

SENATE BILL REPORT

SB 5748

As Reported By Senate Committee On:
Transportation, March 8, 2001

Title: An act relating to integration of transportation and land use planning.

Brief Description: Integrating transportation and land use planning.

Sponsors: Senators McAuliffe, Horn, Shin, Winsley, Oke, Haugen, Kohl-Welles and Kastama;
by request of The Blue Ribbon Commission on Transportation.

Brief History:

Committee Activity: Transportation: 2/14/01, 3/8/01 [DPS].

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: That Substitute Senate Bill No. 5748 be substituted therefor, and the substitute bill do pass.

Signed by Senators Haugen, Chair; Gardner, Vice Chair; Benton, Eide, Finkbeiner, Horn, Jacobsen, Johnson, Kastama, McAuliffe, McDonald, Oke, Patterson, Prentice, T. Sheldon, Shin and Swecker.

Staff: Jennifer Strus (786-7484)

Background: The Governor and the Legislature created the Blue Ribbon Commission on Transportation (BRCT) in 1998 to do the following: assess the local, regional, and state transportation system; ensure that current and future money is spent wisely; make the system more accountable and predictable; and prepare a 20-year plan for funding and investing in the transportation system.

In Recommendation 5, the BRCT recommends that the state invest in maintenance, preservation, and improvement of the entire transportation system so that transportation benchmarks can be achieved. Specifically, the BRCT recommends that jurisdictions integrate transportation and land use planning by developing a long-term and effective strategy to reduce both traffic and investment costs by focusing new commercial and multi-family growth in existing downtown, pedestrian, and transit-friendly neighborhoods.

Summary of Substitute Bill: City and county planning commissions, in carrying out their duties, should demonstrate how land use planning is integrated with transportation planning.

Code cities should direct their planning agencies to include in their development plans the integration of transportation and land use planning.

Priority programming for the highway improvement program must take into account: support for development in and revitalization of existing downtowns; the extent that development implements local comprehensive plans; the extent of compact, transit-oriented development

at appropriate residential and nonresidential densities; and the feasibility of multimodal transportation.

Substitute Bill Compared to Original Bill: The items to be taken into account by WSDOT regarding the priority programming for the highway improvement program are added.

Appropriation: None.

Fiscal Note: Available.

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

Testimony For: Land use and transportation planning are important to consider at the same time. It is costly to be part way into a land use project and discover that there is a transportation issue.

Testimony Against: None.

Testified: Dale Stedman, Blue Ribbon Commission of Transportation (pro); Todd Carlson, WSDOT (pro).