

2 **ESSB 5748** - H AMD Adopted 3-8-02 0490

3 By Representative

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5 On page 2, beginning on line 20, strike all of section 3 and insert  
6 the following:

7 "Sec. 3. RCW 47.05.051 and 2002 c 5 s 406 (ESB 2304) are each  
8 amended to read as follows:

9 (1) The comprehensive six-year investment program shall be based  
10 upon the needs identified in the state-owned highway component of the  
11 statewide multimodal transportation plan as defined in RCW 47.01.071(3)  
12 and priority selection systems that incorporate the following criteria:

13 (a) Priority programming for the preservation program shall take  
14 into account the following, not necessarily in order of importance:

15 (i) Extending the service life of the existing highway system,  
16 including using the most cost-effective pavement surfaces, considering:

17 (A) Life-cycle cost analysis;

18 (B) Traffic volume;

19 (C) Subgrade soil conditions;

20 (D) Environmental and weather conditions;

21 (E) Materials available; and

22 (F) Construction factors;

23 (ii) Ensuring the structural ability to carry loads imposed upon  
24 highways and bridges; and

25 (iii) Minimizing life cycle costs. The transportation commission  
26 in carrying out the provisions of this section may delegate to the  
27 department of transportation the authority to select preservation  
28 projects to be included in the six-year program.

29 (b) Priority programming for the improvement program must be based  
30 primarily upon the following, not necessarily in order of importance:

31 (i) Traffic congestion, delay, and accidents;

32 (ii) Location within a heavily traveled transportation corridor;

33 (iii) Synchronization with other potential transportation projects,  
34 including transit and multimodal projects, within the heavily traveled  
35 corridor; and

1 (iv) Use of benefit/cost analysis wherever feasible to determine  
2 the value of the proposed project.

3 (c) Priority programming for the improvement program may also take  
4 into account:

5 (i) Support for the state's economy, including job creation and job  
6 preservation;

7 (ii) The cost-effective movement of people and goods;

8 (iii) Accident and accident risk reduction;

9 (iv) Protection of the state's natural environment;

10 (v) Continuity and systematic development of the highway  
11 transportation network;

12 (vi) Consistency with local comprehensive plans developed under  
13 chapter 36.70A RCW including the following if they have been included  
14 in the comprehensive plan:

15 (i) Support for development in and revitalization of existing  
16 downtowns;

17 (ii) Extent that development implements local comprehensive plans  
18 for rural and urban residential and nonresidential densities;

19 (iii) Extent of compact, transit-oriented development for rural and  
20 urban residential and nonresidential densities;

21 (iv) Opportunities for multimodal transportation; and

22 (v) Extent to which the project accommodates planned growth and  
23 economic development;

24 (vii) Consistency with regional transportation plans developed  
25 under chapter 47.80 RCW;

26 (viii) Public views concerning proposed improvements;

27 (ix) The conservation of energy resources;

28 (x) Feasibility of financing the full proposed improvement;

29 (xi) Commitments established in previous legislative sessions;

30 (xii) Relative costs and benefits of candidate programs.

31 (d) Major projects addressing capacity deficiencies which  
32 prioritize allowing for preliminary engineering shall be reprioritized  
33 during the succeeding biennium, based upon updated project data.  
34 Reprioritized projects may be delayed or canceled by the transportation  
35 commission if higher priority projects are awaiting funding.

36 (e) Major project approvals which significantly increase a  
37 project's scope or cost from original prioritization estimates shall  
38 include a review of the project's estimated revised priority rank and  
39 the level of funding provided. Projects may be delayed or canceled by

1 the transportation commission if higher priority projects are awaiting  
2 funding.

3 (2) The commission may depart from the priority programming  
4 established under subsection (1) of this section: (a) To the extent  
5 that otherwise funds cannot be utilized feasibly within the program;  
6 (b) as may be required by a court judgment, legally binding agreement,  
7 or state and federal laws and regulations; (c) as may be required to  
8 coordinate with federal, local, or other state agency construction  
9 projects; (d) to take advantage of some substantial financial benefit  
10 that may be available; (e) for continuity of route development; or (f)  
11 because of changed financial or physical conditions of an unforeseen or  
12 emergent nature. The commission or secretary of transportation shall  
13 maintain in its files information sufficient to show the extent to  
14 which the commission has departed from the established priority.

15 (3) The commission shall identify those projects that yield freight  
16 mobility benefits or that alleviate the impacts of freight mobility  
17 upon affected communities."

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21 On page 5, line 29, after "development" strike "at appropriate" and  
22 insert "for rural and urban"

EFFECT: Adds to criteria for prioritizing state highway projects,  
the extent to which the project accommodates planned growth and  
economic development. Deletes subjective reference to "appropriate" in  
criteria for state plan and Transportation Improvement Board grants.

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