

1 1671-S2 AAS 4/19/91

2 **2SHB 1671** - S COMM AMD
3 By Committee on Transportation

4 ADOPTED AS AMENDED 4/19/91 - Voice Vote
5 Strike everything after the enacting clause and insert the
6 following:

7 "HIGHWAY ACCESS MANAGEMENT"

8 "NEW SECTION. **Sec. 1.** LEGISLATIVE FINDINGS--ACCESS. (1) The
9 legislature finds that:

10 (a) Regulation of access to the state highway system is necessary
11 in order to protect the public health, safety, and welfare, to preserve
12 the functional integrity of the state highway system, and to promote
13 the safe and efficient movement of people and goods within the state;

14 (b) The development of an access management program, in accordance
15 with this chapter, which coordinates land use planning decisions by
16 local governments and investments in the state highway system, will
17 serve to control the proliferation of connections and other access
18 approaches to and from the state highway system. Without such a
19 program, the health, safety, and welfare of the residents of this state
20 are at risk, due to the fact that uncontrolled access to the state
21 highway system is a significant contributing factor to the congestion
22 and functional deterioration of the system; and

23 (c) The development of an access management program in accordance
24 with this chapter will enhance the development of an effective
25 transportation system and increase the traffic-carrying capacity of the
26 state highway system and thereby reduce the incidences of traffic
27 accidents, personal injury, and property damage or loss; mitigate

1 environmental degradation; promote sound economic growth and the growth
2 management goals of the state; reduce highway maintenance costs and the
3 necessity for costly traffic operations measures; lengthen the
4 effective life of transportation facilities in the state, thus
5 preserving the public investment in such facilities; and shorten
6 response time for emergency vehicles.

7 (2) In furtherance of these findings, all state highways are hereby
8 declared to be controlled access facilities as defined in section 2 of
9 this act, except those highways that are defined as limited access
10 facilities in chapter 47.52 RCW.

11 (3) It is the policy of the legislature that:

12 (a) The access rights of an owner of property abutting the state
13 highway system are subordinate to the public's right and interest in a
14 safe and efficient highway system; and

15 (b) Every owner of property which abuts a state highway has a right
16 to reasonable access to that highway, unless such access has been
17 acquired pursuant to chapter 47.52 RCW, but may not have the right of
18 a particular means of access. The right of access to the state highway
19 may be restricted if, pursuant to local regulation, reasonable access
20 can be provided to another public road which abuts the property.

21 (4) The legislature declares that it is the purpose of this chapter
22 to provide a coordinated planning process for the permitting of access
23 points on the state highway system to effectuate the findings and
24 policies under this section.

25 (5) Nothing in this chapter shall affect the right to full
26 compensation under section 16, Article I of the state Constitution."

27 "NEW SECTION. **Sec. 2.** DEFINITIONS--ACCESS. Unless the context
28 clearly requires otherwise, the definitions in this section apply
29 throughout this chapter.

1 (1) "Controlled access facility" means a transportation facility to
2 which access is regulated by the governmental entity having
3 jurisdiction over the facility. Owners or occupants of abutting lands
4 and other persons have a right of access to or from such facility at
5 such points only and in such manner as may be determined by the
6 governmental entity.

7 (2) "Connection" means approaches, driveways, turnouts, or other
8 means of providing for the right of access to or from controlled access
9 facilities on the state highway system.

10 (3) "Permitting authority" means the department for connections in
11 unincorporated areas or a city or town within incorporated areas which
12 are authorized to regulate access to state highways pursuant to chapter
13 47.24 RCW."

14 NEW SECTION. **Sec. 3.** REGULATING CONNECTIONS. (1) Vehicular
15 access and connections to or from the state highway system shall be
16 regulated by the permitting authority in accordance with the provisions
17 of this chapter in order to protect the public health, safety, and
18 welfare.

19 (2) The department shall by July 1, 1992, adopt administrative
20 procedures pursuant to chapter 34.05 RCW which establish state highway
21 access standards and rules for its issuance and modification of access
22 permits, closing of unpermitted connections, revocation of permits, and
23 waiver provisions in accordance with this chapter. The department
24 shall consult with the association of Washington cities and obtain
25 concurrence of the city design standards committee as established by
26 RCW 35.78.030 in the development and adoption of rules for access
27 standards for city streets designated as state highways under chapter
28 47.24 RCW.

