

Oregon State Marine Board

*2019-2021 Budget Presentation
Joint Committee on Ways and Means*

*Larry Warren
Director*



Mission

“Serving recreational boating public through education, enforcement, access and environmental stewardship for a safe and enjoyable experience.”



POWER



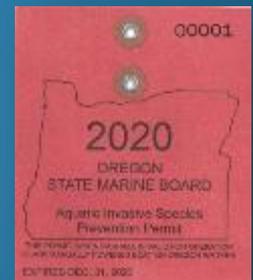
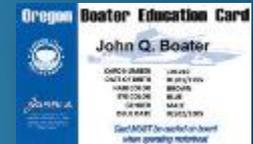
PADDLE



SAIL

Historical Perspective

- OSMB created in 1959
- Facility grants started in the 70's
- OSMB receives marine fuel tax revenue in 1985
- Mandatory boating safety education passed in 1999
- Invasive Species Program started in 2009
- Federal grant programs added along the way



Strategic Plan Goals

- Reduce boater conflict*
- Improve boating access
- Improve collaboration
- Improve boater proficiency
- Partner with rental business
- Facilitate better dialogue with boaters*



OSMB Board & Staff

Five member Governor Appointed Board

Director's Office- 2 FTE

Business Services- 7 FTE (proposed reduction to 6)

Policy and Environmental- 3 FTE

Registrations- 11 FTE

Boating Safety- 8 FTE

Boating Facilities- 8 FTE

Total 39 FTE (proposed reduction to 38 FTE)



OSMB Programs

Boater Registration: 166,340 registered boats

- Goal to increase registration renewals electronically
- Goal to increase agent application submissions on behalf of boaters, online

Outfitter and Guides:

- 1,453 guides and outfitters
- 67 charters



Clean Marina Program: 64 certified marinas



OSMB Programs - Boating Safety

Contracts with 32 County Sheriffs and OSP produced the following in 2018:

31,532 boat inspections
5,419 boats stopped for
8,376 separate violations,
including:

- ✓ 1150 adult PFD violations
- ✓ 82 child PFD violations
- ✓ 326 BEC violations
- ✓ 97 BUU, unsafe and reckless operation violations.



Officers responded to **879**
incidents including:

- ✓ 4 boat fires
- ✓ 77 vessel capsizings
- ✓ 14 collisions with other boats or fixed objects
- ✓ 31 drowning and body recoveries
- ✓ 73 non-emergency tow assists
- ✓ 76 suicide / attempted suicides
- ✓ 107 suicides and drowning recoveries

OSMB Programs

Mandatory Boater Education - 364,737 issued

Adopt-A-River - Partnership with SOLVE

Abandoned and Derelict Vessels

- ❑ \$114,889.37 on 32 boats in the 2017-2019 biennium
- ❑ Additional 13 boats committed to for a total expected cost of \$148,204.87.
- ❑ Cost recovery efforts for abandoned and derelict vessels began in 2017 and have recovered \$4,259.87 to date.

Aquatic Invasive Species Program

- ❑ Partner with ODFW to operate the inspection stations
- ❑ 28,186 inspections in 2018
- ❑ 365 had contamination issues; 12 had zebra or quagga mussels



OSMB Programs - Boating Facilities

2017-2019 biennium

Leveraged \$3.2 million of state boater funds for:

- ✓ Property acquisition for one new boating facility
- ✓ 34 renovated facilities with a total cost of \$6.5 million.
- ✓ 3 boat ramp lanes
- ✓ 8 toilet stalls
- ✓ 77 boarding dock sections
- ✓ 9 short term tie up dock sections
- ✓ 2 pump out and dump stations
- ✓ 2 floating restrooms



Provided

\$2.2 million in maintenance funds for 315 public boating facilities

Over 10,000 hours for

- ✓ surveying & engineering
- ✓ construction and permitting
- ✓ assistance to public agencies for boating facilities.



Cost Drivers

Increased construction costs

- Materials
- Labor
- Permit compliance

Increased costs for boating safety enforcement

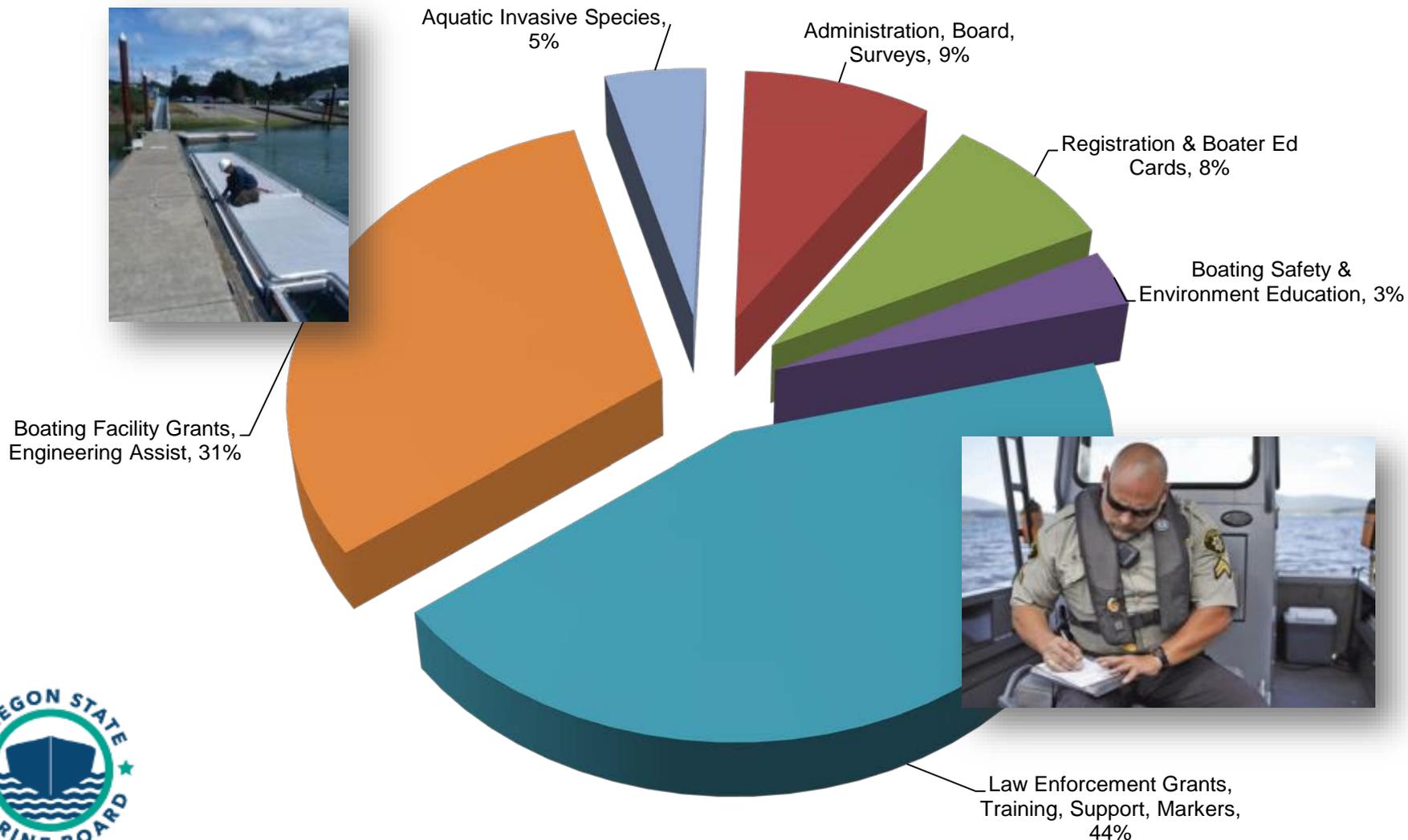
- Personnel costs
- Equipment and supplies

