

CERTIFICATION OF ENROLLMENT

ENGROSSED HOUSE BILL 1617

Chapter 381, Laws of 1993

53rd Legislature
1993 Regular Session

HIGH-SPEED GROUND TRANSPORTATION PROGRAM

EFFECTIVE DATE: 7/1/93

Passed by the House April 20, 1993
Yeas 92 Nays 5

BRIAN EBERSOLE
**Speaker of the
House of Representatives**

Passed by the Senate April 17, 1993
Yeas 40 Nays 2

JOEL PRITCHARD
President of the Senate

Approved May 15, 1993

MIKE LOWRY
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 **ENGROSSED HOUSE BILL 1617** as passed by the House of Representatives and the Senate on the dates hereon set forth.

ALAN THOMPSON
Chief Clerk

FILED

May 15, 1993 - 11:22 a.m.

**Secretary of State
State of Washington**

ENGROSSED HOUSE BILL 1617

AS AMENDED BY THE SENATE

Passed Legislature - 1993 Regular Session

State of Washington 53rd Legislature 1993 Regular Session

By Representatives R. Fisher, Chandler, Schmidt, Eide, Johanson, J. Kohl, Kremen, Cothorn, Jacobsen, Brough, Pruitt, Thomas, R. Meyers, Miller, Shin, Karahalios, Locke, Finkbeiner, Ogden, Quall, Orr, Wineberry, Veloria, Wood, H. Myers, L. Johnson and Anderson

Read first time 02/03/93. Referred to Committee on Transportation.

1 AN ACT Relating to high-speed ground transportation; creating new
2 sections; providing an effective date; and declaring an emergency.

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

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

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

1 NEW SECTION. **Sec. 2.** The legislature finds that there is
2 substantial public benefit to establishing a high-speed ground
3 transportation program in this state. The program shall implement the
4 recommendations of the high-speed ground transportation steering
5 committee report dated October 15, 1992. The program shall be
6 administered by the department of transportation in close cooperation
7 with the utilities and transportation commission and affected cities
8 and counties.

9 The high-speed ground transportation program shall have the
10 following goals:

11 (1) Implement high-speed ground transportation service offering top
12 speeds over 150 m.p.h. between Everett and Portland, Oregon by 2020.
13 This would be accomplished by meeting the intermediate objectives of a
14 maximum travel time between downtown Portland and downtown Seattle of
15 two hours and thirty minutes by the year 2000 and maximum travel time
16 of two hours by the year 2010;

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

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

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

25 NEW SECTION. **Sec. 3.** The legislature finds it important to
26 develop public support and awareness of the benefits of high-speed
27 ground transportation by developing high-quality intercity passenger
28 rail service as a first step. This high-quality intercity passenger
29 rail service shall be developed through incremental upgrading of the
30 existing service. The department of transportation shall, subject to
31 legislative appropriation, develop a prioritized list of projects to
32 improve existing passenger rail service and begin new passenger rail
33 service, to include but not be limited to:

34 (1) Improvement of depots;

35 (2) Improved grade crossing protection or grade crossing
36 elimination;

37 (3) Enhanced train signals to improve rail corridor capacity and
38 increase train speeds;

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

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

5 Service enhancements and station improvements must be based on the
6 extent to which local comprehensive plans contribute to the viability
7 of intercity passenger rail service, including providing efficient
8 connections with other transportation modes such as transit, intercity
9 bus, and roadway networks. Before spending state moneys on these
10 projects, the department of transportation shall seek federal, local,
11 and private funding participation to the greatest extent possible.
12 Funding priorities for station improvements must also be based on the
13 level of local and private in-kind and cash contributions.

14 NEW SECTION. **Sec. 4.** The legislature recognizes the need to plan
15 for the high-speed ground transportation service and the high-quality
16 intercity rail passenger service set forth in sections 2 and 3 of this
17 act. The department of transportation shall, subject to legislative
18 appropriation, develop a rail passenger plan through the conduct of
19 studies addressing, but not limited to, the following areas:

20 (1) Refined ridership estimates;

21 (2) Preliminary location and environmental analysis on new
22 corridors;

23 (3) Detailed station location assessments in concert with affected
24 local jurisdictions;

25 (4) Coordination with the air transportation commission on state-
26 wide air transportation policy and its effects on high-speed ground
27 transportation service; and

28 (5) Coordination with the governments of Oregon and British
29 Columbia, when appropriate, on alignment, station location, and
30 environmental analysis.

31 NEW SECTION. **Sec. 5.** This act is necessary for the immediate
32 preservation of the public peace, health, or safety, or support of the
33 state government and its existing public institutions, and shall take
34 effect July 1, 1993.

Passed the House April 20, 1993.

Passed the Senate April 17, 1993.

Approved by the Governor May 15, 1993.

Filed in Office of Secretary of State May 15, 1993.