

2 SHB 2180 - S COMM AMD  
3 By Committee on Transportation

4

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

7 "NEW SECTION. Sec. 1. The legislature finds that:

8 (1) The well-being of the state of Washington's citizens is  
9 jeopardized when the vitality of the state's economy is placed at risk  
10 by aging transportation infrastructure, growing traffic congestion that  
11 impedes the efficient and safe flow of goods and people, constrained  
12 public funding for transportation investments needed to respond to  
13 anticipated population and economic growth, and the absence of a  
14 comprehensive and coordinated state policy and program that facilitates  
15 freight movements to local, national, and international markets.

16 (2) Endowed with a strategic position on the burgeoning Pacific  
17 trade routes, Washington state is uniquely positioned as a gateway to  
18 the global economy. As the most trade-dependent state in the nation,  
19 per capita, Washington's economy is highly dependent on an efficient  
20 multimodal transportation network in order to remain competitive with  
21 other west coast ports and to maintain its competitive edge in domestic  
22 markets.

23 (3) Freight corridors that serve international and domestic  
24 interstate and intrastate trade, and those freight corridors that  
25 enhance the state's competitive position through regional and global  
26 gateways are strategically important. Physical barriers that block or  
27 delay access to intermodal facilities where freight is transferred from  
28 one mode of transport to another; conflicts between rail and road  
29 traffic; constraints on rail capacity; highway capacity constraints,  
30 congestion, and condition; waterway system depths that affect capacity;  
31 and institutional, regulatory, and operational barriers impede the free  
32 movement of freight through these corridors.

33 (4) Rapidly escalating population growth is placing an added burden  
34 on streets, roads, and highways that also serve as freight corridors.  
35 Community benefits from economic activity associated with freight  
36 movement, through access to goods, jobs, and exporting opportunities,

1 often conflict with community concerns over safety, mobility,  
2 environmental quality, and access to emergency and recreational  
3 facilities. State efforts to minimize community impacts in areas of  
4 high freight movements and that encourage the active participation of  
5 local communities in the early stages of proposed public and private  
6 infrastructure investments will facilitate needed freight mobility  
7 improvements.

8 (5) Ownership of the freight mobility network is fragmented and  
9 spread across various public jurisdictions, private companies, and  
10 state and national borders. Transportation projects have grown in  
11 complexity and size, requiring more resources and longer implementation  
12 time frames. Currently, there is no comprehensive and integrated  
13 framework for planning the freight mobility needs of public and private  
14 stakeholders in the freight transportation system. A coordinated  
15 planning process should identify new infrastructure investments that  
16 are integrated by public and private planning bodies into a multimodal  
17 and multijurisdictional network in all areas of the state, urban and  
18 rural, east and west. The state should integrate freight mobility  
19 goals with state policy on related issues such as economic development,  
20 growth management, and environmental management.

21 (6) It is the policy of the state of Washington that constrained  
22 public transportation funding and competition between freight and  
23 general mobility improvements for the same fund sources require  
24 strategic, prioritized freight investments that reduce barriers to  
25 freight movement, maximize cost-effectiveness, yield a return on the  
26 state's investment, encourage complementary investments by public and  
27 private interests, and solve regional freight mobility problems. State  
28 financial assistance for freight mobility projects should leverage  
29 other funds from all potential partners and sources, including federal,  
30 county, city, port district, and private capital.

31 NEW SECTION. **Sec. 2.** Unless the context clearly requires  
32 otherwise, the definitions in this section apply throughout this  
33 chapter.

34 (1) "Board" means the freight mobility strategic investment board  
35 created in section 3 of this act.

36 (2) "Department" means the department of transportation.

37 (3) "Financing guarantees" means the pledge of money in the freight  
38 mobility strategic investment account, or money to be received by the

1 freight mobility strategic investment account, to the repayment of all  
2 or a portion of the principal of or interest on obligations issued to  
3 finance freight mobility projects.

