
SECOND SUBSTITUTE SENATE BILL 5170

State of Washington

57th Legislature

2001 Regular Session

By Senate Committee on Ways & Means (originally sponsored by Senators Jacobsen, Finkbeiner, Eide and Kohl-Welles)

READ FIRST TIME 03/27/01.

1 AN ACT Relating to commute trip reduction; amending RCW 70.94.521;
2 adding new sections to chapter 70.94 RCW; and providing an effective
3 date.

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

5 **Sec. 1.** RCW 70.94.521 and 1997 c 250 s 1 are each amended to read
6 as follows:

7 The legislature finds that automotive traffic in Washington's
8 metropolitan areas is the major source of emissions of air
9 contaminants. This air pollution causes significant harm to public
10 health, causes damage to trees, plants, structures, and materials and
11 degrades the quality of the environment.

12 Increasing automotive traffic is also aggravating traffic
13 congestion in Washington's metropolitan areas. This traffic congestion
14 imposes significant costs on Washington's businesses, governmental
15 agencies, and individuals in terms of lost working hours and delays in
16 the delivery of goods and services. Traffic congestion worsens
17 automobile-related air pollution, increases the consumption of fuel,
18 and degrades the habitability of many of Washington's cities and
19 suburban areas. The capital and environmental costs of fully

1 accommodating the existing and projected automobile traffic on roads
2 and highways are prohibitive. Decreasing the demand for vehicle trips
3 is significantly less costly and at least as effective in reducing
4 traffic congestion and its impacts as constructing new transportation
5 facilities such as roads and bridges, to accommodate increased traffic
6 volumes.

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

13 The legislature further finds that reducing the number of commute
14 trips to work made via single-occupant cars and light trucks is an
15 effective way of reducing automobile-related air pollution, traffic
16 congestion, and energy use. Major employers have significant
17 opportunities to encourage and facilitate reducing single-occupant
18 vehicle commuting by employees. In addition, the legislature also
19 recognizes the importance of increasing individual citizens' awareness
20 of air quality, energy consumption, and traffic congestion, and the
21 contribution individual actions can make towards addressing these
22 issues.

23 The legislature further finds that telework has been found to
24 reduce commute trips and provide flexibility for work-related travel.
25 Additionally, telework enables employers to allow employees to work
26 outside urban areas, which reduces commute trips while strengthening
27 rural economies. Telework is a key component in a comprehensive
28 transportation demand management package.

29 The intent of this chapter is to require local governments in those
30 counties experiencing the greatest automobile-related air pollution and
31 traffic congestion to develop and implement plans to reduce single-
32 occupant vehicle commute trips. Such plans shall require major
33 employers and employers at major worksites to implement programs to
34 reduce single-occupant vehicle commuting by employees at major
35 worksites. Local governments in counties experiencing significant but
36 less severe automobile-related air pollution and traffic congestion may
37 implement such plans. State agencies shall implement programs to
38 reduce single-occupant vehicle commuting at all major worksites
39 throughout the state.

1 NEW SECTION. **Sec. 2.** A new section is added to chapter 70.94 RCW
2 to read as follows:

3 (1) The commute trip reduction task force must include a telework
4 enhancement committee. The task force shall select the members of the
5 telework enhancement committee. The committee membership may consist
6 of nonmembers and members of the commute trip reduction task force.
7 The committee shall select grants and loans for telework enhancement
8 projects and telework activities, to be approved by the commute trip
9 reduction task force. Funding for the grants and loans must be from
10 the amounts appropriated by the legislature to the commute trip
11 reduction task force for this purpose. The task force shall award
12 grants and loans to telework enhancement projects on a statewide basis.
13 The committee shall not limit grants and loans to projects in cities
14 and counties meeting the requirements of RCW 70.94.527.

15 (2) The task force shall develop procedures and criteria for
16 allocation of funds for the telework enhancement projects and telework
17 activities on a statewide basis to address the highest priorities for
18 enhancing telework.

19 (3) In evaluating, ranking, and awarding funds for projects and
20 activities the task force shall give preference to projects that:

21 (a) Encourage and assist employers to provide telework
22 opportunities for employees;

23 (b) Provide assistance to employers to locate jobs outside the
24 congested Puget Sound urban areas; or

25 (c) Assist in developing telecommunications infrastructure in rural
26 and underserved communities.

27 (4) In evaluating, ranking, and awarding funds for projects and
28 activities the task force shall also give consideration to projects
29 that:

30 (a) Are the most cost-effective;

31 (b) Have the greatest matched or in-kind funding; and

32 (c) Will be implemented by a sponsor with a successful record of
33 project implementation.

34 (5) The commute trip reduction task force shall determine the
35 effectiveness of this subcommittee as part of its ongoing evaluation of
36 the commute trip reduction law and report to the legislature. The
37 report must be incorporated into the recommendations required in RCW
38 70.94.537(5).

1 NEW SECTION. **Sec. 3.** A new section is added to chapter 70.94 RCW
2 to read as follows:

3 The telework enhancement account is created in the state treasury.
4 Such funds as the legislature directs or appropriates to the account
5 will be deposited to the account. Moneys in the account may only be
6 spent after appropriation. Expenditures from the account may be used
7 only for telework enhancement projects.

8 NEW SECTION. **Sec. 4.** This act takes effect October 1, 2001.

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