1 (3) Cities and towns shall, no later than July 1, 1993, adopt
2 standards for access permitting on streets designated as state highways
3 which meet or exceed the department's standards, provided that such
4 standards may not be inconsistent with standards adopted by the
5 department."

6 "NEW SECTION. **Sec. 4.** ACCESS PERMITS. (1) No connection to a
7 state highway shall be constructed or altered without obtaining an
8 access permit in accordance with this chapter in advance of such
9 action. A permitting authority has the authority to deny access to the
10 state highway system at the location specified in the permit until the
11 permittee constructs or alters the connection in accordance with the
12 permit requirements.

13 (2) The cost of construction or alteration of a connection shall be
14 borne by the permittee, except for alterations which are not required
15 by law or administrative rule, but are made at the request of and for
16 the convenience of the permitting authority. The permittee, however,
17 shall bear the cost of alteration of any connection which is required
18 by the permitting authority due to increased or altered traffic flows
19 generated by changes in the permittee's facilities or nature of
20 business conducted at the location specified in the permit.

21 (3) Except as otherwise provided in this chapter, an unpermitted
22 connection is subject to closure by the appropriate permitting
23 authority which shall have the right to install barriers across or
24 remove the connection. When the permitting authority determines that
25 a connection is unpermitted and subject to closure, it shall provide
26 reasonable notice of its impending action to the owner of property
27 served by the connection. The permitting authority's procedures for
28 providing notice and preventing the operation of unpermitted
29 connections shall be adopted by rule."

1 "NEW SECTION. **Sec. 5.** PERMIT FEE. The department shall establish
2 by rule a schedule of fees for permit applications made to the
3 department. The fee shall be nonrefundable and shall be used only to
4 offset the costs of administering the access permit review process and
5 the costs associated with administering the provisions of this
6 chapter."

7 "NEW SECTION. **Sec. 6.** PERMIT REVIEW PROCESS. The review process
8 for access permit applications made by the department shall be as
9 follows: Any person seeking an access permit shall file an application
10 with the department. The department by rule shall establish
11 application form and content requirements. The fee required by section
12 5 of this act must accompany the applications."

13 "NEW SECTION. **Sec. 7.** PERMIT CONDITIONS. The permitting
14 authority may issue a permit subject to any conditions necessary to
15 carry out the provisions of this chapter, including, but not limited
16 to, requiring the use of a joint-use connection. The permitting
17 authority may revoke a permit if the applicant fails to comply with the
18 conditions upon which the issuance of the permit was predicated."

19 "NEW SECTION. **Sec. 8.** PERMIT REMOVAL. (1) Unpermitted
20 connections to the state highway system in existence on July 1, 1990,
21 shall not require the issuance of a permit and may continue to provide
22 access to the state highway system, unless the permitting authority
23 determines that such a connection does not meet minimum acceptable
24 standards of highway safety. However, a permitting authority may
25 require that a permit be obtained for such a connection if a
26 significant change occurs in the use, design, or traffic flow of the
27 connection or of the state highway to which it provides access. If a

1 permit is not obtained, the connection may be closed pursuant to
2 section 4 of this act.

3 (2) Access permits granted prior to adoption of the permitting
4 authorities' standards shall remain valid until modified or revoked.
5 Access connections to state highways identified on plats and
6 subdivisions approved prior to July 1, 1991, shall be deemed to be
7 permitted pursuant to chapter ____, Laws of 1991 (this act). The
8 permitting authority may, after written notification, under rules
9 adopted in accordance with section 3 of this act, modify or revoke an
10 access permit granted prior to adoption of the standards by requiring
11 relocation, alteration, or closure of the connection if a significant
12 change occurs in the use, design, or traffic flow of the connection.

13 (3) The permitting authority may issue a nonconforming access
14 permit after finding that to deny an access permit would leave the
15 property without a reasonable means of access to the public roads of
16 this state. Every nonconforming access permit shall specify limits on
17 the maximum vehicular use of the connection and shall be conditioned on
18 the availability of future alternative means of access for which access
19 permits can be obtained."

20 "NEW SECTION. **Sec. 9.** ACCESS MANAGEMENT STANDARDS. (1) The
21 department shall develop, adopt, and maintain an access control
22 classification system for all routes on the state highway system, the
23 purpose of which shall be to provide for the implementation and
24 continuing applications of the provision of this chapter.

25 (2) The principal component of the access control classification
26 system shall be access management standards, the purpose of which shall
27 be to provide specific minimum standards to be adhered to in the
28 planning for and approval of access to state highways.