4 (4) "Freight mobility" means the safe, reliable, and efficient  
5 movement of goods within and through the state to ensure the state's  
6 economic vitality.

7 (5) "Local governments" means cities, towns, counties, special  
8 purpose districts, port districts, and any other municipal corporations  
9 or quasi-municipal corporations in the state excluding school  
10 districts.

11 (6) "Public entity" means the state, a city, town, county, port  
12 district, or municipal or regional planning organization.

13 (7) "Strategic freight corridor" means a transportation corridor of  
14 great economic importance within an integrated freight system, that has  
15 been designated a strategic corridor under section 5(2) of this act.

16 NEW SECTION. **Sec. 3.** (1) The freight mobility strategic  
17 investment board is created.

18 (2) The board is composed of seventeen members. The following  
19 members are appointed by the secretary of the department for terms of  
20 four years, except that five members initially are appointed for terms  
21 of two years: (a) Two members, one of whom is from a city located  
22 within or along a strategic freight corridor, appointed from a list of  
23 at least four persons nominated by the association of Washington cities  
24 or its successor; (b) two members, one of whom is from a county having  
25 a strategic freight corridor within its boundaries, appointed from a  
26 list of at least four persons nominated by the Washington state  
27 association of counties or its successor; (c) two members, one of whom  
28 is from a port district located within or along a strategic freight  
29 corridor, appointed from a list of at least four persons nominated by  
30 the Washington public ports association or its successor; (d) two  
31 members representing the department; (e) one member appointed as a  
32 representative of the trucking industry; (f) one member appointed as a  
33 representative of the railroads; and (g) one member of the general  
34 public. In appointing the general public member, the secretary shall  
35 endeavor to appoint a member with special expertise in relevant fields  
36 such as public finance, freight transportation, or public works  
37 construction. The secretary shall appoint the general public member as

1 chair of the board. In making appointments to the board, the secretary  
2 shall ensure that each geographic region of the state is represented.

3 (3) The following members shall serve as ex officio members of the  
4 board. The legislative members are nonvoting members and serve in an  
5 advisory capacity:

6 (a) The chairman of the transportation commission or his or her  
7 designee and another member of the transportation commission or his or  
8 her designee;

9 (b) The chairman of the senate transportation committee or his or  
10 her designee;

11 (c) The ranking minority member of the senate transportation  
12 committee or his or her designee;

13 (d) The chairman of the house of representatives transportation  
14 committee or his or her designee; and

15 (e) The ranking minority member of the house of representatives  
16 transportation committee or his or her designee.

17 (4) Staff support to the board shall be provided by the trans-aid  
18 division within the department, with other departmental divisions  
19 providing staff support as necessary.

20 (5) Members of the board may not receive compensation but may be  
21 reimbursed for travel expenses under RCW 43.03.050 and 43.03.060.

22 (6) If a vacancy on the board occurs by death, resignation, or  
23 otherwise, the secretary shall fill the vacant position for the  
24 unexpired term. Each vacancy in a position appointed from lists  
25 provided by the associations and departments under subsection (2) of  
26 this section must be filled from a list of at least four persons  
27 nominated by the relevant association or associations.

28 NEW SECTION. **Sec. 4.** (1) The board shall meet not less than twice  
29 per year to conduct any and all necessary business, including, but not  
30 limited to:

31 (a) Adopt rules and procedures necessary to implement the freight  
32 mobility strategic investment program;

33 (b) Solicit from public entities proposed projects that meet  
34 eligibility criteria established in accordance with section 5(3) of  
35 this act; and

36 (c) Review and evaluate project applications based on criteria  
37 established under section 5 of this act, and prioritize and select  
38 projects comprising a portfolio to be funded in whole or in part with

1 financial guarantees, loans, or grants from the freight mobility  
2 strategic investment account, created under section 6 of this act.  
3 After selecting projects comprising the portfolio, the board shall  
4 submit the portfolio by November 1st each year to the legislative  
5 transportation committee and the transportation commission for  
6 inclusion in the commission's budget request to the legislature. The  
7 board shall ensure that projects submitted as part of the portfolio are  
8 not more appropriately funded with other federal, state, or local  
9 government funding mechanisms or programs. The board shall strictly  
10 scrutinize those projects that appear to improve overall general  
11 mobility with limited enhancement for freight mobility.

