
SENATE BILL 6566

State of Washington

59th Legislature

2006 Regular Session

By Senators Eide, Esser, Swecker, Haugen, Prentice and McAuliffe; by request of Department of Transportation

Read first time 01/16/2006. Referred to Committee on Transportation.

1 AN ACT Relating to commute trip reduction; amending RCW 70.94.521,
2 70.94.524, 70.94.527, 70.94.531, 70.94.534, 70.94.537, 70.94.541,
3 70.94.544, 70.94.547, and 70.94.551; and adding a new section to
4 chapter 70.94 RCW.

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

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

8 The legislature finds that automotive traffic in Washington's
9 metropolitan areas is the major source of emissions of air
10 contaminants. This air pollution causes significant harm to ((public))
11 human health, causes damage to trees, plants, structures, and
12 materials, and degrades the quality of the environment. Automotive
13 traffic is the major source of emissions of greenhouse gases in
14 Washington. Greenhouse gases contribute to climate change, which may
15 cause significant impacts on human health and the environment.

16 ~~((Increasing automotive traffic is also aggravating traffic~~
17 ~~congestion in Washington's metropolitan areas. This traffic congestion~~
18 ~~imposes significant costs on Washington's businesses, governmental~~
19 ~~agencies, and individuals in terms of lost working hours and delays in~~

1 ~~the delivery of goods and services. Traffic congestion worsens~~
2 ~~automobile related air pollution, increases the consumption of fuel,~~
3 ~~and degrades the habitability of many of Washington's cities and~~
4 ~~suburban areas. The capital and environmental costs of fully~~
5 ~~accommodating the existing and projected automobile traffic on roads~~
6 ~~and highways are prohibitive.))~~

7 The legislature finds that maintaining mobility in key
8 transportation corridors as the state continues to grow requires that
9 existing transportation facilities are used as efficiently as possible
10 by moving more people in fewer vehicles. Decreasing the demand for
11 vehicle trips is significantly less costly and at least as effective in
12 reducing traffic congestion and its impacts as constructing new
13 transportation facilities such as roads and bridges, to accommodate
14 increased traffic volumes. Transportation demand management programs
15 maximize the benefits of the state's investments in the highway system
16 and support two of the state's required policy goals for the operation,
17 performance of, and investment in the state's transportation system, as
18 described in RCW 47.01.012: Increase the nonauto share of commuter
19 trips in urban areas and maintain per capita vehicle miles traveled at
20 year 2000 levels.

21 The legislature also finds that increasing automotive
22 transportation is a major factor in increasing consumption of gasoline
23 and, thereby, increasing reliance on imported sources of petroleum.
24 Moderating the growth in automotive travel is essential to stabilizing
25 and reducing dependence on imported petroleum and improving the
26 nation's energy security.

27 The legislature further finds that reducing the number of commute
28 trips to work made via single-occupant cars and light trucks is an
29 effective way of reducing automobile-related air pollution and
30 greenhouse gas emissions, traffic congestion, and energy use. There
31 are limited transportation funding resources for transportation demand
32 management strategies and denser, more congested areas of the state
33 offer a greater return on investment. Reducing vehicle trips in
34 congested areas addresses air quality and energy consumption concerns.

35 Major employers in congested areas have significant opportunities
36 to encourage and facilitate reducing single-occupant vehicle commuting
37 by employees. Employers collectively invest millions of dollars in
38 transportation services for their employees. The land use and

1 transportation policies and programs of local jurisdictions are not
2 fully integrated and do not always support these private investments,
3 which would create more effective trip reduction services and
4 significant economic development opportunities.

5 In addition, the legislature also recognizes the importance of
6 increasing individual citizens' awareness of air quality, energy
7 consumption, and traffic congestion, and the contribution individual
8 actions can make towards addressing these issues.

9 The legislature finds that the state has successfully required and
10 implemented commute trip reduction since 1991, and it has been
11 successful in reducing commute trips. The legislature intends to make
12 changes in the program requirements to advance the goals of reducing
13 air pollution and greenhouse gas emissions, traffic congestion, and
14 energy use.

15 The legislature recognizes that transportation demand management
16 programs are operated by federal, state, and local government agencies,
17 regional transit agencies, and the private sector, and that significant
18 authority for transportation planning is vested with local agencies and
19 regional transportation planning organizations under the growth
20 management act. However, the legislature recognizes that certain
21 transportation issues and facilities cross local and regional
22 boundaries and are vital to the statewide economy and the cross-state
23 mobility of people and goods. Therefore, the state has an appropriate
24 role in providing ongoing operational and planning support to ensure
25 effective transportation demand management programs are implemented in
26 our state's urban areas, as these programs affect state jurisdiction
27 facilities and services as well as transportation facilities and
28 services of state interest.

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

1 The legislature intends for state, regional, and local governments
2 to take a leadership role in developing sustainable programs to reduce
3 commute trips by government employees. State agencies shall implement
4 programs to reduce single-occupant vehicle commuting at all major
5 worksites throughout the state.

6 The legislature encourages local governments and regional
7 transportation planning organizations to designate their densest
8 employment and residential centers as places where transportation
9 demand management and transportation-efficient land use strategies are
10 encouraged. The legislature intends federal, state, regional, and
11 local funding to be coordinated and targeted on the key growth areas of
12 the state designated by local governments and regional transportation
13 planning organizations. These areas offer the best opportunities for
14 cost-effective investments to maximize the capacity of the
15 transportation system and encourage economic development.

16 The legislature intends for transportation demand management
17 strategies, including commute trip reduction programs and plans to be
18 coordinated with land use planning and other transportation planning
19 activities at the local, regional, and state levels.

20 The legislature intends for local governments to support and
21 leverage the transportation investments of major employers in congested
22 areas with transportation-efficient land uses and complementary
23 transportation policies, plans, and programs.

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

26 Unless the context clearly requires otherwise, the definitions in
27 this section apply throughout this chapter.

28 (1) "A major employer" means a private or public employer,
29 including state agencies, that employs one hundred or more full-time
30 employees at a single worksite who begin their regular work day between
31 6:00 a.m. and 9:00 a.m. on weekdays for at least twelve continuous
32 months during the year.

