

2 EHB 1617 - S COMM AMD
3 By Committee on Transportation

4 ADOPTED 4/17/93

5 Strike everything after the enacting clause and insert the
6 following:

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

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

23 NEW SECTION. **Sec. 2.** The legislature finds that there is
24 substantial public benefit to establishing a high-speed ground
25 transportation program in this state. The program shall implement the
26 recommendations of the high-speed ground transportation steering
27 committee report dated October 15, 1992. The program shall be
28 administered by the department of transportation in close cooperation
29 with the utilities and transportation commission and affected cities
30 and counties.

31 The high-speed ground transportation program shall have the
32 following goals:

33 (1) Implement high-speed ground transportation service offering top
34 speeds over 150 m.p.h. between Everett and Portland, Oregon by 2020.
35 This would be accomplished by meeting the intermediate objectives of a

1 maximum travel time between downtown Portland and downtown Seattle of
2 two hours and thirty minutes by the year 2000 and maximum travel time
3 of two hours by the year 2010;

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

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

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

12 NEW SECTION. **Sec. 3.** The legislature finds it important to
13 develop public support and awareness of the benefits of high-speed
14 ground transportation by developing high-quality intercity passenger
15 rail service as a first step. This high-quality intercity passenger
16 rail service shall be developed through incremental upgrading of the
17 existing service. The department of transportation shall, subject to
18 legislative appropriation, develop a prioritized list of projects to
19 improve existing passenger rail service and begin new passenger rail
20 service, to include but not be limited to:

21 (1) Improvement of depots;

22 (2) Improved grade crossing protection or grade crossing
23 elimination;

24 (3) Enhanced train signals to improve rail corridor capacity and
25 increase train speeds;

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

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

30 Service enhancements and station improvements must be based on the
31 extent to which local comprehensive plans contribute to the viability
32 of intercity passenger rail service, including providing efficient
33 connections with other transportation modes such as transit, intercity
34 bus, and roadway networks. Before spending state moneys on these
35 projects, the department of transportation shall seek federal, local,
36 and private funding participation to the greatest extent possible.
37 Funding priorities for station improvements must also be based on the
38 level of local and private in-kind and cash contributions.

