

# HOUSE BILL REPORT

## HB 1135

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*As Reported By House Committee on:  
Transportation*

**Title:** An act relating to responsibility for city streets.

**Brief Description:** Adjusting city/state street responsibility.

**Sponsor(s):** Representatives Haugen, Wilson, R. Fisher, G. Fisher, Prince, Ferguson, Spanel, Hine, Tate, Hargrove, Dorn, Wood, Jones, Zellinsky, Brough, Bray, Ludwig, Rayburn and Betrozoff.

**Brief History:**

Reported by House Committee on:  
Transportation, March 5, 1991, DPS.

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**HOUSE COMMITTEE ON  
TRANSPORTATION**

**Majority Report:** *That Substitute House Bill No. 1135 be substituted therefor, and the substitute bill do pass.*  
Signed by 26 members: Representatives R. Fisher, Chair; R. Meyers, Vice Chair; Betrozoff, Ranking Minority Member; Chandler, Assistant Ranking Minority Member; Basich; Brough; Cantwell; Cooper; Day; G. Fisher; Forner; Haugen; Heavey; Horn; P. Johnson; R. Johnson; Jones; Kremen; Mitchell; Nelson; Orr; Prentice; Schmidt; Wilson; Wood; and Zellinsky.

**Staff:** Brian McMorrow (786-7304).

**Background:** Currently, in cities and towns whose population is 15,000 or less, the Department of Transportation assumes, at its expense: a) responsibility for the stability of the slopes and embankments within the right of way to protect the roadway itself; b) installing, maintaining and operating all illuminating facilities on any limited access facility, along with its interchanges; and c) installing, operating, maintaining and controlling all traffic control signals, signs and traffic control devices (including striping, lane marking and channelization) for the purpose of regulating both pedestrian and motor vehicular traffic on, entering upon, or leaving state highways. Cities and towns whose population is in excess of 15,000 assume all of the above responsibilities from the Department.

**Summary of Substitute Bill:** A task force is created a) to examine the population threshold at which cities and towns must assume responsibility for slopes, embankments, and traffic control signals on their streets that are part of the state highway system, and b) to assess their financial and staffing capability for assuming responsibility for traffic signals. The eight-member task force must include representatives from the Department of Transportation (DOT) and the cities, and must report its findings to the Legislative Transportation Committee by July 1, 1992. The DOT must not transfer the responsibility for maintaining slopes and embankments, or installing, operating, maintaining and controlling traffic signals to cities and towns whose populations have reached 15,000 after January 1, 1990, until the Legislature has acted upon the findings of the task force.

**Substitute Bill Compared to Original Bill:** A task force is created a) to examine the population threshold at which cities and towns must assume responsibility for slopes, embankments and traffic control signals on their streets that are part of the state highway system, and b) to assess their financial and staffing capability for assuming responsibility for traffic signals. The eight-member task force must include representatives from the Department of Transportation (DOT) and the cities, and must report its findings to the Legislative Transportation Committee by July 1, 1992. The DOT must not transfer the responsibility for maintaining slopes and embankments, or installing, operating, maintaining and controlling traffic signals to cities and towns whose populations have reached 15,000 after January 1, 1990, until the Legislature has acted upon the findings of the task force.

**Fiscal Note:** Requested February 1, 1991.

**Effective Date of Substitute Bill:** Ninety days after adjournment of session in which bill is passed.

**Testimony For:** Cities and towns whose populations have recently reached 15,000 do not have the financial resources or personnel to assume responsibility for maintaining slopes and embankments, and installing, maintaining, operating and controlling traffic signals.

**Testimony Against:** None.

**Witnesses:** Pat Nevins, City of Oak Harbor; Ray Reep, Mayor of Mount Vernon; and Stan Finkelstein, Association of Washington Cities.