12 The board shall provide periodic progress reports to the  
13 legislative transportation committee.

14 (2) The board may:

15 (a) Accept from any state or federal agency, loans or grants for  
16 the planning or financing of any transportation project and enter into  
17 agreements with any such agency concerning the loans or grants;

18 (b) Provide technical assistance to project applicants;

19 (c) Accept any gifts, grants, or loans of funds, property, or  
20 financial, or other aid in any form from any other source on any terms  
21 and conditions which are not in conflict with this chapter;

22 (d) Adopt rules under chapter 34.05 RCW as necessary to carry out  
23 the purposes of this chapter; and

24 (e) Do all acts and things necessary or convenient to carry out the  
25 powers expressly granted or implied under this chapter.

26 NEW SECTION. **Sec. 5.** The department shall provide technical  
27 assistance and support to facilitate implementation of a freight  
28 mobility strategic investment program in accordance with subsections  
29 (1) through (5) of this section for the purpose of providing state  
30 financial and technical assistance for transportation projects that  
31 enhance freight mobility. The department's trans-aid division or its  
32 successor, with assistance from other departmental divisions, shall  
33 assist the board in its duties.

34 (1) To the greatest extent practicable, the department shall  
35 incorporate and utilize the freight mobility analysis developed jointly  
36 between the Puget Sound regional transportation planning organization  
37 and the office of urban mobility within the department for the project  
38 known as FAST Corridor, and the recommendations of the freight mobility

1 advisory committee, established and appointed by the legislative  
2 transportation committee during the 1996 interim.

3 (2) The department shall designate strategic freight mobility  
4 corridors within the state based on freight tonnages, values, or other  
5 criteria relevant in determining those transportation corridors most  
6 critical to the state economy. The department shall update the list of  
7 designated strategic corridors not less than every two years, and shall  
8 establish a method of collecting and verifying data, including  
9 information on city and county-owned roadways.

10 (3) The department shall develop project eligibility criteria for  
11 adoption by the board that, at a minimum, includes the following:

12 (a) The project's relationship to a strategic freight corridor;

13 (b) The degree to which the project: Improves intermodal or port  
14 access; alleviates modal conflicts that affect freight mobility or  
15 mitigate the community impacts of increasing freight movement,  
16 including rail and road conflicts; improves freight rail capacity or  
17 condition; improves road capacity or condition specifically for freight  
18 mobility; improves waterway capacity specifically for freight mobility;  
19 or improves operational inefficiencies; and

20 (c) The state-wide or regional significance of the project.

21 (4) In addition to developing project eligibility criteria, the  
22 department shall also develop criteria for adoption by the board that  
23 can be used to prioritize and select projects for possible funding. At  
24 a minimum, selection criteria should include consideration of the  
25 following:

26 (a) The level of financial commitment from public and private  
27 partners;

28 (b) Critical timing of investment decisions by public or private  
29 partners;

30 (c) The level to which congestion or delay in the delivery of  
31 freight is reduced;

32 (d) Reduction of transportation impacts on affected communities;

33 (e) The relative costs and benefits of the project, including  
34 consideration of least-cost alternatives and the cost of taking no  
35 action;

36 (f) The national, state-wide, or regional significance of the  
37 project;

38 (g) Improved access to ports or at border crossings;

39 (h) The geographic distribution of projects within the state;

1 (i) Furtherance of economic development; and  
2 (j) Consistency with state and regional transportation plans,  
3 including those developed under chapter 36.70A RCW, the growth  
4 management act and under chapter 70.94 RCW, the clean air act.

