

FISCAL IMPACT OF PROPOSED LEGISLATION**Measure: SB 857**81st Oregon Legislative Assembly – 2021 Regular Session
Legislative Fiscal Office***Only Impacts on Original or Engrossed
Versions are Considered Official***

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Measure Description:

Provides that maximum loading weight of motorboat must be less than 4,000 pounds to obtain towed watersports motorboat certificate.

Government Unit(s) Affected:

Department of Environmental Quality (DEQ), Department of Fish and Wildlife (ODFW), Department of State Lands (DSL), Oregon State Marine Board (OSMB)

Summary of Fiscal Impact:

Costs related to the measure are anticipated to be minimal - See explanatory analysis.

Analysis:

SB 857 allows a person to obtain a towed watersports motorboat certificate if the person is the owner of a registered motorboat, holds a towed watersports endorsement, and the maximum loading weight of their motorboat is less than 4,000 pounds. This certificate is required to engage in towed watersports within the Newberg Pool Congested Zone. Previously, the maximum loading weight was established by the Oregon State Marine Board (OSMB) by rule; and towed watersports motorboat certificates were only required for use of the Newberg Pool Congested Zone for wake surfers and wakeboarders, and not all towed watersports.

Under this measure, OSMB may conduct a study on increasing the maximum loading weight, to determine if increasing the maximum loading weight is likely to have an adverse effect on the natural area, or exceed or violate state or federal turbidity limits. OSMB must consult with the Department of State Lands (DSL), Oregon Department of Fish and Wildlife (ODFW), and Department of Environmental Quality (DEQ) before making a determination. If OSMB does conduct a study, they are to report to the interim committees of the Legislative Assembly related to the environment on their findings. This measure takes effect on the 91st day after the 2021 legislative session adjourns sine die.

OSMB anticipates a minimal fiscal impact from this measure. There may be some costs related to creating new signs and test materials, but those costs can be absorbed using available resources.

OSMB also anticipates that this measure would increase revenues by approximately \$16,140 each biennium. Most boats that currently have a towed watersports motorboat certificate are above the 4,000-pound weight limit, which means there will be a decrease in current certificate holders, which will reduce fee revenues. However, because the measure requires that boat owners engaging in all towed watersports (and not just wake surfing and wakeboarding) must have a towed watersports motorboat certificate, the number of boats with certificates and number of boat owners with towed watersports endorsements is likely to increase. This is anticipated to increase revenues overall.

This measure states that OSMB may conduct a study on maximum loading weight, but does not require this study. If OSMB does elect to conduct the study, the agency may require additional expenditure limitation or position authority. Should this study be conducted, there will be a minimal fiscal impact for DSL, ODFW, and DEQ to consult on the study.