

SB 47

Waterway Access Account



Director Larry Warren

Waterway Access Account

- Oregon is experiencing exponential growth in non-motorized boating (kayaks, canoes, catarafts, SUPs, rowing, drift, and other human-powered craft)
- According to the 2017 Oregon Resident Outdoor Recreation Survey, “public access to the waterways” was ranked in the top five “priorities for the future” by Oregonians both in and outside their immediate communities.
- Surveys for the Marine Board’s Six-Year Plan (2017) show increased desire for non-motorized boating access, and;
- increase in the number of grant requests to improve/develop non-motorized access.



Wind surfer access and staging area on the Columbia River



Waterway Access Account

- Over 75% of Marine Board's revenue is based on registered motorized boats and sailboats over 12'
- Non-motorized boats over 10' currently are required to purchase an Aquatic Invasive Species permit
- As the Marine Board changed practices to better serve non-motorized boaters, we have to balance a disconnect in the services sought compared to our revenue sources.



Waterway Access Account

The current fee structures does not fully support non-motorized boaters in the form of dedicated access, safer and more appropriate launching facilities.



Stakeholder Engagement

- Open Houses -Held across the state, summer 2018
- Video Series- Online town hall
- Press releases/Public Notices early on in the process
- Feedback- Expectation of service for any fee program



SB 47 Solution

- Create a dedicated account to provide funding for better access to Oregon's waterways.
- The permit that funds this account would be required on all boats 10' and over except motorboats and sailboats with valid registration decals.
- This is identical to the current requirement for non-motorized boats to carry the Aquatic Invasive Species Permit (AIS permit), and in this concept the Waterway Access Permit would replace the AIS permit for non-motorized boats.



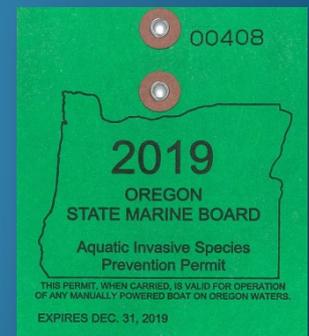
SB 47 Solution

- Permits would be transferrable to other non-motorized boats, and;
- Children under 14 would not need a permit.
- Revenue will be used to support boating facility grants for state, local governments, park organizations, and tribal governments for the acquisition of property, leases, or easements in order for the public to access waterways and construction and maintenance of boating access facilities.
- Funds would also be available for public bodies and non-profit entities to develop safety education courses and to purchase boating equipment to reduce barriers for underserved communities who wish to recreate on Oregon's waterways.



Flexible Permit Options

- \$5 weekly permit (\$4 for access account, \$1 AIS)
- \$17 annual permit (\$12 for access account, \$5 AIS)
- \$30 biennial permit (\$20 for access account, \$10 AIS)
- Non-motorized users would purchase a Waterway Access Permit that funds both the waterway access account and maintains the current funding for the AIS program.
- Continue permit discounts for registered liveries renting non-motorized boats. Establishes free use days to coincide with free fishing and camping weekend



.Facilities Examples

*Ojalla Boat Slide on the
Siletz River*



Facilities Examples

*Hyak Park, Willamette River
in Benton County
-Restroom Installation*



Facilities Examples



Champoeg Park Non-Motorized Launch on the Willamette River in Yamhill County



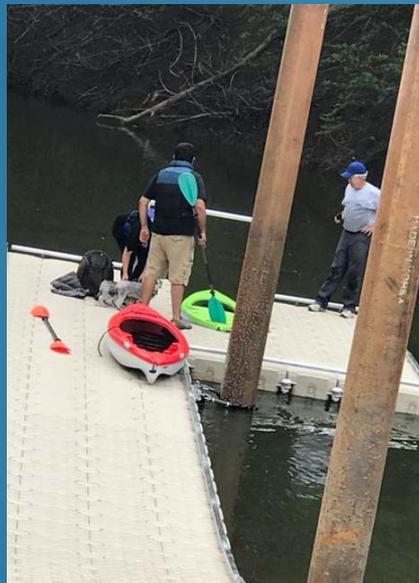
Facilities Examples

*Hole in the Wall Boat Carry
Down Rails to Clackamas
River, Upper Whitewater
Section*



Marine Board Facility Grants

- The Marine Board does not own or operate any boating facility sites and relies on willing partners to apply for grants to make needed access improvements.
- Marine Board currently provides 75% grant funding for boating facility access projects with a 25% match.
- Services also include design and engineering, surveying, and assistance with waterway permitting.



Waterway Access Account

A non-motorized boating revenue stream will allow the Marine Board to award grants to facility managers for projects to develop or improve waterway access infrastructure to benefit current and future paddling generations, disperse congestion at boat ramps and help local economies with water-based recreation tourism.



Questions

