

## HB 2750 -1 STAFF MEASURE SUMMARY

### House Committee On Transportation Policy

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**Prepared By:** Tim Walker, LPRO Analyst

**Meeting Dates:** 3/22, 4/5

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#### WHAT THE MEASURE DOES:

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

**REVENUE:** May have revenue impact, but no statement yet issued

**FISCAL:** May have fiscal impact, but no statement yet issued

#### ISSUES DISCUSSED:

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

#### EFFECT OF AMENDMENT:

-1 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 final agreement for a tollway project is subject to 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, 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. Clarifies that the Port of Hood River is authorized establish a toll on bridges they may operate and maintain.