Boating use has increased



Marine Board Expenditures

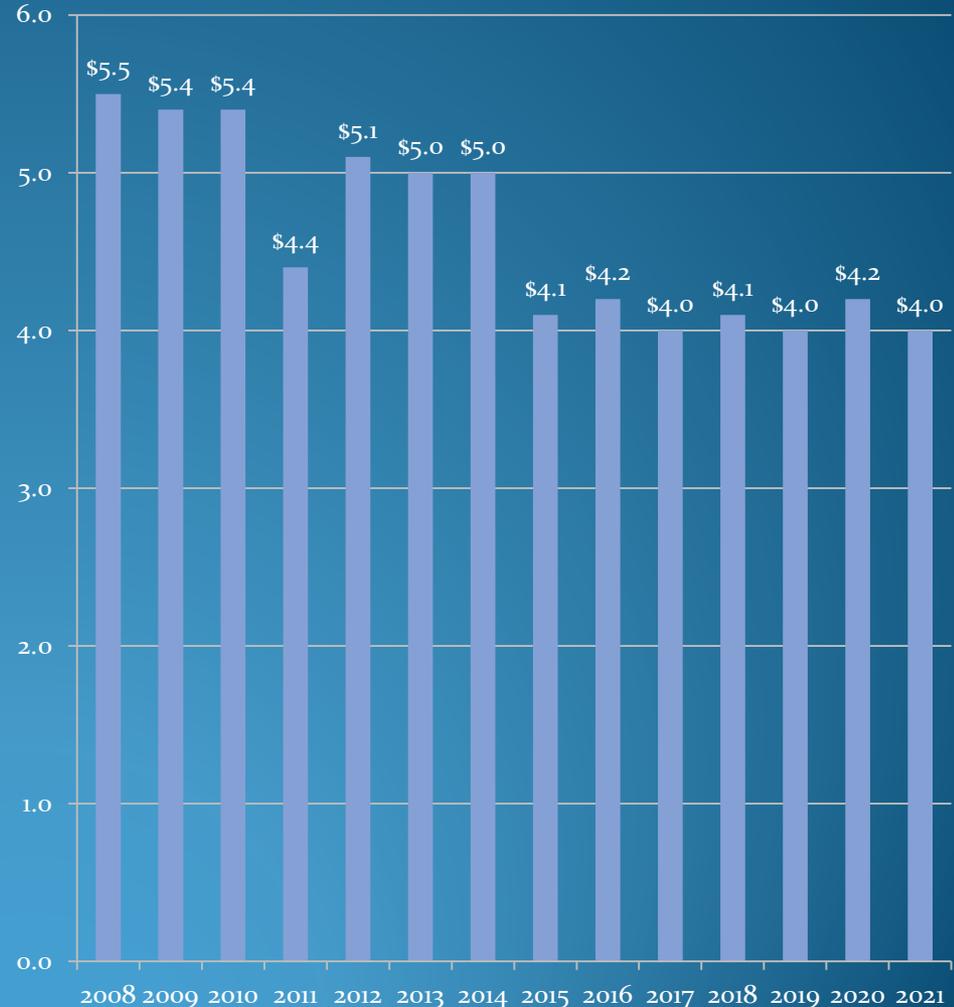
2019-21 MARINE BOARD EXPENDITURES BY MAJOR PROGRAM