33 (2) "Major worksite" means a building or group of buildings that
34 are on physically contiguous parcels of land or on parcels separated
35 solely by private or public roadways or rights of way, and at which
36 there are one hundred or more full-time employees (~~of one or more~~

1 employers)), who begin their regular work day between 6:00 a.m. and
2 9:00 a.m. on weekdays, for at least twelve continuous months.

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

9 ~~(4))~~ "Major employment installation" means a military base or
10 federal reservation, excluding tribal reservations, at which there are
11 one hundred or more full-time employees, who begin their regular
12 workday between 6:00 a.m. and 9:00 a.m. on weekdays, for at least
13 twelve continuous months during the year.

14 (4) "Person hours of delay" means the daily person hours of delay
15 per mile in the peak period of 6:00 a.m. to 9:00 a.m., as calculated
16 using the best available methodology by the department of
17 transportation.

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

20 ~~((+5))~~ (6) "Proportion of single-occupant vehicle commute trips"
21 means the number of commute trips made by single-occupant automobiles
22 divided by the number of full-time employees.

23 ~~((+6))~~ (7) "Commute trip vehicle miles traveled per employee"
24 means the sum of the individual vehicle commute trip lengths in miles
25 over a set period divided by the number of full-time employees during
26 that period.

27 ~~((+7))~~ (8) "Base year" means the ((year January 1, 1992, through
28 December 31, 1992, on which goals for vehicle miles traveled and
29 single-occupant vehicle trips shall be based. Base year goals may be
30 determined using the 1990 journey to work census data projected to the
31 year 1992 and shall be consistent with the growth management act. The
32 task force shall establish a method to be used by jurisdictions to
33 determine reductions of vehicle miles traveled)) twelve-month period
34 commencing when a major employer is determined to be participating by
35 the local jurisdiction, on which commute trip reduction goals shall be
36 based.

37 (9) "Growth and transportation efficiency center" means a defined,
38 compact, mixed-use urban area that contains jobs or housing and

1 supports multiple modes of transportation. For the purpose of funding,
2 a growth and transportation efficiency center must meet minimum
3 criteria established by the commute trip reduction board under RCW
4 70.94.537, and must be certified by a regional transportation planning
5 organization as established in RCW 47.80.020.

6 (10) "Affected urban growth area" means an urban growth area, as
7 defined by RCW 36.70A.110, whose boundaries contain a state highway
8 segment exceeding the one hundred person hours of delay threshold
9 calculated by the department of transportation, as well as any
10 contiguous urban growth areas listed by the department of
11 transportation in the rules for this act.

12 (11) "Certification" means a determination by a regional
13 transportation planning organization that a locally designated growth
14 and transportation efficiency center program meets the minimum criteria
15 developed in a collaborative regional process and the rules established
16 by the department of transportation.

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

19 (1) Each county ((with a population over one hundred fifty
20 thousand, and each city or town within those counties containing a
21 major employer shall, by October 1, 1992, adopt by ordinance and
22 implement a commute trip reduction plan for all major employers. The
23 plan shall be developed in cooperation with local transit agencies,
24 regional transportation planning organizations as established in RCW
25 47.80.020, major employers, and the owners of and employers at major
26 worksites)) containing an urban growth area, as defined by RCW
27 36.70A.110, and each city within an urban growth area with a state
28 highway segment exceeding the one hundred person hours of delay
29 threshold calculated by the department of transportation, as well as
30 those counties and cities located in any contiguous urban growth areas,
31 shall adopt a commute trip reduction plan and ordinance for major
32 employers in the affected urban growth area by a date specified by the
33 commute trip reduction board. Jurisdictions containing a major
34 employment installation in a county with an affected growth area, as
35 defined by RCW 36.70A.110, shall adopt a commute trip reduction plan
36 and ordinance for major employers in the major employment installation
37 by a date specified by the commute trip reduction board. The ordinance

1 shall establish the requirements for major employers and provide an
2 appeals process by which major employers, who as a result of special
3 characteristics of their business or its locations would be unable to
4 meet the requirements of the ordinance, may obtain waiver or
5 modification of those requirements. The plan shall be designed to
6 achieve reductions in the proportion of single-occupant vehicle commute
7 trips and ~~((the commute trip vehicle miles traveled per employee by~~
8 ~~employees of major public and private sector employers in the~~
9 ~~jurisdiction))~~ be consistent with the rules established by the
10 department of transportation. The county, city, or town shall submit
11 its adopted plan to the regional transportation planning organization.
12 The county, city, or town plan shall be included in the regional
13 commute trip reduction plan for regional transportation planning
14 purposes, consistent with the rules established by the department of
15 transportation in RCW 70.94.537.

16 (2) All other counties, ~~((and))~~ cities, and towns ~~((in those~~
17 ~~counties,))~~ may adopt and implement a commute trip reduction plan
18 consistent with department of transportation rules established under
19 RCW 70.94.537. Tribal governments are encouraged to adopt a commute
20 trip reduction plan for their lands. State investment in voluntary
21 commute trip reduction plans shall be limited to those areas that meet
22 criteria developed by the commute trip reduction board.

