
SENATE BILL 6702

State of Washington 58th Legislature 2004 Regular Session

By Senators Murray, Horn, Poulsen, McAuliffe, Kline and Berkey

Read first time 02/02/2004. Referred to Committee on Highways & Transportation.

1 AN ACT Relating to the commute trip reduction program; amending RCW
2 70.94.524 and 70.94.527; and creating new sections.

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

4 NEW SECTION. **Sec. 1.** The legislature finds that certain
5 provisions of the commute trip reduction program are outdated,
6 particularly for new counties entering the program.

7 **Sec. 2.** RCW 70.94.524 and 1991 c 202 s 11 are each amended to read
8 as follows:

9 Unless the context clearly requires otherwise, the definitions in
10 this section apply throughout this chapter.

11 (1) "A major employer" means a private or public employer that
12 employs one hundred or more full-time employees at a single worksite
13 who begin their regular work day between 6:00 a.m. and 9:00 a.m. on
14 weekdays for at least twelve continuous months during the year.

15 (2) "Major worksite" means a building or group of buildings that
16 are on physically contiguous parcels of land or on parcels separated
17 solely by private or public roadways or rights of way, and at which

1 there are one hundred or more full-time employees of one or more
2 employers, who begin their regular work day between 6:00 a.m. and 9:00
3 a.m. on weekdays, for at least twelve continuous months.

4 (3) "Commute trip reduction zones" mean areas, such as census
5 tracts or combinations of census tracts, within a jurisdiction that are
6 characterized by similar employment density, population density, level
7 of transit service, parking availability, access to high occupancy
8 vehicle facilities, and other factors that are determined to affect the
9 level of single occupancy vehicle commuting.

10 (4) "Commute trip" means trips made from a worker's home to a
11 worksite during the peak period of 6:00 a.m. to 9:00 a.m. on weekdays.

12 (5) "Proportion of single-occupant vehicle commute trips" means the
13 number of commute trips made by single-occupant automobiles divided by
14 the number of full-time employees.

15 (6) "Commute trip vehicle miles traveled per employee" means the
16 sum of the individual vehicle commute trip lengths in miles over a set
17 period divided by the number of full-time employees during that period.

18 (7) "Base year" means the year January 1, 1992, through December
19 31, 1992, on which goals for vehicle miles traveled and single-occupant
20 vehicle trips shall be based. Base year goals may be determined using
21 the 1990 journey-to-work census data projected to the year 1992 and
22 shall be consistent with the growth management act. After 2002, "base
23 year" means the calendar year in which each county, and city and town
24 within those counties, adopts by ordinance a commute trip reduction
25 plan. The task force shall establish a method to be used by
26 jurisdictions to determine reductions of vehicle miles traveled.

27 **Sec. 3.** RCW 70.94.527 and 1997 c 250 s 2 are each amended to read
28 as follows:

29 (1) Each county with a population over one hundred fifty thousand,
30 and each city or town within those counties containing a major employer
31 shall, (~~by October 1, 1992~~) within eighteen months of the county
32 reaching that population level, adopt by ordinance and implement a
33 commute trip reduction plan for all major employers. The plan shall be
34 developed in cooperation with local transit agencies, regional
35 transportation planning organizations as established in RCW 47.80.020,
36 major employers, and the owners of and employers at major worksites.
37 The plan shall be designed to achieve reductions in the proportion of

1 single-occupant vehicle commute trips and the commute trip vehicle
2 miles traveled per employee by employees of major public and private
3 sector employers in the jurisdiction.

4 (2) All other counties, and cities and towns in those counties, may
5 adopt and implement a commute trip reduction plan.

6 (3) The department of ecology may, after consultation with the
7 department of transportation, as part of the state implementation plan
8 for areas that do not attain the national ambient air quality standards
9 for carbon monoxide or ozone, require municipalities other than those
10 identified in subsection (1) of this section to adopt and implement
11 commute trip reduction plans if the department determines that such
12 plans are necessary for attainment of said standards.

13 (4) A commute trip reduction plan shall be consistent with the
14 guidelines established under RCW 70.94.537 and shall include but is not
15 limited to (a) goals for reductions in the proportion of single-
16 occupant vehicle commute trips and the commute trip vehicle miles
17 traveled per employee; (b) designation of commute trip reduction zones;
18 (c) requirements for major public and private sector employers to
19 implement commute trip reduction programs; (d) a commute trip reduction
20 program for employees of the county, city, or town; (e) a review of
21 local parking policies and ordinances as they relate to employers and
22 major worksites and any revisions necessary to comply with commute trip
23 reduction goals and guidelines; (f) an appeals process by which major
24 employers, who as a result of special characteristics of their business
25 or its locations would be unable to meet the requirements of a commute
26 trip reduction plan, may obtain waiver or modification of those
27 requirements; and (g) means for determining base year values of the
28 proportion of single-occupant vehicle commute trips and the commute
29 trip vehicle miles traveled per employee and progress toward meeting
30 commute trip reduction plan goals on an annual basis. Goals which are
31 established shall take into account existing transportation demand
32 management efforts which are made by major employers. Each
33 jurisdiction shall ensure that employers shall receive full credit for
34 the results of transportation demand management efforts and commute
35 trip reduction programs which have been implemented by major employers
36 prior to the base year. (i) The goals for miles traveled per employee
37 for all major employers shall not be less than a fifteen percent
38 reduction from the worksite base year value or the base year value for

