

## **HB 4064 -1 STAFF MEASURE SUMMARY**

### **House Committee On Transportation Policy**

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

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

**Meeting Dates:** 2/7, 2/12

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

Allows counties with populations greater than 350,000 to utilize revenues from a county-imposed vehicle registration fee for bridges without distributing a portion of the fee to cities within the county. Takes effect on 91st day following adjournment sine die.

#### **ISSUES DISCUSSED:**

- Background on Multnomah County's vehicle registration fee
- Savings on Sellwood Bridge project have left funds that could benefit other projects
- Multnomah County's responsibility for area bridges over Willamette River
- Seismic vulnerability of Burnside Bridge

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

-1 Clarifies that moneys can be used for payment of debt service and costs related to bonds or other obligations issued for such purposes.

FISCAL: No fiscal impact with the -1 amendment

REVENUE: No revenue impact with the -1 amendment

#### **BACKGROUND:**

Multnomah County's Board of Commissioners adopted a local vehicle registration fee to fund a replacement for the Sellwood Bridge. That bridge, constructed in 1925 as a replacement for the Spokane Street Ferry, had been evaluated and assessed a rating of two on a one-to-one-hundred scale, resulting in it being weight-limited and considered a significant risk to collapse into the Willamette River during a major seismic event. It was also functionally obsolete, having been built with two narrow lanes, no shoulders and one narrow sidewalk. The new bridge was financed by a \$19/year registration fee for vehicles registered within Multnomah County, assessed on top of the existing state vehicle registration fee. Authority to impose the county registration fee was granted by the Legislative Assembly through passage of House Bill 2001 (2009), the Jobs and Transportation Act.