

## HB 4110 STAFF MEASURE SUMMARY

### Joint Committee On Transportation

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

**Sub-Referral To:** Joint Committee On Ways and Means

**Meeting Dates:** 2/8, 2/15

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#### **WHAT THE MEASURE DOES:**

Appropriates \$6 million from the General Fund to the Department of Administrative Services for distribution to the Port of Cascade Locks for expenses relating to the Bridge of the Gods seismic analysis and strengthening project. Declares emergency, effective on passage.

**FISCAL:** *Fiscal impact statement issued*

**REVENUE:** *No revenue impact*

**NOTE:** *Measure has a subsequent referral to the Committee on Ways and Means*

#### **ISSUES DISCUSSED:**

- Bridge's importance to local communities and economy
- Seismic vulnerability of existing structure
- Similar legislation before Washington Legislative Assembly

#### **EFFECT OF AMENDMENT:**

No amendment.

#### **BACKGROUND:**

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 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 Bridge of the Gods serves as an important link between Oregon and Washington. Situated on the Pacific Coast Trail, it is often used by hikers; however, its current design is not well-suited for non-motorized users. In the event of a major earthquake, the bridge would likely be out of service for a significant amount of time or could collapse completely. Failure of the bridge in a seismic event could jeopardize the health and safety of residents on both sides of the Columbia and would also have significant negative impacts to local economies.

House Bill 4110 appropriates \$6 million to help pay for seismic strengthening and analysis for the Bridge of The Gods.