

# HOUSE BILL REPORT

## HB 3117

---

---

**As Reported By House Committee On:**  
Transportation Policy & Budget

**Title:** An act relating to a state-wide multimodal transportation plan.

**Brief Description:** Clarifying transportation plans.

**Sponsors:** Representative K. Schmidt.

**Brief History:**

**Committee Activity:**

Transportation Policy & Budget: 2/9/98 [DP].

---

### HOUSE COMMITTEE ON TRANSPORTATION POLICY & BUDGET

**Majority Report:** Do pass. Signed by 25 members: Representatives K. Schmidt, Chairman; Hankins, Vice Chairman; Mielke, Vice Chairman; Mitchell, Vice Chairman; Fisher, Ranking Minority Member; Cooper, Assistant Ranking Minority Member; Backlund; Buck; Cairnes; Chandler; Constantine; DeBolt; Gardner; Hatfield; Johnson; McCune; O'Brien; Ogden; Radcliff; Robertson; Scott; Skinner; Sterk; Wood and Zellinsky.

**Minority Report:** Without recommendation. Signed by 2 members: Representatives Murray and Romero.

**Staff:** Ashley Probart (786-7319).

**Background:** In 1993 the Washington State Department of Transportation (WSDOT), in conformance with federal requirements, was required to develop a statewide multimodal transportation plan that would ensure the continued mobility of people and goods in a safe, cost-effective manner. This multimodal plan, commonly known as *Washington's Transportation Plan (WTP)*, addresses transportation modes in two broad categories: a state-owned component and a state-interest component. The state-owned component guides state investment in state highways, including bicycle and pedestrian facilities and state ferries. The state-owned component includes several elements, including a capacity and improvement element, which is required to first assess strategies to enhance the operational efficiency of the existing system before recommending system expansion.

The state-interest component defines the state's interest in aviation, marine ports and navigation, freight rail, intercity passenger rail, bicycle transportation and pedestrian walkways, and public transportation. The state-interest component is developed in conjunction with the appropriate public and private transportation providers to ensure the state's interest in these modes is being met.

The development of the different transportation components within *WTP* places a primary emphasis on the improvement and integration of all transportation modes to create a seamless intermodal transportation system for people and goods. There is a concern that *WTP* does not specifically prioritize congestion relief, the preservation of existing investments, traveler safety, and the efficient movement of freight and goods. In addition, there is concern that the state-owned component of *WTP* does not emphasize congestion relief within its capacity and operational improvement element.

**Summary of Bill:** The statewide multimodal transportation plan is directed to place a primary emphasis on congestion relief, the preservation of existing investments, the improvement of traveler safety, and the efficient movement of freight and goods.

The state-owned component, capacity and operational improvement element, is directed to place a primary emphasis on congestion relief.

**Appropriation:** None.

**Fiscal Note:** Not requested.

**Effective Date:** Ninety days after adjournment of session in which bill is passed.

**Testimony For:** This bill provides appropriate policy direction from the Legislature to the WSDOT.

**Testimony Against:** None.

**Testified:** Charlie Howard, WSDOT.