

FINAL BILL REPORT

SSB 5836

C 379 L 11
Synopsis as Enacted

Brief Description: Allowing certain private transportation providers to use certain public transportation facilities.

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

Senate Committee on Transportation
House Committee on Transportation

Background: Washington's rules of the road exclude certain vehicles from traveling in the left-hand lane of a limited access roadway having three or more lanes of traffic traveling in one direction. Under the rules of the road, many buses are excluded from the left-hand lane because of weight restrictions. The high occupancy vehicle (HOV) lane is not considered the left-hand lane.

The Washington State Department of Transportation (WSDOT) and local jurisdictions are authorized to reserve all or any portion of a highway or roadway for the exclusive or preferential use of public transportation vehicles. Currently, there are lanes reserved for the exclusive use of transit in the City of Seattle.

In addition, WSDOT and local jurisdictions are authorized to reserve all or a portion of a highway or roadway for the exclusive or preferential use of private motor vehicles carrying a specified number of passengers. Public transportation vehicles may use the HOV lanes regardless of the number of passengers in the vehicle. Private buses may use the HOV lanes regardless of the number of passengers in the vehicle if the bus has the capacity to carry 16 or more passengers.

Summary: The Washington State Department of Transportation (WSDOT) and local jurisdictions are authorized to allow certain private transportation provider vehicles to use HOV lanes and lanes reserved for public transportation on highways, except for transit-only lanes that allow other vehicles to access abutting businesses.

Local authorities are encouraged to establish a process for private transportation providers to apply for the use of public transportation facilities and to allow such use.

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.

Transit agencies that receive state funding for park and ride lots are required to make reasonable accommodations for certain private transportation providers unless the facility is at or exceeds 90 percent capacity during two consecutive months. Allows the transit agency to recover actual costs and fair market value. WSDOT must convene a stakeholder process to develop standard forms, permit rates, and indemnification provisions for use by local authorities.

WSDOT and local authorities are required, when designing portions of roadways intended for the exclusive or preferential use of public transportation, to consider whether the design will safely accommodate certain private transportation provider vehicles.

If any part of the act is found to conflict with a prescribed condition to allocation of federal funding, the conflicting portion is inoperable.

Votes on Final Passage:

Senate	47	0	
House	96	1	(House amended) (Senate refused to concur)

Conference Committee

Senate	45	0
House	97	0

Effective: July 22, 2011.