

## **HB 3301 STAFF MEASURE SUMMARY**

### **Joint Committee On Transportation**

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

**Meeting Dates:** 3/23

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

Authorizes Multnomah County to form a master plan and service district with regard to bridges that span the Willamette River. Permits the bridge service district to collect an annual service charge from adult residents of the county who meet an unspecified income level.

#### **ISSUES DISCUSSED:**

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

No amendment.

#### **BACKGROUND:**

Multnomah County is Oregon's smallest and most populous county, and sits at the confluence of the Willamette River and Columbia River. The County owns and maintains six bridges that span the Columbia River: the Broadway Bridge (opened 1913); the Burnside Bridge (opened 1926); the Hawthorne Bridge (opened 1910); the Morrison Bridge (opened 1958); the Sauvie Island Bridge (opened 2008); and the Sellwood Bridge (opened 2016). Several of the bridges carry 30,000-50,000 vehicles per day. Seven additional bridges cross the Willamette River in Multnomah County but are operated by different owners, including the Oregon Department of Transportation (owner of the Ross Island, Marquam, Fremont, and St. Johns bridges), the Union Pacific Railroad (the Steel Bridge), and TriMet (Tilikum Crossing).

House Bill 3301 authorizes Multnomah County to establish master plan districts and service districts for operation and maintenance of the bridges spanning the Willamette River within the county. The measure authorizes the county to assess an annual service charge of unspecified amount on adult residents with an unspecified federal adjusted gross income.