

# HOUSE BILL REPORT

## HB 2271

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**As Reported by House Committee On:**  
Transportation

**Title:** An act relating to work performed by state forces on ferry vessels or terminals.

**Brief Description:** Authorizing state forces to perform work on ferry vessels or terminals when estimated costs are less than one hundred twenty thousand dollars.

**Sponsors:** Representatives Liias, Rodne, Sells, Clibborn, Johnson, Takko, Van De Wege, Springer, Williams, Finn, Nelson, Seaquist and Simpson; by request of Department of Transportation.

**Brief History:**

**Committee Activity:**

Transportation: 2/24/09, 2/27/09 [DP]; 1/14/10 [DP].

**Brief Summary of Bill**

- Allows state work forces to maintain and preserve the Washington State Department of Transportation ferry vessels and terminals if the estimated cost of the work is less than \$120,000, as opposed to the current limit of \$60,000.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass. Signed by 16 members: Representatives Clibborn, Chair; Liias, Vice Chair; Driscoll, Eddy, Finn, Flannigan, Moeller, Morris, Rolfes, Sells, Simpson, Springer, Takko, Upthegrove, Wallace and Williams.

**Minority Report:** Do not pass. Signed by 9 members: Representatives Roach, Ranking Minority Member; Armstrong, Ericksen, Herrera, Johnson, Klippert, Kristiansen, Nealey and Shea.

**Staff:** Debbie Driver (786-7143).

**Background:**

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*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.*

State highways may be constructed, altered, repaired, or improved by state work forces or by contractors. The work may be done by state work forces when:

- estimated costs are less than \$60,000; or
- estimated costs are less than \$100,000 and delay of the project would jeopardize a state highway or constitute a danger to the traveling public.

The Washington State Department of Transportation (WSDOT) Ferries Division has a maintenance facility located at Eagle Harbor on Bainbridge Island. The WSDOT employees at the site perform maintenance and preservation work on ferry vessels and terminals within the contracting limits in state law.

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### **Summary of Bill:**

State work forces may construct, alter, repair, or improve the WSDOT ferry vessels and terminals if the estimated cost of the work is less than \$120,000.

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**Appropriation:** None.

**Fiscal Note:** 2009 Fiscal Note Available.

**Effective Date:** The bill takes effect 90 days after adjournment of the session in which the bill is passed.

### **Staff Summary of Public Testimony:**

(In support) This bill is the product of cooperation between management and labor, and will help reduce costs to maintain and preserve ferry vessels and terminals. The workers at Eagle Harbor are highly skilled and know ferry terminals and vessels yet the hourly burdened labor rate is less for Eagle Harbor employees than for commercial contract employees. The ferries would still use commercial vendors for a variety of projects, but this bill would allow cost savings for tax payers by increasing the threshold that determines when a project can be completed by the state work force. The bill provides an increase to a threshold that has not been adjusted by an inflation factor while project costs have increased over the past decade.

(Opposed) The increase in the limits to retain work at the state would result in taking jobs out of the private sector at a time when private sector jobs are needed. If a private contractor does not complete a job to satisfaction, they respond by improving the project. Public workers would spend more time on the job, which would cost taxpayers money and increase the timeline of the project. Keep jobs in the private sector and keep the work in the private sector.

**Persons Testifying:** (In support) Representative Liias, prime sponsor; David Moseley, Assistant Secretary, and Vern Day, Washington State Department of Transportation, Ferries

Division; Gordon Baxter and Marty Yellam, Puget Sound Metal Trades Council; and Robert Scott, Northwest Carpenters and Puget Sound Metal Trades Council.

(Opposed) Larry Stevens, Mechanical Contractors and Electrical Contractors.

**Persons Signed In To Testify But Not Testifying:** None.