
SUBSTITUTE HOUSE BILL 2041

State of Washington

60th Legislature

2007 Regular Session

By House Committee on Transportation (originally sponsored by Representatives Jarrett, Simpson, Curtis, Clibborn, Campbell, Armstrong, Ormsby, Schindler, Wallace, P. Sullivan, Ericksen and Linville)

READ FIRST TIME 3/5/07.

1 AN ACT Relating to clarifying goals, objectives, and
2 responsibilities of certain transportation agencies; amending RCW
3 47.01.012, 47.01.071, 47.01.075, 47.05.030, 47.05.035, 47.06.020,
4 47.06.030, 47.06.050, and 47.06.140; adding new sections to chapter
5 47.01 RCW; creating a new section; and repealing RCW 47.01.370 and
6 47.05.051.

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

8 NEW SECTION. **Sec. 1.** The legislature finds and declares that the
9 citizens of the state expect clear and concise goals, objectives, and
10 responsibilities regarding the operation of the statewide
11 transportation system. Furthermore, the state's citizens expect that
12 the state periodically receive clear and streamlined information that
13 measures whether the goals and objectives are being satisfied.
14 Therefore, it is the intent of the legislature that this act serve to
15 clarify existing goals, objectives, and responsibilities related to the
16 operation of an efficient statewide transportation system.

17 **Sec. 2.** RCW 47.01.012 and 2002 c 5 s 101 are each amended to read
18 as follows:

1 (1) It is the intent of the legislature to establish policy goals
2 for the ~~planning~~, operation, performance of, and investment in, the
3 state's transportation system. The policy goals (~~(shall consist of,~~
4 but not be limited to, the following)) ~~established under this section~~
5 are deemed consistent with the benchmark categories(~~(~~τ~~)~~) adopted by the
6 state's ~~blue ribbon commission on transportation on November 30, 2000.~~
7 (~~In addition to improving safety,~~) Public investments in
8 transportation shall support achievement of these (~~and other~~
9 priority)) ~~policy goals:~~

10 ~~((No interstate highways, state routes, and local arterials shall~~
11 ~~be in poor condition; no bridges shall be structurally deficient, and~~
12 ~~safety retrofits shall be performed on those state bridges at the~~
13 ~~highest seismic risk levels; traffic congestion on urban state highways~~
14 ~~shall be significantly reduced and be no worse than the national mean;~~
15 ~~delay per driver shall be significantly reduced and no worse than the~~
16 ~~national mean; per capita vehicle miles traveled shall be maintained at~~
17 ~~2000 levels; the nonauto share of commuter trips shall be increased in~~
18 ~~urban areas; administrative costs as a percentage of transportation~~
19 ~~spending shall achieve the most efficient quartile nationally; and the~~
20 ~~state's public transit agencies shall achieve the median cost per~~
21 ~~vehicle revenue hour of peer transit agencies, adjusting for the~~
22 ~~regional cost of living.))~~

23 (a) Preservation: To maintain, preserve, and extend the life and
24 utility of prior investments in transportation systems and services;

25 (b) Safety: To provide for and improve the safety and security of
26 transportation customers and the transportation system;

27 (c) Mobility: To improve the predictable movement of goods and
28 people throughout Washington state;

29 (d) Environment: To enhance Washington's quality of life through
30 transportation investments that promote energy conservation, enhance
31 healthy communities, and protect the environment; and

32 (e) Stewardship: To continuously improve the quality,
33 effectiveness, and efficiency of the transportation system.

34 (2) The powers, duties, and functions of statewide transportation
35 agencies must be performed in a manner consistent with the policy goals
36 set forth in subsection (1) of this section.

37 (3) These policy goals (~~(shall)~~) are intended to be the basis for

1 (~~establishment of~~) establishing detailed and measurable objectives
2 and related performance (~~benchmarks~~) measures.