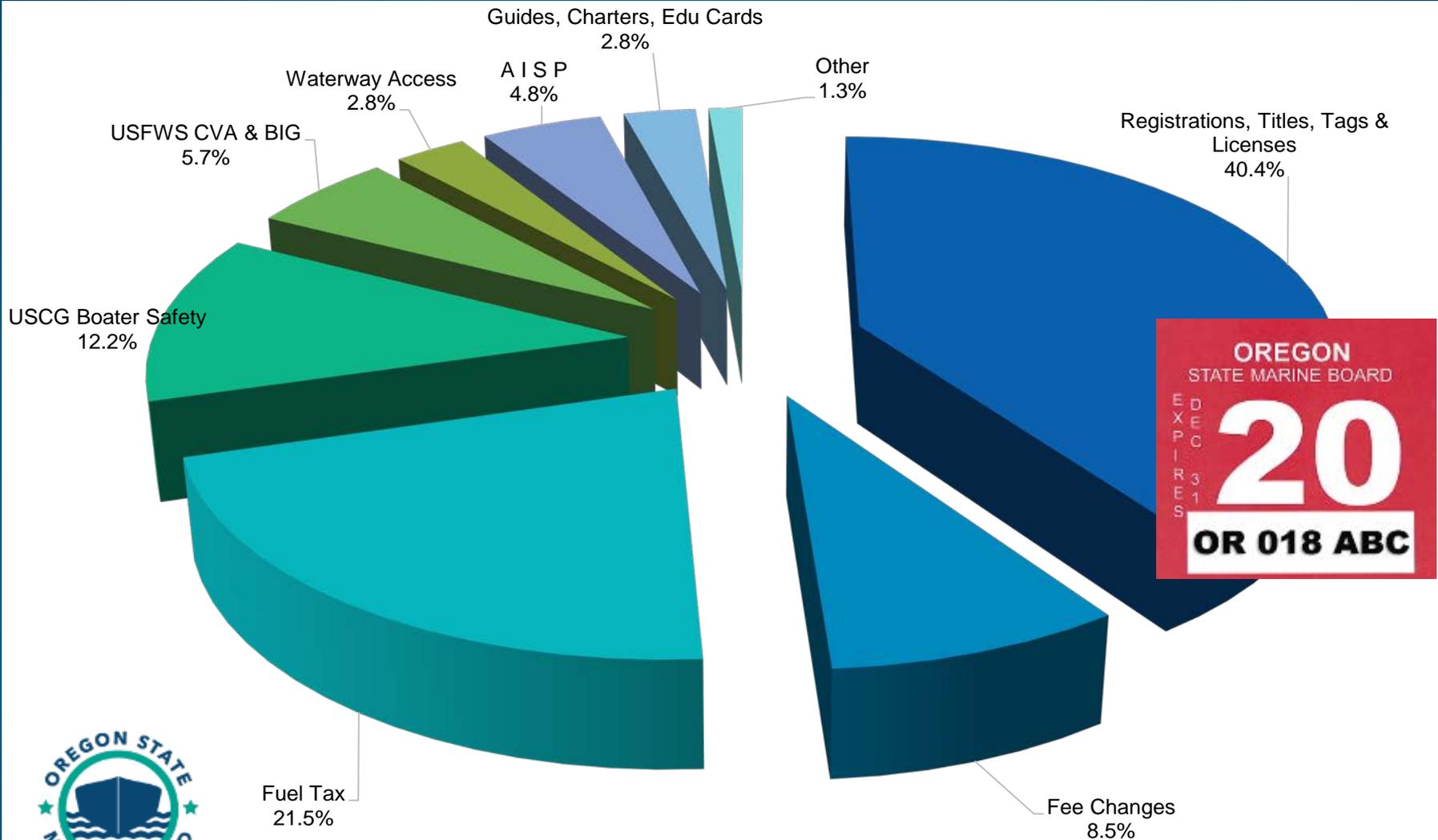
Revenue Drivers

- Number of registered boats
- Amount of fuel use calculated in quadrennial fuel use survey
- Aquatic Invasive Species Permits Sold
- Federal funds from Sport Fish Restoration and Boating Trust Fund

OSMB Fuel Tax Revenue by Fiscal Year
Dollars in Millions



Marine Board Revenue



2019-21 MARINE BOARD REVENUES BY MAJOR SOURCE – TOTAL \$35,086,153
 Excludes \$3,625,016 Beginning Balance

Service Improvements and Efficiencies

- Title and registration section implemented continuous process improvement practices
- Testing electronic renewal notifications
- Implemented video meeting technology
- Boating Safety section integrated process improvement principles



Key Performance Measures

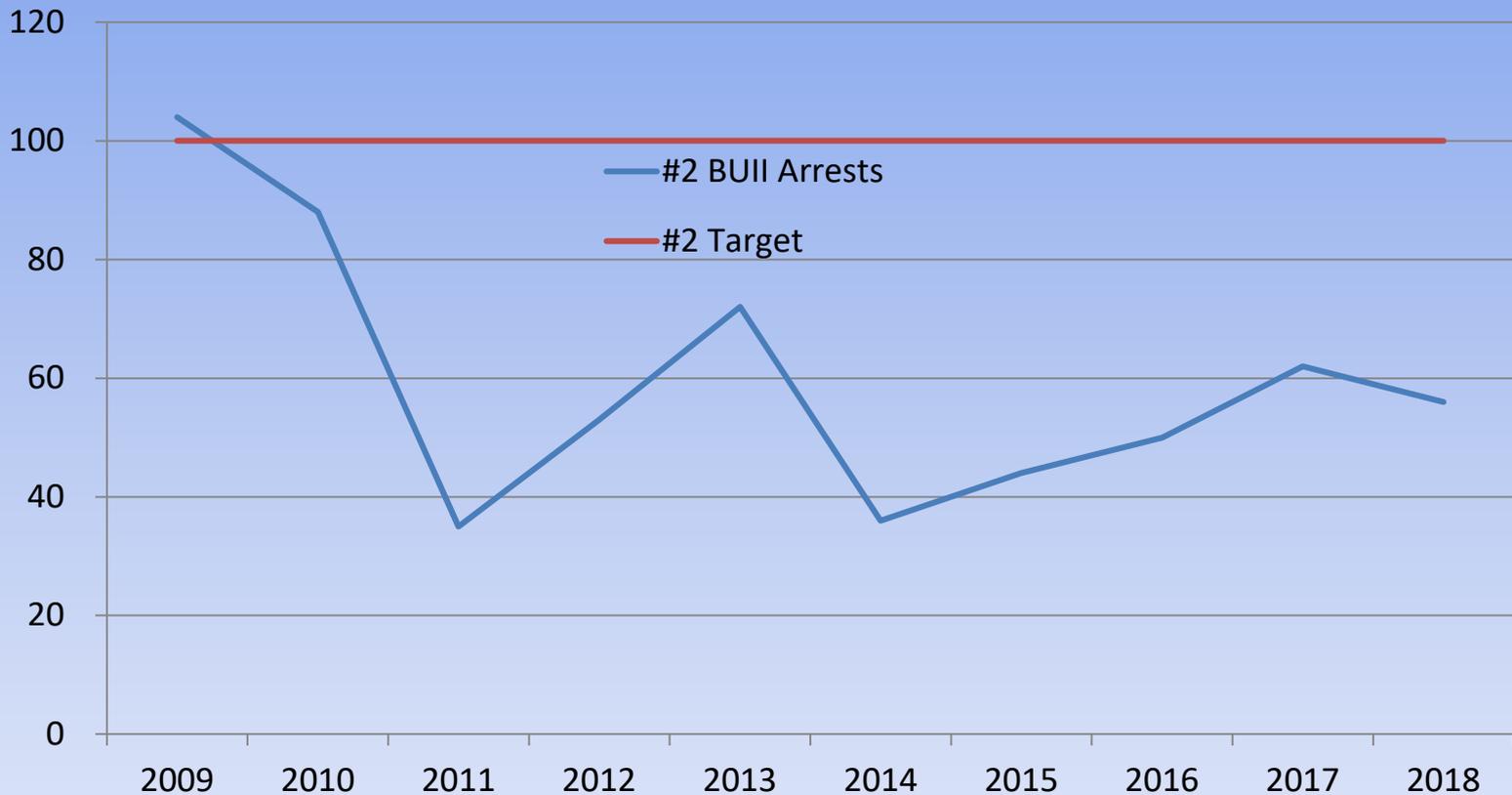
Oregon State Marine Board 2018 Key Performance Measures

