

CERTIFICATION OF ENROLLMENT

**ENGROSSED HOUSE BILL 1617**

53rd Legislature  
1993 Regular Session

Passed by the House April 20, 1993  
Yeas 92 Nays 5

\_\_\_\_\_  
**Speaker of the  
House of Representatives**

Passed by the Senate April 17, 1993  
Yeas 40 Nays 2

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**President of the Senate**

Approved

\_\_\_\_\_  
**Governor of the State of Washington**

CERTIFICATE

I, Alan Thompson, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **ENGROSSED HOUSE BILL 1617** 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**

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ENGROSSED HOUSE BILL 1617

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AS AMENDED BY THE SENATE

Passed Legislature - 1993 Regular Session

State of Washington                      53rd Legislature                      1993 Regular Session

By Representatives R. Fisher, Chandler, Schmidt, Eide, Johanson, J. Kohl, Kremen, Cothorn, Jacobsen, Brough, Pruitt, Thomas, R. Meyers, Miller, Shin, Karahalios, Locke, Finkbeiner, Ogden, Quall, Orr, Wineberry, Veloria, Wood, H. Myers, L. Johnson and Anderson

Read first time 02/03/93. Referred to Committee on Transportation.

1            AN ACT Relating to high-speed ground transportation; creating new  
2 sections; providing an effective date; and declaring an emergency.

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

4            NEW SECTION.    **Sec. 1.**    The legislature recognizes that major  
5 intercity transportation corridors in this state are becoming  
6 increasingly congested. In these corridors, population is expected to  
7 grow by nearly forty percent over the next twenty years, while  
8 employment will grow by nearly fifty percent. The estimated seventy-  
9 five percent increase in intercity travel demand must be accommodated  
10 to ensure state economic vitality and protect the state's quality of  
11 life.

12            The legislature finds that high-speed ground transportation offers  
13 a safer, more efficient, and environmentally responsible alternative to  
14 increasing highway capacity. High-speed ground transportation can  
15 complement and enhance existing air transportation systems. High-speed  
16 ground transportation can be compatible with growth management plans in  
17 counties and cities served by such a system. Further, high-speed  
18 ground transportation offers a reliable, all-weather service capable of  
19 significant energy savings over other intercity modes.

1        NEW SECTION.     **Sec. 2.**     The legislature finds that there is  
2 substantial public benefit to establishing a high-speed ground  
3 transportation program in this state. The program shall implement the  
4 recommendations of the high-speed ground transportation steering  
5 committee report dated October 15, 1992. The program shall be  
6 administered by the department of transportation in close cooperation  
7 with the utilities and transportation commission and affected cities  
8 and counties.

9        The high-speed ground transportation program shall have the  
10 following goals:

11        (1) Implement high-speed ground transportation service offering top  
12 speeds over 150 m.p.h. between Everett and Portland, Oregon by 2020.  
13 This would be accomplished by meeting the intermediate objectives of a  
14 maximum travel time between downtown Portland and downtown Seattle of  
15 two hours and thirty minutes by the year 2000 and maximum travel time  
16 of two hours by the year 2010;

17        (2) Implement high-speed ground transportation service offering top  
18 speeds over 150 m.p.h. between Everett and Vancouver, B.C. by 2025;

19        (3) Implement high-speed ground transportation service offering top  
20 speeds over 150 m.p.h. between Seattle and Spokane by 2030.

21        The department of transportation shall, subject to legislative  
22 appropriation, implement such projects as necessary to achieve these  
23 goals in accordance with the implementation plans identified in  
24 sections 3 and 4 of this act.

25        NEW SECTION.     **Sec. 3.**     The legislature finds it important to  
26 develop public support and awareness of the benefits of high-speed  
27 ground transportation by developing high-quality intercity passenger  
28 rail service as a first step. This high-quality intercity passenger  
29 rail service shall be developed through incremental upgrading of the  
30 existing service. The department of transportation shall, subject to  
31 legislative appropriation, develop a prioritized list of projects to  
32 improve existing passenger rail service and begin new passenger rail  
33 service, to include but not be limited to:

34        (1) Improvement of depots;

35        (2) Improved grade crossing protection or grade crossing  
36 elimination;

37        (3) Enhanced train signals to improve rail corridor capacity and  
38 increase train speeds;

1 (4) Revised track geometry or additional trackage to improve ride  
2 quality and increase train speeds; and

3 (5) Contract for new or improved service in accordance with federal  
4 requirements to improve service frequency.

5 Service enhancements and station improvements must be based on the  
6 extent to which local comprehensive plans contribute to the viability  
7 of intercity passenger rail service, including providing efficient  
8 connections with other transportation modes such as transit, intercity  
9 bus, and roadway networks. Before spending state moneys on these  
10 projects, the department of transportation shall seek federal, local,  
11 and private funding participation to the greatest extent possible.  
12 Funding priorities for station improvements must also be based on the  
13 level of local and private in-kind and cash contributions.

14 NEW SECTION. **Sec. 4.** The legislature recognizes the need to plan  
15 for the high-speed ground transportation service and the high-quality  
16 intercity rail passenger service set forth in sections 2 and 3 of this  
17 act. The department of transportation shall, subject to legislative  
18 appropriation, develop a rail passenger plan through the conduct of  
19 studies addressing, but not limited to, the following areas:

20 (1) Refined ridership estimates;

21 (2) Preliminary location and environmental analysis on new  
22 corridors;

23 (3) Detailed station location assessments in concert with affected  
24 local jurisdictions;

25 (4) Coordination with the air transportation commission on state-  
26 wide air transportation policy and its effects on high-speed ground  
27 transportation service; and

28 (5) Coordination with the governments of Oregon and British  
29 Columbia, when appropriate, on alignment, station location, and  
30 environmental analysis.

31 NEW SECTION. **Sec. 5.** This act is necessary for the immediate  
32 preservation of the public peace, health, or safety, or support of the  
33 state government and its existing public institutions, and shall take  
34 effect July 1, 1993.

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