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**SHB 2322** - H AMD **1692**

By Representative Paul

**WITHDRAWN 02/28/2020**

 On page 81, line 20, after "lapses." insert the following: "The commencement of construction of new vessels for the ferry system is important not only for safety reasons, but also to keep skilled marine construction jobs in the Puget Sound region and to sustain the capacity of the region to meet the ongoing construction and preservation needs of the ferry system fleet of vessels. The legislature has determined that the current vessel procurement process must move forward with all due speed, balancing the interests of both the taxpayers and shipyards. To accomplish construction of vessels in accordance with RCW 46.70.810, the legislature directs the department to require the prevailing shipbuilder to follow the historical practice of subcontracting the construction of ferry superstructures to a separate non-affiliated contractor located within the Puget Sound Region, that is qualified in accordance with RCW 47.60.690. The prevailing shipbuilder shall negotiate a fair-value contract with the superstructure subcontractor or subcontractors. The negotiation of the scope of work for the superstructure subcontract shall include, at a minimum, the scope of work of superstructure construction historically performed by subcontractors on ferry superstructures. All negotiations must be completed within forty-five days of the department's approval of the final technical proposal. The prevailing shipbuilder must submit to the department evidence of good faith efforts, as judged by the department, to meet the superstructure subcontracting requirement set forth herein before proceeding with construction of the vessel."

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|  |  EFFECT:   Washington State Ferries must require the prevailing shipbuilder to follow the historical practice of subcontracting the construction of ferry vessel superstructures to a separate non-affiliate contractor located within the Puget Sound region. FISCAL IMPACT: No net change to appropriated levels. |

**--- END ---**