

---

**SUBSTITUTE HOUSE BILL 1452**

---

**State of Washington                      52nd Legislature                      1991 Regular Session**

**By** House Committee on Transportation (originally sponsored by Representatives R. Fisher, G. Fisher, Cole, Fraser, Phillips, Rust, Haugen, Belcher, Hine, R. Meyers, Locke, Riley, Heavey, R. Johnson, Wilson, Betrozoff, Valle, Wynne, R. King, Scott, Cooper, Pruitt, Ogden, Roland, Nelson, Spanel, Brekke and Wineberry).

Read first time February 22, 1991.

1            AN ACT Relating to high-speed ground transportation; amending RCW  
2 47.86.030; creating new sections; making an appropriation; and  
3 providing an expiration date.

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

5            NEW SECTION.    **Sec. 1.**            The legislature recognizes that major  
6 transportation corridors in this state are reaching unacceptable levels  
7 of congestion. Proposed improvements such as extension of the HOV-lane  
8 system or regional high-capacity systems, can, at best, only  
9 temporarily reduce the rate at which congestion increases. Further,  
10 such improvements do not address cross-state travel demands, whether  
11 north-south or east-west.

12            Therefore, the legislature finds that 1991 is an appropriate time  
13 for the legislature and the governor to direct that a comprehensive  
14 assessment be made of the feasibility of developing a high-speed ground

1 transportation system within the state and that a plan be developed for  
2 implementation of potential alternatives.

3 NEW SECTION. **Sec. 2.** The high-speed ground transportation  
4 steering committee is created, consisting of fifteen members, appointed  
5 jointly by the governor, the chair of the legislative transportation  
6 committee, and the chair of the transportation commission. The  
7 appointing authorities shall also designate the chair of the steering  
8 committee.

9 The committee must include representatives from the following:

10 (1) Cities and counties, including both elected officials and  
11 planners, and if possible, representatives of regional transportation  
12 planning organizations;

13 (2) Public transportation systems;

14 (3) The United States department of transportation;

15 (4) Public ports; and

16 (5) The private sector, including:

17 (a) The financial community;

18 (b) The engineering and construction community;

19 (c) Railroad companies;

20 (d) Environmental interests; and

21 (e) The legal profession.

22 The secretary of the state department of transportation, or the  
23 secretary's designee, shall also be a member.

24 Members of the steering committee shall receive no compensation for  
25 their service, but shall be reimbursed for travel expenses as provided  
26 in RCW 43.03.050 and 43.03.060.

27 NEW SECTION. **Sec. 3.** The following persons shall serve as  
28 voting liaison members to the steering committee:

- 1 (1) The governor or a designee;
- 2 (2) Four legislators, one from each caucus of each house, appointed
- 3 by the chair of the legislative transportation committee; and
- 4 (3) The chair of the transportation commission.

5 In addition to those persons, the governor shall attempt to obtain  
6 appropriate nonvoting liaison representation to the steering committee  
7 from the state of Oregon and the province of British Columbia.

8 NEW SECTION. **Sec. 4.** The steering committee shall initially  
9 address the feasibility of a high-speed ground transportation system  
10 within this state, including such issues as:

- 11 (1) When such a system would be economically feasible;
- 12 (2) The forecasted demand, assessing whether the focus should be on
- 13 passenger travel or freight or both;
- 14 (3) Identification of the corridors to be analyzed;
- 15 (4) Land use implications;
- 16 (5) Environmental considerations;
- 17 (6) The compatibility of such a system with regional transportation
- 18 plans along proposed corridors;
- 19 (7) Impacts on and interfaces with other travel modes;
- 20 (8) Technological options for high-speed ground transportation,
- 21 both foreign and domestic;
- 22 (9) Required specifications for speed, safety, access, and
- 23 frequency;
- 24 (10) Identification of existing highway or railroad rights of way
- 25 that are suitable for high-speed travel;
- 26 (11) Identification of additional rights of way that may be needed
- 27 and the process for acquiring those rights of way;

1 (12) The recommended institutional arrangement for carrying out  
2 detailed planning for such a system, for constructing it, and for  
3 operating it;

4 (13) Whether financing of construction should be public or private  
5 or some combination of both;

6 (14) Whether financing of operations should be public or private or  
7 some combination of both;

8 (15) If public sector financing for any portion of capital or  
9 operation costs is deemed necessary, which existing or new tax sources  
10 would be appropriate.

