
THIRD 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 46.68
5 RCW; adding a new section to chapter 81.112 RCW; adding a new section
6 to chapter 36.78 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 preservation
18 plan based on lowest life cycle cost methodologies.

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

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

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

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

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

3 No later than June 30, 2004, cities and towns shall provide to the
4 transportation commission, or its successor entity, preservation rating
5 information on at least seventy percent of the total city and town
6 arterial network. Thereafter, the preservation rating information
7 requirement shall increase in five percent increments in subsequent
8 biennia. The rating system used by cities and towns must be based upon
9 the Washington state pavement rating method or an equivalent standard
10 approved by the transportation commission or its successor entity.

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

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

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

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

31 (b) A highway maintenance element, establishing service levels for
32 highway maintenance on state-owned highways that meet benchmarks
33 established by the transportation commission. The highway maintenance
34 element must include an estimate of costs for achieving those service
35 levels over twenty years. This element will serve as the basis for the
36 maintenance component of the six-year highway program and the two-year
37 biennial budget request to the legislature;

1 (c) A capacity and operational improvement element, which shall
2 establish operational objectives, including safety considerations, for
3 moving people and goods on the state highway system, identify current
4 and future capacity, operational, and safety deficiencies, and
5 recommend program funding levels and specific improvements and
6 strategies necessary to achieve the operational objectives. In
7 developing capacity and operational improvement plans the department
8 shall first assess strategies to enhance the operational efficiency of
9 the existing system before recommending system expansion. Strategies
10 to enhance the operational efficiencies include but are not limited to
11 access management, transportation system management, demand management,
12 and high-occupancy vehicle facilities. The capacity and operational
13 improvement element must conform to the state implementation plan for
14 air quality and be consistent with regional transportation plans
15 adopted under chapter 47.80 RCW, and shall serve as the basis for the
16 capacity and operational improvement portions of the six-year highway
17 program and the two-year biennial budget request to the legislature;

18 ~~((e))~~ (d) A scenic and recreational highways element, which shall
19 identify and recommend designation of scenic and recreational highways,
20 provide for enhanced access to scenic, recreational, and cultural
21 resources associated with designated routes, and recommend a variety of
22 management strategies to protect, preserve, and enhance these
23 resources. The department, affected counties, cities, and towns,
24 regional transportation planning organizations, and other state or
25 federal agencies shall jointly develop this element;

26 ~~((d))~~ (e) A paths and trails element, which shall identify the
27 needs of nonmotorized transportation modes on the state transportation
28 systems and provide the basis for the investment of state
29 transportation funds in paths and trails, including funding provided
30 under chapter 47.30 RCW.

31 (2) The state ferry system plan, which shall guide capital and
32 operating investments in the state ferry system. The plan shall
33 establish service objectives for state ferry routes, forecast travel
34 demand for the various markets served in the system, ~~((and))~~ develop
35 strategies for ferry system investment that consider regional and
36 statewide vehicle and passenger needs, support local land use plans,
37 and assure that ferry services are fully integrated with other
38 transportation services. The plan must provide for maintenance of
39 capital assets. The plan must also provide for preservation of capital

1 assets based on lowest life cycle cost methodologies. The plan shall
2 assess the role of private ferries operating under the authority of the
3 utilities and transportation commission and shall coordinate ferry
4 system capital and operational plans with these private operations.
5 The ferry system plan must be consistent with the regional
6 transportation plans for areas served by the state ferry system, and
7 shall be developed in conjunction with the ferry advisory committees.

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

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

16 For purposes of maintaining and preserving any state-owned
17 component of the state's passenger rail program, the statewide
18 multimodal transportation plan must identify all such assets and
19 provide a preservation plan based on lowest life cycle cost
20 methodologies.

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

23 As a condition of receiving state funding, a regional transit
24 authority 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 transit authority, and provide
28 a plan for preservation of assets based on lowest life cycle cost
29 methodologies.

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

32 The board shall establish a standard of good practice for
33 maintenance of transportation system assets. This standard must be
34 implemented by all counties no later than December 31, 2007. The board
35 shall develop a model maintenance management system for use by
36 counties. The board shall develop rules to assist the counties in the

1 implementation of this system. Counties shall annually submit their
2 maintenance plans to the board. The board shall compile the county
3 data regarding maintenance management and annually submit it to the
4 transportation commission or its successor entity.

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