
SENATE BILL 6697

State of Washington 58th Legislature 2004 Regular Session

By Senators Haugen, Horn, Jacobsen, Swecker, Esser, Spanel,
McAuliffe, B. Sheldon, Shin and Rasmussen

Read first time 02/02/2004. Referred to Committee on Highways &
Transportation.

1 AN ACT Relating to allocation of federal transportation enhancement
2 funds; amending RCW 47.80.030; adding a new section to chapter 47.01
3 RCW; and declaring an emergency.

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

5 NEW SECTION. **Sec. 1.** A new section is added to chapter 47.01 RCW
6 to read as follows:

7 (1) The secretary of transportation shall appoint an enhancement
8 advisory committee representing interest groups and local governments.
9 The enhancement advisory committee is limited to eleven members
10 representing the following areas: One member from the department of
11 transportation highways and local programs division, two members
12 representing counties and two members representing the cities of
13 Washington, a member representing pedestrian groups, a member
14 representing trails and equestrian groups, a member representing
15 historic and scenic highway groups, a member representing bicyclists,
16 a member representing Indian nations, and a member representing the
17 heritage community. The city and county representatives should be
18 selected with consideration given to achieving a geographic balance of
19 eastern and western Washington and large and small jurisdictions. The

1 selection of city and county representatives should be drawn from
2 metropolitan planning organization and regional transportation planning
3 organization governing boards whenever possible. The state historic
4 preservation officer shall represent the heritage community. The
5 department of transportation's highway and local programs member shall
6 serve as the committee chair.

7 (2) The enhancement advisory committee shall make the final
8 selection of projects funded with federal enhancement funds or like
9 categorical funds made available to the state through the Safe,
10 Accountable, Flexible, and Efficient Transportation Equity Act of 2003
11 (SAFETEA), or authorized under any federal surface transportation act
12 that succeeds the Transportation Equity Act for the 21st Century (TEA-
13 21).

14 (3) The enhancement committee shall make final selection of
15 projects using metropolitan planning organization or regional
16 transportation planning organization priorities, consideration of the
17 diversity of interest groups represented in subsection (1) of this
18 section, and an equitable statewide distribution of funding that is
19 based on population.

20 (4) The enhancement committee shall allocate to scenic and historic
21 highway programs not less than thirty-one percent of the enhancement
22 funding specified in subsection (2) of this section.

23 (5) Of the amount calculated in subsection (4) of this section, not
24 less than thirty percent must be allocated to projects with a specific
25 heritage element as identified by the committee's heritage community
26 representative.

27 (6) The department of transportation's highway and local programs
28 staff shall provide all staff services to the enhancement committee.

29 **Sec. 2.** RCW 47.80.030 and 1998 c 171 s 9 are each amended to read
30 as follows:

31 (1) Each regional transportation planning organization shall
32 develop in cooperation with the department of transportation, providers
33 of public transportation and high capacity transportation, ports, and
34 local governments within the region, adopt, and periodically update a
35 regional transportation plan that:

36 (a) Is based on a least cost planning methodology that identifies
37 the most cost-effective facilities, services, and programs;

1 (b) Identifies existing or planned transportation facilities,
2 services, and programs, including but not limited to major roadways
3 including state highways and regional arterials, transit and
4 nonmotorized services and facilities, multimodal and intermodal
5 facilities, marine ports and airports, railroads, and noncapital
6 programs including transportation demand management that should
7 function as an integrated regional transportation system, giving
8 emphasis to those facilities, services, and programs that exhibit one
9 or more of the following characteristics:

10 (i) Crosses member county lines;

11 (ii) Is or will be used by a significant number of people who live
12 or work outside the county in which the facility, service, or project
13 is located;

14 (iii) Significant impacts are expected to be felt in more than one
15 county;

16 (iv) Potentially adverse impacts of the facility, service, program,
17 or project can be better avoided or mitigated through adherence to
18 regional policies;

19 (v) Transportation needs addressed by a project have been
20 identified by the regional transportation planning process and the
21 remedy is deemed to have regional significance; and

22 (vi) Provides for system continuity;

23 (c) Establishes level of service standards for state highways and
24 state ferry routes, with the exception of transportation facilities of
25 statewide significance as defined in RCW 47.06.140. These regionally
26 established level of service standards for state highways and state
27 ferries shall be developed jointly with the department of
28 transportation, to encourage consistency across jurisdictions. In
29 establishing level of service standards for state highways and state
30 ferries, consideration shall be given for the necessary balance between
31 providing for the free interjurisdictional movement of people and goods
32 and the needs of local commuters using state facilities;

33 (d) Includes a financial plan demonstrating how the regional
34 transportation plan can be implemented, indicating resources from
35 public and private sources that are reasonably expected to be made
36 available to carry out the plan, and recommending any innovative
37 financing techniques to finance needed facilities, services, and
38 programs;

1 (e) Assesses regional development patterns, capital investment and
2 other measures necessary to:

3 (i) Ensure the preservation of the existing regional transportation
4 system, including requirements for operational improvements,
5 resurfacing, restoration, and rehabilitation of existing and future
6 major roadways, as well as operations, maintenance, modernization, and
7 rehabilitation of existing and future transit, railroad systems and
8 corridors, and nonmotorized facilities; and

9 (ii) Make the most efficient use of existing transportation
10 facilities to relieve vehicular congestion and maximize the mobility of
11 people and goods;

12 (f) Sets forth a proposed regional transportation approach,
13 including capital investments, service improvements, programs, and
14 transportation demand management measures to guide the development of
15 the integrated, multimodal regional transportation system; (~~and~~)

16 (g) Where appropriate, sets forth the relationship of high capacity
17 transportation providers and other public transit providers with regard
18 to responsibility for, and the coordination between, services and
19 facilities; and

20 (h) Includes a historic preservation element that identifies scenic
21 and historic highway programs, rehabilitation and operating programs
22 for historic transportation facilities, and links between heritage and
23 economic development.

24 (2) The organization shall review the regional transportation plan
25 biennially for currency and forward the adopted plan along with
26 documentation of the biennial review to the state department of
27 transportation.

28 (3) All transportation projects, programs, and transportation
29 demand management measures within the region that have an impact upon
30 regional facilities or services must be consistent with the plan and
31 with the adopted regional growth and transportation strategies.

32 NEW SECTION. **Sec. 3.** This act is necessary for the immediate
33 preservation of the public peace, health, or safety, or support of the
34 state government and its existing public institutions, and takes effect
35 immediately.

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