
ENGROSSED SUBSTITUTE SENATE BILL 5764

State of Washington

57th Legislature

2001 Regular Session

By Senate Committee on Transportation (originally sponsored by Senators Shin, Horn, Winsley, Oke and Haugen; by request of The Blue Ribbon Commission on Transportation)

READ FIRST TIME 03/08/01.

1 AN ACT Relating to maintaining and preserving transportation
2 facilities and assets; amending RCW 35.84.060, 47.06.050, and
3 47.06.090; adding a new section to chapter 36.56 RCW; adding a new
4 section to chapter 36.57A RCW; adding a new section to chapter 36.78
5 RCW; adding a new section to chapter 81.112 RCW; adding a new section
6 to chapter 47.26 RCW; and creating a new section.

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

8 NEW SECTION. **Sec. 1.** The legislature finds that roads, streets,
9 bridges, and highways in the state represent public assets worth over
10 one hundred billion dollars. These investments require regular
11 maintenance and preservation, or rehabilitation, to provide cost-
12 effective transportation services. Many of these facilities are in
13 poor condition. Given the magnitude of public investment and the
14 importance of safe, reliable roadways to the motoring public, the
15 legislature intends to create stronger accountability to ensure that
16 cost-effective maintenance and preservation is provided for these
17 transportation facilities.

1 **Sec. 2.** RCW 35.84.060 and 1969 ex.s. c 281 s 26 are each amended
2 to read as follows:

3 Every municipal corporation which owns or operates an urban public
4 transportation system as defined in RCW 47.04.082 within its corporate
5 limits, may acquire, construct, extend, own, or operate such urban
6 public transportation system to any point or points not to exceed
7 fifteen miles outside of its corporate limits: PROVIDED, That no
8 municipal corporation shall extend its urban public transportation
9 system beyond its corporate limits to operate in any territory already
10 served by a privately operated auto transportation company holding a
11 certificate of public convenience and necessity from the utilities and
12 transportation commission.

13 As a condition of receiving state funding, the municipal
14 corporation shall submit a maintenance management plan for
15 certification by the transportation commission or its successor entity.
16 The plan must inventory all transportation system assets within the
17 direction and control of the municipality, and provide a plan for
18 maintenance and, where appropriate, replacement of assets based on
19 lowest life cycle cost methodologies.

20 NEW SECTION. **Sec. 3.** A new section is added to chapter 36.56 RCW
21 to read as follows:

22 As a condition of receiving state funding, a county that has
23 assumed the transportation functions of a metropolitan municipal
24 corporation shall submit a maintenance and preservation management plan
25 for certification by the transportation commission or its successor
26 entity. The plan must inventory all transportation system assets
27 within the direction and control of the county, and provide a plan for
28 maintenance, preservation, and, where appropriate, replacement of
29 assets based on lowest life cycle cost methodologies.

30 NEW SECTION. **Sec. 4.** A new section is added to chapter 36.57A RCW
31 to read as follows:

32 As a condition of receiving state funding, a public transportation
33 benefit area authority shall submit a maintenance and preservation
34 management plan for certification by the transportation commission or
35 its successor entity. The plan must inventory all assets within the
36 direction and control of the authority, and provide a plan for

1 maintenance, preservation, and, where appropriate, replacement of
2 assets based on lowest life cycle cost methodologies.

3 NEW SECTION. **Sec. 5.** A new section is added to chapter 46.68 RCW
4 to read as follows:

5 During the 2001-2003 biennium, cities and towns shall provide to
6 the transportation commission, or its successor entity, preservation
7 rating information on at least seventy percent of the city's or town's
8 arterial network. Thereafter, the preservation rating information
9 requirement shall increase in five percent increments in subsequent
10 biennia. The rating system used by cities and towns must be based upon
11 the Washington state pavement rating method.