11 The steering committee shall coordinate its work with that of the  
12 air transportation commission established in RCW 47.86.030.

13 NEW SECTION. **Sec. 5.** In order to provide technical and  
14 administrative support to the steering committee, the office of high-  
15 speed ground transportation is created within the department of  
16 transportation. That office may contract with consultants at the  
17 direction of the steering committee and shall provide other support  
18 functions as requested by the committee.

19 NEW SECTION. **Sec. 6.** The steering committee shall present a  
20 final report to the governor, the legislature, and the transportation  
21 commission by October 15, 1992. It shall present interim progress  
22 reports as appropriate. The final report must include findings of the  
23 steering committee, a recommended plan for implementation, and proposed  
24 legislation to implement the next phase of a high-speed ground  
25 transportation program.

26 **Sec. 7.** RCW 47.86.030 and 1990 c 298 s 41 are each amended to read  
27 as follows:

1       The commission shall conduct studies to determine Washington's  
2 long-range air transportation policy, including an assessment of  
3 intermodal needs, and to assess the impacts of increasing air traffic  
4 upon surrounding communities, including an evaluation of noise  
5 mitigation and surface transportation impacts at existing facilities,  
6 and the potential impact at new or expanded facilities.

7       The studies shall include, but are not limited to the following:

8       (1) The feasibility of acquiring the Stampede Pass rail line for  
9 use as a utility corridor, intermodal high speed transportation  
10 corridor or other transportation uses. The study shall include an  
11 examination of the ownership of the Stampede Pass rail line right of  
12 way and evaluate the advantages and disadvantages of preserving the  
13 Stampede Pass rail line corridor. It shall include interested public  
14 and private agencies when conducting the study. The commission shall  
15 encourage local communities and the private sector to financially  
16 participate in the study. The commission shall make a presentation of  
17 the feasibility findings to the legislative transportation committee on  
18 or before December 1, 1990.

19       (2) Recommendations to the legislature on future Washington state  
20 air transportation policy, including the expansion of existing and  
21 potential air carrier and reliever facilities and the siting of such  
22 new facilities, specifically taking into consideration intermodal  
23 needs. The commission shall consider the development of wayports in  
24 eastern Washington, taking into account similar developments in Japan  
25 and Germany, in order to reduce congestion resulting from rapid growth  
26 in the Puget Sound region. The commission shall (~~examine high speed~~  
27 ~~rail transportation systems, including but not limited to magnetic~~  
28 ~~levitation trains, personal rapid transit systems, and complimentary~~  
29 ~~transportation systems, using to the extent possible the existing~~  
30 ~~rights of way along I-90, I-5, and the Stampede Pass rail corridor))~~

1 coordinate its study of airport siting policy issues with the efforts  
2 of the high-speed ground transportation steering committee.

3       The commission shall submit findings and recommendations to the  
4 legislative transportation committee by December 1, 1994, with an  
5 interim report to be presented to the legislative transportation  
6 committee by December 1, 1992.

7       NEW SECTION. Sec. 8.       The sum of one million dollars, or as  
8 much thereof as may be necessary, is appropriated from the  
9 transportation fund to the department of transportation for the fiscal  
10 biennium ending June 30, 1993, to carry out the purposes of this act.  
11 The appropriation shall be expended in accordance with the work plan  
12 developed by the high-speed ground transportation steering committee  
13 created in section 2 of this act.

14       NEW SECTION. Sec. 9.       Sections 1 through 6 of this act shall  
15 expire December 31, 1992.