

SENATE BILL REPORT

SB 6489

As Reported by Senate Committee On:
Transportation, February 6, 2014

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 and King.

Brief History:

Committee Activity: Transportation: 2/04/14, 2/06/14 [DP, DNP, w/oRec].

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Eide, Co-Chair; King, Co-Chair; Hobbs, Vice Co-Chair; Fain, Budget Leadership Cabinet; Angel, Brown, Cleveland, Ericksen, Litzow, O'Ban, Rolfes and Sheldon.

Minority Report: Do not pass.

Signed by Senators Liias and Mullet.

Minority Report: That it be referred without recommendation.

Signed by Senator Dansel.

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 transit, 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."

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.

Summary of Bill: When constructing 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.

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 rail stations were built there were no accommodations for parking. Seattle has developed residential parking zones near stations, charging residents to park in front of their own homes. South Seattle is a low-income area and this is a burden. This bill would hold Sound Transit accountable to the residents affected by Sound Transit. Residents should not have to pay \$65 for parking. It is not just residents that are taking the light rail, it is people from outside the area.

OTHER: Sound transit goes through various processes including the State Environmental Policy Act and the National Environmental Policy Act and is required to mitigate for impacts such as parking impacts. Requiring Sound Transit to pay for parking is a poor use of public funds. Sound Transit is not the only agency that has parking impacts. Briefings are available for additional information on Sound Transit planning activities.

Persons Testifying: PRO: Senator Hasegawa, prime sponsor; Yolanda Eng, Urban Impact.

OTHER: Melanie Smith, Sound Transit.