 are each amended to read
18 as follows:

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

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

33 (1) Category A shall consist of those improvements necessary to
34 sustain the structural, safety, and operational integrity of the
35 existing state highway system (other than improvements to the
36 interstate system to be funded with federal aid at the regular

1 interstate rate under federal law and regulations, and improvements
2 designated in subsections (2) through (4) of this section).

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

6 (3) Category C shall consist of the development of major
7 transportation improvements (other than improvements to the interstate
8 system to be funded with federal aid at the regular interstate rate
9 under federal law and regulations) including designated but
10 unconstructed highways which are vital to the state-wide transportation
11 network.

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

17 Projects which are financed one hundred percent by federal funds or
18 other agency funds shall, if the commission determines that such work
19 will improve the state highway system, be managed separately from the
20 above categories.

21 NEW SECTION. **Sec. 15.** CODIFICATION DIRECTIVE. Sections 1 through
22 13 of this act shall constitute a new chapter in Title 47 RCW.

23 NEW SECTION. **Sec. 16.** CAPTIONS. Captions used in this act do not
24 constitute any part of the law.

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