

ESSB 5689 - H AMD TO H AMD (H-2872.2/22) **1186**

By Representative Corry

NOT ADOPTED 02/26/2022

1 On page 89, line 2 of the striking amendment, increase the motor
2 vehicle account--state appropriation by \$20,000,000

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4 On page 89, line 9 of the striking amendment, correct the total.

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6 On page 89, after line 17 of the striking amendment, insert the
7 following:

8 "(3)(a) \$20,000,000 of the motor vehicle account-state
9 appropriation is provided solely for the department to establish a
10 reducing rural roadway departures program to provide funding for
11 safety improvements specific to preventing lane departures in areas
12 where the departure is likely to cause serious injuries or death.

13 (b) Funding for this program may be used to:

14 (i) Widen roadway shoulders or modify roadway design to improve
15 visibility or reduce lane departure risks;

16 (ii) Improve markings and paint on roadways, including making
17 markings on roads more visible for vehicles with lane departure
18 technology;

19 (iii) Apply high friction surface treatments;

20 (iv) Install rumble strips, signage, lighting, raised barriers,
21 medians, guardrails, cable barriers, or other safety equipment,
22 including deployment of innovative technology and connected
23 infrastructure devices;

24 (v) Remove or relocate fixed objects from rights-of-way that
25 pose a significant risk of serious injury or death if a vehicle were
26 to collide with the object due to a lane departure;

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1 (vi) Repair or replace existing barriers that are damaged or
2 nonfunctional; or

3 (vii) Take other reasonable actions that are deemed likely to
4 address or prevent vehicle lane departures in specific areas of
5 concern.

6 (c) The department shall create a program whereby it can
7 distribute funding or install safety improvements listed in (a) of
8 this subsection on state, county, small city, or town roads in rural
9 areas that have a high risk of having or have had incidents of
10 serious injuries or fatalities due to vehicle lane departures. Any
11 installation of safety measures that are not under the jurisdiction
12 of the department must be done with permission from the entity that
13 is responsible for operations and maintenance of the roadway.

14 (d) The department must create a form and application process
15 whereby towns, small cities, counties, and transportation benefit
16 districts may apply for program funding for high-risk areas in
17 jurisdictions in need of safety improvements.

18 (e) The department must issue program funding for purposes
19 defined in (a) and (b) of this subsection in a geographically
20 diverse manner throughout the state. Criteria used to assess a
21 location may include the inability or lack of resources of a
22 community to make safety improvements and corrections where there
23 have been historic disparate impacts.

24 (f) The department must provide a list of locations that
25 received funding with a description of installed safety improvements
26 to the transportation committees of the legislature and the traffic
27 safety commission by June 30, 2023."

EFFECT: Establishes a Reducing Rural Roadway Departures Program (program) in the Washington State Department of Transportation (WSDOT) for safety improvements to prevent lane departures in areas where the departure is likely to cause serious injuries or death. Allows the WSDOT to make improvements on state, county, small city, or town roads in rural areas that have a high risk of incidents of serious injuries or fatalities due to vehicle lane departures, with the permission from the entities that maintain the roadways. Allows local jurisdictions to apply to the WSDOT for

safety improvements funding. Requires the WSDOT to provide a list of the locations receiving funding from the program to the transportation committees and the Washington Traffic Safety Commission by June 30, 2023.

FISCAL IMPACT:

Increases Motor Vehicle Acct - State by \$20,000,000.

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