

SENATE BILL REPORT

SB 5343

As Reported by Senate Committee On:
Transportation, February 16, 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, 2/16/15 [DPS].

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: That Substitute Senate Bill No. 5343 be substituted therefor, and the substitute bill do pass.

Signed by Senators King, Chair; Fain, Vice Chair; Hobbs, Ranking Minority Member; Liias, Assistant Ranking Minority Member; Cleveland, Habib, Jayapal, Litzow, Miloscia, Pedersen, Rivers and Sheldon.

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 (Recommended Substitute): When an RTA constructs or operates a transportation facility, it must consider the potential impacts of that facility on parking availability for residents nearby and develop mitigation strategies.

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.

A city with a population of more than 600,000 – currently Seattle, must honor all requests for low-income restricted parking zone permits, charge no more than \$5 per year for low-income restricted parking zone permits, and allow restricted parking zone permits for registered nonprofits located within a restricted parking zone.

EFFECT OF CHANGES MADE BY TRANSPORTATION COMMITTEE (Recommended Substitute): An RTA is no longer required to pay for zoned parking that is implemented as a result of an RTA facility. A city with a population of more than 600,000 – currently Seattle, must honor all requests for low-income restricted parking zone permits, charge no more than \$5 per year for low-income restricted parking zone permits, and allow restricted parking zone permits for registered nonprofits located within a restricted parking zone.

Appropriation: None.

Fiscal Note: Available. New fiscal note requested on March 3, 2015.

Committee/Commission/Task Force Created: No.

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

Staff Summary of Public Testimony on Original Bill: 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.