

SENATE BILL REPORT

SHB 1771

AS REPORTED BY COMMITTEE ON TRANSPORTATION, MARCH 26, 1991

Brief Description: Changing transportation authority of first class cities.

SPONSORS: House Committee on Transportation (originally sponsored by Representatives Rasmussen, R. Fisher, Dorn, Brumsickle, Betrozoff, Basich, Cantwell, Fraser, R. Meyers, Belcher and Ebersole).

HOUSE COMMITTEE ON TRANSPORTATION

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended.

Signed by Senators Patterson, Chairman; Barr, Erwin, Hansen, McMullen, Oke, Sellar, Snyder, Thorsness, and Vogwild.

Staff: Gene Baxstrom (786-7303)

Hearing Dates: March 26, 1991

BACKGROUND:

Cities are granted numerous powers associated with acquiring and operating transportation systems within the city corporate boundaries. These powers are to construct, condemn and purchase, purchase, acquire, add to, alter, maintain, and operate various forms and methods of transportation.

In 1990 first class cities were authorized to operate such forms and methods of transportation beyond the corporate limits of the city but within the county within which the city is located.

SUMMARY:

The transportation modes which a first class city may operate beyond its corporate boundaries but within the county in which the city is located are limited to railways. Extended to first class cities operating such railways are those same powers to construct, purchase, add to, alter, maintain or lease which cities currently have within their own boundaries. A first class city is authorized to operate such railways into an adjoining county with a population between 40,000 and 125,000 and which is intersected by an interstate highway.

Appropriation: none

Revenue: none

Fiscal Note: none requested

SUMMARY OF PROPOSED SENATE AMENDMENTS:

The power of condemnation for first class cities is deleted relative to powers associated with rail line development and operation outside their corporate limits.

TESTIMONY FOR:

Would permit City of Tacoma to improve the rail line which was given to it and which runs south through Pierce County and into Lewis County. The rail line has current value for both freight and excursion passenger service.

TESTIMONY AGAINST: None

TESTIFIED: PRO: Representative Rasmussen, prime sponsor; Bob Mack, City of Tacoma; George Walk, Pierce County