
SENATE BILL 5749

State of Washington

57th Legislature

2001 Regular Session

By Senators McAuliffe, Horn, Winsley, Oke and Haugen; by request of The Blue Ribbon Commission on Transportation

Read first time 02/01/2001. Referred to Committee on Transportation.

1 AN ACT Relating to cost-benefit analysis for transportation
2 planning; and amending RCW 47.05.010, 47.05.030, 47.05.035, and
3 47.05.051.

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

5 **Sec. 1.** RCW 47.05.010 and 1993 c 490 s 1 are each amended to read
6 as follows:

7 The legislature finds that solutions to state highway deficiencies
8 have become increasingly complex and diverse and that anticipated
9 transportation revenues will fall substantially short of the amount
10 required to satisfy all transportation needs. Difficult investment
11 trade-offs will be required.

12 It is the intent of the legislature that investment of state
13 transportation funds to address deficiencies on the state highway
14 system be based on a policy of (~~priority programming~~) cost-benefit
15 analysis having as its basis the rational selection of projects and
16 services according to factual need and an evaluation of life cycle
17 costs and benefits and (~~which~~) that are systematically scheduled to
18 carry out defined objectives within available revenue. The state must

1 develop analytic tools to use a common methodology to measure benefits
2 and costs for all modes.

3 The ~~((priority programming))~~ cost-benefit analysis system ~~((shall))~~
4 must ensure preservation of the existing state highway system, relieve
5 congestion, provide mobility for people and goods, support the state's
6 economy, and promote environmental protection and energy conservation.

7 The ~~((priority programming))~~ cost-benefit analysis system ~~((shall))~~
8 must implement the state-owned highway component of the statewide
9 multimodal transportation plan, consistent with local and regional
10 transportation plans, by targeting state transportation investment to
11 appropriate multimodal solutions ~~((which))~~ that address identified
12 state highway system deficiencies.

13 The ~~((priority programming system))~~ cost-benefit analysis for
14 improvements ~~((shall))~~ must incorporate a broad range of solutions that
15 are identified in the statewide multimodal transportation plan as
16 appropriate to address state highway system deficiencies, including but
17 not limited to relieving congestion, highway expansion, efficiency
18 improvements, nonmotorized transportation facilities, high occupancy
19 vehicle facilities, transit facilities and services, rail facilities
20 and services, and transportation demand management programs.

21 **Sec. 2.** RCW 47.05.030 and 1998 c 171 s 6 are each amended to read
22 as follows:

23 The transportation commission shall adopt a comprehensive six-year
24 investment program specifying program objectives and performance
25 measures for the preservation and improvement programs defined in this
26 section. In the specification of investment program objectives and
27 performance measures, the transportation commission, in consultation
28 with the Washington state department of transportation, shall define
29 and adopt standards for effective programming and prioritization
30 practices ~~((including a needs))~~ using a cost-benefit analysis process.
31 The ~~((needs))~~ analysis process ~~((shall))~~ must ensure the identification
32 of problems and deficiencies, the evaluation of alternative solutions
33 and trade-offs, and estimations of the costs and benefits of
34 prospective projects. The investment program ~~((shall))~~ must be revised
35 biennially, effective on July 1st of odd-numbered years. The
36 investment program ~~((shall))~~ must be based upon the needs identified in
37 the state-owned highway component of the statewide multimodal
38 transportation plan as defined in RCW 47.01.071(3).

1 (1) The preservation program (~~shall~~) consists of those
2 investments necessary to preserve the existing state highway system and
3 to restore existing safety features, giving consideration to lowest
4 life cycle costing. The preservation program must require use of the
5 most cost-effective pavement surfaces based on durability. The
6 comprehensive six-year investment program for preservation (~~shall~~)
7 must identify projects for two years and an investment plan for the
8 remaining four years.

9 (2) The improvement program (~~shall~~) consists of investments
10 needed to address identified deficiencies on the state highway system
11 to (~~improve mobility~~) relieve congestion, safety, support for the
12 economy, and protection of the environment. The six-year investment
13 program for improvements (~~shall~~) must identify projects for two years
14 and major deficiencies proposed to be addressed in the six-year period
15 giving consideration to relative benefits and life cycle costing. The
16 transportation commission shall give higher priority for correcting
17 identified deficiencies on those facilities classified as facilities of
18 statewide significance as defined in RCW 47.06.140.

