

FINAL BILL REPORT

SSB 5153

C 216 L 99

Synopsis as Enacted

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).

Senate Committee on Transportation
House Committee on Transportation

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). 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.

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 FMSIB would remain an autonomous board operating independently from the state Department of Transportation (DOT). Current law requires that DOT, the Transportation Improvement Board and County Road Administration Board provide staff support for most of 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: Members of the Freight Mobility Strategic Investment Board are eligible to receive customary and reasonable travel reimbursement as allowed under Office of Financial Management guidelines.

FMSIB is no longer required to hire an executive director. If FMSIB chooses not to hire an executive director, it may contract out with any transportation-related agency or with the private sector for that position.

Votes on Final Passage:

Senate	47	0	
House	96	0	(House amended)
Senate	47	0	(Senate concurred)

Effective: July 25, 1999