1 the commute trip reduction zone in which their worksite is located by
2 January 1, 1995, twenty percent reduction from the base year values by
3 January 1, 1997, twenty-five percent reduction from the base year
4 values by January 1, 1999, and a thirty-five percent reduction from the
5 base year values by January 1, 2005. (ii) For each county, and each
6 city and town within those counties, required to adopt by ordinance and
7 implement a commute trip reduction plan after 2002, the goals for miles
8 traveled per employee for all major employers must be compared to the
9 worksite base year value or the base year value for the commute trip
10 reduction zone in which their worksite is located. After the adoption
11 of the commute trip reduction plan by a jurisdiction, goals for miles
12 traveled per employee for all major employers must be: (a) Not less
13 than a fifteen percent reduction within two years; (b) not less than a
14 twenty percent reduction within four years; (c) not less than a twenty-
15 five percent reduction within six years; and (d) not less than a
16 thirty-five percent reduction within twelve years.

17 (5) A county, city, or town may, as part of its commute trip
18 reduction plan, require commute trip reduction programs for employers
19 with ten or more full time employees at major worksites in federally
20 designated nonattainment areas for carbon monoxide and ozone. The
21 county, city or town shall develop the programs in cooperation with
22 affected employers and provide technical assistance to the employers in
23 implementing such programs.

24 (6) The commute trip reduction plans adopted by counties, cities,
25 and towns under this chapter shall be consistent with and may be
26 incorporated in applicable state or regional transportation plans and
27 local comprehensive plans and shall be coordinated, and consistent
28 with, the commute trip reduction plans of counties, cities, or towns
29 with which the county, city, or town has, in part, common borders or
30 related regional issues. Such regional issues shall include assuring
31 consistency in the treatment of employers who have worksites subject to
32 the requirements of this chapter in more than one jurisdiction.
33 Counties, cities, or towns adopting commute trip reduction plans may
34 enter into agreements through the interlocal cooperation act or by
35 resolution or ordinance as appropriate with other jurisdictions, local
36 transit agencies, or regional transportation planning organizations to
37 coordinate the development and implementation of such plans. Transit
38 agencies shall work with counties, cities, and towns to take into

1 account the location of major employer worksites when planning transit
2 service changes or the expansion of public transportation services.
3 Counties, cities, or towns adopting a commute trip reduction plan shall
4 review it annually and revise it as necessary to be consistent with
5 applicable plans developed under RCW 36.70A.070.

6 (7) Each county, city, or town implementing a commute trip
7 reduction program shall, within thirty days submit a summary of its
8 plan along with certification of adoption to the commute trip reduction
9 task force established under RCW 70.94.537.

10 (8) Each county, city, or town implementing a commute trip
11 reduction program shall submit an annual progress report to the commute
12 trip reduction task force established under RCW 70.94.537. The report
13 shall be due July 1, 1994, and each July 1st thereafter through July 1,
14 2006. The report shall describe progress in attaining the applicable
15 commute trip reduction goals for each commute trip reduction zone and
16 shall highlight any problems being encountered in achieving the goals.
17 The information shall be reported in a form established by the commute
18 trip reduction task force.

19 (9) Any waivers or modifications of the requirements of a commute
20 trip reduction plan granted by a jurisdiction shall be submitted for
21 review to the commute trip reduction task force established under RCW
22 70.94.537. The commute trip reduction task force may not deny the
23 granting of a waiver or modification of the requirements of a commute
24 trip reduction plan by a jurisdiction but they may notify the
25 jurisdiction of any comments or objections.

26 (10) Each county, city, or town implementing a commute trip
27 reduction program shall count commute trips eliminated through work-at-
28 home options or alternate work schedules as one and two-tenths vehicle
29 trips eliminated for the purpose of meeting trip reduction goals.

30 (11) Each county, city, or town implementing a commute trip
31 reduction program shall ensure that employers that have modified their
32 employees' work schedules so that some or all employees are not
33 scheduled to arrive at work between 6:00 a.m. and 9:00 a.m. are
34 provided credit when calculating single-occupancy vehicle use and
35 vehicle miles traveled at that worksite. This credit shall be awarded
36 if implementation of the schedule change was an identified element in
37 that worksite's approved commute trip reduction program or if the

1 schedule change occurred because of impacts associated with chapter
2 36.70A RCW, the growth management act.

3 (12) Plans implemented under this section shall not apply to
4 commute trips for seasonal agricultural employees.

5 (13) Plans implemented under this section shall not apply to
6 construction worksites when the expected duration of the construction
7 project is less than two years.

8 NEW SECTION. **Sec. 4.** The legislative transportation committee
9 shall, by December 1, 2004, complete a study of commute trip reduction
10 issues, including but not limited to, types of employers that must
11 comply, location of employers, and congestion levels.

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