

SENATE BILL REPORT

SB 5750

As Reported By Senate Committee On:
Transportation, March 8, 1999

Title: An act relating to the state-owned facilities component of the state-wide transportation plan and intercity passenger rail.

Brief Description: Clarifying transportation planning.

Sponsors: Senators Benton, Haugen, Roach, Prentice, Hochstatter, Horn, McDonald, T. Sheldon, Swecker, Stevens, Goings, Zarelli, Johnson, Patterson, Hale, Costa, Honeyford, Morton, Rasmussen, Rossi, Oke, Long, Finkbeiner, Deccio and Sheahan.

Brief History:

Committee Activity: Transportation: 3/5/99, 3/8/99 [DPS].

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: That Substitute Senate Bill No. 5750 be substituted therefor, and the substitute bill do pass.

Signed by Senators Haugen, Chair; Gardner, Vice Chair; Goings, Vice Chair; Benton, Costa, Eide, Jacobsen, Johnson, Morton, Oke, Patterson, Sheahan, T. Sheldon, Shin and Swecker.

Staff: Ashley Probart (786-7319)

Background: In 1993, the Washington State Department of Transportation, in conformance with federal requirements, was required to develop a statewide multi-modal transportation plan that would ensure the continued mobility of people and goods in a safe, cost-effective manner. This multi-modal plan, commonly known as *Washington's Transportation Plan*, identifies transportation needs for all modes and provides financial targets for its implementation. *Washington's Transportation Plan* 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 bicycles, pedestrian facilities, and state ferries. Both the state highways plan and the state ferries plan are structured to have maintenance, preservation, and improvement programs.

The state interest component defines the state's interest in freight rail, intercity passenger rail, aviation, marine ports and navigation, 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 state interest component has different program structures, depending upon the needs and functions of each transportation mode.

Washington's Transportation Plan includes long range transportation plans and investment needs for each mode; it does not compare combinations of modal investments, such as passenger rail improvements and highway improvements within a state transportation corridor.

Summary of Substitute Bill: 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 and an analysis of the public, private, and social costs and benefits of transportation investments.

Substitute Bill Compared to Original Bill: The state-owned facilities component is to 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 is to include all transportation modes; the original bill only identified highway, ferry, passenger rail, and high capacity transportation improvements. In addition, the comparison process is to include an analysis of the public, private, and social costs and benefits of transportation investments.

Appropriation: None.

Fiscal Note: Requested on March 4, 1999.

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

Testimony For: The Department of Transportation is in the beginning stages of developing the tools for modal trade-offs and this bill is consistent with the long-term objective of *Washington's Transportation Plan*. It is important to note that the analysis tools this bill requires will not be available in the immediate future.

Testimony Against: None.

Testified: Senator Benton, prime sponsor; Charlie Howard, Department of Transportation (pro).