

HOUSE BILL REPORT

SSB 5483

As Reported by House Committee On:
Transportation

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: Senate Committee on Transportation (originally sponsored by Senators Kauffman, Holmquist, Haugen, Clements, Rasmussen and Shin; by request of Transportation Improvement Board).

Brief History:

Committee Activity:

Transportation: 3/29/07, 3/30/07 [DP].

Brief Summary of Substitute Bill

- Moves City Hardship Assistance Program (CHAP) funding to the Small City Pavement Preservation and Sidewalk Account.
- Makes unused CHAP funding available to the Small City Pavement Preservation and Sidewalk Program.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 21 members: Representatives Clibborn, Chair; Flannigan, Vice Chair; Jarrett, Ranking Minority Member; Appleton, Armstrong, Curtis, Dickerson, Hailey, Hankins, Hudgins, Lovick, Rodne, Rolfes, Sells, Simpson, Springer, B. Sullivan, Takko, Upthegrove, Wallace and Wood.

Staff: Jerry Long (786-7306).

Background:

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.

The City Hardship Assistance Program (CHAP) is administered by the Transportation Improvement Board. The CHAP was created by the 1991 Legislature to provide state funding to offset extraordinary costs associated with the transfer of state highways to cities. The CHAP is funded by 1 percent of the motor fuel tax funds distributed to cities and is deposited into the Urban Arterial Trust Account. An eligible agency is a city that has a population of less than 20,000 and has received a transfer of roadway responsibility for a former state route. Projects are selected based on structural condition, accident experience, and relationship to other local agency projects. Cities are reimbursed for the entire project cost. In every odd year, funding not used is distributed to all of the cities in the state based on population.

Summary of Bill:

The CHAP funding will be deposited in the Small City Pavement Preservation and Sidewalk Account. The CHAP is available to cities with a population of 20,000 or less that have received responsibility for a state roadway. Funding not used will remain in the Small City Pavement Preservation and Sidewalk Account. The funding will provide grants to cities with a population under 5,000 through the Small City Pavement Preservation and Sidewalk Grant Program. The Small City Pavement Preservation and Sidewalk Account provides grant funding for chip seal and overlay of existing pavement and sidewalk maintenance.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect 90 days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony:

(In support) The funding that is not utilized in the CHAP is distributed out to all of the cities and towns in Washington, which means each town or city gets a very small amount under the current process. By using the funds for small city pavement preservation, it would add another eight to 10 new preservation projects for small cities. This would really help small cities in pavement preservation. There are presently several opportunities at the small city level where there is a need for roadway preservation and sidewalk maintenance.

(Opposed) None.

Persons Testifying: Senator Kauffman, prime sponsor; Steve Gorcester, Association of Washington Cities; and Ashley Probart, Transportation Improvement Board.

Persons Signed In To Testify But Not Testifying: None.