

# HOUSE BILL REPORT

## HB 1644

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**As Passed House:**  
March 9, 2013

**Title:** An act relating to transportation planning objectives and performance measures for local and regional agencies.

**Brief Description:** Concerning transportation planning objectives and performance measures for local and regional agencies.

**Sponsors:** Representatives Fey, Klippert, Ryu, Clibborn, Rodne, Hargrove, Moscoso and Pollet.

**Brief History:**

**Committee Activity:**

Transportation: 2/12/13, 2/14/13 [DP].

**Floor Activity:**

Passed House: 3/9/13, 98-0.

**Brief Summary of Bill**

- Allows a local or regional agency engaging in transportation planning to establish objectives and performance measures regarding the attainment of the state transportation system policy goals or other transportation policy goals.
- Encourages local or regional agencies engaged in transportation planning to provide any objectives and performance measures to the Office of Financial Management for inclusion in its biennial report on attainment of the state transportation system policy goals.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass. Signed by 30 members: Representatives Clibborn, Chair; Fey, Vice Chair; Moscoso, Vice Chair; Orcutt, Ranking Minority Member; Hargrove, Assistant Ranking Minority Member; Overstreet, Assistant Ranking Minority Member; Angel, Bergquist, Farrell, Fitzgibbon, Freeman, Habib, Hayes, Johnson, Klippert, Kochmar, Kretz, Kristiansen, Moeller, Morris, O'Ban, Riccelli, Rodne, Ryu, Sells, Shea, Takko, Tarleton, Upthegrove and Zeiger.

**Staff:** David Munnecke (786-7315).

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*This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.*

## **Background:**

There are currently six statewide transportation system policy goals for the planning, operation, performance of, and investment in, the state's transportation system. These policy goals are identified as follows:

- economic vitality: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;
- preservation: to maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- safety: to provide for and improve the safety and security of transportation customers and the transportation system;
- mobility: to improve the predictable movement of goods and people throughout Washington;
- environment: to enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
- stewardship: to continuously improve the quality, effectiveness, and efficiency of the transportation system.

The Office of Financial Management (OFM) is required to establish objectives and performance measures for all state transportation agencies in order to assure that transportation system performance attains the six policy goals established in statute. The OFM was required to submit to the Legislature and the Washington State Transportation Commission (WSTC) a baseline report on initial objectives and performance measures for attainment of the newly established policy goals during the 2008 legislative session. Subsequent attainment reports are required to be submitted to the Legislature and the WSTC in each even-numbered year thereafter.

The entire section, both in regards to the transportation policy goals and the objectives and performance measures developed by the OFM, cannot be used as the basis for any private right of action.

The Washington State Department of Transportation is also required to perform certain duties to support attainment of the statewide transportation system policy goals. These duties include: (1) maintaining an inventory of the condition of structures and corridors, as well as a list of structures and corridors in most urgent need of retrofit or rehabilitation; (2) developing long-term financing plans that sustainably support ongoing maintenance and preservation of the transportation infrastructure; (3) balancing system safety and convenience to accommodate all users of the system to safely, reliably, and efficiently provide mobility to people and goods; (4) developing strategies to reduce vehicle miles traveled and considering efficiency tools to manage system demand; (5) promoting integrated multimodal planning; and (6) considering engineers and architects to design environmentally sustainable, context-sensitive transportation systems.

The 2011 Omnibus Transportation Budget provided funding for the Washington State Association of Counties to identify, evaluate, and implement performance measures associated with county transportation activities. These performance measures were required

to include measures related to safety, system preservation, mobility, environmental protection, and project completion.

**Summary of Bill:**

A local or regional agency engaging in transportation planning is allowed to establish objectives and performance measures regarding the attainment of the state transportation system policy goals or other transportation policy goals established by the local or regional agencies. Local and regional agencies engaged in transportation planning are encouraged to provide any objectives and performance measures to the OFM for inclusion in its biennial report on attainment of the state transportation system policy goals.

**Appropriation:** None.

**Fiscal Note:** Available.

**Effective Date:** The bill takes effect 90 days after adjournment of the session in which the bill is passed.

**Staff Summary of Public Testimony:**

(In support) The state has encouraged counties to identify and implement performance measures for their transportation systems, but the counties have no legal protection if they do so. This bill would resolve that issue.

The Washington State Association of Counties is developing performance measures for what the counties are doing in regards to the county transportation systems. The initial report is complete, and more work has been planned and is awaiting potential funding.

(Opposed) None.

**Persons Testifying:** Representative Fey, prime sponsor; and Gary Rowe, Washington State Association of Counties.

**Persons Signed In To Testify But Not Testifying:** None.