

# HOUSE BILL REPORT

## HB 1232

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### As Passed Legislature

**Title:** An act relating to state highway routes.

**Brief Description:** Changing the SR 2 spur to SR 41.

**Sponsors:** By House Committee on Transportation Policy & Budget (originally sponsored by Representatives Sump, Sheldon, Wood, Morris, Quall, K. Schmidt, Honeyford, Talcott, Hickel, Delvin, McMorris, Wensman and Doumit).

**Brief History:**

**Committee Activity:**

Transportation Policy & Budget: 2/3/97, 2/4/97 [DP].

**Floor Activity:**

Passed House: 2/21/97, 95-0.

Passed Legislature.

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### HOUSE COMMITTEE ON TRANSPORTATION POLICY & BUDGET

**Majority Report:** Do pass. Signed by 26 members: Representatives K. Schmidt, Chairman; Hankins, Vice Chairman; Mielke, Vice Chairman; Mitchell, Vice Chairman; Fisher, Ranking Minority Member; Blalock, Assistant Ranking Minority Member; Cooper, Assistant Ranking Minority Member; Backlund; Buck; Cairnes; Chandler; Constantine; DeBolt; Gardner; Hatfield; Johnson; Murray; O'Brien; Ogden; Radcliff; Robertson; Scott; Skinner; Sterk; Wood and Zellinsky.

**Staff:** Gene Baxstrom (786-7303).

**Background:** State law prescribes a numerical designation for each state highway and describes each highway route.

State Route (SR) 2 crosses the state from west to east and enters Idaho at Newport. At Newport the route takes two courses, easterly to connect with Idaho SR 2 at the border, as well as southerly on the border for four-tenths of a mile to connect with Idaho SR 41. The southerly route is also designated SR 2.

**Summary of Bill:** A four-tenths mile portion of existing State Route 2 in Newport, which connects with Idaho SR 41, is renamed as a new state highway, State Route 41.

**Appropriation:** None.

**Fiscal Note:** Not requested.

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

**Testimony For:** This action would clarify the alternative routes to Idaho and make them consistent with Idaho route designations.

**Testimony Against:** None.

**Testified:** Representative Bob Sump, prime sponsor; and Charlie Howard, Department of Transportation.