

# FINAL BILL REPORT

## EHB 1849

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C 244 L 18  
Synopsis as Enacted

**Brief Description:** Addressing compliance with apprenticeship utilization requirements.

**Sponsors:** Representatives Sells, Doglio, Pollet, Ormsby, Tharinger and Farrell.

**House Committee on Capital Budget**  
**Senate Committee on Transportation**

### **Background:**

#### Apprenticeships.

Apprenticeships are a combination of on-the-job training under the supervision of journey level workers and related classroom instruction. Apprenticeships last from one to six years. During an apprenticeship, apprentices are paid lower wages than journey level workers. The Washington State Apprenticeship and Training Council, which is part of the Department of Labor and Industries, establishes apprenticeship program standards, approves apprenticeship training programs, and otherwise governs the programs. Apprenticeship standards address the ratio of apprentices to journey level workers allowed, the type of work apprentices may do, and the required supervision of apprentices.

#### Apprenticeship Utilization Requirements.

Contracts for public works that are estimated to cost \$1 million or more must require that at least 15 percent of the labor hours be performed by apprentices enrolled in approved apprenticeship training programs. This requirement applies to most contracts awarded by the state, school districts, and state four-year higher education institutions. Awarding entities may adjust the apprentice utilization requirements on specific projects for certain reasons, such as if there is a lack of apprentices in a specific geographic area. For the Department of Transportation, apprenticeship utilization requirements apply to public works estimated to cost \$3 million or more until July 1, 2020, at which time the dollar threshold changes to \$2 million.

### **Summary:**

The awarding agency of the public work contract, within existing resources, must monitor contractor and subcontractor apprenticeship hours. Contracts must specify that apprenticeship utilization goals should be met, monetary incentives for meeting the goals,

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monetary penalties for not meeting the goals, and an expected cost value included in the bid associated with meeting the goal. The contractor shall report any noncompliance no later than the final project acceptance to the Department of Labor and Industries.

Contractors may not be required to exceed the apprenticeship utilization requirements.

The Department of Transportation may use the three strike system for ensuring compliance in lieu of monetary penalties.

**Votes on Final Passage:**

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|--------|----|----|
| House  | 51 | 47 |
| House  | 97 | 0  |
| Senate | 37 | 12 |

**Effective:** January 1, 2020