

SENATE BILL REPORT

SHB 1061

As of March 26, 1999

Title: An act relating to the freight mobility strategic investment board.

Brief Description: Modifying provisions concerning the freight mobility strategic investment board.

Sponsors: House Committee on Transportation (originally sponsored by Representatives K. Schmidt, Fisher, Radcliff, Sullivan, Skinner and Hankins; by request of Legislative Transportation Committee).

Brief History:

Committee Activity: Transportation: 3/31/99.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Jeff Doyle (786-7322)

Background: In 1998, the Legislature created the Freight Mobility Strategic Investment Program. The purpose of the program is to construct high-priority freight transportation projects using the greatest amount of partnership (non-state) funding possible.

The program is governed by the Freight Mobility Strategic Investment Board (FMSIB). The FMSIB is comprised of freight mobility stakeholders, including the state, cities, counties, port districts, representatives of the trucking and railroad industry, barge and steamship operators, and a representative from the Governor's office.

The FMSIB was directed to employ an executive director and submit a status report and staffing plan to the Legislature prior to the 1999 legislative session. It was anticipated that the FMSIB would remain an autonomous board operating independently from the state Department of Transportation (DOT). Current law requires that DOT, the Transportation Improvement Board (TIB) and the County Road Administration Board (CRAB) provide staff support for most of the FMSIB's functions.

The authorizing legislation does not permit board members to be reimbursed travel and other necessary expenses for attending board meetings. This was done with the expectation that each member of the board, or his/her representative agency, would pay for their travel expenses.

Summary of Bill: Members of the FMSIB are eligible to receive travel reimbursement as allowed under the Office of Financial Management guidelines.

The FMSIB is no longer required to hire an executive director. If the FMSIB chooses not to hire an executive director, it may contract out with the private sector or rely on state

transportation-related agencies to carry out the responsibilities of that position. The FMSIB may obtain additional staff support from DOT, TIB and CRAB.

Appropriation: None.

Fiscal Note: Requested on January 19, 1999.

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