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SENATE BILL 5759

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State of Washington

57th Legislature

2001 Regular Session

By Senators Patterson, Horn, Prentice, McAuliffe, Shin, Finkbeiner, Winsley, Haugen, Franklin, Kohl-Welles and Kastama; 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 priority programming of highway improvements;  
2 amending RCW 47.05.051; creating new sections; providing an effective  
3 date; and declaring an emergency.

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

5 NEW SECTION. **Sec. 1.** The legislature intends that funding for  
6 transportation improvements be allocated to the worst traffic  
7 chokepoints in the state. Furthermore, the legislature intends to fund  
8 projects that provide systemic relief throughout a transportation  
9 corridor, rather than spot improvements that fail to improve overall  
10 mobility within a corridor.

11 **Sec. 2.** RCW 47.05.051 and 1998 c 175 s 12 are each amended to read  
12 as follows:

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

1       ~~((1))~~ (a) Priority programming for the preservation program shall  
2 take into account the following, not necessarily in order of  
3 importance:

4       ~~((a))~~ (i) Extending the service life of the existing highway  
5 system;

6       ~~((b))~~ (ii) Ensuring the structural ability to carry loads imposed  
7 upon highways and bridges; and

8       ~~((c))~~ (iii) Minimizing life cycle costs. The transportation  
9 commission in carrying out the provisions of this section may delegate  
10 to the department of transportation the authority to select  
11 preservation projects to be included in the six-year program.

12       ~~((2))~~ (b) Priority programming for the improvement program  
13 ~~((shall take into account))~~ must be based primarily upon the following:

14       ~~((a))~~ (i) Traffic congestion, delay, and accidents;

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

16       (iii) Synchronization with other potential transportation projects,  
17 including transit and multimodal projects, within the heavily traveled  
18 corridor; and

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

21       (c) Priority programming for the improvement program may also take  
22 into account:

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

25       ~~((b))~~ (ii) The cost-effective movement of people and goods;

26       ~~((c))~~ (iii) Accident and accident risk reduction;

27       ~~((d))~~ (iv) Protection of the state's natural environment;

28       ~~((e))~~ (v) Continuity and systematic development of the highway  
29 transportation network;

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

32       ~~((g))~~ (vii) Consistency with regional transportation plans  
33 developed under chapter 47.80 RCW;

34       ~~((h))~~ (viii) Public views concerning proposed improvements;

35       ~~((i))~~ (ix) The conservation of energy resources;

36       ~~((j))~~ (x) Feasibility of financing the full proposed improvement;

37       ~~((k))~~ (xi) Commitments established in previous legislative  
38 sessions;

1       (~~(1)~~) (xii) Relative costs and benefits of candidate  
2 programs(~~(7)~~).

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

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

14       (~~(3)~~) (2) The commission may depart from the priority programming  
15 established under subsection(~~(s)~~) (1) (~~and (2)~~) of this section: (a)  
16 To the extent that otherwise funds cannot be utilized feasibly within  
17 the program; (b) as may be required by a court judgment, legally  
18 binding agreement, or state and federal laws and regulations; (c) as  
19 may be required to coordinate with federal, local, or other state  
20 agency construction projects; (d) to take advantage of some substantial  
21 financial benefit that may be available; (e) for continuity of route  
22 development; or (f) because of changed financial or physical conditions  
23 of an unforeseen or emergent nature. The commission or secretary of  
24 transportation shall maintain in its files information sufficient to  
25 show the extent to which the commission has departed from the  
26 established priority.

27       (~~(4)~~) (3) The commission shall identify those projects that yield  
28 freight mobility benefits or that alleviate the impacts of freight  
29 mobility upon affected communities.

30       NEW SECTION.     **Sec. 3.**     The transportation commission or its  
31 successor entity shall report the results of its priority programming  
32 under RCW 47.05.051 to the transportation committees of the senate and  
33 house of representatives by October 31, 2001.

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 July 1, 2001.

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