5 (5) The department shall provide technical expertise to public  
6 entities to assist these entities in submitting proposed projects.

7 NEW SECTION. **Sec. 6.** The freight mobility strategic investment  
8 account is created within the transportation fund. Money may be placed  
9 in the account from the proceeds of bonds or from any other lawful  
10 source. Money in the account may be spent only after legislative  
11 appropriation and must be used to make grants, loans, or provide  
12 financial guarantees for selected freight mobility projects and to  
13 provide professional support to the board. Moneys in the account may  
14 be used to provide for state match requirements to qualify for federal  
15 transportation funds. For the 1997-99 fiscal biennium, moneys in the  
16 account are not subject to the project selection process prescribed in  
17 section 4 of this act. Any moneys not appropriated by the legislature  
18 or expended by the board during the 1997-99 fiscal biennium for  
19 selected freight mobility projects or uses shall remain in the account  
20 for other eligible projects, subject to further legislative  
21 appropriations.

22 **Sec. 7.** RCW 43.84.092 and 1996 c 262 s 4 are each amended to read  
23 as follows:

24 (1) All earnings of investments of surplus balances in the state  
25 treasury shall be deposited to the treasury income account, which  
26 account is hereby established in the state treasury.

27 (2) The treasury income account shall be utilized to pay or receive  
28 funds associated with federal programs as required by the federal cash  
29 management improvement act of 1990. The treasury income account is  
30 subject in all respects to chapter 43.88 RCW, but no appropriation is  
31 required for refunds or allocations of interest earnings required by  
32 the cash management improvement act. Refunds of interest to the  
33 federal treasury required under the cash management improvement act  
34 fall under RCW 43.88.180 and shall not require appropriation. The  
35 office of financial management shall determine the amounts due to or  
36 from the federal government pursuant to the cash management improvement  
37 act. The office of financial management may direct transfers of funds

1 between accounts as deemed necessary to implement the provisions of the  
2 cash management improvement act, and this subsection. Refunds or  
3 allocations shall occur prior to the distributions of earnings set  
4 forth in subsection (4) of this section.

5 (3) Except for the provisions of RCW 43.84.160, the treasury income  
6 account may be utilized for the payment of purchased banking services  
7 on behalf of treasury funds including, but not limited to, depository,  
8 safekeeping, and disbursement functions for the state treasury and  
9 affected state agencies. The treasury income account is subject in all  
10 respects to chapter 43.88 RCW, but no appropriation is required for  
11 payments to financial institutions. Payments shall occur prior to  
12 distribution of earnings set forth in subsection (4) of this section.

13 (4) Monthly, the state treasurer shall distribute the earnings  
14 credited to the treasury income account. The state treasurer shall  
15 credit the general fund with all the earnings credited to the treasury  
16 income account except:

17 (a) The following accounts and funds shall receive their  
18 proportionate share of earnings based upon each account's and fund's  
19 average daily balance for the period: The capitol building  
20 construction account, the Cedar River channel construction and  
21 operation account, the Central Washington University capital projects  
22 account, the charitable, educational, penal and reformatory  
23 institutions account, the common school construction fund, the county  
24 criminal justice assistance account, the county sales and use tax  
25 equalization account, the data processing building construction  
26 account, the deferred compensation administrative account, the deferred  
27 compensation principal account, the department of retirement systems  
28 expense account, the Eastern Washington University capital projects  
29 account, the education construction fund, the emergency reserve fund,  
30 the federal forest revolving account, the health services account, the  
31 public health services account, the health system capacity account, the  
32 personal health services account, the highway infrastructure account,  
33 the industrial insurance premium refund account, the judges' retirement  
34 account, the judicial retirement administrative account, the judicial  
35 retirement principal account, the local leasehold excise tax account,  
36 the local real estate excise tax account, the local sales and use tax  
37 account, the medical aid account, the mobile home park relocation fund,  
38 the municipal criminal justice assistance account, the municipal sales  
39 and use tax equalization account, the natural resources deposit



