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**SUBSTITUTE SENATE BILL 6031**

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**State of Washington**

**56th Legislature**

**1999 Regular Session**

**By** Senate Committee on Transportation (originally sponsored by Senators Haugen, Horn, Gardner, Patterson and Goings)

Read first time 03/05/99.

1 AN ACT Relating to regional transportation corridors; creating new  
2 sections; and declaring an emergency.

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

4 NEW SECTION. **Sec. 1.** The legislature finds that growth in the  
5 state's largest urban counties continues to place significant strain on  
6 the transportation system. The expansion of traffic resulting from  
7 population and growth has increased commuting travel time, diminished  
8 reliable transit service, and created delays in freight shipments.  
9 Traffic congestion does not recognize community boundaries. In  
10 addition, the multiple jurisdictions that comprise urban transportation  
11 networks often have inconsistent investment strategies that reduce the  
12 effectiveness of a regional transportation system. A consistent  
13 regional corridor systems approach is necessary to ensure reliable  
14 travel across jurisdictions.

15 NEW SECTION. **Sec. 2.** (1) A multiagency corridor committee is  
16 established to develop strategies to identify and achieve regional  
17 transportation corridor networks. The committee shall develop regional  
18 corridor network criteria and make recommendations to the legislature

1 on (a) achieving a consistent corridor planning approach that can be  
2 implemented across jurisdictions; (b) corridor investment strategies  
3 that address the rehabilitation of existing corridors and provide for  
4 congestion relief; and (c) changes to state transportation policy and  
5 funding programs needed to implement the corridor planning, investment,  
6 and operations approach. The regional corridor network criteria must  
7 support freight mobility, transit, and interjurisdictional trips.

8 (2) The committee shall consider at least the following when  
9 developing regional corridor network criteria: (a) The financial  
10 benefits and costs of a regional network, including improved travel  
11 time and mobility for the public; (b) the implementation of land use  
12 patterns that are consistent with the Growth Management Act and support  
13 regional transit service, pedestrian environments, and increased  
14 regional mobility options; and (c) legislative and local government  
15 actions that can achieve consistent investments in regional  
16 transportation corridors. These actions may include, but are not  
17 limited to, new and existing financing options, interlocal agreements,  
18 corridor operations and maintenance, and transportation system  
19 ownership.

20 NEW SECTION. **Sec. 3.** The transportation commission, in  
21 consultation with the house and senate transportation committees, shall  
22 appoint members to the multiagency corridor committee. The committee  
23 will consist of up to fifteen members, including state legislators, the  
24 governor's office, and representatives from cities within urban  
25 counties, urban counties, metropolitan planning organizations, transit  
26 systems within urban counties, the department of community, trade, and  
27 economic development, the transportation improvement board, the  
28 transportation commission, and the department of transportation. The  
29 secretary of transportation, or a designee, shall serve as the  
30 nonvoting chair of the committee. The department of transportation  
31 shall provide staff to the committee. The transportation commission  
32 shall report the committee's findings to the house and senate  
33 transportation committees by December 1, 1999.

34 NEW SECTION. **Sec. 4.** This act is necessary for the immediate  
35 preservation of the public peace, health, or safety, or support of the

1 state government and its existing public institutions, and takes effect  
2 immediately.

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