

SENATE BILL REPORT

SB 5483

As Reported By Senate Committee On:
Transportation, February 19, 2007

Title: An act relating to retaining the distribution of city hardship assistance program funds to cities and towns for street maintenance.

Brief Description: Retaining the distribution of city hardship assistance program funds to cities and towns for street maintenance.

Sponsors: Senators Kauffman, Holmquist, Haugen, Clements, Rasmussen and Shin; by request of Transportation Improvement Board.

Brief History:

Committee Activity: Transportation: 2/05/07, 2/19/07 [DPS, w/oRec].

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: That Substitute Senate Bill No. 5483 be substituted therefor, and the substitute bill do pass.

Signed by Senators Haugen, Chair; Marr, Vice Chair; Swecker, Ranking Minority Member; Berkey, Clements, Delvin, Eide, Holmquist, Jacobsen, Kastama, Kauffman, Kilmer, Pflug, Sheldon and Spanel.

Minority Report: That it be referred without recommendation.

Signed by Senator Benton.

Staff: David Ward (786-7341)

Background: The City Hardship Assistance Program (CHAP) is a special maintenance program for cities with populations of less than 20,000 that take over state routes. There are currently 15 cities eligible to receive CHAP funds. CHAP funds total about \$1.6 million a biennium. Residual CHAP funding, if any, is ratably returned to cities based on population. A total of \$1.5 million in CHAP funds have been returned to cities since 1998.

Summary of Bill: CHAP funds are moved from the Urban Arterial Trust Account to the Small City Preservation and Sidewalk Account. The Small City Preservation and Sidewalk Account was created and funded at a level of \$2 million a biennium by the Legislature in 2006 for the purpose of funding preservation programs in cities with populations of less than 5,000. CHAP eligible projects would continue to be funded first, and any remaining CHAP funds would be used to fund additional small city preservation projects instead of being ratably returned to cities.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

EFFECT OF CHANGES MADE BY RECOMMENDED SUBSTITUTE AS PASSED COMMITTEE (Transportation): The substitute makes certain technical changes to allow for implementation of the bill.

Appropriation: None.

Fiscal Note: Not requested.

Committee/Commission/Task Force Created: No.

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

Staff Summary of Public Testimony: PRO: Distributing residual CHAP funds ratably to cities and towns throughout the state dilutes the effectiveness of this funding stream. Allowing instead for residual CHAP funds to be aggregated and invested in preserving city streets in our state's smallest communities allows for a more effective and economically sensible use of limited resources.

Persons Testifying: PRO: Steve Gorchester, Transportation Improvement Board.