
HOUSE BILL 2155

State of Washington

57th Legislature

2001 Regular Session

By Representatives Wood, Benson, Fisher, Edwards, Hunt, Alexander, Darneille, Kessler, Hankins, Kenney, Conway, Santos and Ogden

Read first time 02/20/2001. Referred to Committee on Transportation.

1 AN ACT Relating to the Program for Agency Coordinated
2 Transportation; and amending RCW 47.06B.015.

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

4 **Sec. 1.** RCW 47.06B.015 and 1999 c 385 s 3 are each amended to read
5 as follows:

6 The legislature recognizes that the state has a responsibility to
7 address transportation needs of persons with special transportation
8 needs. Therefore, in order to increase efficiency, to reduce waste and
9 duplication, to enable people to access social and health services, to
10 provide a basic level of mobility, and to extend and improve
11 transportation services to people with special transportation needs,
12 the state shall implement the Program for Agency Coordinated
13 Transportation. The program will improve transportation efficiency and
14 effectiveness to maximize the use of community resources so that more
15 people can be served within available funding levels.

16 The Program for Agency Coordinated Transportation will facilitate
17 a statewide approach to coordination and will support the development
18 of community-based coordinated transportation systems that exhibit the
19 following characteristics:

1 (1) Organizations serving persons with special transportation needs
2 share responsibility for ensuring that customers can access services.

3 (2) There is a single entry process for customers to use to have
4 trips arranged and scheduled, so the customer does not have to contact
5 different locations based on which sponsoring agency or program is
6 paying for the trip.

7 (3) A process is in place so that when decisions are made by
8 service organizations on facility siting or program policy
9 implementation, the costs of client transportation and the potential
10 effects on the client transportation costs of other agencies or
11 programs are considered. Affected agencies are given an opportunity to
12 influence the decision if the potential impact is negative.

13 (4) Open local market mechanisms give all providers who meet
14 minimum standards an opportunity to participate in the program, and, in
15 addition, allow for cost comparisons so that purchasers can select the
16 least expensive trip most appropriate to the customer's needs.

17 (5) There is flexibility in using the available vehicles in a
18 community so that the ability to transport people is not restricted by
19 categorical claims to vehicles.

20 (6) There is maximum sharing of operating facilities and
21 administrative services, to avoid duplication of costly program
22 elements.

23 (7) Trip sponsors and service providers have agreed on a process
24 for allocating costs and billing when they share use of vehicles.

25 (8) Minimum standards exist for at least safety, driver training,
26 maintenance, vehicles, and technology to eliminate barriers that may
27 prevent sponsors from using each other's vehicles or serving each
28 other's clients.

29 (9) The system is user friendly. The fact that the system is
30 supported by a multitude of programs and agencies with different
31 eligibility, contracting, service delivery, payment, and funding
32 structures does not negatively affect the customer's ability to access
33 service.

34 (10) Support is provided for research, technology improvements, and
35 sharing of best practices from other communities, so that the system
36 can be continually improved.

1 (11) There are performance goals and an evaluation process that
2 leads to continuous system improvement.

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