

SSB 6277 - H AMD 1557

By Representative Clibborn

ADOPTED 03/11/2008

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

3 "NEW SECTION. **Sec. 1.** A new section is added to chapter 47.04 RCW
4 to read as follows:

5 (1) Any local transit agency that has received state funding for a
6 park and ride lot shall make reasonable accommodation for use of that
7 lot by auto transportation companies regulated under chapter 81.68 RCW
8 and private, nonprofit transportation providers regulated under chapter
9 81.66 RCW, that intend to provide or already provide regularly
10 scheduled service at that lot. The accommodation must be in the form
11 of an agreement between the applicable local transit agency and private
12 transit provider regulated under chapter 81.68 or 81.66 RCW. The
13 transit agency may require that the agreement include provisions to
14 recover costs and fair market value for the use of the lot and its
15 related facilities and to provide adequate insurance and
16 indemnification of the transit agency, and other reasonable provisions
17 to ensure that the private transit provider's use does not unduly
18 burden the transit agency. No accommodation is required, and any
19 agreement may be terminated, if the park and ride lot is at or exceeds
20 ninety percent capacity.

21 (2) A local transit agency described under subsection (1) of this
22 section may enter into a cooperative agreement with a taxicab company
23 regulated under chapter 81.72 RCW in order to accommodate the taxicab
24 company at the agency's park and ride lot, provided the taxicab company
25 must agree to provide service with reasonable availability, subject to
26 schedule coordination provisions as agreed to by the parties."

27 Correct the title.

EFFECT: Modifies the provision addressing when accommodation for

a private transit provider is not required to be made by allowing accommodation to be denied if a park and ride lot is at or exceeds ninety percent capacity, instead of allowing denial of accommodation based on a determination by the transit agency that the use or capacity of the lot is incompatible with the demands of the private transit provider.

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