

HOUSE BILL REPORT

HB 1482

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: Representatives Takko, Flannigan, Springer and Hailey; by request of Transportation Improvement Board.

Brief History:

Committee Activity:

Transportation: 2/5/07, 2/14/07 [DPS].

Brief Summary of Substitute Bill

- City Hardship Assistance Program funding is moved to the Small City Pavement Preservation and Sidewalk Account.
- City Hardship Assistance Program funding not used will become available to the Small City Pavement Preservation and Sidewalk Program.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 25 members: Representatives Clibborn, Chair; Jarrett, Ranking Minority Member; Schindler, Assistant Ranking Minority Member; Appleton, Armstrong, Campbell, Curtis, Dickerson, Eddy, Ericksen, Hailey, Hankins, Hudgins, Kristiansen, 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 Substitute 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 Preservation and Sidewalk Grant Program. The CHAP provides grant funding for chip seal and overlay of existing pavement and sidewalk maintenance.

Substitute Bill Compared to Original Bill:

Technical changes:

- authorizes cities with a population of 20,000 or less that have received a jurisdictional transfer from the state highway system, to receive money from the Small City Pavement and Sidewalk Account;
 - provides authorization for the money in the Small City Pavement and Sidewalk Account to be used for the CHAP;
 - clarifies that the amount of money for the CHAP cannot exceed the existing authorized amount already in statute; and
 - removes the distribution language that distributes any remaining CHAP funds back to the cities and towns since the language under the bill provisions are no longer required.
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Appropriation: None.

Fiscal Note: Available.

Effective Date of Substitute Bill: 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 could really help small cities in pavement preservation.

Persons Testifying: (In support) Ashley Probart, Association of Washington Cities.

Persons Signed In To Testify But Not Testifying: None.