

SENATE BILL REPORT

ESHB 1085

AS REPORTED BY COMMITTEE ON TRANSPORTATION, MARCH 31, 1993

Brief Description: Authorizing institutions of higher education to develop and fund transportation demand management programs.

SPONSORS: 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)

HOUSE COMMITTEE ON TRANSPORTATION

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended.

Signed by Senators Vognild, Chairman; Loveland, Vice Chairman; Skratek, Vice Chairman; Drew, Haugen, Oke, Prentice, Prince, M. Rasmussen, Sheldon, and Winsley.

Staff: Brian McMorrow (786-7304)

Hearing Dates: March 23, 1993; March 31, 1993

BACKGROUND:

The Legislature has found that transportation demand management programs are an effective strategy for discouraging single-occupant vehicle travel, especially in densely populated urban areas where roads are congested and ambient air quality is unsatisfactory. The Legislature has already required many public and private employers in the state's eight largest counties to implement transportation demand management programs, and has provided substantial funding for the University of Washington's UPASS program which has been immensely successful during its first two years of implementation.

The Legislature intends to reduce further the number of single-occupant vehicles on the state's roads and highways, improve ambient air quality in the federally designated nonattainment areas, and provide institutions of higher learning with an easier means to address serious parking shortages at their campuses.

SUMMARY:

The governing boards of institutions of higher learning may impose either a voluntary or mandatory transportation fee on their employees and students to fund transportation demand management programs that reduce the need for on and off campus parking and that promote alternatives to single-occupant

vehicle driving. If the board chooses to impose a mandatory fee on its students, it must also charge employees a greater or equal amount. The fee may be imposed annually or each academic term and it may not exceed 30 percent of the services and activities fees, unless the students give their approval for a higher fee. If the institution gains the approval of its students, the new fee cannot exceed the full rate established for services and activities fee. Technical colleges do not have services and activities fees so they must charge an equivalent amount. The governing board may permit exceptions to the fee based on a policy adopted by the board.

The use of transportation fees is restricted to activities directly related to the institution of higher learning's transportation demand management program. Examples of these activities include: transit, ridesharing programs and bicycle storage facilities. Funds may be used for capital or operating costs, and may be used for existing programs if they are incorporated into the campus transportation demand management program. Institutions that impose transportation fees are encouraged to include faculty and staff in their programs.

The board of trustees of each institution of higher learning imposing a transportation fee must adopt guidelines governing the establishment and funding of transportation programs supported by transportation fees.

SUMMARY OF PROPOSED SENATE AMENDMENT:

The transportation fee amount is limited to 30 percent of the services and activities fees, unless the students give their approval for a higher fee. If the institution gains the approval of its students, the new fee cannot exceed the full rate established for student and activities fees. Technical colleges do not have services and activities fees so they must charge an equivalent amount.

Appropriation: none

Revenue: none

Fiscal Note: requested January 22, 1993

TESTIMONY FOR:

The bill provides institutions of higher education with a funding mechanism to provide effective transportation to their campuses. Transportation demand management programs have proven to be immensely popular on campuses.

TESTIMONY AGAINST: None

TESTIFIED: Jim Slakey, WSDOT; Dan Snow, WA Transit Assn.