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HOUSE BILL 1360

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State of Washington

56th Legislature

1999 Regular Session

By Representatives Fisher, K. Schmidt, Mitchell, Radcliff, Skinner, Hankins, Wood, Cooper and Ogden

Read first time 01/22/1999. Referred to Committee on Transportation.

1 AN ACT Relating to the state-owned facilities component of the  
2 state-wide transportation plan and intercity passenger rail; and  
3 amending RCW 47.06.050 and 47.06.090.

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

5 **Sec. 1.** RCW 47.06.050 and 1993 c 446 s 5 are each amended to read  
6 as follows:

7 The state-owned facilities component of the state-wide  
8 transportation plan shall identify the most cost-effective combination  
9 of highway, ferry, passenger rail, and high-capacity transportation  
10 improvements that maximizes the efficient movement of people, freight,  
11 and goods within state transportation corridors and will consist of:

12 (1) The state highway system plan, which identifies program and  
13 financing needs and recommends specific and financially realistic  
14 improvements to preserve the structural integrity of the state highway  
15 system, ensure acceptable operating conditions, and provide for  
16 enhanced access to scenic, recreational, and cultural resources. The  
17 state highway system plan shall contain the following elements:

18 (a) A system preservation element, which shall establish structural  
19 preservation objectives for the state highway system including bridges,

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

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

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

35 (d) A paths and trails element, which shall identify the needs of  
36 nonmotorized transportation modes on the state transportation systems  
37 and provide the basis for the investment of state transportation funds  
38 in paths and trails, including funding provided under chapter 47.30  
39 RCW.

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

15 **Sec. 2.** RCW 47.06.090 and 1993 c 446 s 9 are each amended to read  
16 as follows:

17 The state-interest component of the state-wide multimodal  
18 transportation plan shall include an intercity passenger rail plan,  
19 which shall analyze existing intercity passenger rail service and  
20 recommend improvements to that service under the state passenger rail  
21 service program including depot improvements, potential service  
22 extensions, and ways to achieve higher train speeds. The plan must  
23 include:

24 (1) A service preservation element that outlines the trackage,  
25 depots, and train investments needed to maintain established service  
26 levels; and

27 (2) A service improvement element that establishes service  
28 improvement objectives and outlines the trackage, depot, and train  
29 investments needed to meet improvement service objectives.

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