

Multiple Agency Fiscal Note Summary

Bill Number: 1299 HB	Title: Minimum parking requirements
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Estimated Cash Receipts

NONE

Estimated Operating Expenditures

Agency Name	2025-27				2027-29				2029-31			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Department of Commerce	.0	125,000	125,000	125,000	.0	0	0	0	.0	0	0	0
Environmental and Land Use Hearings Office	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total \$	0.0	125,000	125,000	125,000	0.0	0	0	0	0.0	0	0	0

Agency Name	2025-27			2027-29			2029-31		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other			2,324,700						
Local Gov. Other	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.								
Local Gov. Total			2,324,700						

Estimated Capital Budget Expenditures

Agency Name	2025-27			2027-29			2029-31		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Commerce	.0	0	0	.0	0	0	.0	0	0
Environmental and Land Use Hearings Office	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

Agency Name	2025-27			2027-29			2029-31		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Breakout

NONE

Prepared by: Marie Davis, OFM	Phone: (360) 890-1163	Date Published: Final 2/ 2/2025
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Individual State Agency Fiscal Note

Bill Number: 1299 HB	Title: Minimum parking requirements	Agency: 103-Department of Commerce
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2026	FY 2027	2025-27	2027-29	2029-31
Account					
General Fund-State 001-1	50,000	75,000	125,000	0	0
Total \$	50,000	75,000	125,000	0	0

Estimated Capital Budget Impact:

NONE

The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.

Check applicable boxes and follow corresponding instructions:

- If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Elizabeth Allison	Phone: 360-786-7129	Date: 01/29/2025
Agency Preparation: Erin LaLonde	Phone: (360) 725-4060	Date: 01/30/2025
Agency Approval: Erin LaLonde	Phone: (360) 725-4060	Date: 01/30/2025
OFM Review: Marie Davis	Phone: (360) 890-1163	Date: 02/02/2025

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.

HB 1299 provides for the reduction or elimination of parking requirements with the largest cities (within the densest counties) to eliminate all multifamily, middle housing and ADU parking within 1/2 mile of transit service.

Section 2. New Section 35.21 (non-code cities) detailing maximum parking for residential and commercial; and, removing minimum parking for specific types of uses from residential to commercial. The Section does not apply to ADA parking requirements

Section 3. New Section 35A.21 (code cities) is the same as section 2, except maximum residential parking, is 1 space per dwelling unit, compared to non-code cities at 0.5 space per dwelling unit.

Section 4. New Section 36.01 (counties) same as Section 2

Section 5. Amending 36.70A.620 removing existing text and replacing with the statement that cities (greater than 10,000 population with a county with 100 people per square mile or more) may not require parking for multifamily, middle housing, or ADUs located within one-half mile of transit service. Transit services mean at least one route that provides service at least four times per hour for 12 hours or more per day.

II. B - Cash receipts Impact

Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.

II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

Sections 2 through 5 will require the Department of Commerce (Department) to revise local technical guidance to current residential parking guidance and conduct rulemaking to be consistent with the proposed changes, which may be achieved within existing resources. However, the department will require funding for one professional service contract in FY26 and FY27.

For illustrative purposes, the department assumes that 0.10 FTE Management Analyst 4 (209 hours) would be required to complete rulemaking updates, which may be combined with other associated legislation that requires rulemaking updates under WAC 365-196. The department also assumes 0.2 FTE Commerce Specialist 5 (418 hours) will manage the guidance update project, which is assumed to occur over two years (FY26-FY27). This equates to \$54,739 in FY26 and FY27.

The Department will require funding for one professional service contract in FY26 and FY27 to support the parking guidance update. Regulation changes will require updates to these resources to ensure local governments have the information they need to implement changes to residential parking requirements. Due to the technical nature of transportation planning, it will be necessary to contract out this work. This cost is \$50,000 in FY26 to begin the guidance update and \$75,000 in FY27 to complete it.

Professional Services Contract:

FY26: \$50,000

FY27: \$75,000

Total costs:

FY26: \$50,000

FY27: \$75,000

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2026	FY 2027	2025-27	2027-29	2029-31
001-1	General Fund	State	50,000	75,000	125,000	0	0
Total \$			50,000	75,000	125,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts	50,000	75,000	125,000		
E-Goods and Other Services					
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	50,000	75,000	125,000	0	0

III. C - Operating FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part I and Part IIIA.*

NONE

III. D - Expenditures By Program (optional)

Program	FY 2026	FY 2027	2025-27	2027-29	2029-31
Local Government Division (600)	50,000	75,000	125,000		
Total \$	50,000	75,000	125,000		

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.

NONE

IV. D - Capital FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

Part V: New Rule Making Required

Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.

The department will conduct rulemaking to update WAC 365-196.

Individual State Agency Fiscal Note

Bill Number: 1299 HB	Title: Minimum parking requirements	Agency: 468-Environmental and Land Use Hearings Office
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.

Check applicable boxes and follow corresponding instructions:

- If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Elizabeth Allison	Phone: 360-786-7129	Date: 01/29/2025
Agency Preparation: Dominga Soliz	Phone: 3606649173	Date: 01/29/2025
Agency Approval: Dominga Soliz	Phone: 3606649173	Date: 01/29/2025
OFM Review: Lisa Borkowski	Phone: (360) 742-2239	Date: 02/01/2025

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.

