

**Corrected**

**HB 4064 A STAFF MEASURE SUMMARY**

**Carrier:** Sen. Monroe

**Joint Committee On Transportation**

---

**Action Date:** 02/26/18

**Action:** Do pass the A-Eng bill.

**Senate Vote**

**Yeas:** 5 - Beyer, Boquist, Girod, Johnson, Monroe

**House Vote**

**Yeas:** 4 - Lively, McKeown, McLain, Vial

**Exc:** 1 - Olson

**Fiscal:** No fiscal impact

**Revenue:** No revenue impact

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

---

**WHAT THE MEASURE DOES:**

Allows counties with populations greater than 650,000 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 Sellwood and Burnside bridges
- Will not increase Multnomah County registration fee

**EFFECT OF AMENDMENT:**

No amendment.

**BACKGROUND:**

Multnomah County's Board of Commissioners adopted a local vehicle registration fee to fund a replacement for the Sellwood Bridge. The original bridge, constructed in 1925 as a replacement for the Spokane Street Ferry, had been evaluated and assessed a rating of two on a scale of 1-to-100, resulting in it being weight-limited and considered a significant risk to collapse into the Willamette River in the event of a major earthquake. It was also functionally obsolete, having been built with two narrow lanes, no shoulders, and just a single 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.