3 (4) It is the intent of the legislature that the (~~transportation~~
4 ~~commission~~) office of financial management establish objectives and
5 performance measures for the department and other state agencies with
6 transportation related responsibilities to ensure transportation system
7 performance at local, regional, and state government levels(~~, and the~~
8 ~~transportation commission should work with appropriate government~~
9 ~~entities to accomplish this~~) attains the policy goals set forth in
10 subsection (1) of this section. The office of financial management
11 shall submit initial objectives and performance measures to the
12 legislature for its review, and to the commission, during the 2008
13 legislative session. The office of financial management shall submit
14 objectives and quantitative performance measures to the legislature for
15 its review, and to the commission for the purpose of providing input
16 into the statewide transportation plan, during each regular session of
17 the legislature during an even-numbered year thereafter.

18 **Sec. 3.** RCW 47.01.071 and 2006 c 334 s 3 are each amended to read
19 as follows:

20 The transportation commission shall have the following functions,
21 powers, and duties:

22 (1) To propose policies to be adopted by the governor and the
23 legislature designed to assure the development and maintenance of a
24 comprehensive and balanced statewide transportation system which will
25 meet the needs of the people of this state for safe and efficient
26 transportation services. Wherever appropriate, the policies shall
27 provide for the use of integrated, intermodal transportation systems
28 (~~to implement the social, economic, and environmental policies, goals,~~
29 ~~and objectives of the people of the state, and especially to conserve~~
30 ~~nonrenewable natural resources including land and energy)). The
31 policies must be aligned with the goals established in RCW 47.01.012.
32 To this end the commission shall:~~

33 (a) (~~Develop~~) Propose transportation policies which are based on
34 the policies, goals, and objectives expressed and inherent in existing
35 state laws;

36 (b) Inventory the adopted policies, goals, and objectives of the
37 local and area-wide governmental bodies of the state and define the

1 role of the state, regional, and local governments in determining
2 transportation policies, in transportation planning, and in
3 implementing the state transportation plan;

4 ~~((c))~~ ~~((Propose a transportation policy for the state;~~
5 ~~(d))~~) Establish a procedure for review and revision of the state
6 transportation policy and for submission of proposed changes to the
7 governor and the legislature;

8 ~~((e))~~ ~~((To))~~ (d) Integrate the statewide transportation plan with the
9 needs of the elderly and ~~((handicapped))~~ persons with disabilities, and
10 ~~((to))~~ coordinate federal and state programs directed at assisting
11 local governments to answer such needs;

12 (2) To provide for the effective coordination of state
13 transportation planning with national transportation policy, state and
14 local land use policies, and local and regional transportation plans
15 and programs;

16 (3) In conjunction with the provisions under RCW 47.01.075, to
17 provide for public involvement in transportation designed to elicit the
18 public's views both with respect to adequate transportation services
19 and appropriate means of minimizing adverse social, economic,
20 environmental, and energy impact of transportation programs;

21 (4) To prepare a comprehensive and balanced statewide
22 transportation plan ~~((which shall be))~~ consistent with the state's
23 growth management goals and based on the transportation policy
24 ~~((adopted by the governor and the legislature,))~~ goals provided under
25 RCW 47.01.012 and applicable state and federal laws. The plan must:
26 Reflect the priorities of government developed by the office of
27 financial management and address regional needs, including multimodal
28 transportation planning; establish a vision and goals for the
29 development of the statewide transportation system consistent with the
30 state's growth management goals; and identify significant statewide
31 transportation policy issues. The plan shall be reviewed and revised,
32 and submitted to the governor and the house of representatives and
33 senate standing committees on transportation, prior to each regular
34 session of the legislature during an ~~((even-numbered))~~ odd-numbered
35 year thereafter, but no more frequently than every four years. The
36 plan shall be subject to the approval of the legislature in the
37 biennial transportation budget act.

1 The plan shall take into account federal law and regulations
2 relating to the planning, construction, and operation of transportation
3 facilities;

4 (5) To propose to the governor and the legislature prior to the
5 convening of each regular session held in an odd-numbered year a
6 recommended budget for the operations of the commission as required by
7 RCW 47.01.061;

8 (6) To adopt such rules as may be necessary to carry out reasonably
9 and properly those functions expressly vested in the commission by
10 statute;

11 (7) To contract with the office of financial management or other
12 appropriate state agencies for administrative support, accounting
13 services, computer services, and other support services necessary to
14 carry out its other statutory duties;

15 (8) To conduct transportation-related studies and policy analysis
16 to the extent directed by the legislature or governor in the biennial
17 transportation budget act, or as otherwise provided in law, and subject
18 to the availability of amounts appropriated for this specific purpose;
19 and

20 (9) To exercise such other specific powers and duties as may be
21 vested in the transportation commission by this or any other provision
22 of law.

