

2 **ESSB 5743** - S AMD 483
3 By Senator Haugen

4 ADOPTED 01/16/02

5 Strike everything after the enacting clause and insert the
6 following:

7 NEW SECTION. **Sec. 1.** The legislature finds that a skilled
8 technical work force is necessary for maintaining, preserving, and
9 improving Washington's transportation system. The Blue Ribbon
10 Commission on Transportation found that state and local transportation
11 agencies are showing signs of a work force that is insufficiently
12 skilled to operate the transportation system at its highest level.
13 This act is intended to explore methods for fostering a stronger
14 industry in transportation planning and engineering.

15 NEW SECTION. **Sec. 2.** A new section is added to chapter 49.04 RCW
16 to read as follows:

17 The apprenticeship council shall work with the department of
18 transportation, local transportation jurisdictions, local and state
19 joint apprenticeships, representatives of transportation labor groups,
20 and representatives of the state's universities and community and
21 vocational colleges to establish technical apprenticeship opportunities
22 specific to the needs of transportation. The council shall issue a
23 report of findings and recommendations to the transportation committees
24 of the legislature by December 1, 2002. The report must include, but
25 not be limited to, findings and recommendations regarding the
26 establishment of transportation technical training programs within the
27 community and vocational college system and in the state universities.

28 NEW SECTION. **Sec. 3.** A new section is added to chapter 47.01 RCW
29 to read as follows:

30 The department of transportation shall work with local
31 transportation jurisdictions and representatives of transportation
32 labor groups to establish a human resources skills bank of
33 transportation professionals. The skills bank must be designed to
34 allow all transportation authorities to draw from it when needed. The

1 department shall issue a report of findings and recommendations to the
2 transportation committees of the legislature by December 1, 2002. The
3 report must include, but not be limited to, identification of any
4 statutory or administrative rule changes necessary to create the skills
5 bank and allow it to function in the manner described.

6 NEW SECTION. **Sec. 4.** A new section is added to chapter 47.06 RCW
7 to read as follows:

8 The state-interest component of the statewide multimodal
9 transportation plan must include a plan for enhancing the skills of the
10 existing technical transportation work force.

11 **Sec. 5.** RCW 47.80.030 and 1998 c 171 s 9 are each amended to read
12 as follows:

13 (1) Each regional transportation planning organization shall
14 develop in cooperation with the department of transportation, providers
15 of public transportation and high capacity transportation, ports, and
16 local governments within the region, adopt, and periodically update a
17 regional transportation plan that:

18 (a) Is based on a least cost planning methodology that identifies
19 the most cost-effective facilities, services, and programs;

20 (b) Identifies existing or planned transportation facilities,
21 services, and programs, including but not limited to major roadways
22 including state highways and regional arterials, transit and
23 nonmotorized services and facilities, multimodal and intermodal
24 facilities, marine ports and airports, railroads, and noncapital
25 programs including transportation demand management that should
26 function as an integrated regional transportation system, giving
27 emphasis to those facilities, services, and programs that exhibit one
28 or more of the following characteristics:

29 (i) Crosses member county lines;

30 (ii) Is or will be used by a significant number of people who live
31 or work outside the county in which the facility, service, or project
32 is located;

33 (iii) Significant impacts are expected to be felt in more than one
34 county;

35 (iv) Potentially adverse impacts of the facility, service, program,
36 or project can be better avoided or mitigated through adherence to
37 regional policies;

1 (v) Transportation needs addressed by a project have been
2 identified by the regional transportation planning process and the
3 remedy is deemed to have regional significance; and

4 (vi) Provides for system continuity;

5 (c) Establishes level of service standards for state highways and
6 state ferry routes, with the exception of transportation facilities of
7 statewide significance as defined in RCW 47.06.140. These regionally
8 established level of service standards for state highways and state
9 ferries shall be developed jointly with the department of
10 transportation, to encourage consistency across jurisdictions. In
11 establishing level of service standards for state highways and state
12 ferries, consideration shall be given for the necessary balance between
13 providing for the free interjurisdictional movement of people and goods
14 and the needs of local commuters using state facilities;

15 (d) Includes a financial plan demonstrating how the regional
16 transportation plan can be implemented, indicating resources from
17 public and private sources that are reasonably expected to be made
18 available to carry out the plan, and recommending any innovative
19 financing techniques to finance needed facilities, services, and
20 programs;

21 (e) Assesses regional development patterns, capital investment and
22 other measures necessary to:

23 (i) Ensure the preservation of the existing regional transportation
24 system, including requirements for operational improvements,
25 resurfacing, restoration, and rehabilitation of existing and future
26 major roadways, as well as operations, maintenance, modernization, and
27 rehabilitation of existing and future transit, railroad systems and
28 corridors, and nonmotorized facilities; and

29 (ii) Make the most efficient use of existing transportation
30 facilities to relieve vehicular congestion and maximize the mobility of
31 people and goods;

32 (f) Sets forth a proposed regional transportation approach,
33 including capital investments, service improvements, programs, and
34 transportation demand management measures to guide the development of
35 the integrated, multimodal regional transportation system; (~~and~~)

36 (g) Where appropriate, sets forth the relationship of high capacity
37 transportation providers and other public transit providers with regard
38 to responsibility for, and the coordination between, services and
39 facilities; and

