

CERTIFICATION OF ENROLLMENT
SECOND SUBSTITUTE HOUSE BILL 1565

59th Legislature
2005 Regular Session

Passed by the House April 24, 2005
Yeas 92 Nays 3

Speaker of the House of Representatives

Passed by the Senate April 22, 2005
Yeas 46 Nays 0

President of the Senate

Approved

Governor of the State of Washington

CERTIFICATE

I, Richard Nafziger, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **SECOND SUBSTITUTE HOUSE BILL 1565** as passed by the House of Representatives and the Senate on the dates hereon set forth.

Chief Clerk

FILED

**Secretary of State
State of Washington**

SECOND SUBSTITUTE HOUSE BILL 1565

AS AMENDED BY THE SENATE

Passed Legislature - 2005 Regular Session

State of Washington 59th Legislature 2005 Regular Session

By House Committee on Transportation (originally sponsored by Representatives Jarrett, Moeller, Tom, Simpson, Appleton, Linville, Sommers, Lantz and Dunshee)

READ FIRST TIME 03/07/05.

1 AN ACT Relating to multimodal concurrency strategies; amending RCW
2 47.80.030; adding a new section to chapter 36.70A RCW; and creating a
3 new section.

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

5 NEW SECTION. **Sec. 1.** A new section is added to chapter 36.70A RCW
6 to read as follows:

7 (1) The transportation element required by RCW 36.70A.070 may
8 include, in addition to improvements or strategies to accommodate the
9 impacts of development authorized under RCW 36.70A.070(6)(b),
10 multimodal transportation improvements or strategies that are made
11 concurrent with the development. These transportation improvements or
12 strategies may include, but are not limited to, measures implementing
13 or evaluating:

14 (a) Multiple modes of transportation with peak and nonpeak hour
15 capacity performance standards for locally owned transportation
16 facilities; and

17 (b) Modal performance standards meeting the peak and nonpeak hour
18 capacity performance standards.

1 (2) Nothing in this section or RCW 36.70A.070(6)(b) shall be
2 construed as prohibiting a county or city planning under RCW 36.70A.040
3 from exercising existing authority to develop multimodal improvements
4 or strategies to satisfy the concurrency requirements of this chapter.

5 (3) Nothing in this section is intended to affect or otherwise
6 modify the authority of jurisdictions planning under RCW 36.70A.040.

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

9 (1) Each regional transportation planning organization shall
10 develop in cooperation with the department of transportation, providers
11 of public transportation and high capacity transportation, ports, and
12 local governments within the region, adopt, and periodically update a
13 regional transportation plan that:

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

16 (b) Identifies existing or planned transportation facilities,
17 services, and programs, including but not limited to major roadways
18 including state highways and regional arterials, transit and
19 nonmotorized services and facilities, multimodal and intermodal
20 facilities, marine ports and airports, railroads, and noncapital
21 programs including transportation demand management that should
22 function as an integrated regional transportation system, giving
23 emphasis to those facilities, services, and programs that exhibit one
24 or more of the following characteristics:

25 (i) Crosses member county lines;

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

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

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

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

37 (vi) Provides for system continuity;

1 (c) Establishes level of service standards for state highways and
2 state ferry routes, with the exception of transportation facilities of
3 statewide significance as defined in RCW 47.06.140. These regionally
4 established level of service standards for state highways and state
5 ferries shall be developed jointly with the department of
6 transportation, to encourage consistency across jurisdictions. In
7 establishing level of service standards for state highways and state
8 ferries, consideration shall be given for the necessary balance between
9 providing for the free interjurisdictional movement of people and goods
10 and the needs of local commuters using state facilities;

11 (d) Includes a financial plan demonstrating how the regional
12 transportation plan can be implemented, indicating resources from
13 public and private sources that are reasonably expected to be made
14 available to carry out the plan, and recommending any innovative
15 financing techniques to finance needed facilities, services, and
16 programs;

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

19 (i) Ensure the preservation of the existing regional transportation
20 system, including requirements for operational improvements,
21 resurfacing, restoration, and rehabilitation of existing and future
22 major roadways, as well as operations, maintenance, modernization, and
23 rehabilitation of existing and future transit, railroad systems and
24 corridors, and nonmotorized facilities; and

25 (ii) Make the most efficient use of existing transportation
26 facilities to relieve vehicular congestion and maximize the mobility of
27 people and goods;

28 (f) Sets forth a proposed regional transportation approach,
29 including capital investments, service improvements, programs, and
30 transportation demand management measures to guide the development of
31 the integrated, multimodal regional transportation system. For
32 regional growth centers, the approach must address transportation
33 concurrency strategies required under RCW 36.70A.070 and include a
34 measurement of vehicle level of service for off-peak periods and total
35 multimodal capacity for peak periods; and

36 (g) Where appropriate, sets forth the relationship of high capacity
37 transportation providers and other public transit providers with regard

1 to responsibility for, and the coordination between, services and
2 facilities.

3 (2) The organization shall review the regional transportation plan
4 biennially for currency and forward the adopted plan along with
5 documentation of the biennial review to the state department of
6 transportation.

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

11 NEW SECTION. **Sec. 3.** (1)(a) The department of transportation
12 shall administer a study to examine multimodal transportation
13 improvements and strategies to comply with the concurrency requirements
14 of RCW 36.70A.070(6), subject to the availability of amounts
15 appropriated for this specific purpose. The study shall be completed
16 by one or more regional transportation planning organizations
17 established under chapter 47.80 RCW electing to participate in the
18 study.

19 (b) The department of community, trade, and economic development
20 shall provide technical assistance with the study to the department of
21 transportation and participating regional transportation planning
22 organizations.

23 (2) The department of transportation shall, in consultation with
24 members from each of the two largest caucuses of the senate, appointed
25 by the president of the senate, and members from each of the two
26 largest caucuses of the house of representatives, appointed by the
27 speaker of the house of representatives, approve the scope of the study
28 established by this section.

29 (3) The study shall, at a minimum, include:

30 (a) An assessment and comprehensive summary of studies or reports
31 examining concurrency requirements and practices in Washington;

32 (b) An examination of existing or proposed multimodal
33 transportation improvements or strategies employed by a city in a
34 county with a population of one million or more residents;

35 (c) An examination of transit services and how these services
36 promote multimodal transportation improvements or strategies for
37 jurisdictions planning under RCW 36.70A.070(6)(b);

1 (d) Recommendations for statutory and administrative rule changes
2 that will further the promotion of effective multimodal transportation
3 improvements and strategies that are consistent with the provisions of
4 RCW 36.70A.070 and 36.70A.020(3);

5 (e) Recommendations for improving the coordination of concurrency
6 practices in jurisdictions subject to RCW 36.70A.215;

7 (f) Recommendations on a methodology that jurisdictions may use to
8 evaluate the effectiveness of multimodal concurrency strategies in
9 jurisdictions subject to the provisions of RCW 36.70A.070 and
10 36.70A.020(3);

11 (g) An identification of effective multimodal transportation
12 improvements and strategies employed by jurisdictions subject to RCW
13 36.70A.215;

14 (h) Recommendations for model multimodal transportation
15 improvements and strategies that may be employed by counties and
16 cities; and

17 (i) An examination of multimodal infrastructure needs, such as bus
18 pull outs and pedestrian crosswalks and overpasses, and how these needs
19 can be better identified in the plans required by RCW 36.70A.070(6).

20 (4) The department of transportation shall, in coordination with
21 participating regional transportation planning organizations completing
22 the study established by this section, submit a report of findings and
23 recommendations to the appropriate committees of the legislature by
24 December 31, 2006.

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