

HOUSE BILL REPORT

SSB 5153

As Reported By House Committee On:
Transportation

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

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

Sponsors: Senate Committee on Transportation (originally sponsored by Senators Haugen, Goings, Gardner, T. Sheldon, Rasmussen and Patterson; by request of Legislative Transportation Committee).

Brief History:

Committee Activity:

Transportation: 3/31/99, 4/1/99 [DPA].

**Brief Summary of Substitute Bill
(As Amended by House Committee)**

- Allows board members to receive reimbursement for all necessary and reasonable travel expenses.
- Provides board greater flexibility to contract out for the executive director position, rather than hiring full-time staff.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended. Signed by 25 members: Representatives Fisher, Democratic Co-Chair; K. Schmidt, Republican Co-Chair; Cooper, Democratic 1st Vice Chair; Ericksen, Republican Vice Chair; Hankins, Republican Vice Chair; Buck; G. Chandler; DeBolt; Fortunato; Haigh; Hatfield; Hurst; Lovick; McDonald; Mitchell; Morris; Murray; Ogden; Pflug; Radcliff; Romero; Schindler; Schual-Berke; Skinner and Wood.

Staff: Jeff Doyle (786-7322).

Background:

In 1998, the Legislature created the Freight Mobility Strategic Investment Program (FMSIB). 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 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 the 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 Amended Bill:

Members of the FMSIB are eligible to receive customary and reasonable 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 any transportation agency or private entity for that position. The FMSIB may obtain additional staff support from DOT, TIB and CRAB.

Amended Bill Compared to Substitute Bill: Allows the board greater flexibility to contract out for the executive director position, rather than hiring additional staff.

Appropriation: None.

Fiscal Note: Available.

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

Testimony For: None.

Testimony Against: None.

Testified: None.