

SENATE BILL REPORT

HB 1458

AS REPORTED BY COMMITTEE ON TRANSPORTATION, MARCH 28, 1991

Brief Description: Ending dual registration requirements for limousine charter party carriers.

SPONSORS: Representatives Ludwig, Heavey, Lisk and Franklin; by request of Department of Licensing.

HOUSE COMMITTEE ON TRANSPORTATION

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Patterson, Chairman; Nelson, Vice Chairman; von Reichbauer, Vice Chairman; Barr, Conner, Erwin, Hansen, Madsen, McMullen, Oke, Sellar, Skratek, Snyder, Thorsness, and Vognild.

Staff: Mary McLaughlin (786-7309)

Hearing Dates: March 28, 1991

BACKGROUND:

Prior to 1989, limousines with a seating capacity of seven or more were regulated as charter buses by the Utilities and Transportation Commission (UTC), and limousines with a seating capacity of less than seven were considered taxi cabs and were required to obtain a for-hire passenger permit from the Department of Licensing (DOL). As taxi cabs, DOL also required the filing of a surety bond or proof of liability insurance.

In 1989, limousine services were placed under the regulatory authority of the UTC. Limousines are subject to the UTC's entry standard (Fit, Willing & Able), chauffeur qualifications, safety and insurance provisions, and payment of the annual regulatory fee. (Rate regulation is not imposed.)

Because of a legislative oversight, limousines with a seating capacity of less than seven are still required to register and comply with the bonding requirements of DOL.

SUMMARY:

For-hire limousine services are exempt from the taxicab permit and insurance requirements of the Department of Licensing, as these vehicles are now regulated by the Utilities and Transportation Commission.

Appropriation: none

Revenue: none

Fiscal Note: available

TESTIMONY FOR: None

TESTIMONY AGAINST: None

TESTIFIED: No one