

**SENATE BILL REPORT**

**ESHB 1564**

**AS OF MARCH 27, 1991**

**Brief Description:** Requiring the department of general administration to develop and implement a comprehensive transportation and parking program.

**SPONSORS:** House Committee on Transportation (originally sponsored by Representatives Nelson, McLean, Anderson, Belcher, Brumsickle, R. Fisher, Bowman, Betrozoff, Fraser and Rasmussen; by request of Department of General Administration).

**HOUSE COMMITTEE ON TRANSPORTATION**

**SENATE COMMITTEE ON TRANSPORTATION**

**Staff:** Brian McMorrow (786-7304)

**Hearing Dates:** April 1, 1991

**BACKGROUND:**

Last year the Legislature passed a similar measure, House Bill 2802, which expanded the Department of General Administration's transportation and parking authority beyond the capitol campus to all state-owned and leased facilities. The expanded authority gave General Administration the authority to develop and implement a comprehensive parking program. Since the required funding was not approved, the measure was null and void at the end of the fiscal year.

**SUMMARY:**

The Department of General Administration's transportation and parking authority is expanded beyond the capitol campus to all state-owned and leased facilities. The expanded authority allows the department, with the help of the Parking and Transportation Management Advisory Committee (PTMAC), to develop and implement a comprehensive transportation and parking program, encourage commute trip reduction plans, develop standards for managing and allocating parking spaces, and establish a fair system of parking rates and transportation fees. The Department of General Administration must reduce, and eventually eliminate, state-subsidization of parking on the capitol campus.

Money collected from parking and transportation fees must be placed in the newly created Transportation and Parking Management Account, and be used for debt service, the transportation and parking program, transportation allowances, transit and van pool subsidies, direct payment to commuters,

and any other cost, expense or charge related to the operation and administration of transportation or parking programs.

The PTMAC must study the effectiveness of the parking and transportation program and report its findings to the Legislature by July 1, 1994.

All state agencies must, whenever practical, hold public hearings in facilities that are easily accessible by public transportation.

**Appropriation:** none

**Revenue:** none

**Fiscal Note:** available