23 **Sec. 4.** RCW 47.01.075 and 2006 c 334 s 4 are each amended to read
24 as follows:

25 (1) The transportation commission shall provide a public forum for
26 the development of transportation policy in Washington state to include
27 coordination with regional transportation planning organizations,
28 transportation stakeholders, counties, cities, and citizens. ~~((It may
29 recommend to the secretary of transportation, the governor, and the
30 legislature means for obtaining appropriate citizen and professional
31 involvement in all transportation policy formulation and other matters
32 related to the powers and duties of the department. It may further
33 hold hearings and explore ways to improve the mobility of the
34 citizenry.))~~ At least every five years, the commission shall convene
35 regional forums to gather citizen input on transportation issues. The
36 commission shall consider the input gathered at the forums as it
37 establishes the statewide transportation plan under RCW 47.01.071(4).

1 (2) ~~((Every two years, in coordination with the development of the~~
2 ~~state biennial budget, the commission shall prepare the statewide~~
3 ~~multimodal transportation progress report and propose to the office of~~
4 ~~financial management transportation priorities for the ensuing~~
5 ~~biennium. The report must:~~

6 ~~(a) Consider the citizen input gathered at the forums;~~

7 ~~(b) Be developed with the assistance of state transportation-~~
8 ~~related agencies and organizations;~~

9 ~~(c) Be developed with the input from state, local, and regional~~
10 ~~jurisdictions, transportation service providers, key transportation~~
11 ~~stakeholders, and the office of financial management;~~

12 ~~(d) Be considered by the secretary of transportation and other~~
13 ~~state transportation-related agencies in preparing proposed agency~~
14 ~~budgets and executive request legislation;~~

15 ~~(e) Be submitted by the commission to the governor and the~~
16 ~~legislature by October 1st of each even-numbered year for consideration~~
17 ~~by the governor.~~

18 ~~(3))~~ In fulfilling its responsibilities under this section, the
19 commission may create ad hoc committees or other such committees of
20 limited duration as necessary.

21 ~~((4))~~ (3) In order to promote a better transportation system, the
22 commission ~~((shall))~~ may offer policy guidance and make recommendations
23 to the governor and the legislature in key issue areas, including but
24 not limited to:

25 (a) Transportation finance;

26 (b) Preserving, maintaining, and operating the statewide
27 transportation system;

28 (c) Transportation infrastructure needs;

29 (d) Promoting best practices for adoption and use by
30 transportation-related agencies and programs;

31 (e) Transportation efficiencies that will improve service delivery
32 and/or coordination;

33 (f) Improved planning and coordination among transportation
34 agencies and providers; and

35 (g) Use of intelligent transportation systems and other technology-
36 based solutions(~~;~~ and

37 ~~(h) Reporting of performance against goals, targets, and~~
38 ~~benchmarks)).~~

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

3 By December 1, 2007, the office of financial management shall
4 submit a baseline report on the attainment of policy goals under RCW
5 47.01.012 in the 2005-2007 fiscal biennium. By October 1, 2008,
6 beginning with the development of the 2009-2011 biennial transportation
7 budget, and by October 1st each year thereafter, the office of
8 financial management shall submit to the legislature and the governor
9 an annual report on progress made towards attainment by state
10 transportation agencies of the state transportation policy goals and
11 objectives prescribed by statute, appropriation, and governor
12 directive. The report must, at a minimum, include the degree to which
13 state transportation projects and programs progress towards attainment
14 of the policy goals set forth in RCW 47.01.012, as measured by the
15 objectives and performance measures established under RCW 47.01.012.