	Target	Actual	Status
1. Number of boat patrol hours conducted on the water.	34,650	26,276	
2. Number of boat operators arrested for boating under the influence (BUII).	100	56	
3. Number of boating fatalities per 100,000 registered boats.	6.5	*10.7	
4. Percentage of inspected boaters carrying the required mandatory Boater Education Card.	86%	94%	
5. Number of gallons of boater-generated sewage not deposited in Oregon waters due to boating facilities that benefitted from Marine Board and Clean Vessel Act funding.	750,000	515,306	
6. Ratio of matching funds from other sources to Marine Board funds.	2.10	1.60	
7. Number of days on average taken to process and award grant funds to a grantee.	20.0	5.6	
8. Number of days on average taken to process a grant reimbursement to a grantee.	8.00	5.30	
9. Percentage of customers rating as "good" or "excellent" their satisfaction with agencies availability of information, timeliness, accuracy, helpfulness and expertise.	95%	94%	
10. Percentage of total best practices met by the Board and Management.	100%	90%	
11. Number of boat inspections for aquatic invasive species done in the latest year.	15,500	28,115	

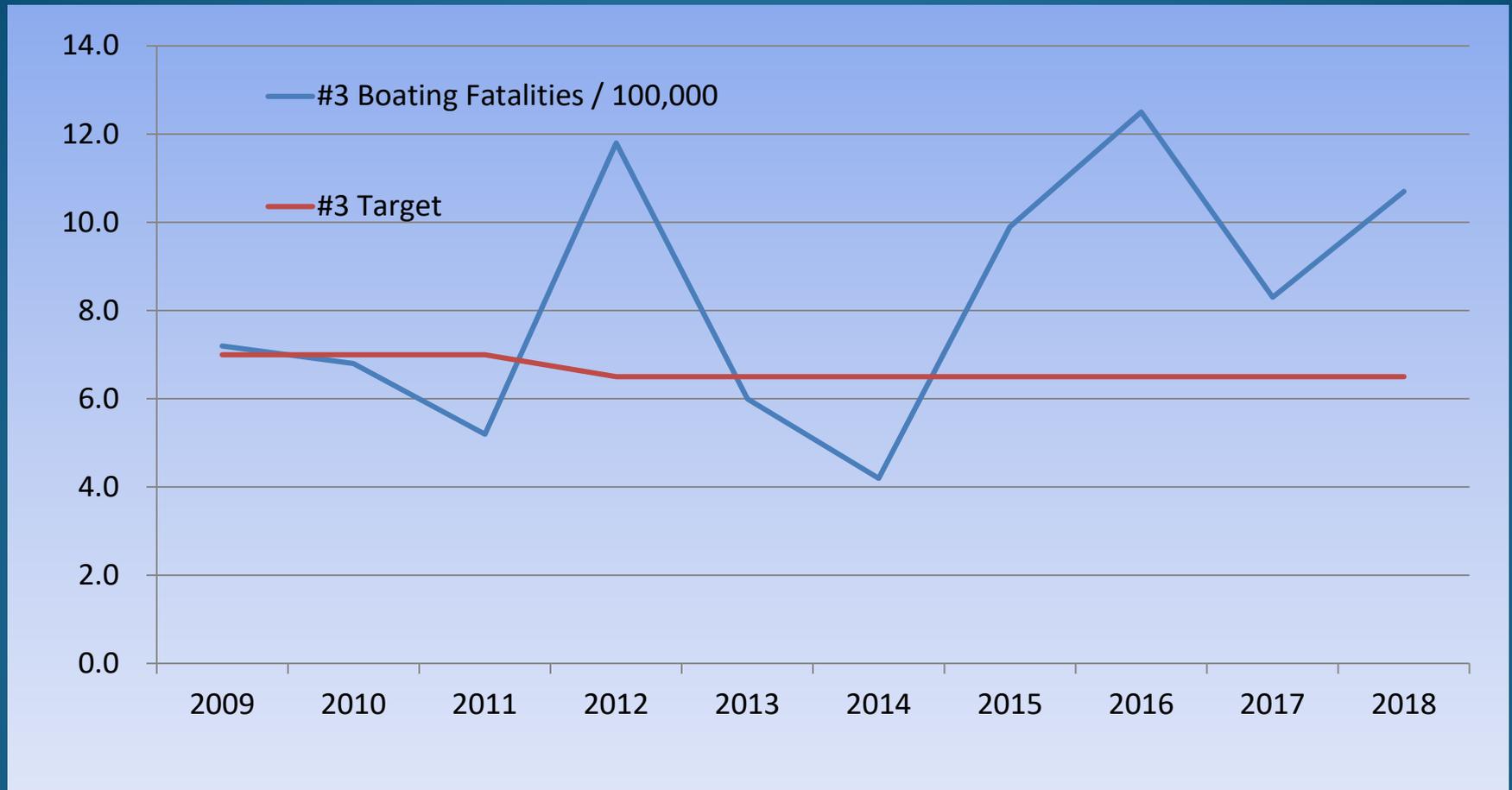
* Includes non-motorized boating fatalities. When reflecting motorized fatalities, actual is **4.0** (green), below the target.



