

HB 2750 A STAFF MEASURE SUMMARY
House Committee On Transportation Policy

Carrier: Rep. Johnson

Action Date: 04/12/17
Action: Do pass with amendments. (Printed A-Eng.)
Vote: 9-0-0-0
Yeas: 9 - Barreto, Evans, McKeown, McLain, Meek, Noble, Vial, Wilson, Witt
Fiscal: Fiscal impact issued
Revenue: Revenue impact issued
Prepared By: Tim Walker, LPRO Analyst

WHAT THE MEASURE DOES:

Permits the Port of Hood River to establish a toll on bridges the Port has authority to operate and maintain. Outlines under what circumstances the Port of Hood River is subject to state contracting processes, prevailing wage rates, land use laws and public-private partnerships.

ISSUES DISCUSSED:

- Importance to interstate commerce
- Bridge is at the end of its useful life
- Too narrow for larger loads
- Built in 1924
- Sufficiency rating below 50 percent

EFFECT OF AMENDMENT:

Clarifies that political subdivisions are subject to provisions of law concerning the acquisition of property and the use of revenues to connect bridges to roads, approaches and transportation facilities within or outside of its boundaries and clarifies that the port's final agreement for a tollway project is subject to public disclosure.

BACKGROUND:

The Hood River-White Salmon Bridge crosses the Columbia River at Hood River and provides access to the communities of White Salmon and Bingen in Washington. The bridge was built in 1924 and rebuilt in 1938 when the construction of the Bonneville Dam caused water levels to rise and made the addition of a lift span necessary. In 1950, the Port of Hood River purchased the bridge and currently charges a toll on the bridge. It is estimated the cost of bridge replacement is \$250 million.

HB 2750-A clarifies that the Port of Hood River is authorized to establish a toll on bridges they operate and maintain. It allows the Port of Hood River to award a contract or other agreement related to a tollway project under a competitive process, by private negotiation, or both regardless of other laws. It specifies factors for a competitive process. HB 2750-A allows the Port to use any method needed to comply with a grant or funding requirement. It subjects projects to prevailing wage laws if they involve public funds and treats a project as a project of the Port for purposes of land use laws. HB 2750-A exempts from disclosure under public records laws certain documents presented to the Port as part of a determination of feasibility for a project, but subjects a final agreement to disclosure.

Finally, HB 2750-A clarifies that political subdivisions may transfer ownership of bridges over interstate rivers or waters and subjects the subdivisions to provisions of law concerning the acquisition of property and the use of revenues to connect bridges to roads, approaches and transportation facilities within or outside of its boundaries.