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

18 To support achievement of the policy goals described in RCW
19 47.01.012, the department shall:

20 (1) Maintain an inventory of the condition of structures and
21 corridors, and maintain a list of those structures and corridors in
22 most urgent need of retrofit or rehabilitation;

23 (2) Develop long-term financing plans that sustainably support
24 ongoing maintenance and preservation of the transportation
25 infrastructure;

26 (3) Balance system safety and convenience through all phases of a
27 project to accommodate all users of the transportation system,
28 including vehicles, freight, pedestrians, bicyclists, and transit
29 users, to safely, reliably, and efficiently provide mobility to people
30 and goods;

31 (4) For each project requiring a state or national environmental
32 impact statement, assess:

33 (a) The project's life-cycle carbon emissions; and

34 (b) Alternative approaches for reducing carbon emissions, including
35 low-carbon fuels, reduction in vehicle miles traveled, investments in
36 public transportation, techniques in demand management, and other
37 efficiency tools;

1 (5) Utilize efficiency tools, including high-occupancy vehicle and
2 high-occupancy toll lanes, corridor-specific and systemwide pricing
3 strategies, active traffic management, commute trip reduction, and
4 other demand management tools;

5 (6) Promote integrated multimodal planning, incorporating a variety
6 of modal approaches; and

7 (7) Select engineers and architects to design environmentally
8 sustainable, context-sensitive transportation systems that are
9 integrated into the communities they serve.

10 **Sec. 7.** RCW 47.05.030 and 2006 c 334 s 45 are each amended to read
11 as follows:

12 (1) The ((transportation commission)) office of financial
13 management shall ((develop)) propose a comprehensive ten-year
14 investment program ((specifying program objectives and performance
15 measures)) for the preservation and improvement programs defined in
16 this section, consistent with the policy goals described under RCW
17 47.01.012. The ((adopted)) proposed ten-year investment program must
18 be forwarded as a recommendation ((to)) by the ((governor and)) office
19 of financial management to the legislature, and ((is subject to the
20 approval of the legislature in the biennial transportation budget act.
21 In the specification of investment program objectives and performance
22 measures, the transportation commission, in consultation with the
23 Washington state department of transportation, shall define and adopt
24 standards for effective programming and prioritization practices
25 including a needs analysis process. The analysis process must ensure
26 the identification of problems and deficiencies, the evaluation of
27 alternative solutions and trade offs, and estimations of the costs and
28 benefits of prospective projects. The investment program)) must be
29 based upon the needs identified in the ((state owned highway component
30 of the)) statewide ((comprehensive)) transportation plan established
31 under RCW 47.01.071(4). The proposed investment program must also
32 include:

33 (a) Identification of projects for two years and an investment plan
34 for the remaining eight years;

35 (b) An analysis of how the investment plan relates to the statewide
36 transportation plan;

1 (c) A cross-reference table for the information contained in the
2 annual attainment report submitted by the transportation commission
3 under section 5 of this act; and

4 (d) A statement of how the proposed ten-year investment program
5 will affect the performance measures and objectives proposed by the
6 governor under RCW 47.01.012 and included in the annual attainment
7 report submitted by the transportation commission under section 5 of
8 this act.

9 ~~((1)) (2) The preservation program consists of those investments~~
10 ~~necessary to preserve the existing state highway system and to restore~~
11 ~~existing safety features, giving consideration to lowest life cycle~~
12 ~~costing. ((The preservation program must require use of the most cost-~~
13 ~~effective pavement surfaces, considering:~~

- 14 ~~(a) Life cycle cost analysis;~~
- 15 ~~(b) Traffic volume;~~
- 16 ~~(c) Subgrade soil conditions;~~
- 17 ~~(d) Environmental and weather conditions;~~
- 18 ~~(e) Materials available; and~~
- 19 ~~(f) Construction factors.~~

20 ~~The comprehensive ten year investment program for preservation must~~
21 ~~identify projects for two years and an investment plan for the~~
22 ~~remaining eight years.~~

