
SECOND ENGROSSED SUBSTITUTE SENATE BILL 5743

State of Washington

57th Legislature

2001 Regular Session

By Senate Committee on Transportation (originally sponsored by Senators Haugen, Horn, Shin, Winsley, Oke and Kohl-Welles; by request of The Blue Ribbon Commission on Transportation)

READ FIRST TIME 03/08/01.

1 AN ACT Relating to investing in human resources for transportation;
2 amending RCW 47.80.030; adding a new section to chapter 49.04 RCW;
3 adding a new section to chapter 47.01 RCW; adding a new section to
4 chapter 47.06 RCW; and creating new sections.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

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

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

16 The apprenticeship council shall work with the department of
17 transportation, local transportation jurisdictions, local and state
18 joint apprenticeships, representatives of transportation labor groups,

1 and representatives of the state's universities and community and
2 vocational colleges to establish technical apprenticeship opportunities
3 specific to the needs of transportation. The council shall issue a
4 report of findings and recommendations to the transportation committees
5 of the legislature by December 1, 2002. The report must include, but
6 not be limited to, findings and recommendations regarding the
7 establishment of transportation technical training programs within the
8 community and vocational college system and in the state universities.

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

11 The department of transportation shall work with local
12 transportation jurisdictions and representatives of transportation
13 labor groups to establish a human resources skills bank of
14 transportation professionals. The skills bank must be designed to
15 allow all transportation authorities to draw from it when needed. The
16 department shall issue a report of findings and recommendations to the
17 transportation committees of the legislature by December 1, 2002. The
18 report must include, but not be limited to, identification of any
19 statutory or administrative rule changes necessary to create the skills
20 bank and allow it to function in the manner described.

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

23 The state-interest component of the statewide multimodal
24 transportation plan must include a plan for enhancing the skills of the
25 existing technical transportation work force.

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

28 (1) Each regional transportation planning organization shall
29 develop in cooperation with the department of transportation, providers
30 of public transportation and high capacity transportation, ports, and
31 local governments within the region, adopt, and periodically update a
32 regional transportation plan that:

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

35 (b) Identifies existing or planned transportation facilities,
36 services, and programs, including but not limited to major roadways

1 including state highways and regional arterials, transit and
2 nonmotorized services and facilities, multimodal and intermodal
3 facilities, marine ports and airports, railroads, and noncapital
4 programs including transportation demand management that should
5 function as an integrated regional transportation system, giving
6 emphasis to those facilities, services, and programs that exhibit one
7 or more of the following characteristics:

8 (i) Crosses member county lines;

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

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

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

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

20 (vi) Provides for system continuity;

21 (c) Establishes level of service standards for state highways and
22 state ferry routes, with the exception of transportation facilities of
23 statewide significance as defined in RCW 47.06.140. These regionally
24 established level of service standards for state highways and state
25 ferries shall be developed jointly with the department of
26 transportation, to encourage consistency across jurisdictions. In
27 establishing level of service standards for state highways and state
28 ferries, consideration shall be given for the necessary balance between
29 providing for the free interjurisdictional movement of people and goods
30 and the needs of local commuters using state facilities;

31 (d) Includes a financial plan demonstrating how the regional
32 transportation plan can be implemented, indicating resources from
33 public and private sources that are reasonably expected to be made
34 available to carry out the plan, and recommending any innovative
35 financing techniques to finance needed facilities, services, and
36 programs;

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

1 (i) Ensure the preservation of the existing regional transportation
2 system, including requirements for operational improvements,
3 resurfacing, restoration, and rehabilitation of existing and future
4 major roadways, as well as operations, maintenance, modernization, and
5 rehabilitation of existing and future transit, railroad systems and
6 corridors, and nonmotorized facilities; and

7 (ii) Make the most efficient use of existing transportation
8 facilities to relieve vehicular congestion and maximize the mobility of
9 people and goods;

10 (f) Sets forth a proposed regional transportation approach,
11 including capital investments, service improvements, programs, and
12 transportation demand management measures to guide the development of
13 the integrated, multimodal regional transportation system; ((and))

14 (g) Where appropriate, sets forth the relationship of high capacity
15 transportation providers and other public transit providers with regard
16 to responsibility for, and the coordination between, services and
17 facilities; and

18 (h) Provides for training that enhances the skills of the existing
19 technical transportation work force.

20 (2) The organization shall review the regional transportation plan
21 biennially for currency and forward the adopted plan along with
22 documentation of the biennial review to the state department of
23 transportation.

24 (3) All transportation projects, programs, and transportation
25 demand management measures within the region that have an impact upon
26 regional facilities or services must be consistent with the plan and
27 with the adopted regional growth and transportation strategies.

28 NEW SECTION. Sec. 6. The department of labor and industries, in
29 cooperation with the department of transportation, shall conduct an
30 assessment of the current practices, including survey techniques, used
31 in setting prevailing wages for those trades related to transportation
32 facilities and transportation project delivery. The assessment must
33 include an analysis of regional variations. A final report must be
34 submitted to the governor and the transportation committees of the
35 senate and house of representatives by December 1, 2002.

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