
SUBSTITUTE SENATE BILL 5750

State of Washington

56th Legislature

1999 Regular Session

By Senate Committee on Transportation (originally sponsored by 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)

Read first time 03/08/1999.

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.

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

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

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

16 (b) A capacity and operational improvement element, which shall
17 establish operational objectives, including safety considerations, for
18 moving people and goods on the state highway system, identify current
19 and future capacity, operational, and safety deficiencies, and
20 recommend program funding levels and specific improvements and
21 strategies necessary to achieve the operational objectives. In
22 developing capacity and operational improvement plans the department
23 shall first assess strategies to enhance the operational efficiency of
24 the existing system before recommending system expansion. Congestion
25 relief must be a primary emphasis of the capacity and operational
26 improvement element. Strategies to enhance the operational
27 efficiencies include but are not limited to access management,
28 transportation system management, demand management, and high-occupancy
29 vehicle facilities. The capacity and operational improvement element
30 must conform to the state implementation plan for air quality and be
31 consistent with regional transportation plans adopted under chapter
32 47.80 RCW, and shall serve as the basis for the capacity and
33 operational improvement portions of the six-year highway program and
34 the two-year biennial budget request to the legislature;

35 (c) A scenic and recreational highways element, which shall
36 identify and recommend designation of scenic and recreational highways,
37 provide for enhanced access to scenic, recreational, and cultural
38 resources associated with designated routes, and recommend a variety of
39 management strategies to protect, preserve, and enhance these

1 resources. The department, affected counties, cities, and towns,
2 regional transportation planning organizations, and other state or
3 federal agencies shall jointly develop this element;

4 (d) A paths and trails element, which shall identify the needs of
5 nonmotorized transportation modes on the state transportation systems
6 and provide the basis for the investment of state transportation funds
7 in paths and trails, including funding provided under chapter 47.30
8 RCW.

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

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