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5 On page 15, beginning on line 24, strike all of section 16 and
6 insert the following:

7 "NEW SECTION. **Sec. 16. LEGISLATIVE FINDINGS.** The legislature
8 finds and declares that:

9 (1) The Puget Sound region is experiencing rapid growth, which is
10 already straining transportation capacity, and threatening the economic
11 viability of the area. The Puget Sound region is the state's largest
12 urban area and most important economic region, and it is in the
13 interest of the state to establish policies that facilitate
14 preservation and enhancement of the economic viability of this region.

15 (2) The state has the primary responsibility for providing state
16 highway capacity throughout the state, including the Puget Sound
17 region. However, state, regional, and local policies do not envision
18 construction of general purpose highway facilities to accommodate
19 future growth in the Puget Sound region, but instead rely on a number
20 of factors, especially attraction of single-occupant automobile users
21 to transit and ride-sharing alternatives. As a result the state has a
22 substantial and direct interest in the success of these policies to
23 substitute alternative modes of transport, including public transit.

24 (3) Regional and local authorities have, in accordance with state
25 and federal requirements, adopted a metropolitan transportation plan
26 that forecasts a significant increase in transit ridership both within
27 the constraints of existing resources and with expanded resources.

28 (4) The ridership trend of transit operators within the Puget Sound
29 region falls short of the rate necessary to achieve the long-term
30 transit ridership forecasts. Correction of this trend will require
31 substantial increases in service, to be achieved, in part, within
32 current resource constraints. However, these service increases are
33 unlikely to occur without a performance program that provides transit
34 operators with incentives to improve their cost-effectiveness.

35 (5) Transit agencies receive a substantial amount of state and
36 local funding, including funds from the motor vehicle excise tax, which

1 is declared to be a state tax, and local taxes authorized under state
2 law. The state has an interest in ensuring that these funds are used
3 cost-effectively. It is in the state's interest to establish a transit
4 performance program for the Puget Sound region.

5 NEW SECTION. **Sec. 17. DEFINITIONS.** The definitions set forth in
6 this section apply throughout this chapter.

7 (1) "Basic resource targets" mean ridership and service level
8 targets based upon the Puget Sound regional council metropolitan
9 transportation plan "financially constrained" strategy 2020 forecast in
10 effect as of January 1, 1996.

11 (2) "Bus" means a motor bus or trolley bus.

12 (3) "Expanded resource targets" mean the ridership and service
13 level targets based upon the Puget Sound regional council metropolitan
14 transportation plan "preferred" strategy forecast in effect as of
15 January 1, 1996.

16 (4) "Inflation adjustment" means adjustment of financial data using
17 the Consumer Price Index: Urban Wage Earners and Clerical Workers
18 (CPI-W) for Seattle-Tacoma, Washington, as published by the United
19 States department of labor.

20 (5) "Operating cost" means all operating costs reported through the
21 federal transit administration national transit data base as defined on
22 January 1, 1994, or its successor, including vehicle operations,
23 vehicle maintenance, nonvehicle maintenance, and general and
24 administrative costs.

25 (6) "Puget Sound region" means the area consisting of a county with
26 a population greater than one million persons, any counties abutting it
27 that have populations greater than four hundred thousand persons, and
28 any counties abutting it that have populations greater than two hundred
29 thousand persons and are served by the Washington state ferry system.

30 (7) "Puget Sound regional council" means the metropolitan planning
31 organization for the county having the largest population in the Puget
32 Sound region.

33 (8) "Unlinked passenger trip" has the meaning as defined under the
34 United States department of transportation, federal transit
35 administration national transit data base as of January 1, 1994.

36 (9) "Vehicle hour" has the meaning as defined under the United
37 States department of transportation, federal transit administration
38 national transit data base as of January 1, 1994.

