

# HOUSE BILL REPORT

## HB 1097

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**As Reported by House Committee On:**  
Transportation

**Title:** An act relating to transportation safety and planning.

**Brief Description:** Funding safety audits of rail fixed guideway systems.

**Sponsors:** Representatives Fisher, Mitchell, Hankins and Haigh; by request of Department of Transportation.

**Brief History:**

**Committee Activity:**

Transportation: 3/7/01 [DP].

**Brief Summary of Bill**

- Authorizes the Department of Transportation to seek reimbursement from the owner or operator of a rail transit system for the cost of federally mandated system audits.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass. Signed by 30 members: Representatives Fisher, Democratic Co-Chair; Mitchell, Republican Co-Chair; Cooper, Democratic Vice Chair; Ericksen, Republican Vice Chair; Hankins, Republican Vice Chair; Lovick, Democratic Vice Chair; Ahern, Anderson, Armstrong, G. Chandler, Edmonds, Haigh, Hatfield, Hurst, Jackley, Jarrett, Marine, Mielke, Morell, Murray, Ogden, Reardon, Rockefeller, Romero, Schindler, Simpson, Skinner, Sump, Wood and Woods.

**Staff:** Gene Baxstrom (786-7303).

**Background:**

A rail fixed guideway system (RFGS) is a light, heavy or rapid rail system such as San Francisco's Bay Area Rapid Transit System, a monorail, trolley, or other high capacity transit system. The federal government requires the state of Washington to conduct triennial safety reviews of rail fixed guideway systems that are not regulated by the federal Railroad Administration. State law requires the Washington State Department of

Transportation (WSDOT) to conduct on-site visits at each RFGS at a minimum of every three years to perform a formal safety and security review. There are two RFGSs currently operating in Washington - the monorail and the Waterfront Street car in Seattle. The first WSDOT program audit is due in 2002.

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**Summary of Bill:**

The owner or operator of each rail fixed guideway system must reimburse the reasonable expenses of the Department of Transportation in conducting system audits. The department must notify the owner or operator of the estimated expenses at least six months in advance of the system audit.

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**Appropriation:** None.

**Fiscal Note:** Available.

**Effective Date:** Ninety days after adjournment of session in which bill is passed.

**Testimony For:** Would provide reimbursement to the department for the direct expenses in contracting for the federally mandated audits.

**Testimony Against:** None.

**Testified:** Paul Gamble, Department of Transportation.