

FISCAL IMPACT OF PROPOSED LEGISLATION**Measure: SB 131**Seventy-Eighth Oregon Legislative Assembly – 2015 Regular Session
Legislative Fiscal Office***Only Impacts on Original or Engrossed
Versions are Considered Official***

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Measure Description:

Establishes Task Force on the Willamette Falls Navigation Canal and Locks.

Government Unit(s) Affected:

Oregon Department of Transportation (ODOT), Legislative Administration Committee (LAC), Oregon Parks and Recreation Department (OPRD), Oregon State Marine Board

Local Government Mandate:

This bill does not affect local governments' service levels or shared revenues sufficient to trigger Section 15, Article XI of the Oregon Constitution.

Analysis:

Senate Bill 131 establishes a 17-member Task Force on the Willamette Falls Navigation Canal and Locks charged with compiling information relating to the Willamette Falls navigation canal and locks, and facilitating the repair and reopening of the canal and locks. The bill directs the task force to secure federal and other sources of funding for the repair, reopening, and operation of the canal and locks. The task force is required to submit a quarterly report to the legislature or interim committee. The task force sunsets December 31, 2017.

Oregon Department of Transportation (ODOT) anticipates a General Fund fiscal impact with passage of this bill. ODOT reports that providing staff support for this task force is not a permissible use of State Highway fund money because the Willamette Falls locks and canal do not primarily and directly facilitate motorized vehicle travel. In addition, the work associated with the Task Force is not eligible for federal funding from the Federal Highway Administration (FHWA). Because of this any expense incurred by the task force would need to be paid out of a General Fund appropriation to the department. ODOT is required to provide staff support to the task force. The agency is also responsible for the expenses incurred by Non-legislative members of the task force. Assuming staff time only for meeting facilitation, preparation of funding requests, and production of quarterly reports, ODOT estimate the cost of supporting the task force to be approximately \$62,300 General Fund.

The Legislative Assembly, State Parks and Recreation, State Marine Board, Port of Portland, Clackamas County Board of County Commissioners, Confederate Tribes of the Grand Ronde, City of West Linn City Council, Oregon City Commission, and Metro council are required to appoint representatives to serve as members of the task force. This fiscal assumes that participation on the task force will have minimal impact on these entities. Each of these organizations anticipates reprioritizing duties and responsibilities of existing staff to allow participation on the task force.