

HOUSE BILL REPORT

EHB 1483

As Passed House:
March 5, 2013

Title: An act relating to public and private airport parking facilities.

Brief Description: Concerning public and private airport parking facilities.

Sponsors: Representatives Hunt, Johnson, Appleton, Pollet, Reykdal, Moscoso, Van De Wege, Alexander, McCoy, Ryu, Kagi and Jinkins.

Brief History:

Committee Activity:

Transportation: 2/11/13, 2/14/13 [DP].

Floor Activity:

Passed House: 3/5/13, 90-6.

Brief Summary of Engrossed Bill

- Requires a public or private airport parking facility's rates to be assessed based on a 24-hour day.
- Requires a public or private airport parking facility to post the maximum standard parking rate and all taxes, fees, and surcharges at the entrance to the facility and on the facility's website.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 21 members: Representatives Clibborn, Chair; Fey, Vice Chair; Moscoso, Vice Chair; Orcutt, Ranking Minority Member; Angel, Bergquist, Farrell, Fitzgibbon, Freeman, Habib, Johnson, Kochmar, Kretz, Moeller, Morris, Riccelli, Ryu, Sells, Takko, Tarleton and Zeiger.

Minority Report: Do not pass. Signed by 9 members: Representatives Hargrove, Assistant Ranking Minority Member; Overstreet, Assistant Ranking Minority Member; Hayes, Klippert, Kristiansen, O'Ban, Rodne, Shea and Upthegrove.

Staff: David Munnecke (786-7315).

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.

Background:

There are approximately 136 public-use airports in the State of Washington. In addition to managing 16 of these facilities, the Washington State Department of Transportation (WSDOT) has been tasked with the general supervision of aeronautics in Washington. The specific efforts undertaken by the WSDOT in response to this requirement include:

- the Airport Aid Grant Program;
- aviation system planning;
- aviation land use planning;
- aircraft registration; and
- aviation emergency management services.

Beyond the 16 airports managed by the WSDOT, airports in Washington are generally owned and operated by port districts, cities, or counties. Any airport operator has the authority to adopt regulations necessary for the use of airport facilities and the collection of airport charges.

Except as otherwise provided, any person violating the provisions of the aeronautics chapter is guilty of a misdemeanor. Unless another punishment is proscribed, a person convicted of a misdemeanor can be subject to a jail sentence of not more than 90 days, a fine of not more than \$1,000, or both.

Summary of Engrossed Bill:

A public or private airport parking facility's parking rates must be assessed based on a 24-hour day. Any additional hourly rates may be assessed only up to the amount assessed for a 24-hour day.

A public or private airport parking facility's maximum standard parking rate and all taxes, fees, and surcharges must be identified and posted at the entrance to, or at another prominent location at, the facility and on the facility's website.

A public or private airport parking facility must use due diligence to ensure that it effectively communicates to the customer what the parking charge will be when the customer claims the vehicle.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.

Staff Summary of Public Testimony:

(In support) Most people have faced the parking battle at the airport. Some people have located coupons online for the cheapest parking rate, only to be told that the coupon would not be honored and they would have to pay a significantly higher rate.

A long list of requirements regarding parking rates is not necessary, but people should have an idea of how much they will actually have to pay for parking. This bill is not trying to set parking rates, it's just trying to protect the consumer.

(Opposed) None.

Persons Testifying: Representative Hunt, prime sponsor.

Persons Signed In To Testify But Not Testifying: None.