1 NEW SECTION. **Sec. 18. PUGET SOUND TRANSIT PERFORMANCE PROGRAM.**

2 A Puget Sound transit performance program is established and applies to
3 the transit operations of all municipalities as defined in RCW
4 35.58.272 and the regional transit authority established under chapter
5 81.112 RCW in the Puget Sound region. The program consists of the
6 following:

7 (1) Unit cost, ridership, and service level performance targets for
8 the Puget Sound region and transit operators as provided by sections 19
9 through 26 of this act;

10 (2) Unit cost regulation as provided by sections 27 through 33 of
11 this act;

12 (3) The Puget Sound transit expansion account established by
13 section 34 of this act;

14 (4) Truth in planning reporting as provided by section 35 of this
15 act; and

16 (5) Related reporting requirements.

17 NEW SECTION. **Sec. 19. PERFORMANCE TARGETS.** The initial
18 performance targets for 2020 are:

19 (1) A unit cost target for each transit operator of \$56.00
20 operating cost per vehicle hour in 1994 dollars, converted to 1999
21 dollars through inflation adjustment. This cost per hour target is an
22 estimate of the cost level required to achieve the 2020 basic resource
23 ridership target under the assumptions of the metropolitan
24 transportation plan "financially constrained" strategy;

25 (2) Basic resource targets for ridership and service level as
26 defined in section 17 of this act;

27 (3) A ridership target of 185,000,000 unlinked passenger trips
28 annually, exclusive of services funded by the regional transit
29 authority.

30 NEW SECTION. **Sec. 20. INTERIM RIDERSHIP TARGETS.** The Puget Sound
31 regional council, in cooperation with and with the unanimous consent of
32 the transit operators, shall establish annual unlinked passenger trip
33 forecasts, allocated by transit operator. The annual forecasts must be
34 based upon achievement of the 2020 target of this chapter, and the
35 total unlinked passenger trip targets allocated to the operators must
36 balance to the total Puget Sound region unlinked passenger trip
37 forecasts. The total Puget Sound region ridership target in each year

1 must represent no less than eighty percent of the increase from the
2 base year that would be required under the "straight line default"
3 targets of section 21 of this act. The council shall forward notice of
4 interim target adoption to the state auditor, who upon certifying
5 consistency with the requirements of this chapter, shall use these
6 targets in administering unit cost regulation and in "truth in
7 planning" reporting.

8 NEW SECTION. **Sec. 21. RIDERSHIP STRAIGHT LINE DEFAULT TARGETS.**

9 (1) Until such time as interim ridership targets are certified by the
10 state auditor under section 20 of this act, the auditor shall use
11 straight line default targets in administering unit cost regulation and
12 "truth in planning" requirements. The unlinked passenger trip target
13 will be increased each year by 1/23 of the difference between the base
14 year 1997 unlinked trips and the 2020 target. The auditor shall
15 allocate individual operator targets for each year based upon the
16 percentage of base year Puget Sound region unlinked trips carried by
17 the operator.

18 (2) Straight line default targets apply to any year for which the
19 cooperative process in section 20 of this act did not result in
20 certification of the interim target before the commencement of that
21 year.

22 NEW SECTION. **Sec. 22. SERVICE LEVEL TARGETS.** (1) The Puget Sound
23 regional council shall establish a basic resource service level target
24 of 8,360,000 bus vehicle hours annually for 2020.

25 (2) The Puget Sound regional council, in cooperation with and with
26 the unanimous consent of the transit operators, shall establish annual
27 vehicle hour targets, allocated by transit operator. The annual
28 targets must be based upon achievement of the 2020 target in this
29 chapter, and the total annual vehicle hour targets allocated to the
30 operators must balance to the total Puget Sound region annual vehicle
31 hour targets. The total Puget Sound region ridership target in each
32 year must represent no less than eighty percent of the increase from
33 the base year that would be required under the "straight line default"
34 scenario of section 23 of this act. The council shall forward notice
35 of interim target adoption to the state auditor, who upon certifying
36 consistency with the requirements of this chapter, shall use these

1 targets in administering unit cost regulation and in "truth in
2 planning" reporting.