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

30 (4) A commute trip reduction plan shall be consistent with the
31 ~~((guidelines))~~ rules established under RCW 70.94.537 and shall include
32 but is not limited to (a) goals for reductions in the proportion of
33 single-occupant vehicle commute trips ~~((and the commute trip vehicle~~
34 ~~miles traveled per employee))~~ consistent with the state goals
35 established by the commute trip reduction board under RCW 70.94.537 and
36 the regional commute trip reduction plan goals established in the
37 regional commute trip reduction plan; (b) ~~((designation of commute trip~~
38 ~~reduction zones; (c))~~) a description of the requirements for major

1 public and private sector employers to implement commute trip reduction
2 programs; ~~((d))~~ (c) a commute trip reduction program for employees of
3 the county, city, or town; ~~((e) a review of local parking policies and~~
4 ~~ordinances as they relate to employers and major worksites and any~~
5 ~~revisions necessary to comply with commute trip reduction goals and~~
6 ~~guidelines; (f) an appeals process by which major employers, who as a~~
7 ~~result of special characteristics of their business or its locations~~
8 ~~would be unable to meet the requirements of a commute trip reduction~~
9 ~~plan, may obtain waiver or modification of those requirements; and~~
10 ~~(g))~~ and (d) means, consistent with rules established by the
11 department of transportation, for determining base year values ~~((of the~~
12 ~~proportion of single-occupant vehicle commute trips and the commute~~
13 ~~trip vehicle miles traveled per employee)) and progress toward meeting~~
14 ~~commute trip reduction plan goals ((on an annual basis. Goals which~~
15 ~~are established shall take into account existing transportation demand~~
16 ~~management efforts which are made by major employers. Each~~
17 ~~jurisdiction shall 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. The goals for miles traveled per employee for~~
21 ~~all major employers shall not be less than a fifteen percent reduction~~
22 ~~from the worksite base year value or the base year value for the~~
23 ~~commute trip reduction zone in which their worksite is located by~~
24 ~~January 1, 1995, twenty percent reduction from the base year values by~~
25 ~~January 1, 1997, twenty five percent reduction from the base year~~
26 ~~values by January 1, 1999, and a thirty five percent reduction from the~~
27 ~~base year values by January 1, 2005.~~

28 ~~(5) A county, city, or town may, as part of its commute trip~~
29 ~~reduction plan, require commute trip reduction programs for employers~~
30 ~~with ten or more full time employees at major worksites in federally~~
31 ~~designated nonattainment areas for carbon monoxide and ozone. The~~
32 ~~county, city or town shall develop the programs in cooperation with~~
33 ~~affected employers and provide technical assistance to the employers in~~
34 ~~implementing such programs)). The plan shall be developed in~~
35 consultation with local transit agencies, the applicable regional
36 transportation planning organization, major employers, and other
37 interested parties.

1 ~~((6))~~ (5) The commute trip reduction plans adopted by counties,
2 cities, and towns under this chapter shall be consistent with and may
3 be incorporated in applicable state or regional transportation plans
4 and local comprehensive plans and shall be coordinated, and consistent
5 with, the commute trip reduction plans of counties, cities, or towns
6 with which the county, city, or town has, in part, common borders or
7 related regional issues. Such regional issues shall include assuring
8 consistency in the treatment of employers who have worksites subject to
9 the requirements of this chapter in more than one jurisdiction.
10 Counties, cities, ~~((or))~~ and towns adopting commute trip reduction
11 plans may enter into agreements through the interlocal cooperation act
12 or by resolution or ordinance as appropriate with other jurisdictions,
13 local transit agencies, transportation management associations or other
14 private or nonprofit providers of transportation services, or regional
15 transportation planning organizations to coordinate the development and
16 implementation of such plans. Transit agencies shall work with
17 counties, cities, and towns as a part of their six-year transit
18 development plan established in RCW 35.58.2795 to take into account the
19 location of major employer worksites when planning and prioritizing
20 transit service changes or the expansion of public transportation
21 services, including rideshare services. Counties, cities, or towns
22 adopting a commute trip reduction plan shall review it annually and
23 revise it as necessary to be consistent with applicable plans developed
24 under RCW 36.70A.070. Regional transportation planning organizations
25 shall review the local commute trip reduction plans during the
26 development and update of the regional commute trip reduction plan.

27 (6) Each affected regional transportation planning organization
28 shall adopt a commute trip reduction plan for its region consistent
29 with the rules and deadline established by the department of
30 transportation under RCW 70.94.537. The plan shall include, but is not
31 limited to: (a) Regional program goals for commute trip reduction in
32 urban growth areas and all designated growth and transportation
33 efficiency centers; (b) a description of strategies for achieving the
34 goals; (c) a sustainable financial plan describing projected revenues
35 and expenditures to meet the goals; (d) a description of the way in
36 which progress toward meeting the goals will be measured; and (e)
37 minimum criteria for growth and transportation efficiency centers. (i)
38 Regional transportation planning organizations shall review proposals

1 from local jurisdictions to designate growth and transportation
2 efficiency centers and shall determine whether the proposed growth and
3 transportation efficiency center is consistent with the criteria
4 defined in the regional commute trip reduction plan. (ii) Growth and
5 transportation efficiency centers certified as consistent with the
6 minimum requirements by the regional transportation planning
7 organization shall be identified in subsequent updates of the regional
8 commute trip reduction plan. These plans shall be developed in
9 collaboration with all affected local jurisdictions, transit agencies,
10 and other interested parties within the region. The plan will be
11 reviewed and approved by commute trip reduction board as established
12 under RCW 70.94.537. Regions without an approved regional commute trip
13 reduction plan shall not be eligible for state commute trip reduction
14 program funds.

15 The regional commute trip reduction plan shall be consistent with
16 and incorporated into transportation demand management components in
17 the regional transportation plan as required by RCW 47.80.030.

18 (7) Each ~~((county, city, or town))~~ regional transportation planning
19 organization implementing a regional commute trip reduction program
20 shall, ~~((within thirty days submit a summary of its plan along with~~
21 ~~certification of adoption))~~ consistent with the rules and deadline
22 established by the department of transportation, submit its plan as
23 well as any related local commute trip reduction plans and certified
24 growth and transportation efficiency center programs, to the commute
25 trip reduction ((task force)) board established under RCW 70.94.537.
26 The commute trip reduction board shall review the regional commute trip
27 reduction plan and the local commute trip reduction plans. The
28 regional transportation planning organization shall collaborate with
29 the commute trip reduction board to evaluate the consistency of local
30 commute trip reduction plans with the regional commute trip reduction
31 plan. Local and regional plans must be approved by the commute trip
32 reduction board in order to be eligible for state funding provided for
33 the purposes of this chapter.