KPM #2 – Number of boat operators arrested for boating under the influence (BUII)



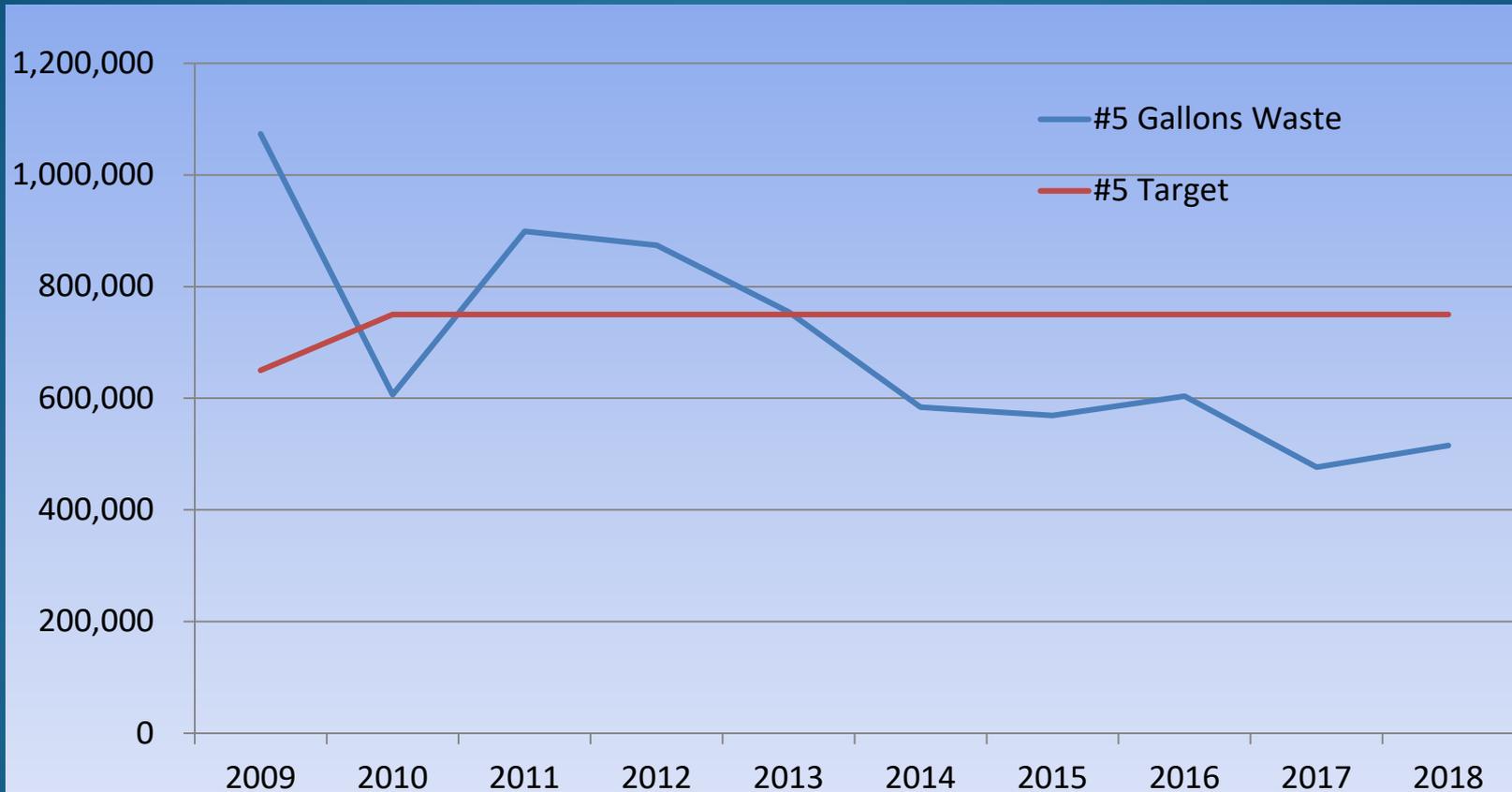
KPM #3 – Number of boating fatalities per 100,000 registered boats (includes non-motorized)



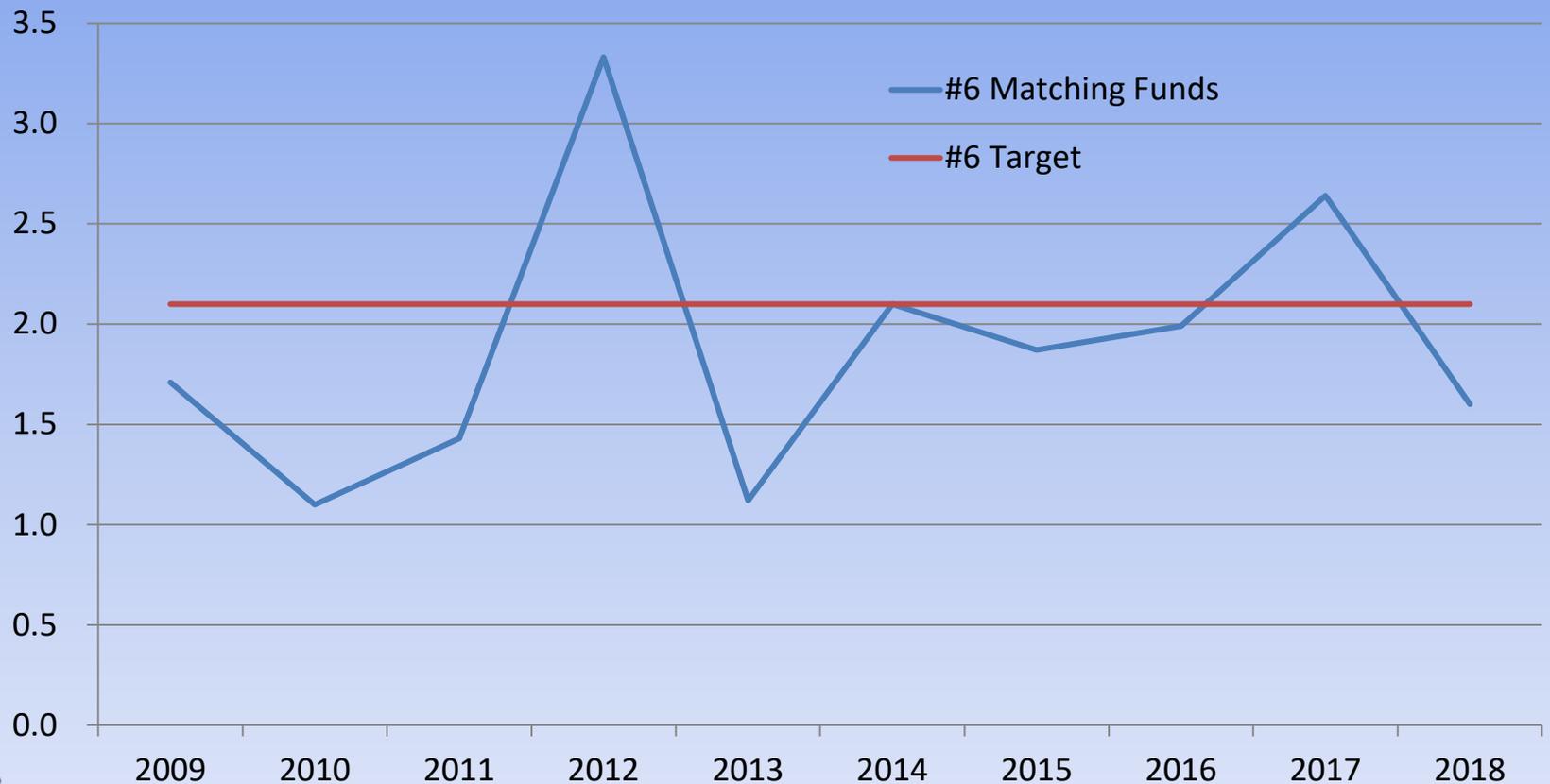
Deaths involving registered motorboats per 100,000 is 4.0, below the KPM target



