

1 establish a process for private transportation providers to apply for
2 the use of park and ride facilities. For purposes of this subsection,
3 (i) "private transportation provider" means: An auto transportation
4 company regulated under chapter 81.68 RCW; a passenger charter carrier
5 regulated under chapter 81.70 RCW, except marked or unmarked stretch
6 limousines and stretch sport utility vehicles as defined under
7 department of licensing rules; a private nonprofit transportation
8 provider regulated under chapter 81.66 RCW; or a private employer
9 transportation service provider; and (ii) "private employer
10 transportation service" means regularly scheduled, fixed-route
11 transportation service that is offered by an employer for the benefit
12 of its employees.

13 (6) Funds provided for the commute trip reduction (CTR) program may
14 also be used for the growth and transportation efficiency center
15 program.

16 (7) \$6,122,000 of the total appropriation in this section is
17 provided solely for CTR grants and activities. Of this amount:

18 (a) \$3,900,000 of the multimodal transportation account--state
19 appropriation is provided solely for grants to local jurisdictions,
20 selected by the CTR board, for the purpose of assisting employers meet
21 CTR goals;

22 (b) \$1,770,000 of the multimodal transportation account--state
23 appropriation is provided solely for state costs associated with CTR.
24 The department shall develop more efficient methods of CTR assistance
25 and survey procedures; and

26 (c) \$452,000 of the state vehicle parking account--state
27 appropriation is provided solely for CTR-related expenditures,
28 including all expenditures related to the guaranteed ride home program
29 and the STAR pass program.

30 (8) An affected urban growth area that has not previously
31 implemented a commute trip reduction program as of the effective date
32 of this section is exempt from the requirements in RCW 70.94.527.

33 (9) \$200,000 of the multimodal transportation account--state
34 appropriation is contingent on the timely development of an annual
35 report summarizing the status of public transportation systems as
36 identified under RCW 35.58.2796.