



Background

Agency Mission: Serving recreational boating public through education, enforcement, access, and environmental stewardship for a safe and enjoyable experience.

Historical Perspective

- OSMB was created in 1959.
- Boating Facility grants started in the 70's.
- OSMB starts to receive marine fuel tax revenue in 1985.
- Mandatory boating safety education for motorboat operation passed in 1999.
- Invasive Species Prevention Program started in 2009.
- Federal grant programs are added along the way.
- Waterway Access Program to increase access for non-motorized boating became effective in 2019.
- Boating Safety Advocates added to Boating Safety Education Program in 2023.

Strategic Plan Goals:

During the 2021-23 biennium the agency developed a new strategic plan to create new initiatives to carry the agency through 2028. The initiatives currently under way fall under three main objectives:

- 1) Ensuring boaters have the resources and information they need so they can have a positive boating experience.
 - Develop and implement an education and outreach strategy for nonmotorized boaters.
- 2) Ensuring boating is viable and public access is available in the future.
- 3) Ensuring staff is supported, trained, and provided with the tools needed to fulfill duties and the agency mission.

2025 – 2027 Budget

The agency is requesting its 2025-27 budget to be approved at Continuing Service Level (CSL) plus three policy option packages:

- Selected expenditure levels adjusted for inflation.
- Policy Option Packages:
 - Waterway Access Permit Limitation Increase: Revenues established in 2019 exceed projections, leaving cash reserves where funding can be used immediately for shovel-ready projects. Demand for grant funding continues to increase.
 - Add One FTE in the Titling and Registration Section: Even with process improvements and operational efficiencies over the last two years, there is a need to shorten processing delays with an additional staffer.
 - Outfitter/Guide Program Fee Restructure: Necessary to align with interstate commerce laws and adapt to the increased costs associated with more compliance enforcement and processing functions. Fees have not increased since 2014.



Limiting expenditures to a slight increase will guarantee the agency can continue serving boaters by:

- Maintaining law enforcement activities.
- Continuing to grant funds to entities for new boating facility projects and to maintain their current boat facilities.
- Providing training and education to boaters, partners, and law enforcement officers.
- Implementing and improving boating regulations.

Key Performance Measures

	Key Performance Measure	Target	Actual	% of Achievement
1	Number of boat patrol hours conducted on the water	34,650	17,212	50%
2	Number of boat operators arrested for boating under the Influence of Intoxicants (BUII)	100	7	7%
3	Boating fatalities per 100,000 registered boats	6.5	8.43	130%
4	Percent of inspected boaters who are in compliance with the requirement to carry a Mandatory Boater Education Card	95%	97%	102%
5	Number of gallons of boater generated-sewage not deposited in Oregon waters as a result of Marine Board facilities	750,000	304,784	41%
6	Ratio of matching funds from other sources to Marine Board funds	2.10	2.60	124%
7	Average number of days it takes to process and award grant funds	20.00	23.00	115%
8	Average number of days it takes to process requests for grant reimbursements	8	11	138%
9	Customer Service - Percent of customers rating their satisfaction with the agency's customer service	95%	74%	78%
10	Percent of total best practices met by the Board	100%	100%	100%
11	Number of boat Inspections for aquatic invasive species with actual inspections	15,500	17,245	111%

Oregon continues to see growth and participation in outdoor recreation, specifically non-motorized boating. This contributes to the continued high number of boating fatalities, increased user conflict, conflict between boating and non-boating user groups, and a higher level of public interest and expectation in Marine Board enforcement strategies and actions. Boater inexperience, especially on cold and hazardous waterways, continues to be a large factor of boating fatalities. Balancing available resources with an increase in use, managing user conflict, effectively enforcing new regulations, and working to educate and prevent boating-related fatalities will be the primary focus of the Marine Board in 2025-27. This will require continued modernization of our boater education resources, and improved outreach efforts to engage all boaters in propagating the boating safety mission.

The agency continues to explore new measures of boater “satisfaction.” Instead of just measuring customer satisfaction with their transaction experience, the agency would like to move toward measuring current boater retention, new boater recruitment, and lapsed boater reactivation. The



agency feels that these measures would be a more meaningful indicator of Oregonian’s approval of their boating experience – appropriate regulations, reducing user conflict, safe and accessible boating access facilities – and to use customer satisfaction as an indicator to any barriers for participation. For example, if the agency notices lagging in retention (year over year renewal of motorboat registration or of waterway access permit) for a particular user group, the agency could further investigate the reason – cost, poor experience on the water, lack of access, etc.

Proposed KPMs

The agency will submit the following proposed KPMs for legislative review.

