
Transportation Committee

SSB 5791

Brief Description: Allowing certain commercial activity at certain park and ride lots.

Sponsors: Senate Committee on Transportation (originally sponsored by Senators Hobbs, Fain, King, Haugen and White).

Brief Summary of Substitute Bill

- Allows the Washington State Department of Transportation and local transit agencies that have received state funding to contract with private entities to provide services that benefit the traveling public at park and ride lots.

Hearing Date: 3/14/11

Staff: David Munnecke (786-7315).

Background:

Various local transit agencies own and operate park and ride lots as part of the agencies' public transportation service, and provide regularly scheduled service at the lots. Many of these park and ride lots receive state transportation funding. The Washington State Department of Transportation (WSDOT) also owns and operates park and ride lots.

Local transit agencies that receive state funding for a park and ride lot must enter into an agreement to make reasonable accommodations for the use of that lot by auto transportation companies, such as aero-porters, and private special needs transportation providers that intend to provide or already provide regularly scheduled service at that lot. In exchange for making such accommodations, transit agencies may recover costs and fair market value from the private provider for use of the lot.

Summary of Bill:

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

The WSDOT, or any local transit agency that has received state funding for a park and ride lot, may contract with private vendors to provide various services at the park and ride lots such as food or beverage services, grocery and convenience store services, or other private enterprise services that are of benefit to the traveling public.

Lease payments derived from the arrangement must first be applied towards maintenance and operations of the applicable park and ride lot. Any remainder must be deposited into the state Multimodal Transportation Account if the park and ride lot is owned by the local transit agency or the Motor Vehicle Fund if the park and ride lot is owned by the WSDOT.

The WSDOT must adopt rules to administer the program, including a flexible process to prioritize local business interests when entering into lease agreements.

Appropriation: None.

Fiscal Note: Requested on March 5, 2011.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.