

## HB 3622 -2, -3, -4 STAFF MEASURE SUMMARY

### Joint Committee On Transportation

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**Prepared By:** Patrick Brennan, LPRO Analyst

**Meeting Dates:** 5/16

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#### WHAT THE MEASURE DOES:

Directs state agencies to distribute moneys to local entities for the Hood River-White Salmon Interstate Bridge, the Bridge of the Gods, and the Earthquake Ready Burnside Bridge Project. Declares emergency, effective July 1, 2023.

#### ISSUES DISCUSSED:

##### EFFECT OF AMENDMENT:

-2 Specifies that before making distributions, the Department of Administrative Services shall enter into agreement with Multnomah County to oblige the county to report to the Joint Committee on Transportation during the interim between the 2024 and 2025 regular sessions of the Legislative Assembly regarding progress of the Earthquake Ready Burnside Bridge Project.

**FIS:**

**RIS:**

-3 Commits to investing \$20 million in Hood River-White Salmon Interstate Bridge replacement project; \$6 million in Bridge of the Gods seismic strengthening project; and \$20 million in Earthquake Ready Burnside Bridge Project. Takes effect July 1 2023.

**FIS:**

**RIS:**

-4 Adds whereas clauses related to bridge projects in general and Hood River-White Salmon Interstate Bridge, Bridge of the Gods, and Burnside Bridge, in particular.

**FIS:**

**RIS:**

#### BACKGROUND:

The Hood River-White Salmon Interstate Bridge is a two-lane truss bridge that extends over 4,400 feet across the Columbia River, connecting the communities of Hood River, Oregon, and White Salmon, Washington. The bridge opened to traffic in 1924 as the Waucoma Interstate Bridge; a lift span was added in 1938 to the bridge to accommodate higher river levels following completion of the Bonneville Dam. Today, the Hood River-White Salmon Interstate Bridge operates as a tolled facility (one of two in the State of Oregon), with vehicles assessed a toll ranging from 75 cents for motorcycles and \$2 for passenger vehicles to \$3 per axle for trucks. Tolls may be paid in cash or by electronic account. While the purpose of the tolls is to pay for ongoing maintenance, the bridge, in its current condition, is designated functionally obsolete and has a sufficiency rating of less than 10, with weight restrictions in place and special procedures to handle when large trucks cross. It has no bicycle or pedestrian capacity.

The Bridge of the Gods is a two-lane, interstate steel truss cantilever bridge that spans between Cascade Locks, Oregon, and the North Bonneville area of Washington State. The bridge, constructed in 1926, is just under 1,900 feet in length, with 140 feet of river clearance. It stands as the only connection between State Route 14 in

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Washington and Interstate 84 in Oregon between the Glen Jackson Bridge in Portland and the Hood River-White Salmon Bridge in Hood River. The latter bridge, along with the Bridge of the Gods, are the only two toll facilities in the State of Oregon, the Bridge of the Gods assesses a toll of \$3 per vehicle, though vehicles outfitted with an RFID electronic toll device pay \$1.25, and larger trucks paying \$1/axle or \$7 for recreational vehicles and box trucks; toll revenues used for bridge maintenance.

The Burnside Bridge, constructed in 1926, connects east and west Portland over the Willamette River, carrying approximately 45,000 vehicles, 2,000 pedestrians, 4,000 bicyclists, and 7,000 transit riders daily on five vehicle lanes and two bicycle lanes. The bridge is designated as an official emergency transportation route, the only non-freeway crossing with that designation. The bridge includes a drawbridge span designed by Joseph Strauss, who went on to design the Golden Gate Bridge 11 years later. Because of the bridge's important lifeline role, Multnomah County has embarked on the Earthquake Ready Burnside Project to ensure that the bridge survives a major seismic event and to extend its life span. The project is currently in design and expected to go to construction as early as 2025.