
SUBSTITUTE HOUSE BILL 1969

State of Washington 59th Legislature 2005 Regular Session

By House Committee on Transportation (originally sponsored by Representatives Ericks, Hankins, Simpson, Jarrett, Upthegrove, Murray and Dickerson)

READ FIRST TIME 03/07/05.

1 AN ACT Relating to modifying goals for the planning, operation, and
2 performance of and investment in the state transportation system; and
3 amending RCW 47.01.012.

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

5 **Sec. 1.** RCW 47.01.012 and 2002 c 5 s 101 are each amended to read
6 as follows:

7 (1) It is the intent of the legislature to establish policy goals
8 for the planning, operation, performance of, and investment in, the
9 state's transportation system. The policy goals shall ~~((consist of,~~
10 ~~but not be limited to, the following benchmark categories,))~~ be
11 consistent with the benchmark categories adopted by the state's Blue
12 Ribbon Commission on Transportation on November 30, 2000. In addition
13 to improving safety, public investments in transportation shall support
14 achievement of these and other priority goals:

15 ~~((No interstate highways, state routes, and local arterials shall
16 be in poor condition; no bridges shall be structurally deficient, and
17 safety retrofits shall be performed on those state bridges at the
18 highest seismic risk levels; traffic congestion on urban state highways
19 shall be significantly reduced and be no worse than the national mean;~~

1 ~~delay per driver shall be significantly reduced and no worse than the~~
2 ~~national mean; per capita vehicle miles traveled shall be maintained at~~
3 ~~2000 levels; the nonauto share of commuter trips shall be increased in~~
4 ~~urban areas; administrative costs as a percentage of transportation~~
5 ~~spending shall achieve the most efficient quartile nationally; and the~~
6 ~~state's public transit agencies shall achieve the median cost per~~
7 ~~vehicle revenue hour of peer transit agencies, adjusting for the~~
8 ~~regional cost of living.))~~

9 (a) Maintaining the existing system. The state's transportation
10 system, including interstate highways, state routes, bridges, and local
11 arterials, shall be maintained and preserved at an optimal percentage
12 life-cycle rating;

13 (b) Managing the existing system. The performance of the state's
14 transportation system shall be measured, and transportation agencies
15 will manage to achieve levels of service that improve system
16 performance over time for all transportation users; and

17 (c) Investing in the system. Capacity investment decisions
18 relating to the state's transportation system shall optimize
19 performance for multiple modes of use and be based on differential
20 performance standards for off-peak and peak hours.

21 (2) These policy goals shall be the basis for establishment of
22 detailed and measurable performance benchmarks.

23 (3) It is the intent of the legislature that the transportation
24 commission, its successor entity, or any other citizen oversight panel
25 created by the legislature, shall establish performance measures to
26 ensure transportation system performance meets the goals established in
27 subsection (1) of this section at local, regional, and state government
28 levels, and the transportation commission should work with appropriate
29 government entities to accomplish this.

30 (4) It is further the intent of the legislature that the
31 transportation commission, or its successor entity, will include in its
32 biennial budget submission to the legislature the percentage life-cycle
33 ratings, transportation service levels, and performance standards
34 funded by the proposed budget. In adopting the final budget, the
35 legislature will make such changes to those standards as it feels
36 necessary to balance the transportation needs and economic capabilities

1 of the state and document the resulting changes to the budget findings.

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