
SENATE BILL 5918

State of Washington 52nd Legislature 1991 Regular Session

By Senators Thorsness, Vognild, Madsen, Nelson, Skratek, McDonald, Cantu, von Reichbauer and Metcalf.

Read first time March 5, 1991. Referred to Committee on Transportation.

1 AN ACT Relating to high capacity transportation; and amending RCW
2 81.104.040.

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

4 **Sec. 1.** RCW 81.104.040 and 1990 c 43 s 25 are each amended to read
5 as follows:

6 (1) Agencies in a class AA county and in class A counties bordering
7 a class AA county that are currently authorized to provide high
8 capacity transportation planning and operating services, including but
9 not limited to city-owned transit systems, county transportation
10 authorities, metropolitan municipal corporations, and public
11 transportation benefit areas, must establish through interlocal
12 agreements a joint regional policy committee with proportional
13 representation based upon the population distribution within each
14 agency's designated service area, as determined by the parties to the
15 agreement.

1 (a) The membership of the joint regional policy committee shall
2 consist of locally elected officials who serve on the legislative
3 authority of the existing transit systems and a representative from the
4 department of transportation. Nonvoting membership for elected
5 officials from adjoining counties may be allowed at the committee's
6 discretion.

7 (b) The joint regional policy committee shall be responsible for
8 the preparation and adoption of a regional high capacity transportation
9 system plan and an implementation program including a financing
10 package. This plan shall be in conformance with the metropolitan
11 planning organization's regional transportation plan. Before deciding
12 upon a plan and implementation program, the joint regional policy
13 committee shall take into consideration, among other things, the
14 capital cost per mile of the various potential modes of high capacity
15 transportation.

16 (c) Interlocal agreements shall be executed within two years of
17 March 14, 1990. The joint regional policy committee shall present a
18 high capacity transportation plan and local funding program to the
19 boards of directors of the transit agencies within the service area for
20 adoption.

21 (d) Transit agencies shall present the adopted plan and financing
22 program for voter approval within four years of the execution of the
23 interlocal agreements. A simple majority vote is required for approval
24 of the high capacity transportation plan and financing program in any
25 service district within each county. Implementation of the program
26 may proceed in any service area approving the plan and program.

27 (2) If interlocal agreements have not been executed within two
28 years from March 14, 1990, the designated metropolitan planning
29 organization shall convene within one hundred eighty days a conference
30 to be attended by an elected representative selected by the legislative

1 authority of each city and county in a class AA county and in class A
2 counties bordering a class AA county.

3 (a) Public notice of the conference shall occur thirty days before
4 the date of the conference.

5 (b) The purpose of the conference is to evaluate the need for
6 developing high capacity transportation service in a class AA county
7 and in class A counties bordering a class AA county and to determine
8 the desirability of a regional approach to developing such service.

9 (c) The conference may elect to continue high capacity
10 transportation efforts on a subregional basis through existing transit
11 planning and operating agencies.

12 (d) The conference may elect to pursue regional development by
13 creating a multicounty interim regional high capacity transportation
14 authority. Conference members shall determine the structure and
15 composition of any interim regional authority.

16 (i) The interim regional authority shall propose a permanent
17 authority or authorities for voter approval. Permanent regional
18 authorities shall become the responsible agencies for planning,
19 construction, operations, and funding of high capacity transportation
20 systems within their service boundaries. Before deciding upon a plan
21 for a high capacity transportation system, the permanent regional
22 authority shall take into account, among other things, the capital cost
23 per mile of the various potential modes of high capacity
24 transportation. Funding sources for a regional high capacity
25 transportation authority or authorities are separate from currently
26 authorized funding sources for city-owned transit systems, county
27 transportation authorities, metropolitan municipal authorities, or
28 public transportation benefit areas.

29 (ii) State and local jurisdictions, county transportation
30 authorities, metropolitan municipal corporations, or public

1 transportation benefit areas shall retain responsibility for existing
2 facilities and/or services, unless the responsibility is transferred to
3 the high capacity transportation authority or authorities by interlocal
4 agreement.

5 (3) If, within four years of the execution of the interlocal
6 agreements, a high capacity transportation plan and financing program
7 has been approved by a simple majority vote within a participating
8 jurisdiction, that jurisdiction may proceed with high capacity
9 transportation development. If within four years of the execution of
10 the interlocal agreements, a high capacity transportation plan and
11 program has not been approved by a simple majority vote within one or
12 more of the participating jurisdictions, the joint regional policy
13 committee shall convene within one hundred eighty days, a conference to
14 be attended by participating jurisdictions within which a plan and
15 financing program have not been approved. Such a conference shall be
16 for the same purpose and shall be subject to the same conditions as
17 described in subsection (2) of this section.

18 (4) High capacity transportation service planning, construction,
19 operations, and funding shall be governed through the interlocal
20 agreement process, including but not limited to provision for a cost
21 allocation and distribution formula, service corridors, station area
22 locations, right of way transfers, and feeder transportation systems.
23 The interlocal agreement shall include a mechanism for resolving
24 conflicts among parties to the agreement.