
SUBSTITUTE HOUSE BILL 1085

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 students registering
30 at institutions of higher education for the purposes provided in
31 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.** Any institution of higher education may
2 impose a quarterly, semestral, or annual transportation fee on its
3 students to fund transportation demand management programs that reduce
4 the demand for campus and neighborhood parking, and promote
5 alternatives to single-occupant vehicle driving. The transportation
6 fee may not exceed ten percent of in-state student tuition and required
7 fees.

8 NEW SECTION. **Sec. 4.** Transportation fees shall be spent only on
9 activities directly related to the institution of higher education's
10 transportation demand management program. These may include, but are
11 not limited to the following activities: Transit, carpool, and vanpool
12 subsidies; ridesharing programs, and program advertising for carpools,
13 vanpools, and transit service; guaranteed ride-home and telecommuting
14 programs; and bicycle storage facilities. Funds may be spent on
15 capital or operating costs incurred in the implementation of any of
16 these strategies, and may be also used to contract with local or
17 regional transit agencies for transportation services. Funds may be
18 used for existing programs if they are incorporated into the campus
19 transportation demand management program.

20 NEW SECTION. **Sec. 5.** The board of trustees or board of regents of
21 each institution of higher education imposing a transportation fee
22 shall adopt guidelines governing the establishment and funding of
23 transportation demand management programs supported by transportation
24 fees. These guidelines shall establish procedures for budgeting and
25 expending transportation fee revenue.

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

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