1 account, the perpetual surveillance and maintenance account, the public  
2 employees' retirement system plan I account, the public employees'  
3 retirement system plan II account, the Puyallup tribal settlement  
4 account, the resource management cost account, the site closure  
5 account, the special wildlife account, the state employees' insurance  
6 account, the state employees' insurance reserve account, the state  
7 investment board expense account, the state investment board commingled  
8 trust fund accounts, the supplemental pension account, the teachers'  
9 retirement system plan I account, the teachers' retirement system plan  
10 II account, the transportation infrastructure account, the freight  
11 mobility strategic investment account, the tuition recovery trust fund,  
12 the University of Washington bond retirement fund, the University of  
13 Washington building account, the volunteer fire fighters' relief and  
14 pension principal account, the volunteer fire fighters' relief and  
15 pension administrative account, the Washington judicial retirement  
16 system account, the Washington law enforcement officers' and fire  
17 fighters' system plan I retirement account, the Washington law  
18 enforcement officers' and fire fighters' system plan II retirement  
19 account, the Washington state patrol retirement account, the Washington  
20 State University building account, the Washington State University bond  
21 retirement fund, the water pollution control revolving fund, and the  
22 Western Washington University capital projects account. Earnings  
23 derived from investing balances of the agricultural permanent fund, the  
24 normal school permanent fund, the permanent common school fund, the  
25 scientific permanent fund, and the state university permanent fund  
26 shall be allocated to their respective beneficiary accounts. All  
27 earnings to be distributed under this subsection (4)(a) shall first be  
28 reduced by the allocation to the state treasurer's service fund  
29 pursuant to RCW 43.08.190.

30 (b) The following accounts and funds shall receive eighty percent  
31 of their proportionate share of earnings based upon each account's or  
32 fund's average daily balance for the period: The aeronautics account,  
33 the aircraft search and rescue account, the central Puget Sound public  
34 transportation account, the city hardship assistance account, the  
35 county arterial preservation account, the department of licensing  
36 services account, the economic development account, the essential rail  
37 assistance account, the essential rail banking account, the ferry bond  
38 retirement fund, the gasohol exemption holding account, the grade  
39 crossing protective fund, the high capacity transportation account, the

1 highway bond retirement fund, the highway construction stabilization  
2 account, the highway safety account, the marine operating fund, the  
3 motor vehicle fund, the motorcycle safety education account, the  
4 pilotage account, the public transportation systems account, the Puget  
5 Sound capital construction account, the Puget Sound ferry operations  
6 account, the recreational vehicle account, the rural arterial trust  
7 account, the safety and education account, the small city account, the  
8 special category C account, the state patrol highway account, the  
9 transfer relief account, the transportation capital facilities account,  
10 the transportation equipment fund, the transportation fund, the  
11 transportation improvement account, the transportation revolving loan  
12 account, and the urban arterial trust account.

13 (5) In conformance with Article II, section 37 of the state  
14 Constitution, no treasury accounts or funds shall be allocated earnings  
15 without the specific affirmative directive of this section.

16 NEW SECTION. **Sec. 8.** In order to aid the financing of eligible  
17 freight mobility projects, the board may:

18 (1) Make low-interest or interest-free loans or grants from the  
19 freight mobility strategic investment account or other funds and  
20 accounts for the purpose of financing freight mobility projects. The  
21 board may require the terms and conditions and may charge the rates of  
22 interest on its loans as it deems necessary or convenient to carry out  
23 the purposes of this chapter. Money received in repayment of loans  
24 made under this section is paid into the freight mobility strategic  
25 investment account for uses consistent with this chapter.

