
SENATE BILL 5764

State of Washington

57th Legislature

2001 Regular Session

By Senators Shin, 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 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 36.57 RCW; adding a new section to chapter 36.57A
5 RCW; adding a new section to chapter 46.68 RCW; adding a new section to
6 chapter 81.112 RCW; creating a new section; providing an effective
7 date; and declaring an emergency.

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

9 NEW SECTION. **Sec. 1.** The legislature finds that roads, streets,
10 bridges, and highways in the state represent public assets worth over
11 one hundred billion dollars. These investments require regular
12 maintenance and preservation, or rehabilitation, to provide cost-
13 effective transportation services. Many of these facilities are in
14 poor condition. Given the magnitude of public investment and the
15 importance of safe, reliable roadways to the motoring public, the
16 legislature intends to create stronger accountability to ensure that
17 cost-effective maintenance and preservation is provided for these
18 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 and preservation management plan
15 for certification by the transportation commission or its successor
16 entity. The plan must inventory all transportation system assets
17 within the direction and control of the municipality, and provide a
18 plan for maintenance, preservation, and, where appropriate, replacement
19 of assets based on 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 36.57 RCW
31 to read as follows:

32 As a condition of receiving state funding, a county public
33 transportation 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 36.57A RCW
4 to read as follows:

5 As a condition of receiving state funding, a public transportation
6 benefit area authority shall submit a maintenance and preservation
7 management plan for certification by the transportation commission or
8 its successor entity. The plan must inventory all assets within the
9 direction and control of the authority, and provide a plan for
10 maintenance, preservation, and, where appropriate, replacement of
11 assets based on lowest life cycle cost methodologies.

12 NEW SECTION. **Sec. 6.** A new section is added to chapter 46.68 RCW
13 to read as follows:

14 The distributions specified in RCW 46.68.090(1) (i) and (j) are
15 subject to the following conditions: Counties, cities, and towns must
16 submit a plan to the transportation commission or its successor entity,
17 demonstrating use of maintenance management systems and pavement
18 management systems. The commission will certify use of adequate
19 maintenance management systems and pavement management systems for
20 counties, cities, and towns only if (1) the maintenance management
21 system proposed by the relevant jurisdiction provides for a uniform
22 service level of C+ or better, as defined in the maintenance
23 accountability process (MAP) manual of the state department of
24 transportation; and (2) an inventory of facilities and a corresponding
25 pavement management system using lowest life cycle cost principles is
26 submitted by each relevant jurisdiction.

27 **Sec. 7.** RCW 47.06.050 and 1993 c 446 s 5 are each amended to read
28 as follows:

29 The state-owned facilities component of the statewide
30 transportation plan shall consist of:

31 (1) The state highway system plan, which identifies program and
32 financing needs and recommends specific and financially realistic
33 improvements to preserve the structural integrity of the state highway
34 system, ensure acceptable operating conditions, and provide for
35 enhanced access to scenic, recreational, and cultural resources. The
36 state highway system plan shall contain the following elements:

1 (a) A system preservation element, which shall establish structural
2 preservation objectives for the state highway system including bridges,
3 identify current and future structural deficiencies based upon analysis
4 of current conditions and projected future deterioration, and recommend
5 program funding levels and specific actions necessary to preserve the
6 structural integrity of the state highway system consistent with
7 adopted objectives. Lowest life cycle cost methodologies must be used
8 in developing a pavement management system. This element shall serve
9 as the basis for the preservation component of the six-year highway
10 program and the two-year biennial budget request to the legislature;

11 (b) A highway maintenance element, which shall ensure a service
12 level of C+ or better on all state-owned highways. This element will
13 serve as the basis for the preservation component of the six-year
14 highway program and the two-year biennial budget request to the
15 legislature;

16 (c) A capacity and operational improvement element, which shall
17 establish operational objectives, including safety considerations, for
18 moving people and goods on the state highway system, identify current
19 and future capacity, operational, and safety deficiencies, and
20 recommend program funding levels and specific improvements and
21 strategies necessary to achieve the operational objectives. In
22 developing capacity and operational improvement plans the department
23 shall first assess strategies to enhance the operational efficiency of
24 the existing system before recommending system expansion. Strategies
25 to enhance the operational efficiencies include but are not limited to
26 access management, transportation system management, demand management,
27 and high-occupancy vehicle facilities. The capacity and operational
28 improvement element must conform to the state implementation plan for
29 air quality and be consistent with regional transportation plans
30 adopted under chapter 47.80 RCW, and shall serve as the basis for the
31 capacity and operational improvement portions of the six-year highway
32 program and the two-year biennial budget request to the legislature;

33 ~~((e))~~ (d) A scenic and recreational highways element, which shall
34 identify and recommend designation of scenic and recreational highways,
35 provide for enhanced access to scenic, recreational, and cultural
36 resources associated with designated routes, and recommend a variety of
37 management strategies to protect, preserve, and enhance these
38 resources. The department, affected counties, cities, and towns,

1 regional transportation planning organizations, and other state or
2 federal agencies shall jointly develop this element;

3 ~~((d))~~ (e) A paths and trails element, which shall identify the
4 needs of nonmotorized transportation modes on the state transportation
5 systems and provide the basis for the investment of state
6 transportation funds in paths and trails, including funding provided
7 under chapter 47.30 RCW.

8 (2) The state ferry system plan, which shall guide capital and
9 operating investments in the state ferry system. The plan shall
10 establish service objectives for state ferry routes, forecast travel
11 demand for the various markets served in the system, ~~((and))~~ develop
12 strategies for ferry system investment that consider regional and
13 statewide vehicle and passenger needs, support local land use plans,
14 and assure that ferry services are fully integrated with other
15 transportation services. The plan must provide for maintenance and
16 preservation of capital assets based on lowest life cycle cost
17 methodologies. The plan shall assess the role of private ferries
18 operating under the authority of the utilities and transportation
19 commission and shall coordinate ferry system capital and operational
20 plans with these private operations. The ferry system plan must be
21 consistent with the regional transportation plans for areas served by
22 the state ferry system, and shall be developed in conjunction with the
23 ferry advisory committees.

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

26 The state-interest component of the statewide multimodal
27 transportation plan shall include an intercity passenger rail plan,
28 which shall analyze existing intercity passenger rail service and
29 recommend improvements to that service under the state passenger rail
30 service program including depot improvements, potential service
31 extensions, and ways to achieve higher train speeds.

32 For purposes of maintaining and preserving any state-owned
33 component of the state's passenger rail program, the statewide
34 multimodal transportation plan must identify all such assets and
35 provide a preservation and maintenance plan based on lowest life cycle
36 cost methodologies.

1 NEW SECTION. **Sec. 9.** A new section is added to chapter 81.112 RCW
2 to read as follows:

3 As a condition of receiving state funding, a regional transit
4 authority shall submit a maintenance and preservation management plan
5 for certification by the transportation commission or its successor
6 entity. The plan must inventory all assets within the direction and
7 control of the transit authority, and provide a plan for maintenance,
8 preservation, and, where appropriate, replacement of assets based on
9 lowest life cycle cost methodologies.

10 NEW SECTION. **Sec. 10.** This act is necessary for the immediate
11 preservation of the public peace, health, or safety, or support of the
12 state government and its existing public institutions, and takes effect
13 July 1, 2001.

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