

HOUSE BILL REPORT

SB 5223

As Reported by House Committee On:
Transportation

Title: An act relating to transportation safety and planning.

Brief Description: Funding safety audits of rail fixed guideway systems.

Sponsors: By Senators Gardner, Oke, Haugen and Horn; by request of Department of Transportation.

Brief History:

Committee Activity:

Transportation: 3/19/01, 3/27/01 [DP].

Brief Summary of Bill

- Authorizes the Department of Transportation to seek reimbursement from the owner or operator of a rail transit system for the cost of federally mandated system audits.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 29 members: Representatives Fisher, Democratic Co-Chair; Mitchell, Republican Co-Chair; Cooper, Democratic Vice Chair; Ericksen, Republican Vice Chair; Hankins, Republican Vice Chair; Lovick, Democratic Vice Chair; Ahern, Anderson, Armstrong, G. Chandler, Edmonds, Haigh, Hatfield, Hurst, Jackley, Jarrett, Marine, Mielke, Morell, Murray, Ogden, Reardon, Rockefeller, Romero, Schindler, Simpson, Skinner, Sump and Woods.

Staff: Gene Baxstrom (786-7303).

Background:

A rail fixed guideway system is a light, heavy or rapid rail system such as San Francisco's Bay Area Rapid Transit System, a monorail, trolley, or other high capacity transit system. The federal government requires the state of Washington to conduct triennial safety reviews of rail fixed guideway systems that are not regulated by the federal Railroad Administration. State law requires the Washington State Department of

Transportation to conduct on-site visits at each guideway system at a minimum of every three years to perform a formal safety and security review. There are two systems currently operating in Washington - the monorail and the Waterfront Street car in Seattle. The first department program audit is due in 2002.

Summary of Bill:

The owner or operator of each rail fixed guideway system must reimburse the reasonable expenses of the Department of Transportation in conducting system audits. The department must notify the owner or operator of the estimated expenses at least six months in advance of the system audit.

Appropriation: None.

Fiscal Note: Available.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Testimony For: Allows the Department of Transportation to be reimbursed for costs incurred due to federal requirements.

Testimony Against: None.

Testified: Paul Gamble, Department of Transportation.