

- SUBJECT:** Zone-based parking fees for regional mass transit systems
- COMMITTEE:** Transportation — favorable, without amendment
- VOTE:** 9 ayes — Pickett, Phillips, Callegari, Y. Davis, Guillen, Harper-Brown, Merritt, T. Smith, W. Smith
- 0 nays
- 2 absent — Dunnam, McClendon
- WITNESSES:** For — (*Registered, but did not testify:* Ben Herr, Texas Transit Association; Chris Shields, Fort Worth Transit Authority)
- Against — None
- BACKGROUND:** Transportation Code, ch. 452 permits the creation of regional transportation authorities to construct, develop, own, operate, and maintain public transportation systems. Sec. 452.061 allows them to impose fares, tolls, or other compensation, provided they are reasonable and nondiscriminatory. Regional transportation authorities can set fares according to a zone system.
- DIGEST:** HB 2439 would allow regional transportation authorities to set parking fees and other forms of compensation according to a zone system.
- The bill would take effect September 1, 2009.
- SUPPORTERS SAY:** HB 2439 would allow Dallas Area Rapid Transit (DART) and other regional transportation authorities to address growing problems associated with increased ridership and parking availability. With the development of light rail, commuter train, and other transportation services that may require passengers to park and ride, some stations at the end of rail lines have found that their current parking structures are ill-equipped to handle the volume of riders. HB 2439 would allow DART to explore a zone-based or tiered parking fee structure that could set higher fees for amenities such as covered or reserved parking or spaces located closer to the station, or rates based the length of time parked. Any increases in

parking rates would be reasonable, and likely would not be implemented in conjunction with any future fare increases.

**OPPONENTS  
SAY:**

By allowing regional transportation authorities to increase parking fees in some areas, HB 2439 could make mass transit too expensive for some riders, leading them to drive to their destination and cause more traffic congestion.

**NOTES:**

The companion bill, SB 405 by Shapiro, passed the Senate by 31-0 on the Local and Uncontested Calendar on March 19 and was reported favorably, without amendment, by the House Transportation Committee on April 30, making it eligible to be considered in lieu of HB 2439.