

**HB 2750 C STAFF MEASURE SUMMARY****Carrier:** Sen. Thomsen**Senate Committee On Rules****Action Date:** 06/28/17**Action:** Do pass with amendments to the B-Eng bill. (Printed C-Eng.)**Vote:** 5-0-0-0**Yeas:** 5 - Beyer, Boquist, Burdick, Ferrioli, Roblan**Fiscal:** Fiscal impact issued**Revenue:** Revenue impact issued**Prepared By:** Cherie Stone, LPRO Analyst**WHAT THE MEASURE DOES:**

Authorizes the Port of Hood River (Port) to engage in contracting for bridges and bridge projects, as defined and for specified purposes. Outlines circumstances under which such contracts are subject to state contracting processes, prevailing wage rates, land use laws, statutes governing public-private partnerships, and disclosure pursuant to public records laws. Authorizes the Port, or other designated entity, to establish, collect, and alter tolls, fees, or civil penalties in connection with bridges. Provides Oregon Department of Transportation with toll enforcement authority. Authorizes Port to transfer ownership of bridges and bridge projects with required conditions. Expands existing authority of local jurisdictions to construct and operate certain bridges, to include connecting such bridges to roadways and other transportation facilities.

**ISSUES DISCUSSED:**

- Hood River-White Salmon Bridge
- Effect of amendment

**EFFECT OF AMENDMENT:**

Replaces the measure.

**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 constructed in 1924 and rebuilt with a lift span in 1938 after construction of the Bonneville Dam raised the water level. The Port of Hood River (Port) purchased the bridge in 1950, and currently charges a toll to cross. The estimated replacement cost of the bridge is \$250 million.

House Bill 2750-C provides the Port with three types of authority concerning its bridges and bridge projects: the authority to contract, collect revenue, and transfer ownership. The measure describes each area of authority in detail. With regard to contracting, the Port may engage in contracting for specified purposes. The measure sets forth required and discretionary contract terms and specifies factors the Port must consider when evaluating proposals. The Port may use any method to comply with conditions imposed on the receipt of grant or other funds, and legal counsel is required for certain purposes. With regard to revenue, the measure allows the Port, or its designee, to: establish, collect, or alter tolls, administrative fees, or civil penalties; specify accounting for proceeds; and charge the Department of Transportation with enforcement. Finally, with regard to the sale or transfer of bridges or bridge projects, specific terms are required: the bridge must be subject to an easement for public use for its life span, and the Port, followed by the state, must have right of first refusal for any subsequent sale at the same or better terms and price as are offered to any other potential purchaser.

House Bill 2750-C also expands the existing authority of certain local jurisdictions to construct and operate bridges, to include connecting such bridges to roads and other transportation facilities.