

5248-S

Sponsor(s): Senate Committee on Highways & Transportation
(originally sponsored by Senators Horn, Haugen, Prentice, Oke and Stevens)

Brief Description: Achieving transportation workforce efficiencies.

SB 5248-S - DIGEST

(DIGEST AS ENACTED)

Finds that there is a pressing need for additional transportation projects to meet the mobility needs of Washington's citizens. With major new investments approved to meet these pressing needs, additional workforce assistance is necessary to ensure and enhance project delivery timelines.

Finds that recruiting and retaining a high quality workforce, and implementing new and innovative procedures for delivering these transportation projects, is required to accomplish them on a timely basis that best serves the public.

Declares an intent that no state employees will lose their employment as a result of implementing new and innovative project delivery procedures.

Finds that a skilled technical workforce is necessary for maintaining, preserving, and improving Washington's transportation system.

Declares an intent that the state prevailing wage process operate efficiently, that the process allow contractors and workers to be paid promptly, and that new technologies and innovative outreach methods be used to enhance wage surveys in order to better reflect current wages in counties across the state.

Directs the apprenticeship council to work with the department of transportation, local transportation jurisdictions, local and statewide joint apprenticeships, other apprenticeship programs, representatives of labor and business organizations with interest and expertise in the transportation workforce, and representatives of the state's universities and community and vocational colleges to establish technical apprenticeship opportunities specific to the needs of transportation. The council shall issue a report of findings and recommendations to the transportation committees of the legislature by December 1, 2003.

Requires the department of transportation to work with representatives of transportation labor groups to develop a financial incentive program to aid in retention and recruitment of employee classifications where problems exist and program delivery is negatively affected.

Provides that, starting in December 2004, and biennially thereafter, the secretary shall report to the transportation committees of the legislature on the use of construction engineering services from private firms authorized under this act.

Declares that nothing contained in chapter 41.06 RCW prohibits the department of transportation from purchasing construction services or construction engineering services, as those terms are defined in section 102 of this act, by contract from qualified

private businesses as specified in section 103(2) of this act.

Appropriates the sum of one hundred thousand dollars, or as much thereof as may be necessary, from the public works administration account to the department of labor and industries for the biennium ending June 30, 2005, to carry out the purposes of sections 201, 205, and 206 of this act.

Finds that roads, streets, bridges, and highways in the state represent public assets worth over one hundred billion dollars. These investments require regular maintenance and preservation, or rehabilitation, to provide cost-effective transportation services. Many of these facilities are in poor condition. Given the magnitude of public investment and the importance of safe, reliable roadways to the motoring public, the legislature intends to create stronger accountability to ensure that cost-effective maintenance and preservation is provided for these transportation facilities.

Declares that this act is null and void if new transportation revenues do not become law by January 1, 2004.