3 NEW SECTION. **Sec. 23. UNIT STRAIGHT LINE DEFAULT TARGETS.** Until
4 such time as interim service level targets are certified by the state
5 auditor under section 22 of this act, the state auditor shall use
6 straight line default targets in administering unit cost regulation and
7 "truth in planning" requirements. The vehicle hours target will be
8 increased each year by 1/23 of the difference between base year 1997
9 vehicle hours and the 2020 target. The auditor shall allocate
10 individual operator targets for each year based upon the percentage of
11 base year Puget Sound region vehicle hours provided by the operator.

12 NEW SECTION. **Sec. 24.** The state auditor shall revise future
13 annual service level targets for an operator to reflect any revision in
14 future cost per vehicle hour targets under section 30 of this act. The
15 new vehicle hour target in any year must be equal to the existing
16 vehicle hour target for the year multiplied by the preexisting cost per
17 vehicle hour target divided by the revised cost per vehicle hour
18 targets for the corresponding year. The auditor shall revise total
19 Puget Sound region service level targets to reflect the revised transit
20 operator service level targets.

21 NEW SECTION. **Sec. 25.** The Puget Sound regional council shall
22 establish interim expanded resource targets as defined in section 17 of
23 this act for the year 2020. The ridership target for the year 2020 is
24 295 million unlinked passenger trips annually. Following the general
25 procedures in sections 20 and 21 of this act, interim annual targets
26 must be established, submitted, and certified.

27 NEW SECTION. **Sec. 26.** In establishing the 2020 expanded service
28 level target, the Puget Sound regional council shall provide the 2020
29 incremental service level forecast using the metropolitan
30 transportation plan "preferred strategy" service level minus the
31 "financially constrained strategy" service level. Rail service must be
32 converted to bus equivalents using the federal transit administration
33 formula used in its latest biennial "needs" report to the United States
34 Congress, or its successor. The target is the incremental service
35 level plus the basic service level, stated in bus vehicle hours,

1 including bus vehicle hour equivalents of rail service. Following the
2 general procedures in sections 22 through 24 of this act, interim
3 annual targets must be established, submitted, and certified.

4 NEW SECTION. **Sec. 27. UNIT COST REGULATION.** (1) Each transit
5 operator in the Puget Sound region is subject to unit cost regulation
6 or CPI-X factor, as set forth in section 28 of this act.

7 (2) The state auditor shall administer unit cost regulation and
8 apply it to bus operating costs per vehicle hour of fixed route service
9 open to the general public. The auditor shall perform all calculations
10 and certifications required under this chapter in compliance with the
11 provisions of this chapter.

12 NEW SECTION. **Sec. 28. CALCULATION OF INITIAL CPI-X FACTOR.** (1)
13 The auditor shall calculate an initial CPI-X factor for each operator.
14 The CPI-X factor is the annual percentage decline in inflation adjusted
15 cost per vehicle hour necessary to reach the initial 2020 operating
16 cost per vehicle hour target in 2020 established in section 19(1) of
17 this act.

18 (2) The auditor shall calculate a schedule of annual cost per
19 vehicle hour targets for each year from the base year to 2020, with
20 each year's target reduced by the operator's CPI-X factor. The first
21 year's target is the base year actual cost per vehicle hour reduced by
22 the CPI-X factor. The targets must be expressed in inflation-adjusted
23 1999 dollars.

24 (3) The operating cost per vehicle hour target for each transit
25 operator will continue to decline by the CPI-X factor determined in
26 this section until the initial 2020 cost per vehicle hour target
27 established in section 19(1) of this act is met. Thereafter the cost
28 per vehicle hour target equals the initial 2020 cost per vehicle hour
29 target.

30 (4) The auditor shall assess these targets and provide a report to
31 the legislature not later than December 1, 2006.

32 NEW SECTION. **Sec. 29. COMPLIANCE.** (1) In any year, an operator
33 is in compliance if its bus operating cost per vehicle hour is equal to
34 or less than its operating cost per vehicle hour target and its
35 unlinked passenger trips are equal to or greater than its basic
36 resource unlinked passenger trips target.

1 (2) Each transit operator in compliance is not subject to the
2 reductions in motor vehicle excise tax provided for in section 32 of
3 this act.

