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HOUSE BILL 3117

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State of Washington

55th Legislature

1998 Regular Session

By Representative K. Schmidt

Read first time 02/05/98. Referred to Committee on Transportation Policy & Budget.

1 AN ACT Relating to a state-wide multimodal transportation plan; and  
2 amending RCW 47.06.040 and 47.06.050.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 **Sec. 1.** RCW 47.06.040 and 1994 c 258 s 5 are each amended to read  
5 as follows:

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

11 (1) A state-owned facilities component, which shall guide state  
12 investment for state highways including bicycle and pedestrian  
13 facilities, and state ferries; and

14 (2) A state-interest component, which shall define the state  
15 interest in aviation, marine ports and navigation, freight rail,  
16 intercity passenger rail, bicycle transportation and pedestrian  
17 walkways, and public transportation, and recommend actions in  
18 coordination with appropriate public and private transportation

1 providers to ensure that the state interest in these transportation  
2 modes is met.

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

14 In the development of the state-wide multimodal transportation  
15 plan, the department shall identify and document potential affected  
16 environmental resources, including, but not limited to, wetlands, storm  
17 water runoff, flooding, air quality, fish passage, and wildlife  
18 habitat. The department shall conduct its environmental identification  
19 and documentation in coordination with all relevant environmental  
20 regulatory authorities, including, but not limited to, local  
21 governments. The department shall give the relevant environmental  
22 regulatory authorities an opportunity to review the department's  
23 environmental plans. The relevant environmental regulatory authorities  
24 shall provide comments on the department's environmental plans in a  
25 timely manner. Environmental identification and documentation as  
26 provided for in RCW 47.01.300 and this section is not intended to  
27 create a private right of action or require an environmental impact  
28 statement as provided in chapter 43.21C RCW.

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

31 The state-owned facilities component of the state-wide  
32 transportation plan shall consist of:

33 (1) The state highway system plan, which identifies program and  
34 financing needs and recommends specific and financially realistic  
35 improvements to preserve the structural integrity of the state highway  
36 system, ensure acceptable operating conditions, and provide for  
37 enhanced access to scenic, recreational, and cultural resources. The  
38 state highway system plan shall contain the following elements:

1 (a) A system preservation element, which shall establish structural  
2 preservation objectives for the state highway system including bridges,  
3 identify current and future structural deficiencies based upon analysis  
4 of current conditions and projected future deterioration, and recommend  
5 program funding levels and specific actions necessary to preserve the  
6 structural integrity of the state highway system consistent with  
7 adopted objectives. This element shall serve as the basis for the  
8 preservation component of the six-year highway program and the two-year  
9 biennial budget request to the legislature;

10 (b) A capacity and operational improvement element, which shall  
11 establish operational objectives, including safety considerations, for  
12 moving people and goods on the state highway system, identify current  
13 and future capacity, operational, and safety deficiencies, and  
14 recommend program funding levels and specific improvements and  
15 strategies necessary to achieve the operational objectives. In  
16 developing capacity and operational improvement plans the department  
17 shall first assess strategies to enhance the operational efficiency of  
18 the existing system before recommending system expansion. Congestion  
19 relief must be a primary emphasis of the capacity and operational  
20 improvement element. Strategies to enhance the operational  
21 efficiencies include but are not limited to access management,  
22 transportation system management, demand management, and high-occupancy  
23 vehicle facilities. The capacity and operational improvement element  
24 must conform to the state implementation plan for air quality and be  
25 consistent with regional transportation plans adopted under chapter  
26 47.80 RCW, and shall serve as the basis for the capacity and  
27 operational improvement portions of the six-year highway program and  
28 the two-year biennial budget request to the legislature;

29 (c) A scenic and recreational highways element, which shall  
30 identify and recommend designation of scenic and recreational highways,  
31 provide for enhanced access to scenic, recreational, and cultural  
32 resources associated with designated routes, and recommend a variety of  
33 management strategies to protect, preserve, and enhance these  
34 resources. The department, affected counties, cities, and towns,  
35 regional transportation planning organizations, and other state or  
36 federal agencies shall jointly develop this element;

37 (d) A paths and trails element, which shall identify the needs of  
38 nonmotorized transportation modes on the state transportation systems  
39 and provide the basis for the investment of state transportation funds

1 in paths and trails, including funding provided under chapter 47.30  
2 RCW.

3 (2) The state ferry system plan, which shall guide capital and  
4 operating investments in the state ferry system. The plan shall  
5 establish service objectives for state ferry routes, forecast travel  
6 demand for the various markets served in the system, and develop  
7 strategies for ferry system investment that consider regional and  
8 state-wide vehicle and passenger needs, support local land use plans,  
9 and assure that ferry services are fully integrated with other  
10 transportation services. The plan shall assess the role of private  
11 ferries operating under the authority of the utilities and  
12 transportation commission and shall coordinate ferry system capital and  
13 operational plans with these private operations. The ferry system plan  
14 must be consistent with the regional transportation plans for areas  
15 served by the state ferry system, and shall be developed in conjunction  
16 with the ferry advisory committees.

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