34 (8) Each ~~((county, city, or town))~~ regional transportation planning
35 organization implementing a regional commute trip reduction program
36 shall submit an annual progress report to the commute trip reduction
37 ~~((task force))~~ board established under RCW 70.94.537. The report shall
38 be due ~~((July 1, 1994, and each July 1st thereafter through July 1,~~

1 2006)) at the end of each state fiscal year for which the program has
2 been implemented. The report shall describe progress in attaining the
3 applicable commute trip reduction goals (~~((for each commute trip~~
4 ~~reduction zone))~~) and shall highlight any problems being encountered in
5 achieving the goals. The information shall be reported in a form
6 established by the commute trip reduction (~~((task force))~~) board.

7 (9) Any waivers or modifications of the requirements of a commute
8 trip reduction plan granted by a jurisdiction shall be submitted for
9 review to the commute trip reduction (~~((task force))~~) board established
10 under RCW 70.94.537. The commute trip reduction (~~((task force))~~) board
11 may not deny the granting of a waiver or modification of the
12 requirements of a commute trip reduction plan by a jurisdiction but
13 they may notify the jurisdiction of any comments or objections.

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

18 (11) ~~Each county, city, or town implementing a commute trip~~
19 ~~reduction program shall ensure that employers that have modified their~~
20 ~~employees' work schedules so that some or all employees are not~~
21 ~~scheduled to arrive at work between 6:00 a.m. and 9:00 a.m. are~~
22 ~~provided credit when calculating single occupancy vehicle use and~~
23 ~~vehicle miles traveled at that worksite. This credit shall be awarded~~
24 ~~if implementation of the schedule change was an identified element in~~
25 ~~that worksite's approved commute trip reduction program or if the~~
26 ~~schedule change occurred because of impacts associated with chapter~~
27 ~~36.70A RCW, the growth management act.~~

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

30 ((13)) (11) Plans implemented under this section shall not apply
31 to construction worksites when the expected duration of the
32 construction project is less than two years.

33 NEW SECTION. Sec. 4. A new section is added to chapter 70.94 RCW
34 to read as follows:

35 (1) A county, city, or town may, as part of its commute trip
36 reduction plan, designate existing activity centers listed in its

1 comprehensive plan or new activity centers as growth and transportation
2 efficiency centers and establish a transportation demand management
3 program in the designated area.

4 (a) The transportation demand management program for the growth and
5 transportation efficiency center shall be developed in consultation
6 with local transit agencies, the applicable regional transportation
7 planning organization, major employers, and other interested parties.

8 (b) In order to be eligible for state funding provided for the
9 purposes of this section, designated growth and transportation
10 efficiency centers shall be certified by the applicable regional
11 transportation organization to: (i) Meet the minimum land use and
12 transportation criteria established in collaboration among local
13 jurisdictions, transit agencies, the regional transportation planning
14 organization, and other interested parties as part of the regional
15 commute trip reduction plan; and (ii) have established a transportation
16 demand management program that includes the elements identified in (c)
17 of this subsection and is consistent with the rules established by the
18 department of transportation in RCW 70.94.537(2). If a designated
19 growth and transportation efficiency center is denied certification,
20 the local jurisdiction may appeal the decision to the commute trip
21 reduction board.

22 (c) Transportation demand management programs for growth and
23 transportation efficiency centers shall include, but are not limited
24 to: (i) Goals for reductions in the proportion of single-occupant
25 vehicle trips that are more aggressive than the state program goal
26 established by the commute trip reduction board; (ii) a sustainable
27 financial plan demonstrating how the program can be implemented to meet
28 state and regional trip reduction goals, indicating resources from
29 public and private sources that are reasonably expected to be made
30 available to carry out the plan, and recommending any innovative
31 financing techniques consistent with chapter 47.29 RCW, including
32 public/private partnerships, to finance needed facilities, services,
33 and programs; (iii) a proposed organizational structure for
34 implementing the program; (iv) a proposal to measure performance toward
35 the goal and implementation progress; and (v) an evaluation to which
36 local land use and transportation policies apply, including parking
37 policies and ordinances, to determine the extent that they complement

1 and support the trip reduction investments of major employers. Each of
2 these program elements shall be consistent with the rules established
3 under RCW 70.94.537.

4 (d) A designated growth and transportation efficiency center shall
5 be consistent with the land use and transportation elements of the
6 local comprehensive plan.

7 (e) Transit agencies, local governments, and regional
8 transportation planning organizations shall identify certified growth
9 and transportation efficiency centers as priority areas for new service
10 and facility investments in their respective investment plans.

11 (2) A county, city, or town that has established a growth and
12 transportation efficiency center program shall support vehicle trip
13 reduction activities in the designated area. The implementing
14 jurisdiction shall adopt policies, ordinances, and funding strategies
15 that will lead to attainment of program goals in those areas.
16 Jurisdictions may apply but are not limited to any of the following
17 strategies, as long as the minimum state requirements are met:

18 (a) Lowering the size threshold of a major employer; and

19 (b) Adjusting the morning commute window.

20 **Sec. 5.** RCW 70.94.531 and 1997 c 250 s 3 are each amended to read
21 as follows:

22 (1) State agency worksites are subject to the same requirements
23 under this section and RCW 70.94.534 as private employers.

24 (2) Not more than ~~((six months))~~ ninety days after the adoption of
25 ~~((the))~~ a jurisdiction's commute trip reduction plan ~~((by a~~
26 ~~jurisdiction))~~, each major employer in that jurisdiction shall perform
27 a baseline measurement consistent with the rules established by the
28 department of transportation under RCW 70.94.537. Not more than ninety
29 days after receiving the results of the baseline measurement, each
30 major employer shall develop a commute trip reduction program and shall
31 submit a description of that program to the jurisdiction for review.
32 The program shall be implemented not more than ~~((six months))~~ ninety
33 days after ~~((submission to))~~ approval by the jurisdiction.

