

SHB 2124 - S AMD 657 TO S AMD (AMS HAUG S-3452.2)
By Senator Benton

NOT ADOPTED 4/22/05

1 Beginning on page 1, line 3 of the amendment, strike all of
2 sections 1 through 6

3 On page 4, after line 29 of the amendment, insert the following:
4

5 "NEW SECTION. **Sec. 1.** The joint legislative audit and review
6 committee shall perform an evaluation of the public transportation and
7 rail division, and the urban planning office within the department of
8 transportation. The evaluation must include an examination of the
9 existing transit and other multimodal planning coordination efforts of
10 local, regional, and state governments. The evaluation must also
11 review the resources, such as studies and data, currently available to
12 local, regional, and state government. Based on the evaluation the
13 committee must make recommendations regarding the best methods to: (1)
14 Facilitate connection and coordination of transit services and planning
15 at the local, regional, and state level; and (2) maximize opportunities
16 to use public transportation to improve the efficiency of
17 transportation corridors.

18 By December 1, 2006, the joint legislative audit and review
19 committee shall prepare a report to the transportation committees of
20 the legislature detailing the evaluation findings and recommendations."

21 Renumber the remaining sections consecutively and correct any
22 internal references accordingly.

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26 On page 5, line 1 of the title amendment, after "insert" strike all
27 material through "sections" on line 4 and insert "and creating a new
28 section"

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EFFECT: Removes the creation of a new office of transit mobility. Removes the regional mobility grant program. Removes the requirement that WSDOT examine its existing grant programs.

Requires that JLARC do an evaluation of the existing division of public transportation and rail and the office of urban planning and the current multimodal planning coordination efforts of local, regional, and state governments. JLARC is also required to make recommendations regarding the best methods to: (1) Facilitate connection and coordination of transit services and planning at the local, regional, and state level; and (2) maximize opportunities to use public transportation to improve the efficiency of transportation corridors.