

HB 3220 - DIGEST

Finds that: (1) Washington state is uniquely positioned as a gateway to the global economy. As the most trade-dependent state in the nation, per capita, Washington's economy is highly dependent on a freight mobility network that efficiently moves goods. Agricultural products compose a significant portion of the goods moved over the state's freight mobility network.

(2) The agricultural industry is a vital state economic interest. Once food and agricultural products have been processed, packaged, and shipped, the overall economic impact is estimated at thirteen percent of the state's total economy.

(3) A coordinated and comprehensive state policy on freight mobility is needed to facilitate freight movement to local, national, and international markets. Currently, the administration of freight mobility is conducted under two separate state entities: The department of transportation and the freight mobility strategic investment board.

Provides that, in order to provide a more coordinated and comprehensive state policy on freight mobility and increase coordination with the agricultural industry, it is the intent of the legislature that statewide freight mobility planning and administration be combined into one entity, the freight mobility strategic investment board, and that the membership of the freight mobility strategic investment board include the director of the department of agriculture or his or her designee.

Provides that all powers, duties, and functions of the department pertaining to freight rail mobility as described in this act are transferred to the board. The department's rail engineering and environmental services functions shall remain within the department.