Secs. 2-4 add new sections to chapters 35.21, 35A.21, and 36.01 RCW limiting the amount of new parking cities and counties may require of certain types of new developments.

Sec. 5 amends RCW 36.70A.620 and certain residential parking requirements, generally expanding the types of residential development that are not required to provide off-street parking.

The Environmental and Land Use Hearings Office (ELUHO) does not anticipate this bill will result in any new petitions to the Growth Management Hearings Board (GMHB). Any impacts can likely be absorbed by the GMHB.

II. B - Cash receipts Impact

Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.

II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

NONE

III. B - Expenditures by Object Or Purpose

NONE

III. C - Operating FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part I and Part IIIA.*

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.

NONE

IV. D - Capital FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

Part V: New Rule Making Required

Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 1299 HB

Title: Minimum parking requirements

Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

Cities: increase in city and town expenses

Counties: increase in county expenses

Special Districts:

Specific jurisdictions only:

Variance occurs due to:

Part II: Estimates

No fiscal impacts.

Expenditures represent one-time costs:

Legislation provides local option:

Key variables cannot be estimated with certainty at this time: it is unknown how many jurisdictions will be required to amend their local land use codes in order to comply with this legislation, the scale of additional expenses cannot be estimated

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

Jurisdiction	FY 2026	FY 2027	2025-27	2027-29	2029-31
City	1,972,850		1,972,850		
County	351,850		351,850		
TOTAL \$	2,324,700		2,324,700		
GRAND TOTAL \$					2,324,700

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

Part III: Preparation and Approval

Fiscal Note Analyst: Angie Hong	Phone: 360-725-5041	Date: 01/31/2025
Leg. Committee Contact: Elizabeth Allison	Phone: 360-786-7129	Date: 01/29/2025
Agency Approval: Allan Johnson	Phone: 360-725-5033	Date: 01/31/2025
OFM Review: Marie Davis	Phone: (360) 890-1163	Date: 02/02/2025

Part IV: Analysis

A. SUMMARY OF BILL

Description of the bill with an emphasis on how it impacts local government.

SECTION 2 and 4 adds a new section to chapters 35.21 RCW [Miscellaneous provisions for cities] and chapter 36.01 RCW [County provisions] to limit parking space requirements for cities and counties. Limits include not allowing a city or county to require:

- more than 0.5 parking space per residential dwelling unit.
- more than one parking space per 1,000 feet of commercial space.
- any minimum parking requirements for certain buildings, including: some residential, some commercial, some public facilities, among others.

This section specifies these limits do not apply to accessible parking spaces in compliance with the Americans with disabilities act.

SECTION 3 and 5 add the above requirements to other RCWs.

SECTION 6 titles the act “the parking reform and modernization act.”

B. SUMMARY OF EXPENDITURE IMPACTS

Expenditure impacts of the legislation on local governments with the expenditure provisions identified by section number and when appropriate, the detail of expenditures. Delineated between city, county and special district impacts.

This bill will require all counties, cities, and towns that have minimum parking space requirements as part of their development regulations to amend those minimums near transit to a lower minimum. Total expenditures are estimated at \$2,324,700 in Fiscal Year 2026.

There are 39 counties and 281 cities and towns in Washington. It is unclear what proportion of these 320 jurisdictions have parking minimums above the requirements described in the bill near transit. For illustrative purposes, the LGFN Program will assume that this bill will require two thirds of cities and towns and four fifths of counties to amend their development regulations.

ASSUMED PROPORTION

39 counties (.80) = 31 counties (four fifths)

281 cities and towns (.67) = 187 cities and towns (two thirds)

PASSING AN ORDINANCE WITH A HEARING – COSTS

The Local Government Fiscal Note (LGFN) Program's unit cost model estimates that the typical cost:

- per county to adopt a complex ordinance with a hearing is \$11,350 x 31 counties (assumed) = \$351,850.
- per city to adopt a complex ordinance with a hearing is \$10,550 x 187 cities and towns (assumed) = \$1,972,850.

These ordinance costs include costs to draft an ordinance, public notice, staff report, advisory commission meeting and recommendation, legislative board/council meeting, publication of ordinance, and public involvement and information. LGFN assumes that these ordinances are complex, with a hearing of the same complexity.

For the expense table above, expenses are assumed to be incurred in Fiscal Year 2026.

ADDITIONAL COSTS TO COUNTIES, CITIES, AND TOWNS

In addition to ordinance costs to amend local Land Use Codes, the City of Bellevue predicts costs to:

1. Coordinate with other departments (Transportation, Parks, Community Development) to identify areas impacted by the new parking standards and to identify implementation strategies,
2. Enforce new parking standards and encourage turnover (requiring alterations to the parking enforcement system and

parking workforce),

3. Potential capital costs related to the development of new off-street parking infrastructure, will apply.

These additional costs would vary from jurisdiction to jurisdiction and are indeterminate.

C. SUMMARY OF REVENUE IMPACTS

Revenue impacts of the legislation on local governments, with the revenue provisions identified by section number, and when appropriate, the detail of revenue sources. Delineated between city, county and special district impacts.

This bill will not impact local government revenues.

SOURCES

Association of Washington Cities

Washington State Association of Counties

City of Bellevue

City of Vancouver

City of Bellingham

City of Spokane