

SENATE BILL REPORT

SB 5673

As of February 19, 2019

Title: An act relating to parking enforcement.

Brief Description: Concerning parking enforcement.

Sponsors: Senators Randall, Saldaña, Wilson, C. and Nguyen.

Brief History:

Committee Activity: Transportation: 2/07/19.

Brief Summary of Bill

- Allows the Department of Transportation (DOT) or any public entity operating or maintaining a DOT park and ride to charge parking fees.
- Authorizes a Regional Transit Authority or a Public Transportation Benefit District to issue tickets for parking fee violations.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Hayley Gamble (786-7452)

Background: Park and Rides. Park and ride facilities are intended to reduce congestion. They vary in size and complexity, often being used by commuters as a means to park their vehicle and commute to work via carpool, vanpool, bus or rail. DOT owns 118 park and rides across the state, the majority of which are located in Puget Sound or along the I-5 corridor. There are 80 sites operated by other entities, and 82 sites have transit service connections. Past reviews of capacity indicate many park and rides in the Puget Sound region operate at or above 95 percent capacity.

Managing Demand at Park and Rides. With capacity constraints becoming more common, several strategies are being considered by operators of park and rides and transit agencies. A 2014 DOT research report recommended several strategies for increasing efficiency at park and rides, including charging a fee for single-occupant vehicles, and reserving spots for multi-occupant vehicles. Sound Transit currently offers free carpool parking permits at certain locations that provide a guaranteed parking spot. Sound Transit also offers reserved parking at one park and ride for solo drivers for a fee. Current law does not allow a parking

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fee to be charged by DOT or transit agencies on DOT-owned land, including DOT-owned park and rides.

Summary of Bill: Fees at Park and Rides: DOT. DOT may charge a fee for vehicle parking, including bicycles, at DOT-owned park and ride lots. The fees may vary based upon a variety of factors including facility demand, vehicle occupancy, vehicle type, and time of day. Fee amounts and other procedures will be established by DOT in rule.

Fees at Park and Rides: Other Public Entities. Any other public entity that operates or maintains a state-funded or DOT-owned park and ride may charge a fee for vehicle parking, including bicycles. The fees may vary based upon a variety of factors including facility demand, vehicle occupancy, vehicle type, and time of day. Fee amounts and other procedures must be adopted.

Revenues. Revenues from park and ride fees must be used to cover the cost of a parking management program and to operate and maintain park and rides. Any remaining revenue in excess of amounts needed for the parking management program or park and ride operations and maintenance are directed into a park and ride improvement account, administered by DOT. Funds in this account shall be to fund investments that support park and ride facilities.

Enforcement of Parking Fees. An authorized agent of a Regional Transit Authority (RTA) or a Public Transportation Benefit District (PTBA) may issue a motor vehicle parking ticket upon probable cause. The recipient of a parking ticket must be provided with an opportunity to appeal. An RTA or PTBA is authorized to set a schedule of fines related to parking violations.

Appropriation: None.

Fiscal Note: Available.

Creates Committee/Commission/Task Force that includes Legislative members: No.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony: PRO: This bill helps responsibly manage resources. Park and rides are an important part of managing parking and congestion. There are two facilities in Kitsap that are at capacity and this bill would help regulate capacity. This could allow for permits for carpoolers and helping manage bicycles. When tourists visit the commuter lots are congested, we would like the option, for example, to charge for tourist parking and waive the fee for transit riders. We would look to our local law enforcement to enforce this. There are over 25,000 park and ride stalls in King County, 7000 of which are owned by the state, half of which are at capacity. This bill would help provide certainty to transit riders. We would like to see the statute RCW 46.19.050, disabled parking, included in this bill and an adjustment to disabled parking violations. A study showed there are a lot of invalid disabled parking placards in circulation.

Persons Testifying: PRO: Senator Emily Randall, Prime Sponsor; Justin Leighton, Washington State Transit Association; Richard DeRock, LINK Transit; Daniel Rowe, King

County Metro; Michael Partridge, Veterans Legislative Coalition; Skip Dreps, Northwest Chapter Paralyzed Veterans of America; Bryce Yadon, Transportation Choices Coalition.

Persons Signed In To Testify But Not Testifying: No one.