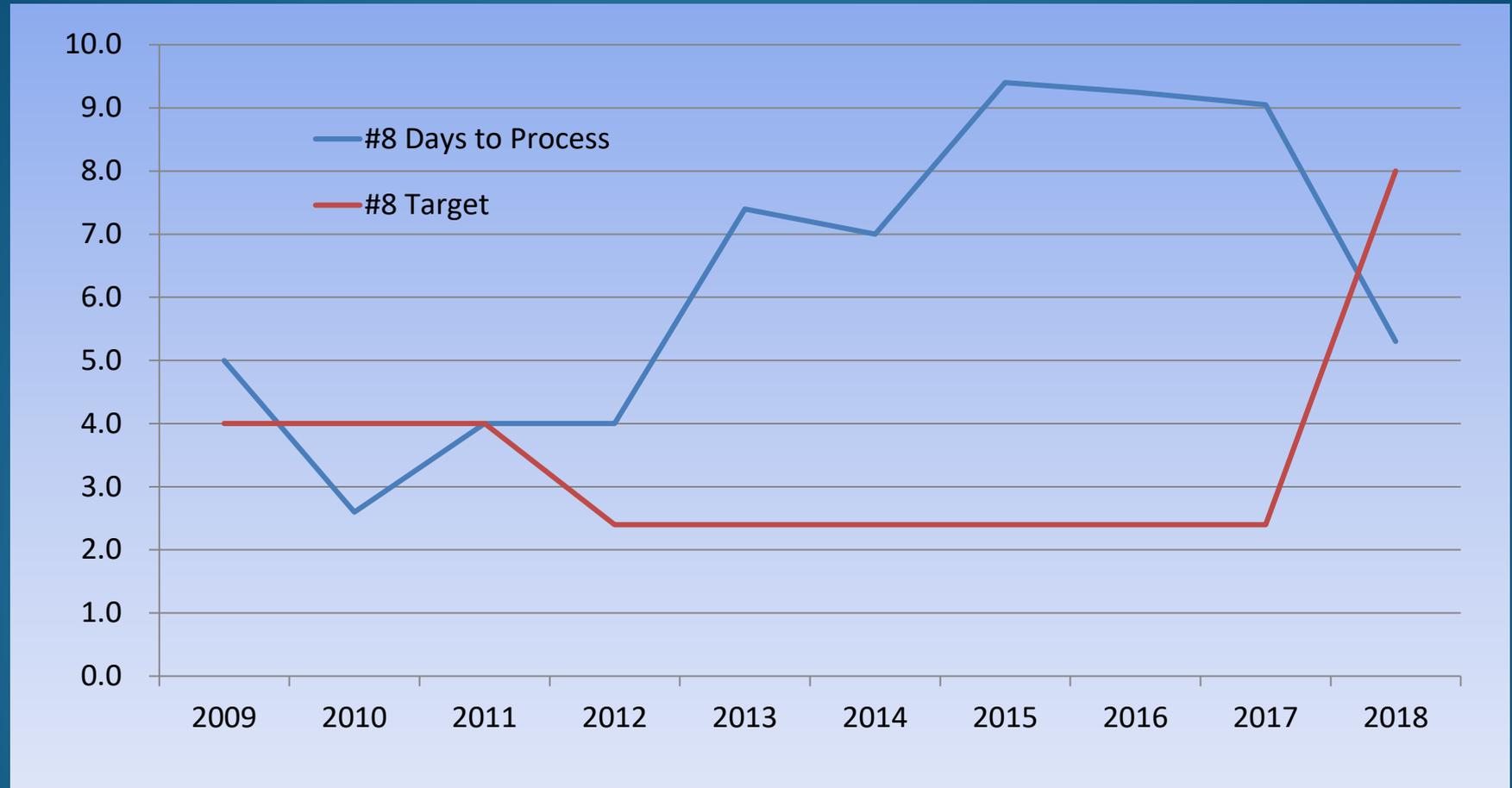
KPM #5 – Number of gallons of boater generated-sewage not deposited in Oregon waters



