

Resolution on the Regulation of Certain Limousine Carriers

Whereas privately operated limousine transportation service is a vital part of the transportation system within the state and provides pre-arranged transportation services to state residents, tourists, and out of state business people. Consequently, the safety, reliability, and stability of privately operated limousine transportation services are matters of statewide importance. The regulation of privately operated limousine transportation services is thus an essential governmental function; and,

Whereas according to the Department of Licensing, 19% of limousine drivers have holds on their licenses due to lack of proper insurance, potentially jeopardizing the safety of passengers; and,

Whereas many limousines are operating as taxis without taxi licenses or regulations, are getting kickbacks, and are overcharging; and, .

Whereas: Washington State House Substitute Bill HB 1775, Regulation of Certain Limousine Carriers, sponsored by White, Carlyle, Nelson, Upthegrove, and Simpson, passed;

The official summary of Substitute Bill HB 1775 describes that the law:

- Allow all cities with a population of 500,000 or more to enter into cooperative agreements to regulate limousines in a manner consistent with state law, including the transfer of fee revenue to offset city enforcement costs.
- Clarify the types of documents that suffice to prove that a trip has been pre-arranged and creates civil infractions for failing to retain or provide these documents.
- Allow cities with a population of 500,000 or more to conduct both annual and random limousine vehicle inspections, and creates civil infractions associated with failure to meet these standards in any jurisdiction.
- Create a civil infraction for operating a limousine without a limousine carrier license and a limousine vehicle certificate.
- Modify the provisions related to advertising limousine services to provide for a fine, rather than a gross misdemeanor charge, if a business violates the restrictions on limousine advertising.
- Creates a civil infraction for soliciting a customer for limousine service, or paying others to solicit a customers for a limousine service.
- Add requirements regarding drug testing and a satisfactory driving record in order to qualify as a limousine chauffeur.
- Add a failed drug test to the items for which the Department of Licensing (DOL) may impose sanctions for unprofessional conduct.
- Require the DOL to convene an internal work group regarding the issuance of a chauffeur license, with a report to the transportation committees of the Legislature due by November 15, 2010.

Therefore be it resolved: For the sake of consumer safety, the King County Democratic Central Committee strongly urges both the Washington State House and Senate to review and pass legislation in 2011 to bring consistent

and much needed regulation to this industry; and,

Therefore be it further resolved: That copies of this resolution be sent to both Washington State Senate and House Transportation Committee Chairs and Committees.

Passed unanimously

by the King County Democratic Central Committee on Tuesday May 25, 2010.

Susan C. Sheary, Chair

Source: House Bill Report, HB 1775 and HB 1775 Engrossed Substitute House Bill 1775,

March 2010.