

1 6628.E AMH TRPB AMH-5305.2

2 By Representative K. Schmidt

3 **ESB 6628** - H COMM AMD

4 By Committee on Transportation Policy & Budget

5 ADOPTED AS AMENDED 3/11/98

6 Strike everything after the enacting clause and insert the  
7 following:

8 "Sec. 1. RCW 47.06.040 and 1994 c 258 s 5 are each amended to read  
9 as follows:

10 The department shall develop a state-wide multimodal transportation  
11 plan under RCW 47.01.071(3) and in conformance with federal  
12 requirements, to ensure the continued mobility of people and goods  
13 within regions and across the state in a safe, cost-effective manner.  
14 The state-wide multimodal transportation plan shall consist of:

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

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

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

36 In the development of the state-wide multimodal transportation  
37 plan, the department shall identify and document potential affected

1 environmental resources, including, but not limited to, wetlands, storm  
2 water runoff, flooding, air quality, fish passage, and wildlife  
3 habitat. The department shall conduct its environmental identification  
4 and documentation in coordination with all relevant environmental  
5 regulatory authorities, including, but not limited to, local  
6 governments. The department shall give the relevant environmental  
7 regulatory authorities an opportunity to review the department's  
8 environmental plans. The relevant environmental regulatory authorities  
9 shall provide comments on the department's environmental plans in a  
10 timely manner. Environmental identification and documentation as  
11 provided for in RCW 47.01.300 and this section is not intended to  
12 create a private right of action or require an environmental impact  
13 statement as provided in chapter 43.21C RCW.

14 **Sec. 2.** RCW 47.06.050 and 1993 c 446 s 5 are each amended to read  
15 as follows:

16 The state-owned facilities component of the state-wide  
17 transportation plan shall identify the most cost-effective combination  
18 of highway, ferry, passenger rail, and high-capacity transportation  
19 improvements that maximizes the efficient movement of people, freight,  
20 and goods within state transportation corridors and will consist of:

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

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

36 (b) A capacity and operational improvement element, which shall  
37 establish operational objectives, including safety considerations, for  
38 moving people and goods on the state highway system, identify current

1 and future capacity, operational, and safety deficiencies, and  
2 recommend program funding levels and specific improvements and  
3 strategies necessary to achieve the operational objectives. In  
4 developing capacity and operational improvement plans the department  
5 shall first assess strategies to enhance the operational efficiency of  
6 the existing system before recommending system expansion. Congestion  
7 relief must be a primary emphasis of the capacity and operational  
8 improvement element. Strategies to enhance the operational  
9 efficiencies include but are not limited to access management,  
10 transportation system management, demand management, and high-occupancy  
11 vehicle facilities. The capacity and operational improvement element  
12 must conform to the state implementation plan for air quality and be  
13 consistent with regional transportation plans adopted under chapter  
14 47.80 RCW, and shall serve as the basis for the capacity and  
15 operational improvement portions of the six-year highway program and  
16 the two-year biennial budget request to the legislature;

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

25 (d) A paths and trails element, which shall identify the needs of  
26 nonmotorized transportation modes on the state transportation systems  
27 and provide the basis for the investment of state transportation funds  
28 in paths and trails, including funding provided under chapter 47.30  
29 RCW.

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

1 operational plans with these private operations. The ferry system plan  
2 must be consistent with the regional transportation plans for areas  
3 served by the state ferry system, and shall be developed in conjunction  
4 with the ferry advisory committees.

5 **Sec. 3.** RCW 47.06.090 and 1993 c 446 s 9 are each amended to read  
6 as follows:

7 The state-interest component of the state-wide multimodal  
8 transportation plan shall include an intercity passenger rail plan,  
9 which shall analyze existing intercity passenger rail service and  
10 recommend improvements to that service under the state passenger rail  
11 service program including depot improvements, potential service  
12 extensions, and ways to achieve higher train speeds. The plan must  
13 include:

14 (1) A service preservation element that outlines the trackage,  
15 depots, and train investments needed to maintain established service  
16 levels; and

17 (2) A service improvement element that establishes service  
18 improvement objectives and outlines the trackage, depot, and train  
19 investments needed to meet improvement service objectives.

20 NEW SECTION. **Sec. 4.** A new section is added to chapter 81.104 RCW  
21 to read as follows:

22 Any regional transit authority imposing taxes under this chapter  
23 shall consult with the department of community, trade, and economic  
24 development to explore the potential for developing contracting methods  
25 and procedures that encourage the establishment of a manufacturing base  
26 in the state of Washington for the purpose of constructing and  
27 assembling commuter and light rail train sets and components. The  
28 regional transit authority shall report its findings and  
29 recommendations to the legislative transportation committee by January  
30 1, 1999."

31 Correct the title.

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