4 NEW SECTION. **Sec. 30. REVISION OF A TRANSIT OPERATOR'S CPI-X**
5 **FACTOR.** (1) If an operator is in compliance with both its operating
6 cost per vehicle hour target and its unlinked passenger trips target,
7 the state auditor shall reduce the operator's CPI-X standard for future
8 years by ten percent of the operator's initial CPI-X factor.

9 (2) The auditor may not reduce an operator's CPI-X regulation
10 factor by more than fifty percent from the operator's initial CPI-X
11 factor.

12 (3) If an operator is not in compliance with both its operating
13 cost per vehicle hour target and its unlinked passenger trips target,
14 the auditor shall increase the operator's CPI-X factor for future years
15 by ten percent of the operator's initial CPI-X factor, not to exceed
16 the initial CPI-X factor.

17 (4) The auditor shall credit toward reducing the operating cost per
18 vehicle hour, the amount of fares received for any commuter service
19 that receives in fares, at least forty percent of the costs of
20 operating that service.

21 (5) The auditor shall recalculate future operating cost per vehicle
22 hour targets based upon any revision in an operator's CPI-X factor
23 following the approach of section 28(2) of this act.

24 NEW SECTION. **Sec. 31.** No arbitrator, administrative law judge, or
25 any other officer or authority may impose a labor contract award that
26 causes a transit operator to be out of compliance with its operating
27 cost per vehicle hour target at any point during the period of the
28 award. An operator aggrieved by an arbitration decision in violation
29 of this section may appeal the decision to a court of competent
30 jurisdiction.

31 NEW SECTION. **Sec. 32.** With respect to a year in which a transit
32 operator fails to achieve its operating cost per vehicle hour target:

33 (1) The state auditor shall reduce the operator's maximum level of
34 motor vehicle excise tax to be distributed to that municipality by the
35 product of the total vehicle hours operated in the subject year
36 multiplied by the extent to which the operating cost per vehicle hour

1 target is missed. This reduction takes effect in the first full fiscal
2 year after the due date of the transit operator's annual report
3 applying to the year in which the target is missed. The state auditor
4 shall annually determine the compliance or noncompliance of each
5 transit operator with unit cost regulation within ninety days of the
6 due date of the transit operator annual reports.

7 (2) Upon order of the auditor, the state treasurer shall hold in
8 escrow the amount by which the transit operator's excise tax
9 eligibility is reduced.

10 (3) If the transit operator achieves its operating cost per vehicle
11 hour target in the next year, the auditor shall restore the operator's
12 excise tax eligibility to the previous year's level, and shall notify
13 the treasurer to grant to the transit operator the funding that was
14 placed in escrow.

15 (4) If the transit operator fails to achieve its operating cost per
16 vehicle hour target in the next year, the auditor shall calculate a
17 factor by which the maximum rate of motor vehicle excise tax that the
18 municipality may impose under RCW 35.58.273 will be permanently
19 reduced, which must reflect the amount in escrow. In each year, the
20 auditor shall deposit this amount in the Puget Sound transit expansion
21 account created in section 34 of this act.

22 (5) Failure to achieve the operating cost per vehicle hour target
23 will disqualify the transit agency from receiving funds from the
24 central Puget Sound public transportation account.

25 NEW SECTION. **Sec. 33.** (1) The regional transit authority may not
26 award service contracts to a designated transit operator not in
27 compliance with its most recent annual unit cost target, as determined
28 by the state auditor, at the time of contract award.

29 (2) A regional transit authority may award service contracts to a
30 transit operator or company whose unit costs are equal to or less than
31 unit costs established for designated Puget Sound transit operators
32 during the term of the contract.

33 (3) Bus services directly operated at any time by the regional
34 transit authority are subject to the initial 2020 cost per vehicle hour
35 standard established in section 19(1) of this act.

36 NEW SECTION. **Sec. 34.** A new section is added to chapter 47.26 RCW
37 to read as follows:

1 **PUGET SOUND TRANSIT EXPANSION ACCOUNT.** (1) The Puget Sound transit
2 expansion account is created in the custody of the state treasurer.
3 All receipts from section 32(4) of this act must be deposited into the
4 account. Expenditures from the account may be used only for transit
5 projects selected under this section.

