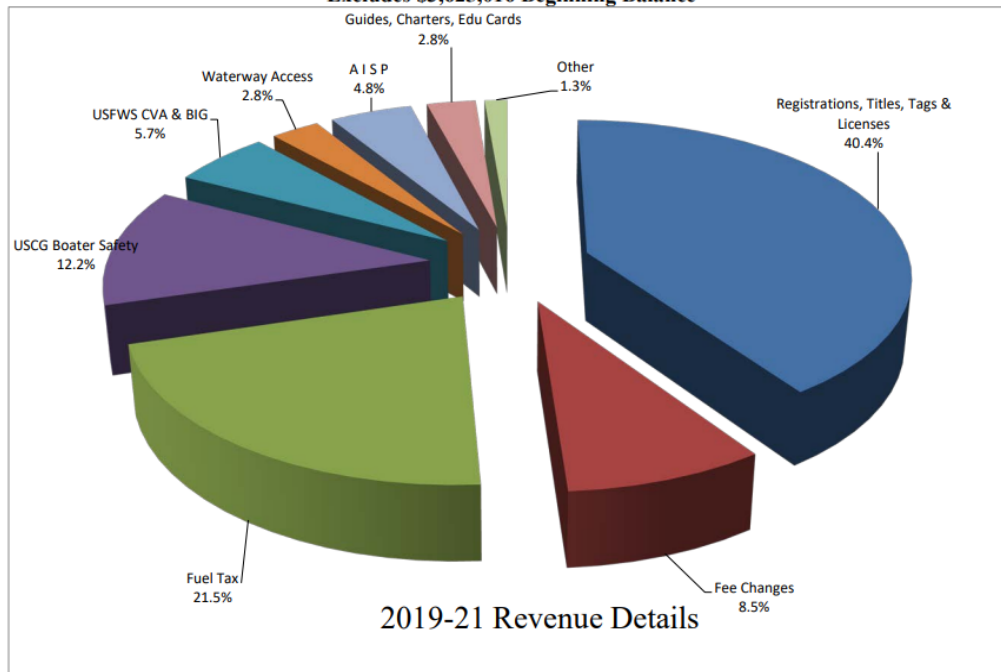


I am writing in support of HB 2695. As a citizen who has spent the last 13 years involved with the Oregon State Marine Board on BOAT Advisory Committees, RAC Work Groups, and the Hiring Committee for the current Executive Director, I want to encourage your yes vote for expanding the make up of the Oregon State Marine Board. As you will see from the budget revenue overview and the organizational chart below, the OSMB is funded primarily through boater registration and fuel tax fees and has department leadership roles dedicated to Boating Registration, Boating Services, and Boating Facilities. It is necessary to broaden the expertise of the Marine Board by adding the roles outlined in HB 2695. To do so, would aid the Marine Board staff as they grapple with ever growing complexities around interagency accountability and the myriad uses of the waterways for which they are expected to craft Administrative Rules.

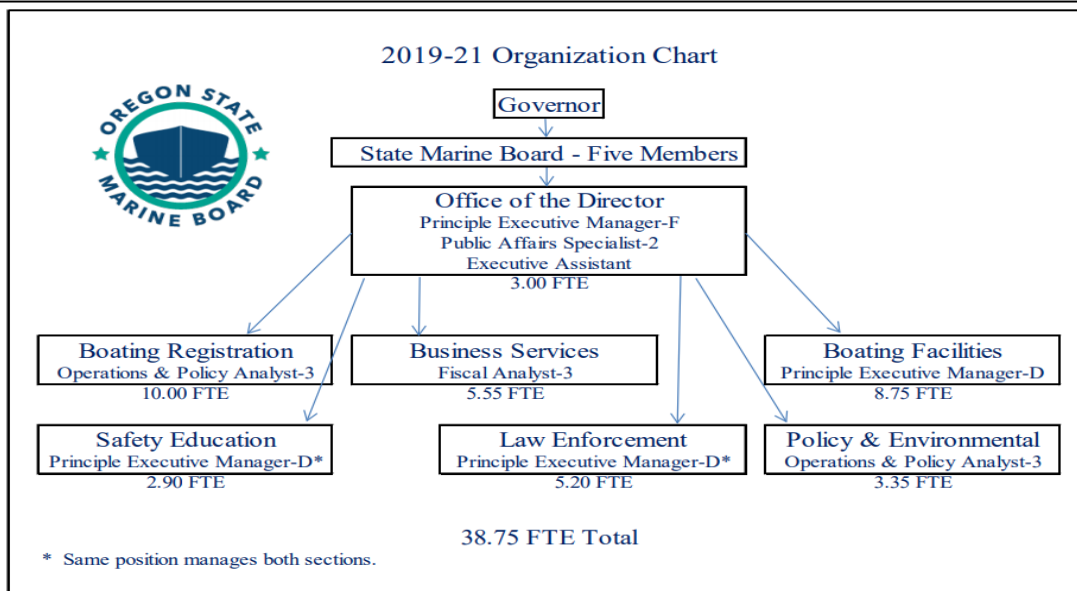
BUDGET NARRATIVE

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



BUDGET NARRATIVE

2019-21 Organization Chart



Summary of Revenue Changes

The Oregon State Marine Board (OSMB) is primarily funded by three major revenue sources: business license and fees, fuel tax revenues and federal grant funds. On average, Other Funds have accounted for nearly 82 percent of revenue with Federal Funds accounting for the remaining 18 percent. In terms of Other Funds, boat registrations and titling account for more than 43 percent of all revenue. Registration fees are set by statute and vary based on type and size of vessel. Just over 23 percent of all revenue, or approximately \$8.0 million, comes from the fuel tax, which is determined by the Oregon Motorboat Fuel Use Survey. OSMB also collects fees to support the Aquatic Invasive Species program and annual fees for operators of boat liveryes; these revenues are deposited into a dedicated account. In terms of Federal Funds, the Board receives funding from the U.S. Coast Guard's Recreation Boating Safety grant program, the Boating Infrastructure Grant program and the Clean Vessel Act program. Going forward, a minimal growth in revenue projections for motorboat fuel tax is expected in the 2017-19 biennium; and Federal Funds, primarily provided by the Sport Fish Restoration and Boating Trust Fund, are expected to remain flat. The agency's ending balance is projected to be just under \$5.1 million, which is equivalent to approximately 4.5 months of operating costs.