

# SENATE BILL REPORT

## SB 6050

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As of March 25, 2003

**Title:** An act relating to restricting the use of certain marine facilities constructed by the department of transportation and funded in the omnibus transportation budget act.

**Brief Description:** Restricting the use of certain marine facilities constructed by the department of transportation and funded in the omnibus transportation budget act.

**Sponsors:** Senators Horn and Swecker.

**Brief History:**

**Committee Activity:** Highways & Transportation: 3/27/03.

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### SENATE COMMITTEE ON HIGHWAYS & TRANSPORTATION

**Staff:** Michael Groesch (786-7434)

**Background:** State Route 104 crosses the Hood Canal. The Hood Canal Bridge replacement project is a \$255 million effort that will begin construction in summer of 2003. A major element of the project is the replacement of the floating portion of the bridge and need to construct 17 new concrete pontoons. A large in-ground "graving" facility will be constructed to build those pontoons. The graving facility is adjacent to marine waters and may be flooded or emptied with the use of a tide gate. The department is negotiating for the use of nearly eight acres at the Port of Port Angeles on which to build a graving dock. The facility dimensions will be 460 feet by 950 feet and will have a useable draft of 21 feet. The gate width will be 100 foot. The cost for the dock is estimated to be between \$12 million and \$17 million. The useful life of the facility is projected to extend to between 25 and 50 years. The department plans to utilize the facility for the east half Hood Canal Bridge project between 2003-2007, the State Route 520 Bridge replacement project between 2017-2020, and possibly for the west half Hood Canal Bridge project between 2050-2053. There has been interest expressed by local officials regarding the use of the facility during those periods when the facility is not needed by the Washington State Department of Transportation.

**Summary of Bill:** Leasing of the graving facility for vessel construction, overhaul or repair is restricted, except when a fair market rate is charged for the use of the facility. Fair market rate is determined by a survey of rates at marine construction and repair facilities in Washington State. Any sale of the facility is restricted under existing law, RCW 47.12.063, to require the receipt of fair market value. Any revenues derived from the lease of the facility are deposited into the motor vehicle account.

**Appropriation:** None.

**Fiscal Note:** Not requested.

**Effective Date:** Ninety days after adjournment of session in which bill is passed.