6 (2) The transportation improvement board shall administer a
7 competitive grant program to provide funds for eligible agencies within
8 the Puget Sound region to expand transit services using the Puget Sound
9 transit expansion account.

10 (3) The criteria for projects to be funded from this account
11 include, but are not limited to:

12 (a) The projects must be within the Puget Sound region;

13 (b) Eligible projects are limited to general purpose transit
14 service and improvements to the high-occupancy vehicle lane system;

15 (c) Priority will be given to projects that maximize transit
16 ridership and minimize operating costs;

17 (d) To the extent feasible, and consistent with other criteria,
18 allocations should reflect the general distribution of state funding
19 reduction by county jurisdiction.

20 (4) Eligible agencies include:

21 (a) Municipalities operating public transit services that are in
22 compliance with their operating cost per vehicle hour targets;

23 (b) Any other unit of government in the region, including state
24 agencies, counties, municipalities, school districts, special
25 districts, or a combination of them.

26 NEW SECTION. **Sec. 35. TRUTH IN PLANNING REQUIREMENT.** The state
27 auditor shall produce a "truth in planning" report to the governor and
28 the legislature by November 30th of each even-numbered year. The
29 report must provide the following information through the most recent
30 fiscal year for which data is available:

31 (1) Required findings. The findings in this subsection are based
32 upon the metropolitan transportation plan as in effect on January 1,
33 1996, for both the financially constrained and preferred strategies,
34 the basic resource and expanded resource targets. Separate findings
35 need to be made under each strategy for the Puget Sound region in total
36 and for each of the transit operators:

37 (a) Percentage variance of total unlinked passenger trips relative
38 to the forecast;

1 (b) Percentage variance of change in unlinked passenger trips from
2 the base year compared to the forecast;

3 (c) Percentage variance of change in unlinked passenger trips
4 during the latest biennium compared to the forecast;

5 (d) Percentage variance of total bus vehicle hours relative to the
6 forecast;

7 (e) Percentage variance of the change in bus vehicle hours from the
8 base year compared to the forecast;

9 (f) Percentage variance of the change in bus vehicle hours during
10 the latest biennium compared to the forecast;

11 (2) Summary tables for the Puget Sound region and each operator,
12 showing the following information under the metropolitan transportation
13 plan "financially constrained" and "preferred" strategies:

14 (a) Total forecast unlinked passenger trips, actual unlinked
15 passenger trips, the difference between forecast and actual, and the
16 percentage of variance;

17 (b) Total forecast change in unlinked passenger trips since the
18 base year, the actual change, the difference between forecast and
19 actual, and the percentage of variance;

20 (c) Total forecast change in unlinked passenger trips during the
21 last biennium, the actual change, the difference between forecast and
22 actual, and the percentage of variance;

23 (d) Total forecast bus vehicle hours, actual bus vehicle hours, the
24 difference between forecast and actual, and the percentage of variance;

25 (e) Total forecast change in bus vehicle hours since the base year,
26 the actual change, the difference between forecast and actual, and the
27 percentage of variance;

28 (f) Total forecast change in bus vehicle hours during the last
29 biennium, the actual change, the difference between forecast and
30 actual, and the percentage of variance;

31 (3) Detailed versions of all tables required as summary tables
32 under subsection (2) of this section for each year from 1997 to 2020,
33 to the extent available, for the Puget Sound region and each transit
34 operator;

35 (4) Charts with graphics that clearly and effectively depict short-
36 term (base year to present) and long-term trends (base year to 2020) in
37 unlinked passenger trips and bus vehicle hours for the Puget Sound
38 region and each transit operator.

1 By June 1st of each year, all designated Puget Sound transit
2 operators shall submit to the department of transportation an estimate
3 of the number and percentage of discretionary passengers who rode their
4 systems during the previous year and an estimate of the percentage of
5 all vehicular trips made on transit within their service territories
6 during the previous year. The department shall publish this data in
7 its annual public transportation report as provided in RCW 35.58.2796.
8 A discretionary passenger is a person with access to a single occupant
9 vehicle who has chosen to ride transit instead of driving alone in an
10 automobile.