26 (2) Pledge money in the freight mobility strategic investment  
27 account, or money to be received by the freight mobility strategic  
28 investment account, to the repayment of all or a portion of the  
29 principal of or interest on obligations issued to finance freight  
30 mobility projects. The board shall not pledge an amount greater than  
31 the sum of money in the freight mobility strategic investment account  
32 plus money to be received from the payment of the debt service on loans  
33 made from that account, nor shall the board pledge the faith and credit  
34 or the taxing power of the state or an agency or subdivision thereof to  
35 the repayment of obligations issued.

36 (3) Create subaccounts in the freight mobility strategic investment  
37 account as the board deems necessary to carry out the purposes of this  
38 chapter.

1 (4) Provide a method for the allocation of loans and financing  
2 guarantees and the provision of technical assistance under this  
3 chapter.

4 The state shall not bear the financial burden for project costs  
5 associated with amenities unrelated to the movement of freight.  
6 Project partners other than the state shall bear the cost of these  
7 project amenities.

8 All freight mobility projects aided in whole or in part under this  
9 chapter must have a public entity designated as lead project proponent.

10 NEW SECTION. **Sec. 9.** The board shall keep proper records of  
11 accounts and shall be subject to audit by the state auditor.

12 NEW SECTION. **Sec. 10.** A new section is added to chapter 47.26 RCW  
13 to read as follows:

14 For the period ending June 30, 1998, the transportation improvement  
15 board shall give special consideration to projects that eliminate,  
16 reduce, or mitigate the impacts of freight traffic at highway/rail  
17 crossings. These projects may include, but are not limited to, grade  
18 separation, signalization, consolidation of public at-grade crossings,  
19 and construction of bypass routes for vehicular and pedestrian traffic.

20 NEW SECTION. **Sec. 11.** A new section is added to chapter 46.68 RCW  
21 to read as follows:

22 For the period ending June 30, 1998, the transportation improvement  
23 board shall give special consideration to projects that eliminate,  
24 reduce, or mitigate the impacts of freight traffic at highway/rail  
25 crossings. These projects may include, but are not limited to, grade  
26 separation, signalization, consolidation of public at-grade crossings,  
27 and construction of bypass routes for vehicular and pedestrian traffic.

28 NEW SECTION. **Sec. 12.** A new section is added to chapter 36.79 RCW  
29 to read as follows:

30 For the period ending June 30, 1998, the county road administration  
31 board shall give special consideration to projects that eliminate,  
32 reduce, or mitigate the impacts of freight traffic at highway/rail  
33 crossings. These projects may include, but are not limited to, grade  
34 separation, signalization, consolidation of public at-grade crossings,  
35 and construction of bypass routes for vehicular and pedestrian traffic.

1        NEW SECTION.    **Sec. 13.**    A new section is added to chapter 46.68 RCW  
2 to read as follows:

3        For the period ending June 30, 1998, the county road administration  
4 board shall give special consideration to projects that eliminate,  
5 reduce, or mitigate the impacts of freight traffic at highway/rail  
6 crossings. These projects may include, but are not limited to, grade  
7 separation, signalization, consolidation of public at-grade crossings,  
8 and construction of bypass routes for vehicular and pedestrian traffic.

9        NEW SECTION.    **Sec. 14.**    A new section is added to chapter 47.06 RCW  
10 to read as follows:

11        The state-interest component of the state-wide multimodal  
12 transportation plan shall include a freight mobility plan which shall  
13 assess the transportation needs to ensure the safe, reliable, and  
14 efficient movement of goods within and through the state and to ensure  
15 the state's economic vitality.

16        NEW SECTION.    **Sec. 15.**    To the greatest extent practicable, port  
17 districts in the state shall submit their development plans to the  
18 regional transportation planning organization or metropolitan planning  
19 organization, the department, and affected cities and counties to  
20 better coordinate the development and funding of freight mobility  
21 projects.