34 ~~((+2))~~ (3) A commute trip reduction program of a major employer
35 shall consist of, at a minimum (a) designation of a transportation
36 coordinator and the display of the name, location, and telephone number
37 of the coordinator in a prominent manner at each affected worksite; (b)

1 regular distribution of information to employees regarding alternatives
2 to single-occupant vehicle commuting; (c) (~~an annual~~) a regular
3 review of employee commuting and reporting of progress toward meeting
4 the single-occupant vehicle reduction goals to the county, city, or
5 town consistent with the method established in the commute trip
6 reduction plan and the rules established by the department of
7 transportation under RCW 70.94.537; and (d) implementation of a set of
8 measures designed to achieve the applicable commute trip reduction
9 goals adopted by the jurisdiction. Such measures may include but are
10 not limited to:

- 11 (i) Provision of preferential parking or reduced parking charges,
12 or both, for high occupancy vehicles;
- 13 (ii) Instituting or increasing parking charges for single-occupant
14 vehicles;
- 15 (iii) Provision of commuter ride matching services to facilitate
16 employee ridesharing for commute trips;
- 17 (iv) Provision of subsidies for transit fares;
- 18 (v) Provision of vans for van pools;
- 19 (vi) Provision of subsidies for car pooling or van pooling;
- 20 (vii) Permitting the use of the employer's vehicles for car pooling
21 or van pooling;
- 22 (viii) Permitting flexible work schedules to facilitate employees'
23 use of transit, car pools, or van pools;
- 24 (ix) Cooperation with transportation providers to provide
25 additional regular or express service to the worksite;
- 26 (x) Construction of special loading and unloading facilities for
27 transit, car pool, and van pool users;
- 28 (xi) Provision of bicycle parking facilities, lockers, changing
29 areas, and showers for employees who bicycle or walk to work;
- 30 (xii) Provision of a program of parking incentives such as a rebate
31 for employees who do not use the parking facility;
- 32 (xiii) Establishment of a program to permit employees to work part
33 or full time at home or at an alternative worksite closer to their
34 homes;
- 35 (xiv) Establishment of a program of alternative work schedules such
36 as compressed work week schedules which reduce commuting; and
- 37 (xv) Implementation of other measures designed to facilitate the

1 use of high-occupancy vehicles such as on-site day care facilities and
2 emergency taxi services.

3 ~~((+3))~~ (4) Employers or owners of worksites may form or utilize
4 existing transportation management associations or other
5 transportation-related associations authorized by RCW 35.87A.010 to
6 assist members in developing and implementing commute trip reduction
7 programs.

8 ~~((+4))~~ (5) Employers shall make a good faith effort towards
9 achievement of the goals identified in RCW 70.94.527(4)~~((+g))~~ (d).

10 **Sec. 6.** RCW 70.94.534 and 1997 c 250 s 4 are each amended to read
11 as follows:

12 (1) Each jurisdiction implementing a commute trip reduction plan
13 under this chapter or as part of a plan or ordinance developed under
14 RCW 36.70A.070 shall review each employer's initial commute trip
15 reduction program to determine if the program is likely to meet the
16 applicable commute trip reduction goals. The employer shall be
17 notified by the jurisdiction of its findings. If the jurisdiction
18 finds that the program is not likely to meet the applicable commute
19 trip reduction goals, the jurisdiction will work with the employer to
20 modify the program as necessary. The jurisdiction shall complete
21 review of each employer's initial commute trip reduction program within
22 ~~((three months))~~ ninety days of receipt.

23 (2) Employers implementing commute trip reduction programs are
24 expected to undertake good faith efforts to achieve the goals outlined
25 in RCW 70.94.527(4). Employers are considered to be making a good
26 faith effort if the following conditions have been met:

27 (a) The employer has met the minimum requirements identified in RCW
28 70.94.531; ~~((and))~~

29 (b) The employer has notified the jurisdiction of its intent to
30 substantially change or modify its program and has either received the
31 approval of the jurisdiction to do so or has acknowledged that its
32 program may not be approved without additional modifications;

33 (c) The employer has provided adequate information and
34 documentation of implementation when requested by the jurisdiction; and

35 (d) The employer is working collaboratively with its jurisdiction

1 to continue its existing program or is developing and implementing
2 program modifications likely to result in improvements to the program
3 over an agreed upon length of time.

4 (3) Each jurisdiction shall (~~annually~~) review at least once every
5 two years each employer's progress and good faith efforts toward
6 meeting the applicable commute trip reduction goals. If an employer
7 makes a good faith effort, as defined in this section, but is not
8 likely to meet the applicable commute trip reduction goals, the
9 jurisdiction shall work collaboratively with the employer to make
10 modifications to the commute trip reduction program. Failure of an
11 employer to reach the applicable commute trip reduction goals is not a
12 violation of this chapter.

13 (4) If an employer fails to make a good faith effort and fails to
14 meet the applicable commute trip reduction goals, the jurisdiction
15 shall work collaboratively with the employer to propose modifications
16 to the program and shall direct the employer to revise its program
17 within thirty days to incorporate those modifications or modifications
18 which the jurisdiction determines to be equivalent.

19 (5) Each jurisdiction implementing a commute trip reduction plan
20 pursuant to this chapter may impose civil penalties, in the manner
21 provided in chapter 7.80 RCW, for failure by an employer to implement
22 a commute trip reduction program or to modify its commute trip
23 reduction program as required in subsection (4) of this section. No
24 major employer may be held liable for civil penalties for failure to
25 reach the applicable commute trip reduction goals. No major employer
26 shall be liable for civil penalties under this chapter if failure to
27 achieve a commute trip reduction program goal was the result of an
28 inability to reach agreement with a certified collective bargaining
29 agent under applicable laws where the issue was raised by the employer
30 and pursued in good faith.

31 (6) Jurisdictions shall notify major employers of the procedures
32 for applying for goal modification or exemption from the commute trip
33 reduction requirements based on the guidelines established by the
34 commute trip reduction (~~task-force~~) board authorized under RCW
35 70.94.537.