1 (3) The control classification system shall be developed consistent
2 with the following:

3 (a) The department shall, no later than January 1, 1993, adopt
4 rules setting forth procedures governing the implementation of the
5 access control classification system required by this chapter. The
6 rule shall provide for input from the entities described in (b) of this
7 subsection as well as for public meetings to discuss the access control
8 classification system. Nothing in this chapter shall affect the
9 validity of the department's existing or subsequently adopted rules
10 concerning access to the state highway system. Such rules shall remain
11 in effect until repealed or replaced by the rules required by this
12 chapter.

13 (b) The access control classification system shall be developed in
14 cooperation with counties, cities and towns, the state department of
15 community development, regional transportation planning organizations,
16 and other local governmental entities, and for city streets designated
17 as state highways pursuant to chapter 47.24 RCW, adopted with the
18 concurrence of the city design standards committee.

19 (c) The rule required by this section shall provide that assignment
20 of a road segment to a specific access category be made in
21 consideration of the following criteria:

22 (i) Local land use plans and zoning, as set forth in comprehensive
23 plans;

24 (ii) The current functional classification as well as potential
25 future functional classification of each road on the state highway
26 system;

27 (iii) Existing and projected traffic volumes;

28 (iv) Existing and projected state, local, and metropolitan planning
29 organization transportation plans and needs;

30 (v) Drainage requirements;

- 1 (vi) The character of lands adjoining the highway;
- 2 (vii) The type and volume of traffic requiring access;
- 3 (viii) Other operational aspects of access;
- 4 (ix) The availability of reasonable access by way of county roads
5 and city streets to a state highway; and
- 6 (x) The cumulative effect of existing and projected connections on
7 the state highway system's ability to provide for the safe and
8 efficient movement of people and goods within the state.
- 9 (d) Access management standards shall include, but not be limited
10 to, connection location standards, safety factors, design and
11 construction standards, desired levels of service, traffic control
12 devices, and effective maintenance of the roads. The standards shall
13 also contain minimum requirements for the spacing of connections,
14 intersecting streets, roads, and highways.
- 15 (e) An access control category shall be assigned to each segment of
16 the state highway system by July 1, 1993."

17 "TRANSPORTATION DEMAND MANAGEMENT"

18 "NEW SECTION. **Sec. 10.** FINDINGS--DEMAND MANAGEMENT. The
19 legislature finds that automotive traffic in Washington's metropolitan
20 areas is the major source of emissions of air contaminants. This air
21 pollution causes significant harm to public health, causes damage to
22 trees, plants, structures, and materials and degrades the quality of
23 the environment.

24 Increasing automotive traffic is also aggravating traffic
25 congestion in Washington's metropolitan areas. This traffic congestion
26 imposes significant costs on Washington's businesses, governmental
27 agencies, and individuals in terms of lost working hours and delays in
28 the delivery of goods and services. Traffic congestion worsens

1 automobile-related air pollution, increases the consumption of fuel,
2 and degrades the habitability of many of Washington's cities and
3 suburban areas. The capital and environmental costs of fully
4 accommodating the existing and projected automobile traffic on roads
5 and highways are prohibitive. Decreasing the demand for vehicle trips
6 is significantly less costly and at least as effective in reducing
7 traffic congestion and its impacts as constructing new transportation
8 facilities such as roads and bridges, to accommodate increased traffic
9 volumes.

10 The legislature also finds that increasing automotive
11 transportation is a major factor in increasing consumption of gasoline
12 and, thereby, increasing reliance on imported sources of petroleum.
13 Moderating the growth in automotive travel is essential to stabilizing
14 and reducing dependence on imported petroleum and improving the
15 nation's energy security.

16 The legislature further finds that reducing the number of commute
17 trips to work made via single occupant cars and light trucks is an
18 effective way of reducing automobile-related air pollution, traffic
19 congestion, and energy use. Major employers have significant
20 opportunities to encourage and facilitate reducing single occupant
21 vehicle commuting by employees.

22 The intent of this chapter is to require local governments in those
23 counties experiencing the greatest automobile-related air pollution and
24 traffic congestion to develop and implement plans to reduce single
25 occupant vehicle commute trips. Such plans shall require major
26 employers and employers at major worksites to implement programs to
27 reduce single occupant vehicle commuting by employees at major
28 worksites. Local governments in counties experiencing significant but
29 less severe automobile-related air pollution and traffic congestion may
30 implement such plans. State agencies shall implement programs to

1 reduce single occupant vehicle commuting at all major worksites
2 throughout the state."