22        **Sec. 16.**    RCW 47.05.051 and 1993 c 490 s 5 are each amended to read  
23 as follows:

24        The comprehensive six-year investment program shall be based upon  
25 the needs identified in the state-owned highway component of the state-  
26 wide multimodal transportation plan as defined in RCW 47.01.071(3) and  
27 priority selection systems that incorporate the following criteria:

28        (1) Priority programming for the preservation program shall take  
29 into account the following, not necessarily in order of importance:

30        (a) Extending the service life of the existing highway system;

31        (b) Ensuring the structural ability to carry loads imposed upon  
32 highways and bridges; and

33        (c) Minimizing life cycle costs. The transportation commission in  
34 carrying out the provisions of this section may delegate to the  
35 department of transportation the authority to select preservation  
36 projects to be included in the six-year program.

1 (2) Priority programming for the improvement program shall take  
2 into account the following:

3 (a) Support for the state's economy, including job creation and job  
4 preservation;

5 (b) The cost-effective movement of people and goods;

6 (c) Accident and accident risk reduction;

7 (d) Protection of the state's natural environment;

8 (e) Continuity and systematic development of the highway  
9 transportation network;

10 (f) Consistency with local comprehensive plans developed under  
11 chapter 36.70A RCW;

12 (g) Consistency with regional transportation plans developed under  
13 chapter 47.80 RCW;

14 (h) Public views concerning proposed improvements;

15 (i) The conservation of energy resources;

16 (j) Feasibility of financing the full proposed improvement;

17 (k) Commitments established in previous legislative sessions;

18 (l) Relative costs and benefits of candidate programs;

19 (m) Major projects addressing capacity deficiencies which  
20 prioritize allowing for preliminary engineering shall be reprioritized  
21 during the succeeding biennium, based upon updated project data.  
22 Reprioritized projects may be delayed or canceled by the transportation  
23 commission if higher priority projects are awaiting funding; and

24 (n) Major project approvals which significantly increase a  
25 project's scope or cost from original prioritization estimates shall  
26 include a review of the project's estimated revised priority rank and  
27 the level of funding provided. Projects may be delayed or canceled by  
28 the transportation commission if higher priority projects are awaiting  
29 funding.

30 (3) The commission may depart from the priority programming  
31 established under subsections (1) and (2) of this section: (a) To the  
32 extent that otherwise funds cannot be utilized feasibly within the  
33 program; (b) as may be required by a court judgment, legally binding  
34 agreement, or state and federal laws and regulations; (c) as may be  
35 required to coordinate with federal, local, or other state agency  
36 construction projects; (d) to take advantage of some substantial  
37 financial benefit that may be available; (e) for continuity of route  
38 development; or (f) because of changed financial or physical conditions  
39 of an unforeseen or emergent nature. The commission or secretary of

1 transportation shall maintain in its files information sufficient to  
2 show the extent to which the commission has departed from the  
3 established priority.

4 (4) The commission shall identify those projects that yield freight  
5 mobility benefits or that alleviate the impacts of freight mobility  
6 upon affected communities.

7 NEW SECTION. **Sec. 17.** The legislative transportation committee  
8 shall review and analyze freight mobility issues affecting eastern and  
9 southeastern Washington as recommended by the freight mobility advisory  
10 committee and report back to the legislature by November 1, 1997.

11 NEW SECTION. **Sec. 18.** If any provision of this act or its  
12 application to any person or circumstance is held invalid, the  
13 remainder of the act or the application of the provision to other  
14 persons or circumstances is not affected.

15 NEW SECTION. **Sec. 19.** Sections 1 through 6, 8, 9, and 15 of this  
16 act constitute a new chapter in Title 47 RCW."

17 **SHB 2180** - S COMM AMD  
18 By Committee on Transportation

19  
20 On page 1, line 2 of the title, after "investments;" strike the  
21 remainder of the title and insert "amending RCW 43.84.092 and  
22 47.05.051; adding a new section to chapter 47.26 RCW; adding new  
23 sections to chapter 46.68 RCW; adding a new section to chapter 36.79  
24 RCW; adding a new section to chapter 47.06 RCW; adding a new chapter to  
25 Title 47 RCW; and providing an effective date."

--- END ---