36 **Sec. 7.** RCW 70.94.537 and 1997 c 250 s 5 are each amended to read
37 as follows:

1 (1) A (~~twenty-eight~~) sixteen member state commute trip reduction
2 (~~task force~~) board is established as follows:

3 (a) The secretary of the department of transportation or the
4 secretary's designee who shall serve as chair;

5 (b) (~~The director of the department of ecology or the director's~~
6 ~~designee;~~

7 (c) ~~The director of the department of community, trade, and~~
8 ~~economic development or the director's designee;~~

9 (d) ~~The director of the department of general administration or the~~
10 ~~director's designee;~~

11 (e) ~~Three representatives from~~) One representative from the office
12 of the governor or the governor's designee;

13 (c) The director or the director's designee of one of the following
14 agencies, to be determined by the governor:

15 (i) Department of general administration;
16 (ii) Department of ecology;
17 (iii) Department of community, trade, and economic development;

18 (d) Three representatives from cities and towns or counties
19 appointed by the governor for staggered four-year terms from a list
20 (~~of at least six~~) recommended by the association of Washington cities
21 or the Washington state association of counties;

22 (~~(f) Three representatives from cities and towns appointed by the~~
23 ~~governor from a list of at least six recommended by the association of~~
24 ~~Washington cities;~~

25 (~~g) Three~~) (e) Two representatives from transit agencies appointed
26 by the governor for staggered four-year terms from a list (~~of at least~~
27 ~~six~~) recommended by the Washington state transit association;

28 (~~(h) Twelve~~) (f) Two representatives from participating regional
29 transportation planning organizations appointed by the governor for
30 staggered four-year terms;

31 (g) Four representatives of employers at or owners of major
32 worksites in Washington, or transportation management associations,
33 business improvement areas, or other transportation organizations
34 representing employers, appointed by the governor (~~from a list~~
35 ~~recommended by the association of Washington business or other~~
36 ~~statewide business associations representing major employers, provided~~
37 ~~that every affected county shall have at least one representative; and~~
38 (~~i) Three~~) for staggered four-year terms; and

1 (h) Two citizens appointed by the governor for staggered four-year
2 terms.

3 Members of the commute trip reduction (~~((task force))~~) board shall
4 serve without compensation but shall be reimbursed for travel expenses
5 as provided in RCW 43.03.050 and 43.03.060. Members appointed by the
6 governor shall be compensated in accordance with RCW 43.03.220. The
7 (~~((task force))~~) board has all powers necessary to carry out its duties
8 as prescribed by this chapter. (~~((The task force shall be dissolved on~~
9 ~~July 1, 2006.))~~)

10 (2) By March 1, (~~((1992))~~) 2007, the (~~((commute trip reduction task~~
11 ~~force))~~) department of transportation shall establish (~~((guidelines))~~)
12 rules for commute trip reduction plans and implementation procedures.
13 The commute trip reduction board shall advise the department on the
14 content of the rules. The (~~((guidelines))~~) rules are intended to ensure
15 consistency in commute trip reduction plans and goals among
16 jurisdictions while fairly taking into account differences in
17 employment and housing density, employer size, existing and anticipated
18 levels of transit service, special employer circumstances, and other
19 factors the (~~((task force))~~) board determines to be relevant. The
20 (~~((guidelines))~~) rules shall include:

21 (a) Guidance criteria for ((establishing commute trip reduction
22 zones)) growth and transportation efficiency centers;

23 (b) (~~((Methods and information requirements for determining base~~
24 ~~year values of the proportion of single-occupant vehicle commute trips~~
25 ~~and the commute trip vehicle miles traveled per employee))~~) Data
26 measurement methods and procedures for determining the efficacy of
27 commute trip reduction activities and progress toward meeting commute
28 trip reduction plan goals;

29 (c) Model commute trip reduction ordinances;

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

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

1 ~~(f) ((Methods to ensure that employers shall receive full credit~~
2 ~~for the results of transportation demand management efforts and commute~~
3 ~~trip reduction programs which have been implemented by major employers~~
4 ~~prior to the base year;~~

5 ~~(g) Alternative commute trip reduction goals for major employers~~
6 ~~which cannot meet the goals of this chapter because of the unique~~
7 ~~nature of their business;~~

8 ~~(h) Alternative commute trip reduction goals for major employers~~
9 ~~whose worksites change and who contribute substantially to traffic~~
10 ~~congestion in a trip reduction zone; and~~

11 ~~(i) Methods to insure that employers receive credit for scheduling~~
12 ~~changes enacted pursuant to the criteria identified in RCW~~
13 ~~70.94.527(11).~~

14 ~~(3))~~ Establishment of a process for determining the state's
15 affected areas, including criteria and procedures for regional
16 transportation planning organizations in consultation with local
17 jurisdictions to propose to add or exempt urban growth areas;

18 (g) Listing of the affected areas of the program to be done every
19 four years as identified in subsection (5) of this section;

20 (h) Establishment of a criteria and application process to
21 determine whether jurisdictions that voluntarily implement commute trip
22 reduction are eligible for state funding;

23 (i) Guidelines and deadlines for creating and updating local
24 commute trip reduction plans, including guidance to ensure consistency
25 between the local commute trip reduction plan and the transportation
26 demand management strategies identified in the transportation element
27 in the local comprehensive plan, as required by RCW 36.70A.070.

28 (j) Guidelines for creating and updating regional commute trip
29 reduction plans, including guidance to ensure the regional commute trip
30 reduction plan is consistent with and incorporated into transportation
31 demand management components in the regional transportation plan;

32 (k) Methods for regional transportation planning organizations to
33 evaluate and certify that designated growth and transportation
34 efficiency center programs meet the minimum requirements and are
35 eligible for funding;

36 (l) Guidelines for creating and updating growth and transportation
37 efficiency center programs; and

1 (m) Establishment of statewide program goals. The goals shall be
2 designed to achieve substantial reductions in the proportion of
3 single-occupant vehicle commute trips and the commute trip vehicle
4 miles traveled per employee, at a level that is projected to improve
5 the mobility of people and goods by increasing the efficiency of the
6 state highway system.