3 "NEW SECTION. Sec. 11. DEFINITIONS. Unless the context clearly
4 requires otherwise, the definitions in this section apply throughout
5 this chapter.

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

10 (2) "Major worksite" means a building or group of buildings that
11 are on physically contiguous parcels of land or on parcels separated
12 solely by private or public roadways or rights of way, and at which
13 there are one hundred or more full-time employees of one or more
14 employers, who begin their regular work day between 6:00 a.m. and 9:00
15 a.m. on weekdays, for at least twelve continuous months.

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

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

24 (5) "Proportion of single occupant vehicle commute trips" means the
25 number of commute trips made by single occupant automobiles divided by
26 the number of full-time employees.

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

1 (7) "Base year" means the year January 1, 1992, through December
2 31, 1992, on which goals for vehicle miles traveled and single occupant
3 vehicle trips shall be based. Base year goals may be determined using
4 the 1990 journey-to-work census data projected to the year 1992 and
5 shall be consistent with the growth management act. The task force
6 shall establish a method to be used by jurisdictions to determine
7 reductions of vehicle miles traveled."

8 "NEW SECTION. Sec. 12. REQUIREMENTS FOR COUNTIES AND CITIES. (1)
9 Each county with a population over one hundred fifty thousand, and each
10 city or town within those counties containing a major employer shall,
11 by October 1, 1992, adopt by ordinance and implement a commute trip
12 reduction plan for all major employers. The plan shall be developed in
13 cooperation with local transit agencies, regional transportation
14 planning organizations as established in RCW 47.80.020, major
15 employers, and the owners of and employers at major worksites. The
16 plan shall be designed to achieve reductions in the proportion of
17 single occupant vehicle commute trips and the commute trip vehicle
18 miles traveled per employee by employees of major public and private
19 sector employers in the jurisdiction.

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

22 (3) The department of ecology may, after consultation with the
23 state energy office, as part of the state implementation plan for areas
24 that do not attain the national ambient air quality standards for
25 carbon monoxide or ozone, require municipalities other than those
26 identified in subsection (1) of this section to adopt and implement
27 commute trip reduction plans if the department determines that such
28 plans are necessary for attainment of said standards.

1 (4) A commute trip reduction plan shall be consistent with the
2 guidelines established under section 15 of this act and shall include
3 but is not limited to (a) goals for reductions in the proportion of
4 single occupant vehicle commute trips and the commute trip vehicle
5 miles traveled per employee; (b) designation of commute trip reduction
6 zones; (c) requirements for major public and private sector employers
7 to implement commute trip reduction programs; (d) a commute trip
8 reduction program for employees of the county, city, or town; (e) a
9 review of local parking policies and ordinances as they relate to
10 employers and major worksites and any revisions necessary to comply
11 with commute trip reduction goals and guidelines; (f) an appeals
12 process by which major employers, who as a result of special
13 characteristics of their business or its locations would be unable to
14 meet the requirements of a commute trip reduction plan, may obtain
15 waiver or modification of those requirements; and (g) means for
16 determining base year values of the proportion of single occupant
17 vehicle commute trips and the commute trip vehicle miles traveled per
18 employee and progress toward meeting commute trip reduction plan goals
19 on an annual basis. Goals which are established shall take into
20 account existing transportation demand management efforts which are
21 made by major employers. Each jurisdiction shall ensure that employers
22 shall receive full credit for the results of transportation demand
23 management efforts and commute trip reduction programs which have been
24 implemented by major employers prior to the base year. The goals for
25 miles traveled per employee for all major employers shall not be less
26 than a fifteen percent reduction from the base year value of the
27 commute trip reduction zone in which their worksite is located by
28 January 1, 1995, twenty-five percent reduction from the base year
29 values by January 1, 1997, and thirty-five percent reduction from the
30 base year values by January 1, 1999.

1 (5) A county, city, or town may, as part of its commute trip
2 reduction plan, require commute trip reduction programs for employers
3 with ten or more full time employees at major worksites in federally
4 designated non-attainment areas for carbon monoxide and ozone. The
5 county, city or town shall develop the programs in cooperation with
6 affected employers and provide technical assistance to the employers in
7 implementing such programs.