11 NEW SECTION. **Sec. 36.** A new section is added to chapter 47.80 RCW
12 to read as follows:

13 A regional transportation planning organization for a county with
14 a population of at least one million persons has the following duties:

15 (1) Prepare and periodically update a transportation strategy for
16 the region. The strategy must address alternative transportation modes
17 and transportation demand management measures in regional corridors and
18 shall recommend preferred transportation policies to implement adopted
19 growth strategies. The strategy serves as a guide in preparation of
20 the regional transportation plan.

21 At minimum, the regional strategy must address, at least every two
22 years, a regional public transportation strategy addressing short-range
23 (six-year) transportation system needs and deficiencies, as further
24 described in this section, must be prepared, approved, and submitted to
25 the department by December 15, 1997. The strategy must contain at
26 least the following components: (a) Documentation of biennial progress
27 implementing regionally significant public transportation system
28 service, facility, and program improvements addressing regional public
29 transportation system needs and deficiencies identified in the previous
30 regional transportation strategy report; (b) documentation and
31 evaluation, using the most recently available data, of the current
32 performance of the regional public transportation system, summarized
33 for the overall regional transportation system and also reported by
34 mode for people movement; and (c) a component identifying priority
35 regional public transportation corridor and subarea transportation
36 system needs and deficiencies that should be addressed by public
37 transportation providers in their subsequent six-year transportation
38 improvement programs. The performance component of the regional

1 strategy report must further specifically describe, at least for the
2 public transportation element, how the most recent monitoring data
3 available for actual transportation system performance compares with
4 intended transportation system performance objectives developed for the
5 regional transportation system consistent with strategies and policies
6 adopted in the regional transportation plan.

7 (2) Prepare a regional transportation plan as set forth in RCW
8 47.80.030 that is consistent with county-wide planning policies if
9 those policies have been adopted under chapter 36.70A RCW, with county,
10 city, and town comprehensive plans, and state transportation plans.
11 The plan must also be developed and updated to consider public
12 transportation mobility needs for people in the regional transportation
13 plans prepared by regional transportation planning organizations whose
14 designated planning areas abut that area.

15 (3) Certify by December 31, 1998, that the six-year transit
16 development plans prepared under RCW 35.58.2795 by municipalities
17 defined in RCW 35.58.272 are consistent with the adopted regional
18 transportation plan. Every two years thereafter, the certification
19 must be reviewed for currency and consistency with subsequent updates
20 of six-year transit development plans for such municipalities, and the
21 executive board of the regional transportation planning organization
22 shall either recertify or decertify each municipality based upon a
23 determination of consistency between updated six-year transit
24 development plans and the adopted regional transportation plan and the
25 regional transportation system needs identified in regional
26 transportation strategy reports. After December 31, 1998,
27 certification or recertification of six-year transit development plans
28 is a minimum requirement for municipalities defined in RCW 35.58.272 to
29 be eligible to apply for discretionary fund account programs managed by
30 the transportation improvement board.

31 (4) Where appropriate, certify that county-wide planning policies
32 adopted under RCW 36.70A.210 and the adopted regional transportation
33 plan are consistent.

34 (5) Develop, in cooperation with the department, operators of
35 public transportation services, and local governments within the
36 region, a six-year regional transportation improvement program that
37 proposes regionally significant projects and programs and
38 transportation demand management measures. The regional transportation
39 improvement program must be based on the programs, projects, and

1 transportation demand management measures of regional significance as
2 identified by transit agencies, cities, and counties under RCW
3 35.58.2795, 35.77.010, and 36.81.121, respectively, and that address
4 and support the priority regional transportation system needs and
5 deficiencies identified in regional transportation strategy reports
6 prepared under RCW 47.80.023(1). The program must include a priority
7 list of projects and programs, project segments and programs,
8 transportation demand management measures, and a specific financial
9 plan that demonstrates how the transportation improvement program can
10 be funded. The program must be updated at least every two years for
11 the ensuing six-year period.