19 The transportation commission shall approve and present the
20 comprehensive six-year investment program to the legislature in support
21 of the biennial budget request under RCW 44.40.070 and 44.40.080.

22 **Sec. 3.** RCW 47.05.035 and 1993 c 490 s 4 are each amended to read
23 as follows:

24 The commission shall develop and use transportation demand modeling
25 tools to evaluate investments. In developing program objectives and
26 performance measures, the transportation commission shall evaluate
27 investment trade-offs between the preservation and improvement
28 programs. In making these investment trade-offs, the commission shall
29 evaluate, using cost-benefit techniques, roadway and bridge maintenance
30 activities as compared to roadway and bridge preservation program
31 activities and adjust those programs accordingly.

32 The commission shall allocate the estimated revenue between
33 preservation and improvement programs giving primary consideration to
34 the following factors:

35 (1) The relative needs in each of the programs and the system
36 performance levels that can be achieved by meeting these needs;

37 (2) The need to provide adequate funding for preservation to
38 protect the state's investment in its existing highway system;

1 (3) The continuity of future transportation development with those
2 improvements previously programmed; and

3 (4) The availability of dedicated funds for a specific type of
4 work.

5 **Sec. 4.** RCW 47.05.051 and 1998 c 175 s 12 are each amended to read
6 as follows:

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

11 (1) Priority programming for the preservation program shall take
12 into account the following, not necessarily in order of importance:

13 (a) Extending the service life of the existing highway system,
14 including using the most cost-effective pavement surfaces available
15 based on durability;

16 (b) Ensuring the structural ability to carry loads imposed upon
17 highways and bridges; and

18 (c) Minimizing life cycle costs. The transportation commission in
19 carrying out the provisions of this section may delegate to the
20 department of transportation the authority to select preservation
21 projects to be included in the six-year program.

22 (2) Priority programming for the improvement program shall take
23 into account the following:

24 (a) Support for the state's economy, including job creation and job
25 preservation;

26 (b) The cost-effective movement of people and goods;

27 (c) Accident and accident risk reduction;

28 (d) Protection of the state's natural environment;

29 (e) Continuity and systematic development of the highway
30 transportation network;

31 (f) Consistency with local comprehensive plans developed under
32 chapter 36.70A RCW;

33 (g) Consistency with regional transportation plans developed under
34 chapter 47.80 RCW;

35 (h) Public views concerning proposed improvements;

36 (i) The conservation of energy resources;

37 (j) Feasibility of financing the full proposed improvement;

38 (k) Commitments established in previous legislative sessions;

1 (l) Relative costs and benefits of candidate programs;
2 (m) Available transportation demand management policies that could
3 be used to reduce demand on the highway system;

4 (n) Major projects addressing capacity deficiencies which
5 prioritize allowing for preliminary engineering shall be reprioritized
6 during the succeeding biennium, based upon updated project data.
7 Reprioritized projects may be delayed or canceled by the transportation
8 commission if higher priority projects are awaiting funding; and

9 (~~(n)~~) (o) Major project approvals which significantly increase a
10 project's scope or cost from original prioritization estimates shall
11 include a review of the project's estimated revised priority rank and
12 the level of funding provided. Projects may be delayed or canceled by
13 the transportation commission if higher priority projects are awaiting
14 funding.

15 (3) The commission may depart from the priority programming
16 established under subsections (1) and (2) of this section: (a) To the
17 extent that otherwise funds cannot be utilized feasibly within the
18 program; (b) as may be required by a court judgment, legally binding
19 agreement, or state and federal laws and regulations; (c) as may be
20 required to coordinate with federal, local, or other state agency
21 construction projects; (d) to take advantage of some substantial
22 financial benefit that may be available; (e) for continuity of route
23 development; or (f) because of changed financial or physical conditions
24 of an unforeseen or emergent nature. The commission or secretary of
25 transportation shall maintain in its files information sufficient to
26 show the extent to which the commission has departed from the
27 established priority.

28 (4) The commission shall identify those projects that yield freight
29 mobility benefits or that alleviate the impacts of freight mobility
30 upon affected communities.

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