8 (6) The commute trip reduction plans adopted by counties, cities,
9 and towns under this chapter shall be consistent with and may be
10 incorporated in applicable state or regional transportation plans and
11 local comprehensive plans and shall be coordinated, and consistent
12 with, the commute trip reduction plans of counties, cities, or towns
13 with which the county, city, or town has, in part, common borders or
14 related regional issues. Such regional issues shall include assuring
15 consistency in the treatment of employers who have worksites subject to
16 the requirements of this chapter in more than one jurisdiction.
17 Counties, cities, or towns adopting commute trip reduction plans may
18 enter into agreements through the interlocal cooperation act or by
19 resolution or ordinance as appropriate with other jurisdictions, local
20 transit agencies, or regional transportation planning organizations to
21 coordinate the development and implementation of such plans. Counties,
22 cities, or towns adopting a commute trip reduction plan shall review it
23 annually and revise it as necessary to be consistent with applicable
24 plans developed under RCW 36.70A.070.

25 (7) Each county, city, or town implementing a commute trip
26 reduction program shall, within thirty days submit a summary of its
27 plan along with certification of adoption to the commute trip reduction
28 task force established under section 15 of this act.

29 (8) Each county, city, or town implementing a commute trip
30 reduction program shall submit an annual progress report to the commute

1 trip reduction task force established under section 15 of this act.
2 The report shall be due July 1, 1994, and each July 1 thereafter
3 through July 1, 2000. The report shall describe progress in attaining
4 the applicable commute trip reduction goals for each commute trip
5 reduction zone and shall highlight any problems being encountered in
6 achieving the goals. The information shall be reported in a form
7 established by the commute trip reduction task force.

8 (9) Any waivers or modifications of the requirements of a commute
9 trip reduction plan granted by a jurisdiction shall be submitted for
10 review to the commute trip reduction task force established under
11 section 15 of this act. The commute trip reduction task force may not
12 deny the granting of a waiver or modification of the requirements of a
13 commute trip reduction plan by a jurisdiction but they may notify the
14 jurisdiction of any comments or objections.

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

19 (11) Plans implemented under this section shall not apply to
20 commute trips for seasonal agricultural employees.

21 (12) Plans implemented under this section shall not apply to
22 construction worksites when the expected duration of the construction
23 project is less than two years."

24 "NEW SECTION. **Sec. 13.** REQUIREMENTS FOR EMPLOYERS. (1) Not more
25 than six months after the adoption of the commute trip reduction plan
26 by a jurisdiction, each major employer in that jurisdiction shall
27 develop a commute trip reduction program and shall submit a description
28 of that program to the jurisdiction for review. The program shall be

1 implemented not more than six months after submission to the
2 jurisdiction.

3 (2) A commute trip reduction program shall consist of, at a minimum

4 (a) designation of a transportation coordinator and the display of the
5 name, location, and telephone number of the coordinator in a prominent
6 manner at each affected worksite; (b) regular distribution of
7 information to employees regarding alternatives to single occupant
8 vehicle commuting; (c) an annual review of employee commuting and
9 reporting of progress toward meeting the single occupant vehicle
10 reduction goals to the county, city, or town consistent with the method
11 established in the commute trip reduction plan; and (d) implementation
12 of a set of measures designed to achieve the applicable commute trip
13 reduction goals adopted by the jurisdiction. Such measures may include
14 but are not limited to:

15 (i) Provision of preferential parking or reduced parking charges,
16 or both, for high occupancy vehicles;

17 (ii) Instituting or increasing parking charges for single occupant
18 vehicles;

19 (iii) Provision of commuter ride matching services to facilitate
20 employee ridesharing for commute trips;

21 (iv) Provision of subsidies for transit fares;

22 (v) Provision of vans for van pools;

23 (vi) Provision of subsidies for car pooling or van pooling;

24 (vii) Permitting the use of the employer's vehicles for car pooling
25 or van pooling;

26 (viii) Permitting flexible work schedules to facilitate employees'
27 use of transit, car pools, or van pools;

28 (ix) Cooperation with transportation providers to provide
29 additional regular or express service to the worksite;

1 (x) Construction of special loading and unloading facilities for
2 transit, car pool, and van pool users;

3 (xi) Provision of bicycle parking facilities, lockers, changing
4 areas, and showers for employees who bicycle or walk to work;

5 (xii) Provision of a program of parking incentives such as a rebate
6 for employees who do not use the parking facility;

7 (xiii) Establishment of a program to permit employees to work part
8 or full time at home or at an alternative worksite closer to their
9 homes;

10 (xiv) Establishment of a program of alternative work schedules such
11 as compressed work week schedules which reduce commuting; and

12 (xv) Implementation of other measures designed to facilitate the
13 use of high-occupancy vehicles such as on-site day care facilities and
14 emergency taxi services.

