

CERTIFICATION OF ENROLLMENT

ENGROSSED SUBSTITUTE HOUSE BILL 1071

62nd Legislature
2011 Regular Session

Passed by the House April 13, 2011
Yea 53 Nays 43

Speaker of the House of Representatives

Passed by the Senate April 4, 2011
Yea 29 Nays 19

CERTIFICATE

I, Barbara Baker, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE HOUSE BILL 1071** as passed by the House of Representatives and the Senate on the dates hereon set forth.

Chief Clerk

President of the Senate

Approved

FILED

**Secretary of State
State of Washington**

Governor of the State of Washington

ENGROSSED SUBSTITUTE HOUSE BILL 1071

AS AMENDED BY THE SENATE

Passed Legislature - 2011 Regular Session

State of Washington 62nd Legislature 2011 Regular Session

By House Transportation (originally sponsored by Representatives Moeller, Fitzgibbon, and Frockt)

READ FIRST TIME 02/03/11.

1 AN ACT Relating to creating a complete streets grant program;
2 adding new sections to chapter 47.04 RCW; and creating a new section.

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

4 NEW SECTION. **Sec. 1.** Urban main streets should be designed to
5 provide safe access to all users, including bicyclists, pedestrians,
6 motorists, and public transportation users. Context sensitive design
7 and engineering principles allow for flexible solutions depending on a
8 community's needs, and result in many positive outcomes for cities and
9 towns, including improving the health and safety of a community. It is
10 the intent of the legislature to encourage street designs that safely
11 meet the needs of all users and also protect and preserve a community's
12 environment and character.

13 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.04 RCW
14 to read as follows:

15 (1) The department shall establish a complete streets grant program
16 within the department's highways and local programs division, or its
17 successor. During program development, the department shall include,
18 at a minimum, the department of archaeology and historic preservation,

local governments, and other organizations or groups that are interested in the complete streets grant program. The purpose of the grant program is to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:

(a) Promoting healthy communities by encouraging walking, bicycling, and using public transportation;

(b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate.

(c) Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and

(d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.

(2) For purposes of this section:

(a) "Eligible project" means (i) a local government 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 (ii) a retrofit project on city streets that are part of a state highway that include the addition of, or significant repair to, facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users.

(b) "Local government" means incorporated cities and towns that have adopted a jurisdiction-wide complete streets ordinance that plans for the needs of all users and is consistent with sound engineering principles.

(c) "Sound engineering principles" means peer-reviewed, context sensitive solutions guides, reports, and publications, consistent with the purposes of this section.

(3) In carrying out the purposes of this section, the department may award funding, subject to the availability of amounts appropriated for this specific purpose, only to eligible projects that are designed consistent with sound engineering principles.

(4) The department must report annually to the transportation

1 committees of the legislature on the status of any grant projects
2 funded by the program created under this section.

3 **NEW SECTION.** **Sec. 3.** A new section is added to chapter 47.04 RCW
4 to read as follows:

5 (1) The complete streets grant program account is created in the
6 state treasury. Moneys in the account may be spent only after
7 appropriation. Only the department may authorize expenditures from the
8 account. The department may use complete streets grant program funds
9 for city streets, and city streets that are part of a state highway.
10 Expenditures from the account may be used solely for the grants
11 provided under section 2 of this act.

12 (2) The department may solicit and receive gifts, grants, or
13 endowments from private and other sources that are made, in trust or
14 otherwise, for the use and benefit of the purposes of the complete
15 streets grant program as provided in section 2 of this act.

16 **NEW SECTION.** **Sec. 4.** A new section is added to chapter 47.04 RCW
17 to read as follows:

18 When constructing, reconstructing, or making major improvements to
19 streets described in RCW 47.24.010, the department must, for street
20 projects initially planned or scoped after July 1, 2011:

21 (1) Consult with local jurisdictions in the design and planning
22 phases. Consultation with local jurisdictions must include public
23 outreach and meetings with interested stakeholders in the predesign
24 phase for the purpose of clarifying community goals and priorities
25 through community design exercises prior to developing any designs or
26 visualizations; and

27 (2) Consider the needs of all users by applying context sensitive
28 design solutions consistent with peer-reviewed, context sensitive
29 solutions guides, reports, and publications, consistent with the
30 purposes of this section.

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