

2 **SHB 1317** - S AMD TO S TRAN COMM AMD (S2606.1) - 315  
3 By Senators Benton and Haugen

4 ADOPTED 4/8/99

5 On page 3, after line 18, insert the following:

6 "Sec. 4. RCW 47.06.050 and 1993 c 446 s 5 are each amended to read  
7 as follows:

8 The state-owned facilities component of the state-wide  
9 transportation plan shall be consistent with RCW 47.06.040 and shall  
10 identify the most cost-effective combination of transportation  
11 investments that maximizes the efficient movement of people, freight,  
12 and goods within state transportation corridors, to include public-  
13 private transportation initiatives. The identification process shall  
14 include the modal comparison of highway, ferry, bicycle, and pedestrian  
15 facilities, passenger rail, air transportation, public transit,  
16 transportation demand measures, and high-capacity transportation  
17 improvements within a state transportation corridor. The comparison of  
18 transportation modes shall include an analysis of the public, private,  
19 and social costs and benefits of transportation investments. The  
20 state-owned facilities component of the state-wide transportation plan  
21 shall also consist of:

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

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

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

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

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

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

1 transportation services. The plan shall assess the role of private  
2 ferries operating under the authority of the utilities and  
3 transportation commission and shall coordinate ferry system capital and  
4 operational plans with these private operations. The ferry system plan  
5 must be consistent with the regional transportation plans for areas  
6 served by the state ferry system, and shall be developed in conjunction  
7 with the ferry advisory committees."

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12 On page 3, line 22 of the title amendment, after "planning" strike  
13 the remainder of the title and insert "and the state-owned facilities  
14 component of the state-wide transportation plan and intercity passenger  
15 rail; and amending RCW 47.80.23, 47.80.040, 47.80.070, and 47.06.050."

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**EFFECT:** The state-owned facilities component must be consistent with the statewide multi-modal transportation plan (*Washington's Transportation Plan*) and is required to identify the most cost-effective combination of transportation investments that maximizes the efficient movement of people, freight, and goods within state transportation corridors. The comparison process must include all transportation modes, an analysis of public-private investment, and an analysis of the public, private, and social costs and benefits of transportation investments.

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