15 (3) Employers or owners of worksites may form or utilize existing
16 transportation management associations to assist members in developing
17 and implementing commute trip reduction programs."

18 "NEW SECTION. Sec. 14. JURISDICTIONS' REVIEW AND PENALTIES. (1)
19 Each jurisdiction implementing a commute trip reduction plan under this
20 chapter or as part of a plan or ordinance developed under RCW
21 36.70A.070 shall review each employer's initial commute trip reduction
22 program to determine if the program is likely to meet the applicable
23 commute trip reduction goals. The employer shall be notified by the
24 jurisdiction of its findings. If the jurisdiction finds that the
25 program is not likely to meet the applicable commute trip reduction
26 goals, the jurisdiction will work with the employer to modify the
27 program as necessary. The jurisdiction shall complete review of each
28 employer's initial commute trip reduction program within three months
29 of receipt.

1 (2) Each jurisdiction shall annually review each employer's
2 progress toward meeting the applicable commute trip reduction goals.
3 If it appears an employer is not likely to meet the applicable commute
4 trip reduction goals, the jurisdiction shall work with the employer to
5 make modifications to the commute trip reduction program.

6 (3) If an employer fails to meet the applicable commute trip
7 reduction goals, the jurisdiction shall propose modifications to the
8 program and direct the employer to revise its program within thirty
9 days to incorporate those modifications or modifications which the
10 jurisdiction determines to be equivalent.

11 (4) Each jurisdiction implementing a commute trip reduction plan
12 pursuant to this chapter may impose civil penalties, in the manner
13 provided in chapter 7.80 RCW, for failure by an employer to implement
14 a commute trip reduction program or to modify its commute trip
15 reduction program as required in subsection (3) of this section. No
16 major employer shall be liable for civil penalties under this chapter
17 if failure to achieve a commute trip reduction program goal was the
18 result of an inability to reach agreement with a certified collective
19 bargaining agent under applicable laws where the issue was raised by
20 the employer and pursued in good faith."

21 "NEW SECTION. Sec. 15. (1) A twenty-three member state commute
22 trip reduction task force shall be established as follows:

23 (a) The director of the state energy office or the director's
24 designee who shall serve as chair;

25 (b) The secretary of the department of transportation or the
26 secretary's designee;

27 (c) The director of the department of ecology or the director's
28 designee;

1 (d) The director of the department of community development or the
2 director's designee;

3 (e) The director of the department of general administration or the
4 director's designee;

5 (f) Three representatives from counties appointed by the governor
6 from a list of at least six recommended by the Washington state
7 association of counties;

8 (g) Three representatives from cities and towns appointed by the
9 governor from a list of at least six recommended by the association of
10 Washington cities;

11 (h) Three representatives from transit agencies appointed by the
12 governor from a list of at least six recommended by the Washington
13 state transit association;

14 (i) Six representatives of employers at or owners of major work
15 sites in Washington appointed by the governor from a list of at least
16 twelve recommended by the association of Washington business; and

17 (j) Three citizens appointed by the governor.

18 Members of the commute trip reduction task force shall serve
19 without compensation but shall be reimbursed for travel expenses as
20 provided in RCW 43.03.050 and 43.03.060. Members appointed by the
21 governor shall be compensated in accordance with RCW 43.03.220. The
22 task force has all powers necessary to carry out its duties as
23 prescribed by this chapter. The task force shall be dissolved on July
24 1, 2000.

