

**ESSB 6120** - H COMM AMD

By Committee on Transportation

1 Strike everything after the enacting clause and insert the  
2 following:

3 "NEW SECTION. **Sec. 1.** A new section is added to chapter 47.06A  
4 RCW to read as follows:

5 The freight mobility strategic investment board and the department  
6 of transportation shall collaborate to submit a report to the office of  
7 financial management and the transportation committees of the  
8 legislature by September 1, 2008, and each September 1st thereafter,  
9 listing proposed freight highway and rail projects. The report must  
10 describe the analysis used for selecting such projects, as required by  
11 this chapter for the board and as required by section 2 of this act for  
12 the department of transportation.

13 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.76 RCW  
14 to read as follows:

15 (1) The department shall develop and implement the benefit/impact  
16 evaluation methodology recommended in the statewide rail capacity and  
17 needs study finalized in December 2006.

18 (2) The department shall convene a work group to collaborate on the  
19 development of the benefit/impact analysis method to be used in the  
20 evaluation. The work group must include, at a minimum, the freight  
21 mobility strategic investment board, the department of agriculture, and  
22 representatives from the various users and modes of the state's rail  
23 system.

24 (3) In addition to existing criteria established by the department  
25 for evaluating rail projects, the department shall use the  
26 benefit/impact analysis in subsection (1) of this section when  
27 submitting requests for state funding for rail projects. The  
28 department shall develop a standardized format for submitting requests

1 for state funding for rail projects that includes an explanation of the  
2 analysis undertaken and the conclusions derived from the analysis.

3 (4) The Stampede Pass corridor rail project shall be evaluated  
4 using the benefit/impact analysis method developed under this section,  
5 as soon as the analysis method is completed, and the results reported  
6 to the office of financial management and to the transportation  
7 committees of the legislature.

8 (5) The department and the freight mobility strategic investment  
9 board shall collaborate to submit a report to the office of financial  
10 management and the transportation committees of the legislature by  
11 September 1, 2008, and each September 1st thereafter, listing proposed  
12 freight highway and rail projects. The report must describe the  
13 analysis used for selecting such projects, as required by this section  
14 for the department and as required by chapter 47.06A RCW for the board.

15 **Sec. 3.** RCW 81.104.015 and 1999 c 202 s 9 are each amended to read  
16 as follows:

17 Unless the context clearly requires otherwise, the definitions in  
18 this section apply throughout this chapter.

19 (1) "High-capacity transportation system" means a system of public  
20 transportation services within an urbanized region operating  
21 principally on exclusive rights of way, and the supporting services and  
22 facilities necessary to implement such a system, including interim  
23 express services and high occupancy vehicle lanes, which taken as a  
24 whole, provides a substantially higher level of passenger capacity,  
25 speed, and service frequency than traditional public transportation  
26 systems operating principally in general purpose roadways. "High-  
27 capacity transportation system" also includes magnetic levitation and  
28 personal rapid transit systems.

29 (2) "Rail fixed guideway system" means a light, heavy, or rapid  
30 rail system, monorail, inclined plane, funicular, trolley, or other  
31 fixed rail guideway component of a high-capacity transportation system  
32 that is not regulated by the Federal Railroad Administration, or its  
33 successor. "Rail fixed guideway system" does not mean elevators,  
34 moving sidewalks or stairs, and vehicles suspended from aerial cables,  
35 unless they are an integral component of a station served by a rail  
36 fixed guideway system.

1 (3) "Regional transit system" means a high-capacity transportation  
2 system under the jurisdiction of one or more transit agencies except  
3 where a regional transit authority created under chapter 81.112 RCW  
4 exists, in which case "regional transit system" means the high-capacity  
5 transportation system under the jurisdiction of a regional transit  
6 authority.

7 (4) "Transit agency" means city-owned transit systems, county  
8 transportation authorities, metropolitan municipal corporations, and  
9 public transportation benefit areas.

10 NEW SECTION. **Sec. 4.** A new section is added to chapter 81.104 RCW  
11 to read as follows:

12 Counties are authorized to impose with voter approval, by a simple  
13 majority of those voting, dedicated funding sources for magnetic  
14 levitation and personal rapid transit systems as set forth in RCW  
15 81.104.150, 81.104.160, and 81.104.170. The maximum tax rate  
16 authorized in RCW 81.104.150, 81.104.160, and 81.104.170 is the maximum  
17 allowable rate that may be imposed by all entities in a county for  
18 magnetic levitation and personal rapid transit systems.

19 NEW SECTION. **Sec. 5.** A new section is added to chapter 81.104 RCW  
20 to read as follows:

21 (1) Counties implementing magnetic levitation and personal rapid  
22 transit systems are exempt from the population requirements in RCW  
23 81.104.030.

24 (2) Counties implementing magnetic levitation and personal rapid  
25 transit systems are authorized to utilize public-private partnerships.

26 (3) The department of transportation shall develop, implement, and  
27 administer a grant program for state and federal funding identified for  
28 magnetic levitation systems and personal rapid transit systems. The  
29 speaker of the house of representatives shall appoint four  
30 representatives, two from each legislative caucus, the president of the  
31 senate shall appoint four senators, two from each legislative caucus,  
32 and the governor shall appoint a business person from private industry  
33 and a person with academic credentials in magnetic levitation and  
34 personal rapid transit systems technology to work with the department  
35 of transportation to develop the criteria for the grant program. To  
36 obtain grants through the grant program, entities shall submit magnetic

1 levitation and personal rapid transit systems technology design  
2 proposals to the department of transportation and compete for grant  
3 funding."

4 Correct the title.

EFFECT: Deletes the underlying bill relating to the process for freight highway and rail projects to receive state funding.

Requires the Department of Transportation to implement the benefit/impact analysis recommended in the December 2006 statewide rail capacity and needs study, collaborating with a stakeholder work group.

Requires that the Department use the benefit/impact analysis when proposing rail projects for state funding, and that the Department evaluate the Stampede Pass corridor rail project as soon as the analysis method is complete.

Beginning in 2008, requires the Department and the Freight Mobility Strategic Investment Board to submit a joint list of proposed freight and rail projects to the office of financial management and the transportation committees of the legislature by September 1st of each year.

Authorizes counties to impose dedicated funding sources and to use public-private partnerships for magnetic levitation and personal rapid transit systems. Exempts counties implementing magnetic levitation and personal rapid transit systems from the population requirements otherwise applicable to high-capacity transportation systems. Requires the Department of Transportation to establish a grant program for magnetic levitation and personal rapid transit systems with assistance from an appointed board.

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