23 ~~(2)) (3) The improvement program consists of investments needed to~~
24 ~~address identified deficiencies on the state highway system to~~
25 ~~((increase mobility, address congestion, and improve safety, support~~
26 ~~for the economy, and protection of the environment. The ten year~~
27 ~~investment program for improvements must identify projects for two~~
28 ~~years and major deficiencies proposed to be addressed in the ten year~~
29 ~~period giving consideration to relative benefits and life cycle~~
30 ~~costing. The transportation commission shall give higher priority for~~
31 ~~correcting identified deficiencies on those facilities classified as~~
32 ~~facilities of statewide significance as defined in RCW 47.06.140.~~
33 ~~Project prioritization must be based primarily upon cost benefit~~
34 ~~analysis, where appropriate)) meet the goals established in RCW~~
35 ~~47.01.012.~~

36 **Sec. 8.** RCW 47.05.035 and 2006 c 334 s 46 are each amended to read
37 as follows:

1 (1) The department shall use the transportation demand modeling
2 tools developed under subsection (2) of this section to evaluate
3 investments based on the best mode or improvement, or mix of modes and
4 improvements, to meet current and future long-term demand within a
5 corridor or system for the lowest cost. The end result of these demand
6 modeling tools is to provide a cost-benefit analysis by which the
7 department can determine the relative mobility improvement and
8 congestion relief each mode or improvement under consideration will
9 provide and the relative investment each mode or improvement under
10 consideration will need to achieve that relief.

11 (2) The department will participate in the refinement, enhancement,
12 and application of existing transportation demand modeling tools to be
13 used to evaluate investments. This participation and use of
14 transportation demand modeling tools will be phased in.

15 ~~((3) In developing program objectives and performance measures,~~
16 ~~the department shall evaluate investment trade-offs between the~~
17 ~~preservation and improvement programs. In making these investment~~
18 ~~trade-offs, the department shall evaluate, using cost benefit~~
19 ~~techniques, roadway and bridge maintenance activities as compared to~~
20 ~~roadway and bridge preservation program activities and adjust those~~
21 ~~programs accordingly.~~

22 ~~(4) The department shall allocate the estimated revenue between~~
23 ~~preservation and improvement programs giving primary consideration to~~
24 ~~the following factors:~~

25 ~~(a) The relative needs in each of the programs and the system~~
26 ~~performance levels that can be achieved by meeting these needs;~~

27 ~~(b) The need to provide adequate funding for preservation to~~
28 ~~protect the state's investment in its existing highway system;~~

29 ~~(c) The continuity of future transportation development with those~~
30 ~~improvements previously programmed; and~~

31 ~~(d) The availability of dedicated funds for a specific type of~~
32 ~~work.~~

33 ~~(5) The department shall consider the findings in this section in~~
34 ~~the development of the ten-year investment program.))~~

35 **Sec. 9.** RCW 47.06.020 and 1993 c 446 s 2 are each amended to read
36 as follows:

37 The specific role of the department in transportation planning

1 (~~shall~~) must be, consistent with the policy goals described under RCW
2 47.01.012: (1) Ongoing coordination and development of statewide
3 transportation policies that guide all Washington transportation
4 providers; (2) ongoing development of a statewide multimodal
5 transportation plan that includes both state-owned and state-interest
6 facilities and services; (3) coordinating the state high-capacity
7 transportation planning and regional transportation planning programs;
8 (~~and~~) (4) conducting special transportation planning studies that
9 impact state transportation facilities or relate to transportation
10 facilities and services of statewide significance; and (5) assisting
11 the transportation commission in the development of the statewide
12 transportation plan required under RCW 47.01.071(4). Specific
13 requirements for each of these state transportation planning components
14 are described in this chapter.

15 **Sec. 10.** RCW 47.06.030 and 1997 c 369 s 8 are each amended to read
16 as follows:

17 The commission shall develop a state transportation policy plan
18 that (~~((1) establishes a vision and goals for the development of the~~
19 ~~statewide transportation system consistent with the state's growth~~
20 ~~management goals, (2) identifies significant statewide transportation~~
21 ~~policy issues, and (3) recommends statewide transportation policies and~~
22 ~~strategies to the legislature to fulfill the requirements of RCW~~
23 ~~47.01.071(1). The state transportation policy plan shall be)) is the
24 product of an ongoing process that involves representatives of
25 significant transportation interests and the general public from across
26 the state. (~~The plan shall address how the department of~~
27 ~~transportation will meet the transportation needs and expedite the~~
28 ~~completion of industrial projects of statewide significance.)) The
29 policy plan must be a reflection of the state of that process at a
30 point in time.~~~~

