

SENATE BILL REPORT

SHB 1256

As Reported by Senate Committee On:
Transportation, March 19, 2013

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

Brief Description: Addressing project selection by the freight mobility strategic investment board.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Fey, Orcutt, Tarleton, Jinkins and Morrell; by request of Freight Mobility Strategic Investment Board).

Brief History: Passed House: 2/27/13, 88-9.

Committee Activity: Transportation: 3/14/13, 3/19/13 [DP].

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Eide, Co-Chair; King, Co-Chair; Benton, Vice Co-Chair; Hobbs, Vice Co-Chair; Fain, Budget Leadership Cabinet; Billig, Brown, Ericksen, Litzow, Mullet, Rolfes, Schlicher and Smith.

Staff: Amanda Cecil (786-7429)

Background: The Freight Mobility Strategic Investment Board (FMSIB) was created by the Legislature in 1998 to implement the state's freight mobility strategic investment program. FMSIB is comprised of 12 members representing various aspects of the state and transportation system including cities, counties, ports, railroads, trucking, shipping, the general public, the Office of Financial Management (OFM), and the Washington State Department of Transportation. FMSIB is the administering agency for two freight mobility accounts in the state treasury: the Freight Mobility Investment Account; and the Freight Mobility Multimodal Account. Both accounts receive a statutory transfer of \$6 million each biennium. FMSIB solicits, reviews, evaluates, and prioritizes freight projects from public entities. Annually, FMSIB submits the list of prioritized freight projects to OFM and the Legislature as part of their budget request. Expenditures from the Freight Mobility Investment Account and Freight Mobility Multimodal Account can only be used for freight mobility projects identified in the Omnibus Transportation Appropriations Act.

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.

In January 2011, the Joint Transportation Committee (JTC) completed a Local Agency Efficiencies study that evaluated funding and services offered by four state agencies providing local transportation services and included FMSIB. One recommendation from the study stated that FMSIB should be given the ability to finalize their project list without legislative approval; this would speed project implementation and put FMSIB more inline with other agencies that provide local transportation services.

Summary of Bill: FMSIB is no longer required to submit a project list to OFM and the Legislature as part of their budget request. Expenditures from the Freight Mobility Investment Account and the Freight Mobility Multimodal Account may only to be used for freight mobility projects that have been approved by FMSIB.

Appropriation: None.

Fiscal Note: Available.

Committee/Commission/Task Force Created: No.

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

Staff Summary of Public Testimony: PRO: This will allow the agency to manage the budget at the appropriation level instead of the project level and to move projects forward faster without holding up private and public funds.

Persons Testifying: PRO: Ashley Probart, FMSIB; Rick Wickman, Port of Vancouver.