Proposed Key Performance Measures (KPMs)	
Delete	Number of boat patrol hours conducted on the water
Delete	Number of boat operators arrested for boating under the Influence of Intoxicants (BUII)
Delete	Boating fatalities per 100,000 registered boats
Delete	Percent of inspected boaters who are in compliance with the requirement to carry a Mandatory Boater Education Card
Delete	Number of gallons of boater generated-sewage not deposited in Oregon waters as a result of Marine Board facilities
Delete	Ratio of matching funds from other sources to Marine Board funds
Delete	Average number of days it takes to process and award grant funds
Delete	Average number of days it takes to process requests for grant reimbursements
Keep	Customer Service - Percent of customers rating their satisfaction with the agency's customer service
Keep	Percent of total best practices met by the Board
Keep	Number of boat Inspections for aquatic invasive species with actual inspections
New	Boater Compliancy- The percentage of boater contacts that result in a determination that the boater is compliant
New	Grant Funding and Technical Assistance for Improved Boating Access-Leveraging limited grant funding to maximize public boating access improvements and providing technical assistance to remove barriers for local, state, and federal agencies and Tribal Governments to complete boating access improvements.
New	Title Production Service Level- Percentage of title applications completed or sent deficiency notice within 60 days of application

Programs

The **Administration and Education program** area includes the Office of the Director, Titling and Registration, Boater Education, Business Services, and the Policy & Environmental sections.

The Director’s Office is responsible for providing overall leadership and direction for the agency and is responsible for state boating law administration.

The **Policy and Environmental section** develop and coordinates rulemaking, advisory groups, and stakeholder engagement. The section develops waterway management plans, special studies and serves as a liaison with other government organizations and interest groups. Environmental programs such as Clean Marina and Abandoned and Derelict boat removal activities fall within the Policy and Environmental section. The Policy and Environmental section conduct the statutorily mandated triennial boating survey.

The **Titling and Registration section** is responsible for the majority of the agency’s business activity by titling and registering approximately 154,258 recreational boats. This section also titles approximately 2,800 floating homes and boathouses. The section staff receive an average of 2,600 calls a month and respond to an average of 300 emails. The Registration Section publishes annual boat registration data,



provides annual reports to the U.S. Coast Guard, and generates monthly registration statistics and active boat records for the national Vessel Identification System (VIS).

The **Business Services section** provides agency-wide business functions including accounting, budgeting, procurement, federal grant administration, inventory control, and cash management. The section also provides support for all building facility management, information technology and security within the agency. Business Services conducts the statutorily mandated quadrennial fuel use survey. This section also manages external agency communication to inform boaters about waterway obstructions, construction, marine events, clean marinas, boating facilities and boatable waterways, and updates to boating regulations through digital assets. Business Services communications also collaborates with other agencies and organization communications staff to amplify messaging and partner on outdoor recreation initiatives.

The **Education section** is responsible for implementing the statewide mandatory boater education program. It provides leadership and coordination for statewide water and boating safety through mandatory boater education campaigns and school programs. The Education section develops and distributes print materials to promote safe boating as well as providing grants to non-profits for boater safety training or expanding life jacket loaner stations near waterways. The Boating Safety Advocate Program primary purpose is to engage with schools, communities, boating groups, events and organizations to deliver boating and water safety education. The Education Program directly supports the Boating Safety Advocacy by developing and delivering focused, relevant, and effective messaging to promote boating and water safety awareness.

The **Law Enforcement Program** provides funding and training support for 31 county sheriffs' offices and the Oregon State Police to enforce boating laws and safe boating practices. This program promotes boating safety through the active management of contracts with county Sheriffs' Offices and the State Police to patrol Oregon's waterways and enforce boating laws. This program provides funding and subject matter expertise for marine patrol boat purchasing, maintenance, and repair. The program provides relevant training to marine officers, gathers, and analyzes law enforcement statistics, and participates in national programs to reduce incidents and fatalities.