25 (2) By March 1, 1992, the commute trip reduction task force shall
26 establish guidelines for commute trip reduction plans. The guidelines
27 are intended to ensure consistency in commute trip reduction plans and
28 goals among jurisdictions while fairly taking into account differences
29 in employment and housing density, employer size, existing and
30 anticipated levels of transit service, special employer circumstances,

1 and other factors the task force determines to be relevant. The
2 guidelines shall include:

3 (a) Criteria for establishing commute trip reduction zones;

4 (b) Methods and information requirements for determining base year
5 values of the proportion of single-occupant vehicle commute trips and
6 the commute trip vehicle miles traveled per employee and progress
7 toward meeting commute trip reduction plan goals;

8 (c) Model commute trip reduction ordinances;

9 (d) Methods for assuring consistency in the treatment of employers
10 who have worksites subject to the requirements of this chapter in more
11 than one jurisdiction;

12 (e) An appeals process by which major employers, who as a result of
13 special characteristics of their business or its locations would be
14 unable to meet the requirements of a commute trip reduction plan, may
15 obtain a waiver or modification of those requirements and criteria for
16 determining eligibility for waiver or modification;

17 (f) Methods to ensure that employers shall receive full credit for
18 the results of transportation demand management efforts and commute
19 trip reduction programs which have been implemented by major employers
20 prior to the base year;

21 (g) Alternative commute trip reduction goals for major employers
22 which cannot meet the goals of this chapter because of the unique
23 nature of their business; and

24 (h) Alternative commute trip reduction goals for major employers
25 whose worksites change and who contribute substantially to traffic
26 congestion in a trip reduction zone.

27 (3) The task force shall assess the commute trip reduction options
28 available to employers other than major employers and make
29 recommendations to the legislature by October 1, 1992. The
30 recommendations shall include the minimum size of employer who shall be

1 required to implement trip reduction programs and the appropriate
2 methods those employers can use to accomplish trip reduction goals.

3 (4) The task force shall review progress toward implementing
4 commute trip reduction plans and programs and the costs and benefits of
5 commute trip reduction plans and programs and shall make
6 recommendations to the legislature by December 1, 1995, and December 1,
7 1999. In assessing the costs and benefits, the task force shall
8 consider the costs of not having implemented commute trip reduction
9 plans and programs. The task force shall examine other transportation
10 demand management programs nationally and incorporate its findings into
11 its recommendations to the legislature. The recommendations shall
12 address the need for continuation, modification, or termination or any
13 or all requirements of this chapter. The recommendations made December
14 1, 1995, shall include recommendations regarding extension of the
15 requirements of this chapter to employers with fifty or more full-time
16 employees at a single worksite who begin their regular work day between
17 6:00 a.m. and 9:00 a.m. on weekdays for more than twelve continuous
18 months."

19 "NEW SECTION. **Sec. 16.** TECHNICAL ASSISTANCE TEAM. (1) A
20 technical assistance team shall be established under the direction of
21 the state energy office and include representatives of the departments
22 of transportation and ecology. The team shall provide staff support to
23 the commute trip reduction task force in carrying out the requirements
24 of section 15 of this act and to the department of general
25 administration in carrying out the requirements of section 19 of this
26 act.

27 (2) The team shall provide technical assistance to counties,
28 cities, and towns, the department of general administration, other
29 state agencies, and other employers in developing and implementing

1 commute trip reduction plans and programs. The technical assistance
2 shall include: (a) Guidance in determining base and subsequent year
3 values of single occupant vehicle commuting proportion and commute trip
4 reduction vehicle miles traveled to be used in determining progress in
5 attaining plan goals; (b) developing model plans and programs
6 appropriate to different situations; and (c) providing consistent
7 training and informational materials for the implementation of commute
8 trip reduction programs. Model plans and programs, training and
9 informational materials shall be developed in cooperation with
10 representatives of local governments, transit agencies, and employers.

11 (3) In carrying out this section the state energy office and
12 department of transportation may contract with state-wide associations
13 representing cities, towns, and counties to assist cities, towns, and
14 counties in implementing commute trip reduction plans and programs."

15 "NEW SECTION. **Sec. 17.** USE OF FUNDS. A portion of the funds made
16 available for the purposes of this chapter shall be used to fund the
17 commute trip reduction task force in carrying out the responsibilities
18 of section 16 of this act, and the interagency technical assistance
19 team, including the activities authorized under section 16(2) of this
20 act, and to assist counties, cities, and towns implementing commute
21 trip reduction plans. Funds shall be provided to the counties in
22 proportion to the number of major employers and major worksites in each
23 county. The counties shall provide funds to cities and towns within
24 the county which are implementing commute trip reduction plans in
25 proportion to the number of major employers and major worksites within
26 the city or town."

27 "NEW SECTION. **Sec. 18.** LEGISLATIVE INTENT--STATE LEADERSHIP. The
28 legislature hereby recognizes the state's crucial leadership role in

1 establishing and implementing effective commute trip reduction
2 programs. Therefore, it is the policy of the state that the department
3 of general administration and other state agencies shall aggressively
4 develop substantive programs to reduce commute trips by state
5 employees. Implementation of these programs will reduce energy
6 consumption, congestion in urban areas, and air and water pollution
7 associated with automobile travel."

