
HOUSE BILL 2688

State of Washington

66th Legislature

2020 Regular Session

By Representatives Shewmake, Fey, Fitzgibbon, Macri, Doglio,
Peterson, Stonier, Riccelli, and Davis

Read first time 01/17/20. Referred to Committee on Transportation.

1 AN ACT Relating to transportation policy goals; amending RCW
2 47.04.280; and adding a new section to chapter 47.04 RCW.

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

4 **Sec. 1.** RCW 47.04.280 and 2016 c 35 s 3 are each amended to read
5 as follows:

6 (1) It is the intent of the legislature to establish policy goals
7 for the planning, operation, performance of, and investment in, the
8 state's transportation system. The policy goals established under
9 this section are deemed consistent with the benchmark categories
10 adopted by the state's blue ribbon commission on transportation on
11 November 30, 2000. Public investments in transportation should
12 support achievement of these policy goals:

13 (a) ~~((Economic vitality: To promote and develop transportation~~
14 ~~systems that stimulate, support, and enhance the movement of people~~
15 ~~and goods to ensure a prosperous economy;~~

16 (b) ~~Preservation: To maintain, preserve, and extend the life and~~
17 ~~utility of prior investments in transportation systems and services;~~

18 (c) ~~Safety: To provide for and improve the safety and security of~~
19 ~~transportation customers and the transportation system;~~

1 ~~(d) Mobility: To improve the predictable movement of goods and~~
2 ~~people throughout Washington state, including congestion relief and~~
3 ~~improved freight mobility;~~

4 ~~(e) Environment: To enhance Washington's quality of life through~~
5 ~~transportation investments that promote energy conservation, enhance~~
6 ~~healthy communities, and protect the environment; and~~

7 ~~(f) Stewardship: To continuously improve the quality,~~
8 ~~effectiveness, and efficiency of the transportation system.))~~

9 Accessibility: To improve affordable access to the places and goods
10 Washington residents, organizations, and businesses need to live,
11 work, study, play, and pray;

12 (b) Safety: To provide for and improve the safety and security of
13 transportation users, the transportation system, and anyone
14 interacting with the system;

15 (c) Environment and climate: To enhance the quality of life
16 through transportation investments that reduce greenhouse gas
17 emissions, air pollution, water pollution, and toxics, promote energy
18 conservation, and protect lands and waterways;

19 (d) Health and resilience: To promote healthy people and
20 communities through pollution-free transportation, multimodal
21 transportation, integrated land use and transportation projects,
22 clean active transportation, and appropriate infrastructure;

23 (e) Equity and environmental justice: To eliminate historic and
24 persistent barriers and prioritize investments meeting the goals in
25 this section for highly impacted communities and vulnerable
26 populations, which includes direct inclusion in decision making;

27 (f) Preservation: To maintain, preserve, and extend the life and
28 utility of prior transportation systems and service investments that
29 meet current and future needs and goals; and

30 (g) Economic vitality: To promote and develop transportation
31 systems that support and enhance affordability, access to
32 opportunity, and good jobs.

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

36 (3) These policy goals are intended to be the basis for
37 establishing detailed and measurable objectives and related
38 performance measures.

39 (4) It is the intent of the legislature that the office of
40 financial management, in consultation with the transportation

1 commission, establish objectives and performance measures for the
2 department and other state agencies with transportation-related
3 responsibilities to ensure transportation system performance at
4 local, regional, and state government levels progresses toward the
5 attainment of the policy goals set forth in subsection (1) of this
6 section and the performance metrics established in section 2 of this
7 act. The office of financial management shall submit objectives and
8 performance measures to the legislature for its review and shall
9 provide copies of the same to the commission during each regular
10 session of the legislature during an even-numbered year thereafter.

11 (5) A local or regional agency engaging in transportation
12 planning may voluntarily establish objectives and performance
13 measures to demonstrate progress toward the attainment of the policy
14 goals set forth in subsection (1) of this section or any other
15 transportation policy goals established by the local or regional
16 agency. A local or regional agency engaging in transportation
17 planning is encouraged to provide local and regional objectives and
18 performance measures to be included with the objectives and
19 performance measures submitted to the legislature pursuant to
20 subsection (4) of this section.

21 (6) This section does not create a private right of action.

22 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.04
23 RCW to read as follows:

24 (1) Any transportation project or list of projects, in advance of
25 inclusion in a budget authorization, must undergo an evaluation,
26 guided by the goals identified in RCW 47.04.280. This analysis, which
27 must be published and made publicly available on the department's web
28 site, must be done by the department, and must include
29 representatives from the active transportation division, the public
30 transportation division, the multimodal planning division, and the
31 Washington state ferries, in conjunction with the department of
32 ecology, the interagency council on health disparities, the
33 department of health and the department of commerce, and include a
34 public input process that is inclusive of vulnerable populations in
35 highly impacted communities, as identified by the department of
36 health, in advance of consideration of the transportation project or
37 list of projects by the legislature.