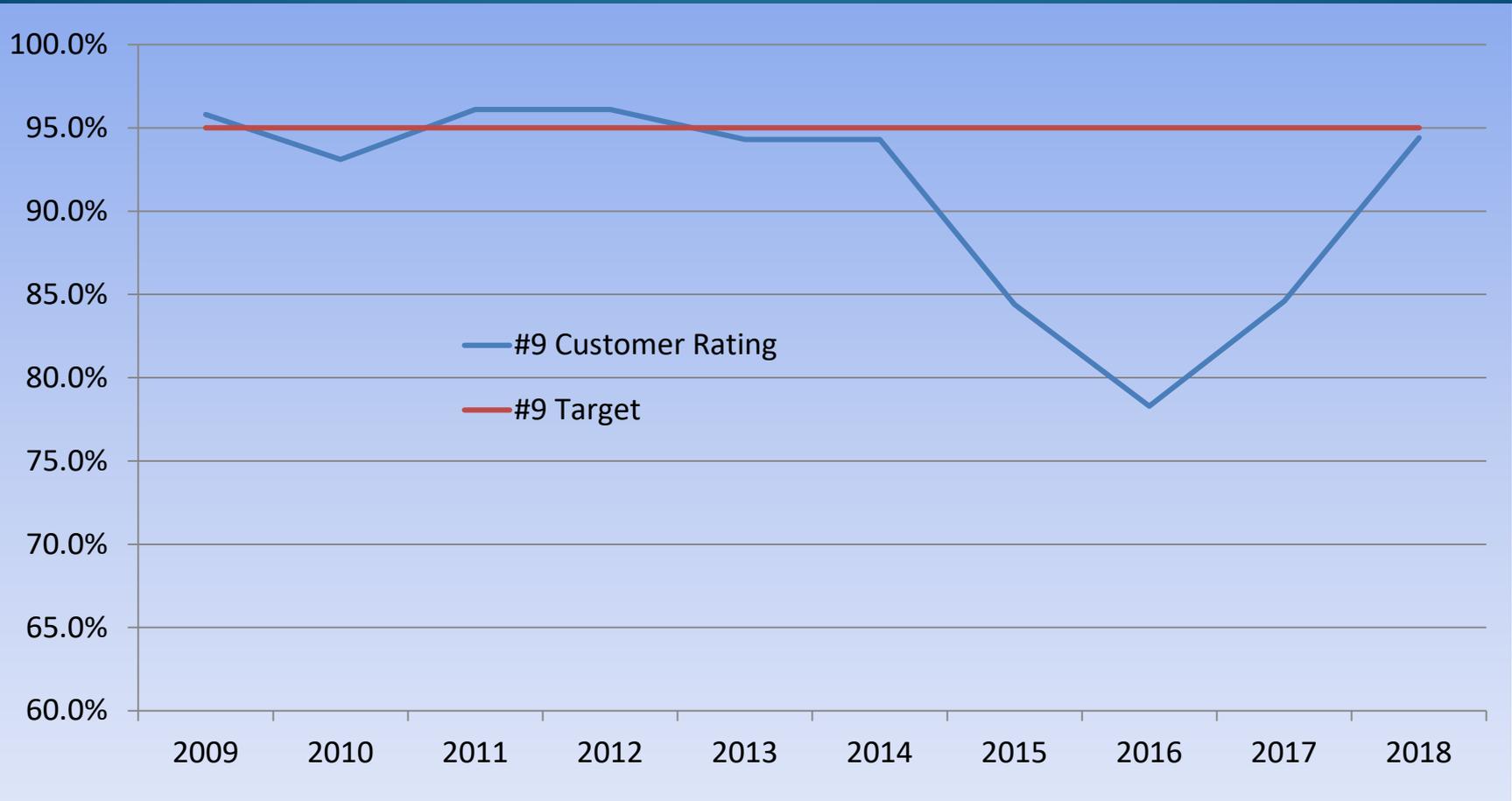
KPM #6 Measure of matching funds from other sources to Marine Board funds



KPM #8 Average number of days it takes to process requests for grant reimbursements



KPM #9 Customer Satisfaction



Percent of customers rating as “good” or “excellent” their satisfaction with agencies availability of information, timeliness, accuracy, helpfulness and expertise



Reductions

10% reduction options (ORS 291.216):

- 1) Significantly reduce construction, renovation, replacement and maintenance of boat sewage collection system
- 2) Abolish 3 FTE: in-house IT services eliminated and revenue accounting impacted; eliminate Adopt-A-River and Clean Marina Program; eliminate OSMB AIS coordination
- 3) Reduce annual funding to marine law enforcement; LE boat purchases reduced; smaller counties would discontinue marine patrol; eliminate LE contract for outfitter guide enforcement
- 4) Reduce educational grants and supplies

Reductions

POP 70 reductions due to revenue shortfall:

\$2.11 Million

Law Enforcement contract cut by 7.5%

Unpatrolled waterways

Some county Sheriff's marine programs abolished

Boating facilities grants decreased by 10%

Fewer facility improvements and maintenance
money for local and state agencies

3 FTE eliminated

Boater Education Card program – delays in
processing applications

Policy Option Packages



SERVING OREGON'S BOATERS SINCE 1959.

Pkg 101, 201, 301 Fees (HB 2080)

Fee Category	Current Fee	Proposed New Fee	Last Change
Registration	\$4.50	\$5.95	2015
Title	\$50.00	\$75.00	2015
Mandatory Boater Education Card	\$10.00	\$20.00	2003
Duplicate Boater Education Card	\$8.00	\$16.00	2003



HB 2080

Issue:

- The Marine Board's current fee rates are not sufficient to support agency operations at the current service level.
- Costs for contracted services for marine law enforcement continue to rise.
- Costs for supplies and materials (aluminum, concrete, etc.) continue to rise.



Direction from the Board

- The Marine Board approved \$1.3 million in cuts during the 2017-2019 biennium;
- And \$1.6 million in permanent reductions for the 2019-2021 biennium to minimize the impact of a fee increase to recreational boaters.



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 increase



HB 2080

Following the national trend of decreasing boater registrations while boating activity has increased leads to:

- Decreasing registration revenue, gas tax revenue and lower US Coast Guard grant money
- Increased demand for services and aging infrastructure



Other States

- Washington and California both have excise taxes along with registration fees
- Cost for average valued 19' boat over 12 years
 - \$2,830 in California
 - \$1,336 in Washington
 - \$771 in Oregon under proposed fees
- Money paid by boaters in other states doesn't always go back into boating services



Boat launch and boarding dock in Bellingham, WA.



HB 2080

- If a fee increase is approved, new rates would be implemented starting with 2021 boat registrations.
- Models show this fee increase sustaining the agency through 2026.
- While registrations are down, boating activity continues to increase. Failure to increase fees will result in program cuts to marine law enforcement and boating facility grants.



Pkg 102, 302, 402 Waterway Access (SB 47)



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



SB 47 Solution

- Create a dedicated account to provide better waterway 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



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.



