

SENATE BILL REPORT

SB 5343

As of January 27, 2015

Title: An act relating to parking impact mitigation from regional transit authority facility construction.

Brief Description: Concerning parking impact mitigation from regional transit authority facility construction.

Sponsors: Senators Hasegawa, King, Jayapal, Chase, Rolfes, Keiser, Darneille and Conway.

Brief History:

Committee Activity: Transportation: 1/27/15.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Hayley Gamble (786-7452)

Background: A Regional Transit Authority (RTA) is authorized to use its tax revenues to plan, construct, and operate high-capacity transportation, such as express bus service and light rail. There is currently one RTA, Sound Transit, which operates light rail, commuter rail service, and express bus service in Puget Sound. Sound Transit's System Access Policy establishes a framework for addressing access to Sound Transit facilities and states "Sound Transit will work cooperatively and in partnership with local jurisdictions to manage parking demand at and near transit facilities... Sound Transit will work cooperatively with other providers of public transportation services and parking facilities to identify appropriate methods of responding to changing parking demands and usage patterns resulting from Sound Transit actions."

Summary of Bill: When constructing or operating a transportation facility, an RTA must consider the potential impacts of that facility on parking for residents nearby. An RTA must provide parking mitigation for parking impacts to be determined in collaboration with the local government in which the parking impacts occur. If zoned residential parking is implemented as a direct result of an RTA's impacts on parking, the RTA must pay for the zoned residential permits near the RTA facility.

Appropriation: None.

Fiscal Note: Available.

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.

Committee/Commission/Task Force Created: No.

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

Staff Summary of Public Testimony: PRO: When Sound Transit built certain facilities they did not include parking facilities and parking has increased in neighborhoods. Seattle has implemented zoned parking to deal with the increased parking, charging \$60 per permit for a neighborhood parking permit. This is a burdensome amount for families and this bill mitigates the impact of Sound Transit.

Persons Testifying: PRO: Senator Hasegawa, prime sponsor.