12 (6) Designate a lead planning agency to coordinate preparation of
13 the regional transportation plan and carry out the other
14 responsibilities of the organization. The lead planning agency may be
15 a regional organization, a component county, city, or town agency, or
16 the appropriate department district office.

17 **Sec. 37.** RCW 47.80.023 and 1994 c 158 s 2 are each amended to read
18 as follows:

19 Each regional transportation planning organization (~~shall have~~)
20 that does not contain a county with a population of more than one
21 million persons has the following duties:

22 (1) Prepare and periodically update a transportation strategy for
23 the region. The strategy shall address alternative transportation
24 modes and transportation demand management measures in regional
25 corridors and shall recommend preferred transportation policies to
26 implement adopted growth strategies. The strategy shall serve as a
27 guide in preparation of the regional transportation plan.

28 (2) Prepare a regional transportation plan as set forth in RCW
29 47.80.030 that is consistent with county-wide planning policies if such
30 have been adopted pursuant to chapter 36.70A RCW, with county, city,
31 and town comprehensive plans, and state transportation plans.

32 (3) Certify by December 31, 1996, that the transportation elements
33 of comprehensive plans adopted by counties, cities, and towns within
34 the region reflect the guidelines and principles developed pursuant to
35 RCW 47.80.026, are consistent with the adopted regional transportation
36 plan, and, where appropriate, conform with the requirements of RCW
37 36.70A.070.

1 (4) Where appropriate, certify that county-wide planning policies
2 adopted under RCW 36.70A.210 and the adopted regional transportation
3 plan are consistent.

4 (5) Develop, in cooperation with the department of transportation,
5 operators of public transportation services and local governments
6 within the region, a six-year regional transportation improvement
7 program which proposes regionally significant transportation projects
8 and programs and transportation demand management measures. The
9 regional transportation improvement program shall be based on the
10 programs, projects, and transportation demand management measures of
11 regional significance as identified by transit agencies, cities, and
12 counties pursuant to RCW 35.58.2795, 35.77.010, and 36.81.121,
13 respectively. The program shall include a priority list of projects
14 and programs, project segments and programs, transportation demand
15 management measures, and a specific financial plan that demonstrates
16 how the transportation improvement program can be funded. The program
17 shall be updated at least every two years for the ensuing six-year
18 period.

19 (6) Designate a lead planning agency to coordinate preparation of
20 the regional transportation plan and carry out the other
21 responsibilities of the organization. The lead planning agency may be
22 a regional organization, a component county, city, or town agency, or
23 the appropriate Washington state department of transportation district
24 office.

25 NEW SECTION. **Sec. 38.** Sections 16 through 33 and 35 of this act
26 constitute a new chapter in Title 47 RCW.

27 NEW SECTION. **Sec. 39.** Sections 16 through 33 and 35 of this act
28 take effect January 1, 1999.

29 NEW SECTION. **Sec. 40.** Section captions used in this act are not
30 part of the law."

31 Renumber the sections following consecutively, and correct internal
32 references and the title accordingly.

1 **SHB 1872** - H AMD
2 By Representative Radcliff

3

4 On page 7, line 23, after "percent" insert "as adjusted under
5 section 32 of this act,"

6 **SHB 1872** - H AMD
7 By Representative Radcliff

8

9 On page 6, line 7, after "RCW 35.58.273" strike everything through
10 "persons" on line 11

11 EFFECT: Provides that transit systems in King, Pierce, and
12 Snohomish counties that receive the motor vehicle excise tax will also
13 be subject to a performance audit.

14 On page 6, line 28, after "audit." insert "The auditor shall
15 undertake in the first year of the audits, those audits of
16 municipalities located in a county with a population of at least one
17 million persons, and those municipalities located in a county of at
18 least four hundred thousand persons and bordering a county with a
19 population of at least one million persons. Audits must include, where
20 warranted, an emphasis on the operating costs per vehicle hour for
21 those agencies and those costs in relation to other systems of
22 comparable size."

23 EFFECT: Requires that the auditor address in the first year the
24 performance audits for transit agencies in King, Pierce and Snohomish
25 counties. Requires that those audits include an emphasis on operating
26 costs and costs in relation to other agencies.

--- END ---