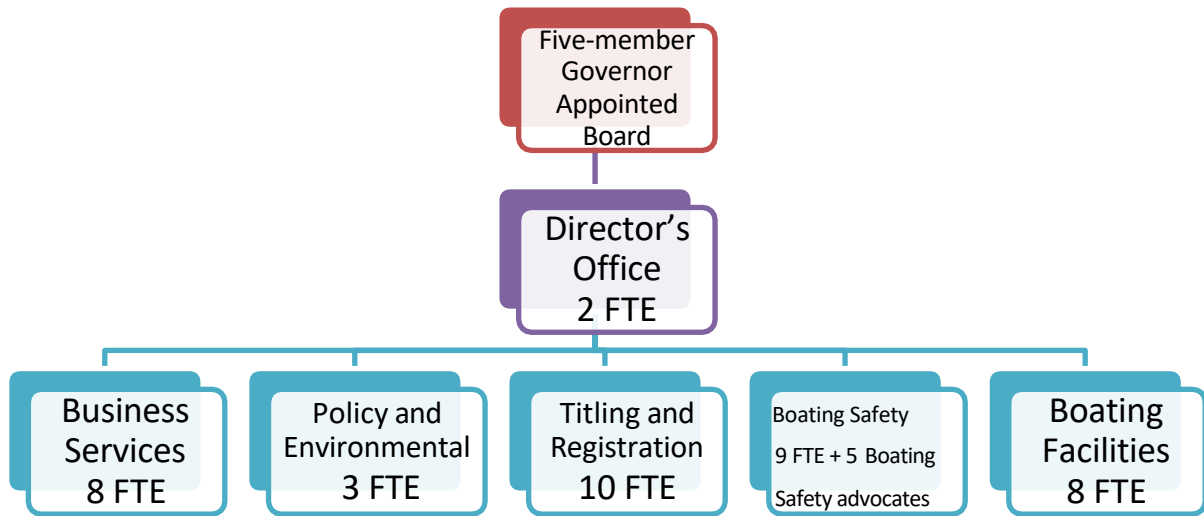
The **Boating Facilities Program** provides grants and technical assistance for the maintenance and improvement of public recreational boating facilities statewide. Boating facilities grants are available to cities, counties, ports, park districts, state agencies, federal agencies, and Oregon's nine federally recognized Tribal governments. Boating facility grants can be used for the acquisition, development, and improvement of public boating access. The program administers federal grants available through Boating Infrastructure Grants and Clean Vessel Act programs. Private marinas can apply for grants to improve vessel waste collection facilities. Annual grants are also available to cities, counties, ports, park districts and state agencies to augment the maintenance of public boating access sites. Engineering, design, and project administration services, including project planning and needs assessments, are part of this program. Program staff also provide technical assistance in acquiring environmental permits and



review projects for impacts on navigation.

The **Aquatic Invasive Species Protection Program** became an independent budget structure during the 2011 Legislative session and is implemented under the Policy and Environmental Section. This program was created because of a law enacted by the 2009 Legislature with the intent of protecting state waterways from aquatic invasive species. This program manages the permitting process and education and outreach efforts which impact nonmotorized boaters, motorized boaters, and out-of-state visitors bringing their boats to recreate on Oregon waterways from other states. Funding from the program is also provided to ODFW through an interagency agreement to perform roadside boat inspections for aquatic invasive species (AIS).

Agency Organization



The Marine Board is five volunteers who are appointed by the Governor and confirmed by the Senate. They represent different geographic regions of the state and different boating activities, serve four-year terms, and may apply for a second term of service.

The **Business Services Section** handles all administrative agency functions – budget, finance, procurement, information technology, building and fleet maintenance, GIS mapping, and internal/external communications.

The **Policy and Environmental Section** is responsible for rulemaking, the Aquatic Invasive Species Program, the Abandoned and Derelict Vessel Removal Program, and the Clean Marina Program. These programs primarily interact with stakeholders and partner agencies.

The **Titling and Registration Section** is the customer service provider for the agency and the primary



contact point for the boating public. The public service representatives are part of the agency call center and process boating title transactions, registrations, and other boating permit and ownership documents.

The **Boating Safety Section** coordinates the law enforcement contracts with the County Sheriff's and Oregon State Police, coordinates marine law enforcement training, manages the Mandatory Boater Education Program, and manages the Outfitter Guide registration program.

The **Boating Facilities Section** provides design, engineering, and technical assistance to aid in the development of boating facilities. The section also distributes federal and state grant funds through the Boating Facility Grant program and state funds to the Waterway Access Grant program and the Maintenance Assistance Program.

Budget Drivers

The main cost drivers for the agency are changes in construction cost and boating safety enforcement. Regarding construction cost, increases in materials, labor and permit compliance are the main factors. For boating safety enforcement, personnel and cost of equipment and supplies.

On the revenue side, the main drivers that are affecting the agency are the number of registered boats, the amount of fuel use calculated in the quadrennial fuel use survey (Performed by OSU), and the assigned/awarded Federal Funds by the U.S. Coast Guard and U.S. Fish and Wildlife Services.

Major Changes in the past three biennia

2019- 2021 The addition of the Waterway Access Permit program with the passage of SB 47 in 2019. In 2020, in part due to the increase in outdoor recreation associated with COVID, waterway access permit sales surpassed those forecasted. During 2021-2023, the agency awarded 30 Waterway Access Grant funds totaling \$1,5M. During 2023-2025, the agency awarded 31 Waterway Access Grants totaling \$1,5M. The grants ranged from \$800 to \$300,000.

2023-2025 The agency was approved for adding five seasonal Boating Safety Advocates. The intent was to deliver boating and water safety messaging with emphasis on interacting and building community partnerships and deliver education and outreach that is inclusive and resonates with Oregon's diverse boating communities.