7 (3) The board shall create a state commute trip reduction plan that
8 shall be updated every four years as discussed in subsection (5) of
9 this section. The state commute trip reduction plan shall include, but
10 is not limited to: (a) Statewide commute trip reduction program goals
11 that are designed to substantially improve the mobility of people and
12 goods; (b) identification of strategies at the state and regional
13 levels to achieve the goals and recommendations for how transportation
14 demand management strategies can be targeted most effectively to
15 support commute trip reduction program goals; (c) performance measures
16 for assessing the cost-effectiveness of commute trip reduction
17 strategies and the benefits for the state transportation system; and
18 (d) a sustainable financial plan. The board shall review and approve
19 regional commute trip reduction plans, and work collaboratively with
20 regional transportation planning organizations in the establishment of
21 the state commute trip reduction plan.

22 (4) The ((task—force)) board shall work with affected
23 jurisdictions, major employers, and other parties to develop and
24 implement a public awareness campaign designed to increase the
25 effectiveness of local commute trip reduction programs and support
26 achievement of the objectives identified in this chapter.

27 ~~((4) The task force shall assess the commute trip reduction~~
28 ~~options 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~~
31 ~~required to implement trip reduction programs and the appropriate~~
32 ~~methods those employers can use to accomplish trip reduction goals.))~~

33 (5) The board shall evaluate and update the commute trip reduction
34 program plan and recommend changes to the rules every four years, with
35 the first assessment report due July 1, 2011, to ensure that the latest
36 data methodology used by the department of transportation is
37 incorporated into the program and to determine which areas of the state
38 should be affected by the program. The board shall review the

1 definition of a major employer no later than December 1, 2009. The
2 board shall regularly identify urban growth areas that are projected to
3 be affected by this act in the next four-year period and may provide
4 advance planning support to the potentially affected jurisdictions.

5 (6) The ((task-force)) board shall review progress toward
6 implementing commute trip reduction plans and programs and the costs
7 and benefits of commute trip reduction plans and programs and shall
8 make recommendations to the legislature and the governor by December 1,
9 ((1995, December 1, 1999, December 1, 2001, December 1, 2003, and
10 December 1, 2005)) 2009, and every two years thereafter. In assessing
11 the costs and benefits, the ((task-force)) board shall consider the
12 costs of not having implemented commute trip reduction plans and
13 programs with the assistance of the transportation performance audit
14 board authorized under chapter 44.75 RCW. The ((task-force)) board
15 shall examine other transportation demand management programs
16 nationally and incorporate its findings into its recommendations to the
17 legislature. The recommendations shall address the need for
18 continuation, modification, or termination or any or all requirements
19 of this chapter. ((The recommendations made December 1, 1995, shall
20 include recommendations regarding extension of the requirements of this
21 chapter to employers with fifty or more full-time employees at a single
22 worksite who begin their regular work day between 6:00 a.m. and 9:00
23 a.m. on weekdays for more than twelve continuous months.))

24 (7) The board shall invite personnel with appropriate expertise
25 from state, regional, and local government, private, public, and
26 nonprofit providers of transportation services, and employers or owners
27 of major worksites in Washington to act as a technical advisory group.
28 The technical advisory group shall advise the board on the
29 implementation of local and regional commute trip reduction plans and
30 programs, program evaluation, program funding allocations, and state
31 rules and guidelines.

32 **Sec. 8.** RCW 70.94.541 and 1996 c 186 s 515 are each amended to
33 read as follows:

34 (1) ~~((A technical assistance team shall be established under the~~
35 ~~direction of the department of transportation and include~~
36 ~~representatives of the department of ecology.))~~ The ((team))
37 department of transportation shall provide staff support to the commute

1 trip reduction (~~((task force))~~) board in carrying out the requirements of
2 RCW 70.94.537 (~~((and to the department of general administration in~~
3 ~~carrying out the requirements of RCW 70.94.551))~~).

4 (2) The (~~((team))~~) department of transportation shall provide
5 technical assistance to regional transportation planning organizations,
6 counties, cities, and towns, the department of general administration,
7 other state agencies, and other employers in developing and
8 implementing commute trip reduction plans and programs. The technical
9 assistance shall include: (a) Guidance in (~~((determining base and~~
10 ~~subsequent year values of single-occupant vehicle commuting proportion~~
11 ~~and commute trip reduction vehicle miles traveled to be used in~~
12 ~~determining progress in attaining plan goals))~~) single measurement
13 methodology and practice to be used in determining progress in
14 attaining plan goals; (b) developing model plans and programs
15 appropriate to different situations; and (c) providing consistent
16 training and informational materials for the implementation of commute
17 trip reduction programs. Model plans and programs, training, and
18 informational materials shall be developed in cooperation with
19 representatives of regional transportation planning organizations,
20 local governments, transit agencies, and employers.

21 (3) In carrying out this section the department of transportation
22 may contract with statewide associations representing cities, towns,
23 and counties to assist cities, towns, and counties in implementing
24 commute trip reduction plans and programs.

25 **Sec. 9.** RCW 70.94.544 and 2001 c 74 s 1 are each amended to read
26 as follows:

27 A portion of the funds made available for the purposes of this
28 chapter shall be used to fund the commute trip reduction (~~((task force))~~)
29 board in carrying out the responsibilities of RCW (~~((70.94.541))~~)
30 70.94.537, and the (~~((interagency technical assistance team))~~) department
31 of transportation, including the activities authorized under RCW
32 70.94.541(2), and to assist regional transportation planning
33 organizations, counties, cities, and towns implementing commute trip
34 reduction plans. The commute trip reduction board shall determine the
35 allocation of program funds made available for the purposes of this
36 chapter to regional transportation planning organizations, counties,
37 cities, and towns implementing commute trip reduction plans. If state

1 funds for the purposes of this chapter are provided to those
2 jurisdictions implementing voluntary commute trip reduction plans, the
3 funds shall be disbursed based on criteria established by the commute
4 trip reduction board under RCW 70.94.537.

