

CERTIFICATION OF ENROLLMENT
SUBSTITUTE HOUSE BILL 1452

52nd Legislature
1991 Regular Session

Passed by the House March 8, 1991
Yeas 96 Nays 0

**Speaker of the
House of Representatives**

Passed by the Senate April 18, 1991
Yeas 45 Nays 0

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 **SUBSTITUTE HOUSE BILL 1452** 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

SUBSTITUTE HOUSE BILL 1452

AS RECOMMENDED BY THE CONFERENCE COMMITTEE

Passed Legislature - 1991 Regular Session

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; providing an
3 expiration date; and declaring an emergency.

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 Congress has set aside federal funds in the amount of five hundred
4 thousand dollars for the state of Washington to carry out such an
5 assessment, with the stipulation that the state provide an equal amount
6 of state funds for the effort.

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

13 The committee must include representatives from the following:

14 (1) Cities and counties, including both elected officials and
15 planners, and if possible, representatives of regional transportation
16 planning organizations;

17 (2) Public transportation systems;

18 (3) The United States department of transportation;

19 (4) Public ports; and

20 (5) The private sector, including:

21 (a) The financial community;

22 (b) The engineering and construction community;

23 (c) Railroad companies;

24 (d) Environmental interests; and

25 (e) The legal profession.

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

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

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

6 (1) The governor or a designee;

7 (2) Four legislators, one from each caucus of each house, appointed
8 by the chair of the legislative transportation committee; and

9 (3) The chair of the transportation commission.

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

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

16 (1) When such a system would be economically feasible;

17 (2) The forecasted demand, assessing whether the focus should be on
18 passenger travel or freight or both;

19 (3) Identification of the corridors to be analyzed;

20 (4) Land use and economic development implications;

21 (5) Environmental considerations;

22 (6) The compatibility of such a system with regional transportation
23 plans along proposed corridors;

24 (7) Impacts on and interfaces with other travel modes;

25 (8) Technological options for high-speed ground transportation,
26 both foreign and domestic;

27 (9) Required specifications for speed, safety, access, and
28 frequency;

1 (10) Identification of existing highway or railroad rights of way
2 that are suitable for high-speed travel;

3 (11) Identification of additional rights of way that may be needed
4 and the process for acquiring those rights of way;

5 (12) The recommended institutional arrangement for carrying out
6 detailed planning for such a system, for constructing it, and for
7 operating it;

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

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

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

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

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

23 NEW SECTION. **Sec. 6.** The steering committee shall present a
24 final report to the governor, the legislature, and the transportation
25 commission by October 15, 1992. It shall present interim progress
26 reports as appropriate. The final report must include findings of the
27 steering committee, a recommended plan for implementation, and proposed

1 legislation to implement the next phase of a high-speed ground
2 transportation program.

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

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

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

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

23 (2) Recommendations to the legislature on future Washington state
24 air transportation policy, including the expansion of existing and
25 potential air carrier and reliever facilities and the siting of such
26 new facilities, specifically taking into consideration intermodal
27 needs. The commission shall consider the development of wayports in
28 eastern Washington, taking into account similar developments in Japan
29 and Germany, in order to reduce congestion resulting from rapid growth

1 in the Puget Sound region. The commission shall (~~examine high speed~~
2 ~~rail transportation systems, including but not limited to magnetic~~
3 ~~levitation trains, personal rapid transit systems, and complimentary~~
4 ~~transportation systems, using to the extent possible the existing~~
5 ~~rights of way along I-90, I-5, and the Stampede Pass rail corridor~~)
6 coordinate its study of airport siting policy issues with the efforts
7 of the high-speed ground transportation steering committee.

8 The commission shall submit findings and recommendations to the
9 legislative transportation committee by December 1, 1994, with an
10 interim report to be presented to the legislative transportation
11 committee by December 1, 1992.

12 NEW SECTION. Sec. 8. The sum of five hundred thousand
13 dollars, or as much thereof as may be necessary, is appropriated from
14 the transportation fund to the department of transportation program T,
15 for the biennium ending June 30, 1993, to carry out the purposes of
16 this act. The appropriation shall be expended in accordance with the
17 work plan developed by the high-speed ground transportation steering
18 committee created in section 2 of this act.

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

21 NEW SECTION. Sec. 10. This act is necessary for the immediate
22 preservation of the public peace, health, or safety, or support of the
23 state government and its existing public institutions, and shall take
24 effect immediately.