FINAL BILL REPORT
ESHB 1071

C 257 L 11
Synopsis as Enacted

Brief Description: Creating a complete streets grant program.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Moeller, Fitzgibbon and Frockt).

House Committee on Transportation
Senate Committee on Transportation

Background:

Executive Order E 1028, adopted by the Washington Secretary of Transportation on November 24, 2003, directs the Washington State Department of Transportation (WSDOT) employees to implement a context sensitive solutions approach for all department projects. A context sensitive solutions approach means that the WSDOT employees working on projects and facilities should engage affected communities, assure the transportation objectives are clearly described and discussed with the local communities, recognize and address community and citizen concerns, and ensure the project is a safe facility for both the user and community. The WSDOT's Office of Highways and Local Programs and the State Design Engineer are responsible for carrying out this Executive Order.

"Complete streets" refers to the practice of designing and operating streets so that safe access is provided to all users, including motorists, bicyclists, pedestrians, and transit users. With regard to city streets that are part of a state highway system, local communities have jurisdiction and responsibility for curb maintenance and improvements while the WSDOT is responsible for maintaining and preserving the street itself. The WSDOT may relinquish control of street maintenance to the local jurisdiction.

Summary:

Complete Streets Grant Program.
The Complete Streets Grant Program (Grant Program) is established in the WSDOT's Highways and Local Programs Division. The purpose of the Grant Program is to encourage local governments to adopt urban arterial retrofit street ordinances to provide safe access to all users including pedestrians, bicyclists, motorists, and public transportation users. When developing the Grant Program, the WSDOT is to include local governments, the Department

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of Archaeology and Historic Preservation, and other organizations and groups that are interested in the Grant Program. Projects that are eligible for grants must be from a local government that has adopted a jurisdiction-wide complete streets ordinance that plans for the needs of all users and is consistent with sound engineering principles and the project must be:

- a street retrofit project that includes the addition of, or significant repair to, facilities that provide street access with all users in mind including pedestrians, bicyclists, and public transportation users; or
- a retrofit project on city streets that are part of a state highway that includes the addition of, or significant repair to, facilities that provide street access with all users in mind.

Sound engineering principles are defined as peer-reviewed context sensitive solution guides, reports, and publications. The Complete Streets Grant Program Account (Account) is created in the state treasury. The WSDOT may solicit and receive gifts, grants, or endowments from private and other sources and deposit those funds into the Account. Moneys in the Account may only be spent after appropriation. The WSDOT must report annually to the transportation committees of the Legislature on the status of any grant projects funded by the grant program.

State Highways that Include City Streets.
The WSDOT must consult with local jurisdictions in the design planning phases for new construction, reconstruction, or major street repair projects which include city streets that are part of a state highway and are initially planned or scoped after July 1, 2011. This consultation must include public outreach, meetings with stakeholders, and identification of community goals and priorities. The WSDOT must consider the needs of all users by applying context sensitive design solutions consistent with peer-reviewed context sensitive solutions guides, reports, and publications. The WSDOT may use Grant Program funds for city streets that are part of a state highway.

Votes on Final Passage:

House	56	41	
Senate	29	19	(Senate amended)
House	53	43	(House concurred)

Effective: July 22, 2011