

Oregon State Marine Board

	2017-19 Actual	2019-21 Legislatively Adopted	2019-21 Legislatively Approved *	2021-23 Current Service Level	2021-23 Governor's Budget
Other Funds	25,608,383	28,360,346	28,360,346	30,186,262	29,654,047
Federal Funds	5,079,300	6,317,622	6,317,622	6,598,631	6,592,864
Total Funds	30,687,683	34,677,968	34,677,968	36,784,893	36,246,911
Positions	39	40	40	40	40
FTE	39.00	39.25	39.25	39.50	39.50

* Includes Emergency Board and administrative actions through December 2020.

Program Description

The Board is responsible for registering and titling all recreational motorized and sailboats 12 feet and longer in the state, providing boater education, marine law enforcement, facility access and mitigating the effects of invasive species on native waters.

The Board is divided into four major program areas:

- The Administration and Education program contains all of the costs directly associated with the work of the actual Board, as well as performing a variety of administrative and registration functions.
- The Law Enforcement program unit contracts with 32 county sheriffs' offices and the Department of State Police for marine law enforcement services.
- The Facility Grants program offers assistance and awards grants to federal, state, and local governments for the design and construction of marine access facilities across the state.
- The Aquatic Invasive Species Prevention program is to protect against the introduction and spread of aquatic invasive species through education, enforcement, and inspection/decontamination services.

The Board's programs serve the over registered 170,000 users and approximately 190,000 users that are not registered.

The 2021-23 Governor's Budget is a 4.5% increase from the 2019-21 Legislatively Approved Budget.

CSL Summary and Issues

There are no CSL issues.

Policy Issues

SB 47 (2019) established the nonmotorized boat access fee to establish grants for land acquisitions for, construction of, and maintenance of boating facilities for nonmotorized boaters. Any adjustments to the nonmotorized boating program may require legislative action. HB 2351

(2019) allows the board to write rules to govern wake sports in the Willamette Greenway. This has been problematic given the diverse uses of this part of the Willamette River, it will likely remain that way.

Other Significant Issues and Background

Due to the current economic environment, the Board anticipates a softening in boater registrations and anticipates a slight uptick in nonmotorized boating permits. As there are fewer boaters, revenue from fuel tax revenues are anticipated to stay flat or slightly decrease. The next use survey is scheduled for 2021. The Board last increased fees in the 2019 session and does not anticipate needing an additional increase in 2021-23. If revenue decreased beyond what is anticipated, it may result in fewer law enforcement and facility grants.