5 **Sec. 10.** RCW 70.94.547 and 1991 c 202 s 18 are each amended to
6 read as follows:

7 The legislature hereby recognizes the state's crucial leadership
8 role in establishing and implementing effective commute trip reduction
9 programs. Therefore, it is the policy of the state that the department
10 of general administration and other state agencies, including
11 institutions of higher education, shall aggressively develop
12 substantive programs to reduce commute trips by state employees.
13 Implementation of these programs will reduce energy consumption,
14 congestion in urban areas, and air and water pollution associated with
15 automobile travel.

16 **Sec. 11.** RCW 70.94.551 and 1997 c 250 s 6 are each amended to read
17 as follows:

18 (1) ~~The director of ((general administration, with the concurrence~~
19 ~~of an interagency task force established for the purposes of this~~
20 ~~section, shall coordinate a commute trip reduction plan for state~~
21 ~~agencies which are phase 1 major employers by January 1, 1993)) the~~
22 department of general administration may coordinate an interagency
23 board for the purpose of developing policies or guidelines that promote
24 consistency among state agency commute trip reduction programs required
25 by RCW 70.94.527 and 70.94.531. The ~~((task force))~~ board shall include
26 representatives of the departments of transportation ~~((and))~~, ecology,
27 and community, trade, and economic development and such other
28 departments and interested groups as the director of the department of
29 general administration determines to be necessary ~~((to be generally~~
30 ~~representative of state agencies. The state agency plan shall be~~
31 ~~consistent with the requirements of RCW 70.94.527 and 70.94.531 and~~
32 ~~shall be developed in consultation with state employees, local and~~
33 ~~regional governments, local transit agencies, the business community,~~
34 ~~and other interested groups. The plan shall consider and recommend))~~.
35 Policies and guidelines shall be applicable to all state agencies
36 including but not limited to policies and guidelines regarding parking

1 and parking charges, employee incentives for commuting by other than
2 single-occupant automobiles, flexible and alternative work schedules,
3 alternative worksites, and the use of state-owned vehicles for car and
4 van pools and guaranteed rides home. The ~~((plan))~~ policies and
5 guidelines shall also consider the costs and benefits to state agencies
6 of achieving commute trip reductions and consider mechanisms for
7 funding state agency commute trip reduction programs. ~~((The department~~
8 ~~shall, within thirty days, submit a summary of its plan along with~~
9 ~~certification of adoption to the commute trip reduction task force~~
10 ~~established under RCW 70.94.537.))~~

11 (2) ~~((Not more than three months after the adoption of the commute~~
12 ~~trip reduction plan, each state agency shall, for each facility which~~
13 ~~is a major employer, develop a commute trip reduction program. The~~
14 ~~program shall be designed to meet the goals of the commute trip~~
15 ~~reduction plan of the county, city, or town or, if there is no local~~
16 ~~commute trip reduction plan, the state. The program shall be~~
17 ~~consistent with the policies of the state commute trip reduction plan~~
18 ~~and RCW 70.94.531. The agency shall submit a description of that~~
19 ~~program to the local jurisdiction implementing a commute trip reduction~~
20 ~~plan or, if there is no local commute trip reduction plan, to the~~
21 ~~department of general administration. The program shall be implemented~~
22 ~~not more than three months after submission to the department. Annual~~
23 ~~reports required in RCW 70.94.531(2)(c) shall be submitted to the local~~
24 ~~jurisdiction implementing a commute trip reduction plan and to the~~
25 ~~department of general administration. An agency which is not meeting~~
26 ~~the applicable commute trip reduction goals shall, to the extent~~
27 ~~possible, modify its program to comply with the recommendations of the~~
28 ~~local jurisdiction or the department of general administration.~~

29 ~~(3))~~ State agencies sharing a common location ~~((may))~~ in affected
30 urban growth areas where the total number of state employees is one
31 hundred or more shall, with assistance from the department of general
32 administration, develop and implement a joint commute trip reduction
33 program ((or may delegate the development and implementation of the
34 commute trip reduction program to the department of general
35 administration)). The worksite shall be treated as specified in RCW
36 70.94.531 and 70.94.534.

37 ~~((4))~~ (3) The department of general administration ~~((in~~
38 ~~consultation with the state technical assistance team))~~ shall review

1 the initial commute trip reduction program of each state agency subject
2 to the commute trip reduction plan for state agencies to determine if
3 the program is likely to meet the applicable commute trip reduction
4 goals and notify the agency of any deficiencies. If it is found that
5 the program is not likely to meet the applicable commute trip reduction
6 goals, the ~~((team))~~ department of general administration will work with
7 the agency to modify the program as necessary.

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

15 ~~(6))~~ (4) Each state agency implementing a commute trip reduction
16 plan shall report at least once per year to its agency director on the
17 performance of the agency's commute trip reduction program as part of
18 the agency's quality management, accountability, and performance system
19 as defined by RCW 43.17.385. The reports shall assess the performance
20 of the program, progress toward state goals established under RCW
21 70.94.537, and recommendations for improving the program.

22 (5) The department of general administration shall review the
23 agency performance reports defined in subsection (4) of this section
24 and submit ~~((an annual progress))~~ a biennial report for state agencies
25 subject to ~~((the state agency commute trip reduction plan to the
26 commute trip reduction task force established under RCW 70.94.537. The
27 report shall be due April 1, 1993, and each April 1st through 2006.
28 The report shall report progress in attaining the applicable commute
29 trip reduction goals for each commute trip reduction zone and shall
30 highlight any problems being encountered in achieving the goals))~~ this
31 chapter to the governor and incorporate the report in the commute trip
32 reduction board report to the legislature as directed in RCW
33 70.94.537(6). The report shall include, but is not limited to, an
34 evaluation of the most recent measurement results, progress toward
35 state goals established under RCW 70.94.537, and recommendations for
36 improving the performance of state agency commute trip reduction

1 programs. The information shall be reported in a form established by
2 the commute trip reduction (~~task force~~) board.

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