

**HB 2750 B STAFF MEASURE SUMMARY**

**Carrier:** Rep. Johnson

**House Committee On Rules**

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**Action Date:** 05/11/17

**Action:** Do pass with amendments to the A-Eng bill. (Printed B-Eng.)

**Vote:** 6-3-0-0

**Yeas:** 6 - Barreto, Hack, Kennemer, McLane, Nosse, Williamson

**Nays:** 3 - Holvey, Rayfield, Smith Warner

**Fiscal:** Fiscal impact issued

**Revenue:** Revenue impact issued

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**WHAT THE MEASURE DOES:**

Permits Port of Hood River (PHR) to establish toll on bridges PHR has authority to operate and maintain. Authorizes PHR to sell or otherwise transfer ownership of any bridge, or its approaches owned by port, as part of tollway project. Outlines circumstances PHR is subject to state contracting processes, prevailing wage rates, land use laws and public-private partnership.

**ISSUES DISCUSSED:**

- Effect of amendment
- Potential impact on public contracting rights

**EFFECT OF AMENDMENT:**

Limits authority to sell or otherwise transfer ownership of bridges and approaches, owned under measure, solely to Port of Hood River as part of tollway project.

**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.

House Bill 2750-B 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. The measure 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-B 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-B limits authority to sell or otherwise transfer ownership of bridges and approaches, owned under the measure, solely to the Port of Hood River as part of a tollway project.