



Hood River County Board of Commissioners

Allison Williams, County Administrator

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RE: 2025 Transportation Reinvestment Package (TRIP) - Legislative Testimony

Co-Chair Gorsek and McLain, Co-Vice-Chair Starr and Boshart Davis and Members of the Joint Committee on Transportation

I am writing to ask for your support for the 2025 Transportation Reinvestment Package (TRIP) as a sustainable transportation revenue stream that supports safe, functional, and efficient transportation system.

Hood River County owns and maintains 210 road miles, 27 bridges, and over 3,500 culverts. This network consists of access to homes, businesses, local agriculture, farm to market, heavy tourism, access to federal lands, emergency access, and mostly rural network. In Hood River County, other than local commutes, we have significant trucking to support our local farming community driving our local economy. In contrast, we have a robust bike population using our roadways with few bike lanes and a robust Safe Routes to School program with minimal infrastructure.

Hood River County would expect over \$1.8M annually from the TRIP proposal.

Hood River County is considering several cuts if the TRIP, or similar package, is not passed. The County has already lowered the workforce and limited snowplow operations to one crew working a maximum of 12- hour days, many times not reaching lower priority roads for a few days. We are considering retirement attritions, limiting overtime, and less service during snow and ice. Other cut considerations if not passed could include limiting the use of white edge stripe and extending the time between replacing regulatory signs, limiting ditch work, vegetation removal, and being less responsive to our constituents. Cut proposals limit safety and service for our travelling public and constituents. These cuts would also mean contracting more services at a higher cost (traffic control).

Hood River County would use the additional funds proposed by the TRIP package to hold our current staffing levels, update critical planning documents, and use those planning documents to make informed decisions:

- Road Standards – last updated in 1985
- ADA Transition Plan – not started
- Asset identification, condition reporting and Asset Management – not started
- Capital Improvement Plan

Once the planning documents are completed, Hood River County will use those documents to make informed decisions in stretching revenue dollars to their maximum extent. Hood River County would

be able to set aside match funding needed for Federal and State Grant opportunities aligned with the County priorities.

Through the TRIP revenue increases, Hood River plans to move forward with the below transportation priorities:

- Provide adequate maintenance and safety to maintain the roadway
- Replace Bridge #07406 East Fork Hood River, Lost Lake Bridge
- Consider adding roadways into the County Road Maintenance portfolio

For more information on Hood River County's Road, Bridge, and Transportation priorities, please see the attached County Road Priorities brief.

Once again, I am writing my support for the 2025 Transportation Reinvestment Package (TRIP) as a sustainable transportation revenue stream that supports safe, functional, and efficient transportation system.

Thank you for your consideration.

Testimony provided by Cori Wiessner, Hood River County Public Works Director.