12 **Sec. 6.** RCW 47.06.050 and 1993 c 446 s 5 are each amended to read
13 as follows:

14 The state-owned facilities component of the statewide
15 transportation plan shall consist of:

16 (1) The state highway system plan, which identifies program and
17 financing needs and recommends specific and financially realistic
18 improvements to preserve the structural integrity of the state highway
19 system, ensure acceptable operating conditions, and provide for
20 enhanced access to scenic, recreational, and cultural resources. The
21 state highway system plan shall contain the following elements:

22 (a) A system preservation element, which shall establish structural
23 preservation objectives for the state highway system including bridges,
24 identify current and future structural deficiencies based upon analysis
25 of current conditions and projected future deterioration, and recommend
26 program funding levels and specific actions necessary to preserve the
27 structural integrity of the state highway system consistent with
28 adopted objectives. Lowest life cycle cost methodologies must be used
29 in developing a pavement management system. This element shall serve
30 as the basis for the preservation component of the six-year highway
31 program and the two-year biennial budget request to the legislature;

32 (b) A capacity and operational improvement element, which shall
33 establish operational objectives, including safety considerations, for
34 moving people and goods on the state highway system, identify current
35 and future capacity, operational, and safety deficiencies, and
36 recommend program funding levels and specific improvements and
37 strategies necessary to achieve the operational objectives. In

1 developing capacity and operational improvement plans the department
2 shall first assess strategies to enhance the operational efficiency of
3 the existing system before recommending system expansion. Strategies
4 to enhance the operational efficiencies include but are not limited to
5 access management, transportation system management, demand management,
6 and high-occupancy vehicle facilities. The capacity and operational
7 improvement element must conform to the state implementation plan for
8 air quality and be consistent with regional transportation plans
9 adopted under chapter 47.80 RCW, and shall serve as the basis for the
10 capacity and operational improvement portions of the six-year highway
11 program and the two-year biennial budget request to the legislature;

12 (c) A scenic and recreational highways element, which shall
13 identify and recommend designation of scenic and recreational highways,
14 provide for enhanced access to scenic, recreational, and cultural
15 resources associated with designated routes, and recommend a variety of
16 management strategies to protect, preserve, and enhance these
17 resources. The department, affected counties, cities, and towns,
18 regional transportation planning organizations, and other state or
19 federal agencies shall jointly develop this element;

20 (d) A paths and trails element, which shall identify the needs of
21 nonmotorized transportation modes on the state transportation systems
22 and provide the basis for the investment of state transportation funds
23 in paths and trails, including funding provided under chapter 47.30
24 RCW.

25 (2) The state ferry system plan, which shall guide capital and
26 operating investments in the state ferry system. The plan shall
27 establish service objectives for state ferry routes, forecast travel
28 demand for the various markets served in the system, ((and)) develop
29 strategies for ferry system investment that consider regional and
30 statewide vehicle and passenger needs, support local land use plans,
31 and assure that ferry services are fully integrated with other
32 transportation services. The plan must provide for maintenance and
33 preservation of capital assets based on lowest life cycle cost
34 methodologies. The plan shall assess the role of private ferries
35 operating under the authority of the utilities and transportation
36 commission and shall coordinate ferry system capital and operational
37 plans with these private operations. The ferry system plan must be
38 consistent with the regional transportation plans for areas served by

1 the state ferry system, and shall be developed in conjunction with the
2 ferry advisory committees.

3 **Sec. 7.** RCW 47.06.090 and 1993 c 446 s 9 are each amended to read
4 as follows:

5 The state-interest component of the statewide multimodal
6 transportation plan shall include an intercity passenger rail plan,
7 which shall analyze existing intercity passenger rail service and
8 recommend improvements to that service under the state passenger rail
9 service program including depot improvements, potential service
10 extensions, and ways to achieve higher train speeds.

11 For purposes of maintaining and preserving any state-owned
12 component of the state's passenger rail program, the statewide
13 multimodal transportation plan must identify all such assets and
14 provide a preservation and maintenance plan based on lowest life cycle
15 cost methodologies.

16 NEW SECTION. **Sec. 8.** A new section is added to chapter 81.112 RCW
17 to read as follows:

18 As a condition of receiving state funding, a regional transit
19 authority shall submit a maintenance and preservation management plan
20 for certification by the transportation commission or its successor
21 entity. The plan must inventory all transportation system assets
22 within the direction and control of the transit authority, and provide
23 a plan for maintenance, preservation, and, where appropriate,
24 replacement of assets based on lowest life cycle cost methodologies.

25 NEW SECTION. **Sec. 9.** A new section is added to chapter 36.78 RCW
26 to read as follows:

27 The board shall establish a standard of good practice for
28 maintenance of transportation system assets. This standard must be
29 implemented by all counties no later than December 31, 2006. The board
30 shall develop a model maintenance management system for use by
31 counties. The board shall develop rules to assist the counties in the
32 implementation of this system. Counties shall annually submit their
33 maintenance plans to the board. The board shall compile the county

- 1 data regarding maintenance management and annually submit it to the
- 2 transportation commission or its successor entity.

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