31 **Sec. 11.** RCW 47.06.050 and 2002 c 5 s 413 are each amended to read
32 as follows:

33 The state-owned facilities component of the statewide multimodal
34 transportation plan shall consist of:

35 (1) The state highway system plan, which identifies program and
36 financing needs and recommends specific and financially realistic

1 improvements to preserve the structural integrity of the state highway
2 system, ensure acceptable operating conditions, and provide for
3 enhanced access to scenic, recreational, and cultural resources. The
4 state highway system plan shall contain the following elements:

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

15 (b) A highway maintenance element, establishing service levels for
16 highway maintenance on state-owned highways (~~that meet benchmarks~~
17 ~~established by the transportation commission~~). The highway
18 maintenance element must include an estimate of costs for achieving
19 those service levels over twenty years. This element will serve as the
20 basis for the maintenance component of the six-year highway program and
21 the two-year biennial budget request to the legislature;

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

1 (d) A scenic and recreational highways element, which shall
2 identify and recommend designation of scenic and recreational highways,
3 provide for enhanced access to scenic, recreational, and cultural
4 resources associated with designated routes, and recommend a variety of
5 management strategies to protect, preserve, and enhance these
6 resources. The department, affected counties, cities, and towns,
7 regional transportation planning organizations, and other state or
8 federal agencies shall jointly develop this element;

9 (e) A paths and trails element, which shall identify the needs of
10 nonmotorized transportation modes on the state transportation systems
11 and provide the basis for the investment of state transportation funds
12 in paths and trails, including funding provided under chapter 47.30
13 RCW.

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

30 **Sec. 12.** RCW 47.06.140 and 1998 c 171 s 7 are each amended to read
31 as follows:

32 The legislature declares the following transportation facilities
33 and services to be of statewide significance: The interstate highway
34 system, interregional state principal arterials including ferry
35 connections that serve statewide travel, intercity passenger rail
36 services, intercity high-speed ground transportation, major passenger
37 intermodal terminals excluding all airport facilities and services, the

1 freight railroad system, the Columbia/Snake navigable river system,
2 marine port facilities and services that are related solely to marine
3 activities affecting international and interstate trade, and high-
4 capacity transportation systems serving regions as defined in RCW
5 81.104.015. The department, in cooperation with regional
6 transportation planning organizations, counties, cities, transit
7 agencies, public ports, private railroad operators, and private
8 transportation providers, as appropriate, shall plan for improvements
9 to transportation facilities and services of statewide significance in
10 the statewide multimodal transportation plan. Improvements to
11 facilities and services of statewide significance identified in the
12 statewide multimodal transportation plan, or to highways of statewide
13 significance designated by the legislature under chapter 47.05 RCW, are
14 essential state public facilities under RCW 36.70A.200.

15 The department of transportation, in consultation with local
16 governments, shall set level of service standards for state highways
17 and state ferry routes of statewide significance. Although the
18 department shall consult with local governments when setting level of
19 service standards, the department retains authority to make final
20 decisions regarding level of service standards for state highways and
21 state ferry routes of statewide significance. In establishing level of
22 service standards for state highways and state ferry routes of
23 statewide significance, the department shall consider the necessary
24 balance between providing for the free interjurisdictional movement of
25 people and goods and the needs of local communities using these
26 facilities.

27 NEW SECTION. **Sec. 13.** The following acts or parts of acts are
28 each repealed:

29 (1) RCW 47.01.370 (Review of performance and outcome measures of
30 transportation-related agencies--Definition) and 2006 c 334 s 44; and

31 (2) RCW 47.05.051 (Ten-year comprehensive investment program--
32 Priority selection criteria--Improvement program criteria) and 2006 c
33 334 s 47, 2005 c 319 s 11, 2002 c 189 s 3, 2002 c 5 s 406, 1998 c 175
34 s 12, 1993 c 490 s 5, 1987 c 179 s 5, 1979 ex.s. c 122 s 5, & 1975 1st
35 ex.s. c 143 s 4.

--- END ---