

**HB 4089 A STAFF MEASURE SUMMARY****Carrier:** Sen. Thomsen**Joint Committee On Transportation****Action Date:** 02/08/22**Action:** Do pass the A-Eng bill.**Senate Vote****Yeas:** 5 - Beyer, Boquist, Findley, Frederick, Gorsek**House Vote****Yeas:** 8 - Boshart Davis, Evans, Lewis, McLain, Nathanson, Noble, Pham, Power**Fiscal:** Has minimal fiscal impact**Revenue:** Has minimal revenue impact**Prepared By:** Patrick Brennan, LPRO Analyst**Meeting Dates:** 2/3, 2/8**WHAT THE MEASURE DOES:**

Provides framework for local governments to enter into commission formation agreement once both Oregon and Washington enact enabling legislation. Specifies commission must be approved and executed by the owner of an existing interstate bridge and by county governments where bridge is situated. Outlines requirements for formation agreement. States that purposes of commission include design, engineering, financing, and construction of replacement bridge; serve as governance structure for bridge; oversee operation and maintenance of bridge; and other duties as conferred by law. Clarifies that commission board directors shall serve without compensation but may be reimbursed for expenses. Specifies that board is to elect co-chairs from Oregon and Washington, one from each state. Grants board exclusive right to exercise powers outlined in measure. Outlines powers of commission. Directs board to appoint or retain executive director and legal counsel, and authorizes board to employ engineering, and other support personnel, either directly or as agents. Requires commission to provide information, upon request, to state or local governments. Gives commission exclusive power to impose, fix, and adjust bridge toll rates. Authorizes agreements necessary to enforce payment of tolls, including use of radio frequency identification tags and photographs. Specifies requirements related to bridge design and construction, including financing and impact mitigation. Outlines requirements for bridge operation. Takes effect on 91st day following adjournment sine die

**ISSUES DISCUSSED:**

- Similar legislation moving forward in Washington State Legislature
- Impact of weight limitations on current bridge ¿
- Safety concerns about current bridge ¿
- Costs of construction delays ¿
- Maintenance and repair costs for current bridge ¿
- Seismic concerns

**EFFECT OF AMENDMENT:**

No amendment.

**BACKGROUND:**

The Hood River-White Salmon Interstate Bridge is a bi-state span connecting the communities of White Salmon and Bingen in Washington to Hood River in Oregon. Originally constructed in 1924, the bridge was rebuilt in 1938 following construction of the Bonneville Dam, which raised water levels significantly. The bridge features a lift span to accommodate larger marine traffic, allowing its vertical clearance to increase from 57 to 148 feet with the lift span raised. The bridge has one narrow lane of travel in each direction (lanes are slightly less than 9.5 feet wide), a current vehicle weight limit of 48,000 pounds, and a vehicle height restriction of 14 feet, seven inches.

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Total length of the bridge is 4,418 feet.

The current span is one of only two toll facilities in the state of Oregon, including the Bridge of the Gods near Cascade Locks about 20 miles west. The Hood River Bridge assesses a toll of \$2 on passenger vehicles, \$6 for commercial vehicles with dual axles, \$3 per axle for larger commercial vehicles, and \$0.75 for motorcycles. Tolls are paid in cash at a toll plaza, or electronically by use of a “BreezeBy” account.

The current cost estimate to replace the Hood River-White Salmon Interstate Bridge is in excess of \$250 million. House Bill 4089 A provides for creation of a bi-state bridge authority to replace and manage a new toll bridge to replace the current span.