8 "NEW SECTION. Sec. 19. GENERAL ADMINISTRATION. (1) The director
9 of general administration, with the concurrence of an interagency task
10 force established for the purposes of this section, shall coordinate a
11 commute trip reduction plan for state agencies which are phase 1 major
12 employers by January 1, 1993. The task force shall include
13 representatives of the state energy office, the departments of
14 transportation and ecology and such other departments as the director
15 of general administration determines to be necessary to be generally
16 representative of state agencies. The state agency plan shall be
17 consistent with the requirements of sections 12 and 13 of this act and
18 shall be developed in consultation with state employees, local and
19 regional governments, local transit agencies, the business community,
20 and other interested groups. The plan shall consider and recommend
21 policies applicable to all state agencies including but not limited to
22 policies regarding parking and parking charges, employee incentives for
23 commuting by other than single-occupant automobiles, flexible and
24 alternative work schedules, alternative worksites, and the use of
25 state-owned vehicles for car and van pools. The plan shall also
26 consider the costs and benefits to state agencies of achieving commute
27 trip reductions and consider mechanisms for funding state agency
28 commute trip reduction programs. The department shall, within thirty
29 days, submit a summary of its plan along with certification of adoption

1 to the commute trip reduction task force established under section 15
2 of this act.

3 (2) Not more than three months after the adoption of the commute
4 trip reduction plan, each state agency shall, for each facility which
5 is a major employer, develop a commute trip reduction program. The
6 program shall be designed to meet the goals of the commute trip
7 reduction plan of the county, city, or town or, if there is no local
8 commute trip reduction plan, the state. The program shall be
9 consistent with the policies of the state commute trip reduction plan
10 and section 13 of this act. The agency shall submit a description of
11 that program to the local jurisdiction implementing a commute trip
12 reduction plan or, if there is no local commute trip reduction plan, to
13 the department of general administration. The program shall be
14 implemented not more than three months after submission to the
15 department. Annual reports required in section 13(2)(c) of this act
16 shall be submitted to the local jurisdiction implementing a commute
17 trip reduction plan and to the department of general administration.
18 An agency which is not meeting the applicable commute trip reduction
19 goals shall, to the extent possible, modify its program to comply with
20 the recommendations of the local jurisdiction or the department of
21 general administration.

22 (3) State agencies sharing a common location may develop and
23 implement a joint commute trip reduction program or may delegate the
24 development and implementation of the commute trip reduction program to
25 the department of general administration.

26 (4) The department of general administration in consultation with
27 the state technical assistance team shall review the initial commute
28 trip reduction program of each state agency subject to the commute trip
29 reduction plan for state agencies to determine if the program is likely
30 to meet the applicable commute trip reduction goals and notify the

1 agency of any deficiencies. If it is found that the program is not
2 likely to meet the applicable commute trip reduction goals, the team
3 will work with the agency to modify the program as necessary.

4 (5) For each agency subject to the state agency commute trip
5 reduction plan, the department of general administration in
6 consultation with the technical assistance team shall annually review
7 progress toward meeting the applicable commute trip reduction goals.
8 If it appears an agency is not meeting or is not likely to meet the
9 applicable commute trip reduction goals, the team shall work with the
10 agency to make modifications to the commute trip reduction program.

11 (6) The department of general administration shall submit an annual
12 progress report for state agencies subject to the state agency commute
13 trip reduction plan to the commute trip reduction task force
14 established under section 15 of this act. The report shall be due
15 April 1, 1993, and each April 1 through 2000. The report shall report
16 progress in attaining the applicable commute trip reduction goals for
17 each commute trip reduction zone and shall highlight any problems being
18 encountered in achieving the goals. The information shall be reported
19 in a form established by the commute trip reduction task force."

20 "NEW SECTION. **Sec. 20.** CODIFICATION. Sections 1 through 9 of
21 this act shall constitute a new chapter in Title 47 RCW."

22 "NEW SECTION. **Sec. 21.** CODIFICATION. Sections 10 through 19 of
23 this act shall constitute a new chapter in Title 81 RCW."

24 "NEW SECTION. **Sec. 22.** HEADINGS. Section captions and part
25 headings as used in this act do not constitute any part of the law."

