

CERTIFICATION OF ENROLLMENT
ENGROSSED SUBSTITUTE HOUSE BILL 1085

Chapter 447, Laws of 1993

53rd Legislature
1993 Regular Session

COLLEGE AND UNIVERSITY TRANSPORTATION DEMAND MANAGEMENT PROGRAMS

EFFECTIVE DATE: 7/25/93

Passed by the House April 20, 1993
Yeas 97 Nays 0

BRIAN EBERSOLE
**Speaker of the
House of Representatives**

Passed by the Senate April 15, 1993
Yeas 43 Nays 1

JOEL PRITCHARD
President of the Senate

Approved May 17, 1993

MIKE LOWRY
Governor of the State of Washington

CERTIFICATE

I, Alan Thompson, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE HOUSE BILL 1085** as passed by the House of Representatives and the Senate on the dates hereon set forth.

ALAN THOMPSON
Chief Clerk

FILED

May 17, 1993 - 1:43 p.m.

**Secretary of State
State of Washington**

ENGROSSED SUBSTITUTE HOUSE BILL 1085

AS AMENDED BY THE SENATE

Passed Legislature - 1993 Regular Session

State of Washington

53rd Legislature

1993 Regular Session

By House Committee on Transportation (originally sponsored by Representatives R. Fisher, Jacobsen, Pruitt, Romero, J. Kohl, Leonard, Basich, Shin, Wood, Dunshee, R. Meyers, Brough, Kessler, Johanson and Wolfe)

Read first time 02/12/93.

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 to develop and fund transportation demand management
22 programs that reduce single-occupant vehicle travel and promote
23 alternatives to single-occupant vehicle driving. The legislature
24 encourages institutions of higher education to include faculty and
25 staff in their transportation demand management programs.

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

29 (1) "Transportation fee" means the fee charged to employees and
30 students at institutions of higher education for the purposes provided
31 in section 3 of this act.

32 (2) "Transportation demand management program" means the set of
33 strategies adopted by an institution of higher education to reduce the
34 number of single-occupant vehicles traveling to its campus. These
35 strategies may include but are not limited to those identified in RCW
36 70.94.531.

1 NEW SECTION. **Sec. 3.** The governing board of an institution of
2 higher education as defined in RCW 28B.10.016 may impose either a
3 voluntary or a mandatory transportation fee on employees and on
4 students at the institution. The transportation fee shall be used
5 solely to fund transportation demand management programs that reduce
6 the demand for campus and neighborhood parking, and promote
7 alternatives to single-occupant vehicle driving. If the board charges
8 a mandatory transportation fee to students, it shall charge a mandatory
9 transportation fee to employees. The transportation fee for employees
10 may exceed, but shall not be lower than the transportation fee charged
11 to students. The transportation fee for employees may be deducted from
12 the employees' paychecks. The transportation fee for students may be
13 imposed annually, or each academic term. For students attending
14 community colleges and technical colleges, the mandatory transportation
15 fee shall not exceed sixty percent of the maximum rate permitted for
16 services and activities fees at community colleges, unless, through a
17 vote, a majority of students consent to increase the transportation
18 fee. For students attending four-year institutions of higher
19 education, the mandatory transportation fee shall not exceed thirty-
20 five percent of the maximum rate permitted for services and activities
21 fees at the institution unless, through a vote, a majority of students
22 consents to increase the transportation fee. The board may make a
23 limited number of exceptions to the fee based on a policy adopted by
24 the board.

25 NEW SECTION. **Sec. 4.** Transportation fees shall be spent only on
26 activities directly related to the institution of higher education's
27 transportation demand management program. These may include, but are
28 not limited to the following activities: Transit, carpool, and vanpool
29 subsidies; ridesharing programs, and program advertising for carpools,
30 vanpools, and transit service; guaranteed ride-home and telecommuting
31 programs; and bicycle storage facilities. Funds may be spent on
32 capital or operating costs incurred in the implementation of any of
33 these strategies, and may be also used to contract with local or
34 regional transit agencies for transportation services. Funds may be
35 used for existing programs if they are incorporated into the campus
36 transportation demand management program.

1 NEW SECTION. **Sec. 5.** The board of trustees or board of regents of
2 each institution of higher education imposing a transportation fee
3 shall adopt guidelines governing the establishment and funding of
4 transportation demand management programs supported by transportation
5 fees. These guidelines shall establish procedures for budgeting and
6 expending transportation fee revenue.

7 NEW SECTION. **Sec. 6.** Sections 1 through 5 of this act shall
8 constitute a new chapter in Title 28B RCW.

 Passed the House April 20, 1993.

 Passed the Senate April 15, 1993.

 Approved by the Governor May 17, 1993.

 Filed in Office of Secretary of State May 17, 1993.