Hole in the Wall –Clackamas River



Ojalla Boat Slide – Siletz River



Port of Arlington – Windsurfing Access



No OSMB funding provided

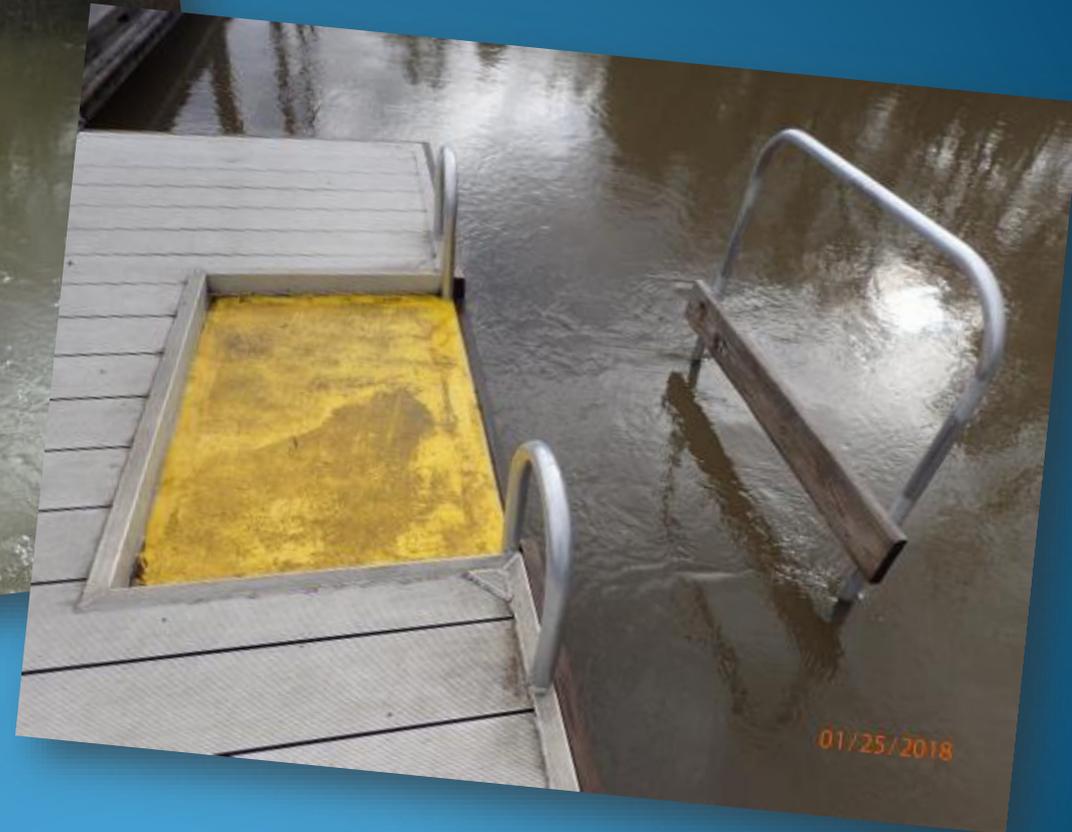
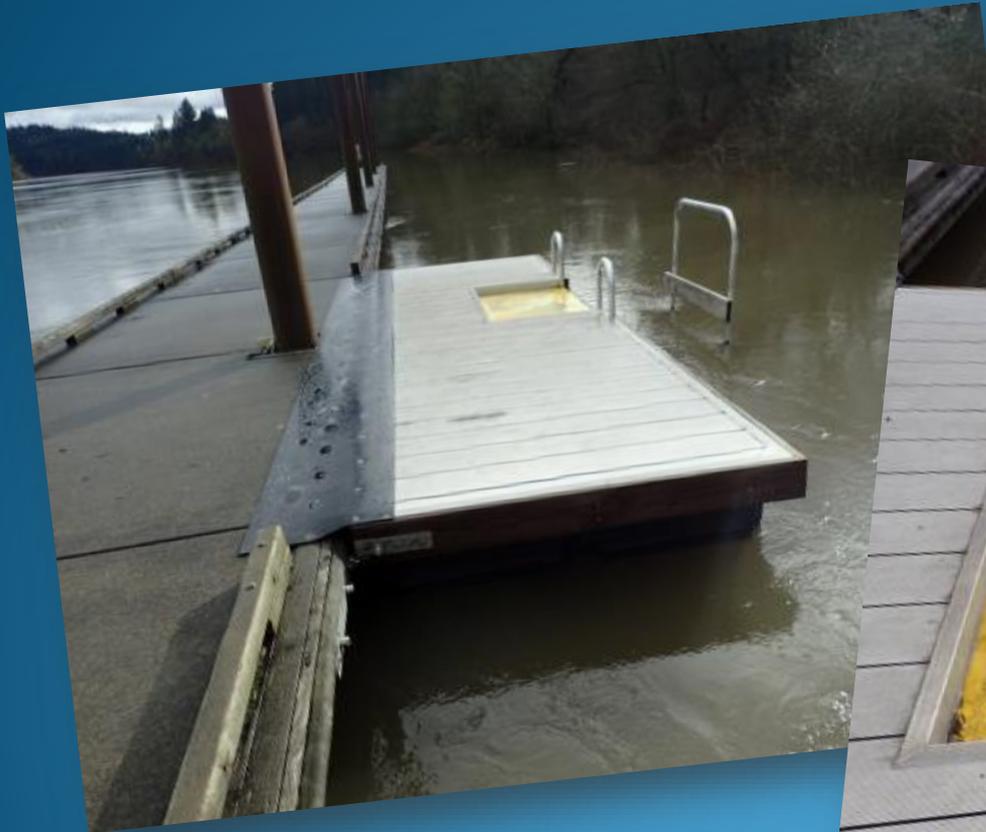
Cedaroak -Willamette River

*Carry-down access
& riparian buffer*



Champoeg Park –Willamette River

ADA Kayak Launch



No OSMB funding for add-on paddle dock; grant award for tie-up dock

Policy Issues



HB 2077 Livery Program

Requires liveries to register with OSMB

Increase education and outreach to rentals

HB 2078 Boater Education Card

- Removes 60-day exemption for new boaters
- Plenty of options for boaters to satisfy requirement



HB 2079 Boater Safety Laws

- Revocation of boater safety card- BUII
- Change lifejacket violation to Class D \$115 from Class B \$265.

HB 2076 – Aquatic Invasive Species

- Gives law enforcement ability to requires vehicles that bypass border inspection stations to return
- Requires boaters to remove drain plugs and transport with plugs removed



Questions

