

**SENATE BILL REPORT**

**SSB 5744**

**AS PASSED SENATE, MARCH 13, 1993**

**Brief Description:** Changing provisions concerning streets that are part of the state highway system.

**SPONSORS:** Senate Committee on Transportation (originally sponsored by Senators Haugen, Loveland, Vognild, Winsley and M. Rasmussen)

**SENATE COMMITTEE ON TRANSPORTATION**

**Majority Report:** That Substitute Senate Bill No. 5744 be substituted therefor, and the substitute bill do pass.

Signed by Senators Vognild, Chairman; Loveland, Vice Chairman; Skratek, Vice Chairman; Barr, Haugen, Nelson, Oke, Prince, M. Rasmussen, Sheldon, von Reichbauer, and Winsley.

**Staff:** Jeff Doyle (786-7322)

**Hearing Dates:** February 24, 1993

**BACKGROUND:**

Certain city streets are designated as part of the state highway system. The jurisdiction and control of these streets is defined in statute. The statute provides that in cities or towns with a population of 15,000 or less, the Department of Transportation (DOT) is responsible for: (1) maintaining the stability of the slopes of cuts and fills and the embankments within the right of way to protect the roadway; and (2) operation, maintenance and control of traffic signals, signs and control devices for motor vehicles traffic and pedestrians on state highways.

If a city or town has a population greater than 15,000 after January, 1990, the state only retains these responsibilities until June 30, 1993, when the responsibilities for maintenance shift to the city or town.

In 1991 a task force was created to study the maintenance responsibilities of cities and towns and to reexamine the population threshold. The task force has recommended that the population threshold be raised to 20,000.

**SUMMARY:**

The population threshold at which cities and towns must assume additional responsibility for their streets that are part of the highway system is raised to 22,500.

Once a city or town is determined to have exceeded the threshold, the transfer of maintenance responsibilities takes effect three years from the date of the determination. During

this time, cities and towns may plan for additional staffing, budgetary and equipment requirements.

**Appropriation:** none

**Revenue:** none

**Fiscal Note:** none requested

**TESTIMONY FOR:**

The task force found that a city or town with a population between 20,000 and 25,000 would have the revenue to support the additional maintenance costs on the route. Therefore, the population threshold of 22,500 is agreeable to both the DOT and local governments.

**TESTIMONY AGAINST:** None

**TESTIFIED:** Senator Haugen, prime sponsor; Craig Olsen, Assn. WA Cities; Dennis Ingham, John Conrad, DOT