

FINAL BILL REPORT

SHB 1452

C 231 L 91
Synopsis As Enacted

Brief Description: Creating the high-speed ground transportation steering committee.

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).

House Committee on Transportation
Senate Committee on Transportation

Background: Many fear that major transportation corridors in Washington are reaching unacceptable levels of congestion. Proposed improvements such as extension of the High Occupancy Vehicle (HOV) lane system, or regional high capacity systems temporarily reduce the rate at which congestion increases, but such improvements do not address cross-state or other long distance travel demands.

Congestion at Sea-Tac Airport is also increasing, and it is estimated that the airport will reach capacity by 1998. Currently, flights between Sea-Tac and Portland comprise 140 take-offs and landings per day. Shifting a majority of these trips to some other mode, such as a high-speed ground transportation system, would provide significant additional capacity at the airport.

Before the state can consider or begin planning for a high-speed ground transportation system, a number of major policy issues must be addressed. Congress has made \$500,000 available to the state for this purpose, with the requirement that the state contribute an equal amount.

Summary: The governor, the chair of the Legislative Transportation Committee, and the chair of the Transportation Commission are directed to jointly appoint a 15-member High-Speed Ground Transportation Steering Committee. Membership must include cities, counties, transit, federal agencies, and the private sector. The governor or designee, four legislators, and the chair of the Transportation Commission are voting liaison members. In

addition, the governor must seek non-voting liaison representation from British Columbia and Oregon.

The steering committee must study the feasibility of establishing a high-speed ground transportation system and must address a number of major policy issues.

An Office of High-Speed Ground Transportation is created within the Department of Transportation, to provide technical and administrative support to the steering committee.

The steering committee must present its final report by October 15, 1992. The report must include findings, a recommended plan for implementation, and proposed legislation to implement the next phase of a high-speed ground transportation program.

The Air Transportation Commission enabling legislation is amended to delete specific direction for that commission to study high speed ground transportation.

\$500,000 is appropriated from the state Transportation Fund, which, when matched with federal funds will make \$1 million available for the activities of the steering committee.

Votes on Final Passage:

House	96	0	
Senate	45	0	(Senate amended)
House			(House refused to concur)

Conference Committee

Senate	42	0
House	97	0

Effective: May 16, 1991