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HOUSE BILL 1085

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State of Washington

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1993 Regular Session

By Representatives R. Fisher, Jacobsen, Pruitt, Romero, J. Kohl, Leonard, Basich, Shin, Wood, Dunshee, R. Meyers, Brough, Kessler, Johanson and Wolfe

Read first time 01/15/93. Referred to Committee on Transportation.

1 AN ACT Relating to reducing single-occupancy vehicle travel by  
2 students to college campuses; and adding a new chapter to Title 28B  
3 RCW.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5 NEW SECTION. **Sec. 1.** Transportation demand management strategies  
6 that reduce the number of vehicles on Washington state's highways,  
7 roads, and streets, and provide attractive and effective alternatives  
8 to single-occupancy travel, can improve ambient air quality, conserve  
9 fossil fuels, and forestall the need for capital improvements to the  
10 state's transportation system. The legislature has required many  
11 public and private employers in the state's largest counties to  
12 implement transportation demand management programs to reduce the  
13 number of single-occupant vehicle travelers during the morning and  
14 evening rush hours, and has provided substantial funding for the  
15 University of Washington's UPASS program, which has been immensely  
16 successful in its first two years of implementation. The legislature  
17 finds that additional transportation demand management strategies are  
18 required to mitigate the adverse social, environmental, and economic  
19 effects of auto dependency and traffic congestion. While expensive

1 capital improvements, including dedicated busways and commuter rail  
2 systems, may be necessary to improve the region's mobility, they are  
3 only part of the solution. All public and private entities that  
4 attract single-occupant vehicle drivers must develop imaginative and  
5 cost-effective ways to encourage walking, bicycling, carpooling,  
6 vanpooling, bus riding, and telecommuting. It is the intent of the  
7 legislature to revise those portions of state law that inhibit the  
8 application of imaginative solutions to the state's transportation  
9 mobility problems, and to encourage many more public and private  
10 institutions of higher learning to adopt effective transportation  
11 demand management strategies.

12 The legislature finds further that many of the institutions of  
13 higher education in the state's largest counties are responsible for  
14 significant numbers of single-occupant vehicle trips to and from their  
15 campuses. These single-occupant vehicle trips are not only  
16 contributing to the degradation of the state's environment and  
17 deterioration of its transportation system, but are also usurping  
18 parking spaces from surrounding residential communities because  
19 existing parking facilities cannot accommodate students' current  
20 demand. Therefore, it is the intent of the legislature to permit these  
21 institutions, with the consent of their student bodies, to develop and  
22 fund transportation demand management programs that reduce single-  
23 occupant vehicle travel and promote alternatives to single-occupant  
24 vehicle driving.

25 NEW SECTION. **Sec. 2.** Unless the context clearly requires  
26 otherwise, the definitions in this section apply throughout this  
27 chapter.

28 (1) "Transportation fee" means the fee charged students registering  
29 at community and technical colleges in the state's eight largest  
30 counties for the purposes provided in section 3 of this act.

31 (2) "Transportation demand management program" means the set of  
32 strategies adopted by a community or technical college to reduce the  
33 number of single-occupant vehicles traveling to its campus. These  
34 strategies may include but are not limited to those identified in RCW  
35 70.94.531.

36 NEW SECTION. **Sec. 3.** Any community or technical college located  
37 in a county with a population over one hundred fifty thousand may

1 impose with the consent of its student body a quarterly, semestral, or  
2 annual transportation fee on its students to fund transportation demand  
3 management programs that reduce the demand for campus and neighborhood  
4 parking, and promote alternatives to single-occupant vehicle driving.  
5 The transportation fee may not exceed ten percent of in-state student  
6 tuition and required fees.

7 NEW SECTION. **Sec. 4.** Each community or technical college that  
8 chooses to impose a transportation fee shall first gain the approval of  
9 its student body through a referendum prepared by community or  
10 technical college administrators in consultation with a student  
11 governing body. A one-time approval of a simple majority of all  
12 students voting is required. If the referendum fails, however,  
13 successive votes may be taken, but only if requested through petition  
14 by at least one hundred students.

15 NEW SECTION. **Sec. 5.** Transportation fees shall be spent only on  
16 activities directly related to the community or technical college's  
17 transportation demand management program. These may include, but are  
18 not limited to the following activities: Transit, carpool, and vanpool  
19 subsidies; ridesharing programs, and program advertising for carpools,  
20 vanpools, and transit service; guaranteed ride-home and telecommuting  
21 programs; and bicycle storage facilities. Funds may be spent on  
22 capital or operating costs incurred in the implementation of any of  
23 these strategies, and may be also used to contract with local or  
24 regional transit agencies for transportation services. Funds may be  
25 used for existing programs if they are incorporated into the campus  
26 transportation demand management program.

27 NEW SECTION. **Sec. 6.** The board of trustees of each community or  
28 technical college imposing a transportation fee shall adopt guidelines  
29 governing the establishment and funding of transportation demand  
30 management programs supported by transportation fees. These guidelines  
31 shall establish procedures for budgeting and expending transportation  
32 fee revenue.

1        NEW SECTION.    **Sec. 7.**    Sections 1 through 6 of this act shall  
2    constitute a new chapter in Title 28B RCW.

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