38 (2) Budget authorizations should not include projects that do not
39 score above a threshold determined by the department.

1 (3) Any reductions to a transportation project or projects must
2 undergo the same evaluation required in subsection (1) of this
3 section.

4 (4) Project metrics associated with project review should be
5 updated to reflect any changes to the goals identified in RCW
6 47.04.280.

7 (5) Any projects being evaluated should be included in a regional
8 transportation planning organization's existing regional plan.

9 (6) The project evaluations required pursuant to subsections (1)
10 and (3) of this section must consider the following metrics relative
11 to the specific policy goal established in RCW 47.04.280:

12 (a) Accessibility:

13 (i) Metric: Alignment with land-use goals that bring the things
14 people need closer together. The evaluation pursuant to this metric
15 must further consider:

16 (A) The ability of pedestrians to use the built environment; and

17 (B) Support for the goals and requirements of chapter 36.70A RCW
18 and county and city plans adopted under that chapter.

19 (ii) Metric: Improving the capacity of people of all abilities,
20 both rural and urban to get to the places they need to be. The
21 evaluation pursuant to this metric must further consider:

22 (A) Improvements in person throughput and the availability of
23 transportation options to achieve improved movement for people of all
24 abilities and needs;

25 (B) Increases in frequency, availability, and reliability of
26 public transportation; and

27 (C) Provision of Americans with disabilities act accessible modes
28 for all people.

29 (b) Safety:

30 Metric: Reduction in fatalities and serious injuries. The
31 evaluation pursuant to this metric must further consider:

32 (i) Decreasing the number of traffic related fatalities on all
33 roads to zero by 2030; and

34 (ii) Decreasing the frequency of motor vehicle, bicycle, and
35 pedestrian collisions.

36 (c) Environment and climate:

37 Metric: Projects that help Washington meet greenhouse gas
38 reduction targets, do not encourage sprawl in accordance with the
39 state growth management act, and aligns with Washington legal

1 requirements to protect the environment. The evaluation pursuant to
2 this metric must further consider:

3 (i) Achieving greenhouse gas emissions reductions required by RCW
4 70.235.020;

5 (ii) Achieving the goals in RCW 47.01.440 to reduce annual per
6 capita vehicle miles traveled;

7 (iii) Reducing polluted stormwater runoff;

8 (iv) Reducing and mitigating air pollution from transportation
9 sources; and

10 (v) Addressing impacts to fish habitat and other ecological
11 needs.

12 (d) Health and resilience:

13 Metric: Promote and improve the health of people and communities.
14 The evaluation pursuant to this metric must further consider:

15 (i) Promotion of healthy communities;

16 (ii) The ability of pedestrians to use the built environment;

17 (iii) Alignment with transportation related recommendations made
18 by interagency council on health disparities;

19 (iv) Increasing opportunities for physical activity;

20 (v) Reduction of noise;

21 (vi) Emission of toxics known to impact human health in
22 transportation construction process and materials;

23 (vii) Reduction and removal of toxics known to impact human
24 health in the transportation system; and

25 (viii) Prevention of displacement and increases in community
26 connectedness.

27 (e) Equity and environmental justice:

28 (i) Metric: Equitable participation in system decision making by
29 vulnerable populations and highly impacted communities.

30 (ii) Metric: Identifying and targeting system investments for the
31 reduction of harm. The evaluation pursuant to this metric must
32 further consider impacts on the accessibility, safety, environment
33 and climate, health and resilience, and economic vitality goals
34 identified in RCW 47.04.280 and the metrics created in this section
35 in relation to:

36 (A) Vulnerable populations in highly impacted communities, as
37 identified by the department of health; and

38 (B) Vulnerable populations as defined in RCW 19.405.020.

39 (f) Preservation:

1 Metric: Maintain and preserve a transportation system that meets
2 current and future goals as identified in RCW 47.04.280. The
3 evaluation pursuant to this metric must further consider:

4 (i) Overall preservation and operational needs and appropriate
5 maintenance at the time needed; and

6 (ii) Usefulness of existing infrastructure relative to the metric
7 created in this section.

8 (g) Economic vitality:

9 Metric: Support and enhance access to opportunity. The evaluation
10 pursuant to this metric must further consider:

11 (i) Labor standards such as prevailing wage, and project labor
12 agreements;

13 (ii) Support for workers' industries seeing less growth compared
14 to those seeing more rapid growth;

15 (iii) Job creation in the short and long term;

16 (iv) Impacts to local businesses resulting from construction;

17 (v) Enhanced ability to bring goods to market from rural areas
18 and students to training and educational opportunities;

19 (vi) Cost impacts for the full project life cycle, which must
20 include, but is not limited to, maintenance; and

21 (vii) Transition to new employment for displaced workers in the
22 transportation sector.

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