Containing Costs and Improving Programs

In the 2019 -2021 biennia the agency began sending boat registration renewal notices by email instead of U.S. Mail. In the 2021-2023 biennium, 35,000 out of 70,000 renewal reminders were emailed electronically. This resulted in \$17,000 savings in printing and postage costs. In 2023-25 we reduced our mailed registration renewals to less than 15,000. This resulted in \$10,000 savings in printing and postage costs. The vast majority are being sent through email.



Budget Information

Revenue

Registration, titling, and boater education card fees haven't been increased since 2019. No increase is expected for the next biennium.

In the 2019-21 biennium, Waterway Access Permit sales totaled \$2,861,277. In 2021-2023 biennium sales totaled \$2,724,588. This includes sales from permits dedicated to both the Waterway Access Program and Aquatic Invasive Species. The agency is forecasting \$2.8M for the 2023-25 biennium.

The agency has been facing a decrease in the number of motorboat registration renewals. However, Fuel Tax revenues have been augmented due to increased consumption of fuel by boaters and the increase in gasoline tax in 2021. Fuel Tax represents 35% of the Marine Board's revenue.

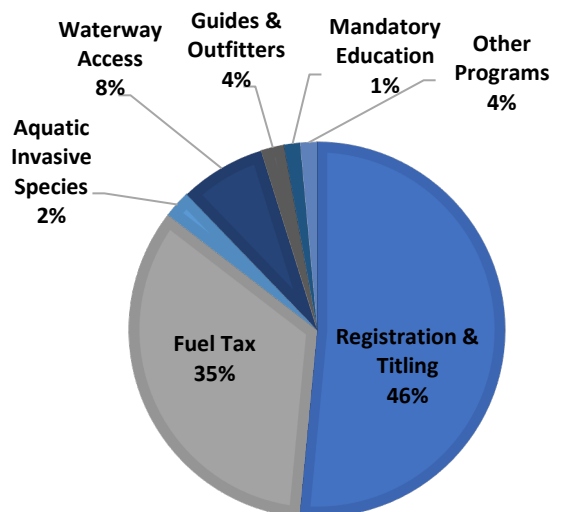
The Fuel Tax has helped offset declines in registration revenue and the agency is forecasting a 3% increase in revenue into the 2025-27 biennium.

Waterway Access sales will continue to play an important role for the agency going forward. For the 2025-27 biennium, Waterway Access revenue is expected to reach 8% of the agency's Licenses and Fees.

2025-2027 Revenue (Millions)



- Waterway Access/AIS
- Fuel Tax
- Registration



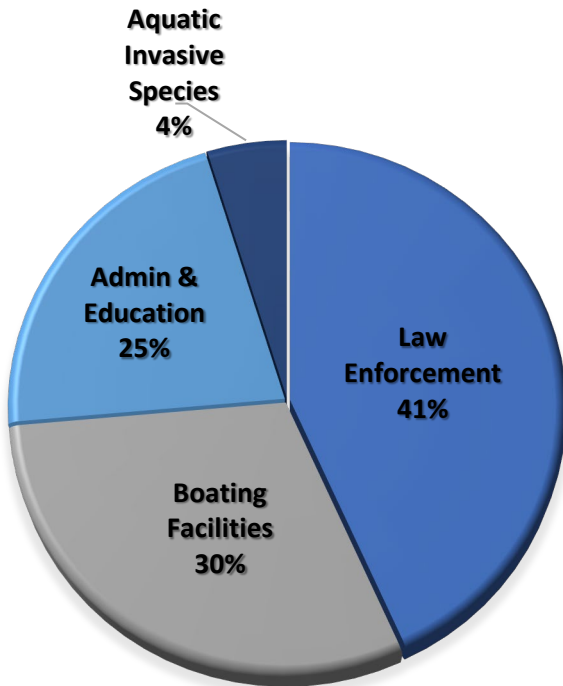


Expenditures

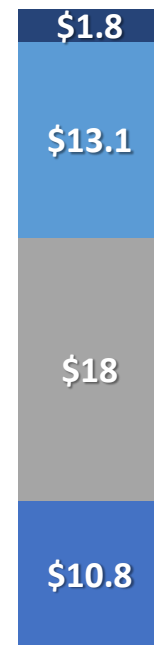
The Marine Board’s labor cost represents 29%, Services and Supplies 10%, and Distributions 61% of the total expenditures. For the past six years, this share has been consistent, and the current agency’s programs have not seen any material change.

Total expenditures for the 2025-27 biennium amount \$43,778,873, which compared to the 2023-2025 Legislative Approved Budget (LAB), represents an increase of 9.3%.

2025-27 BUDGET



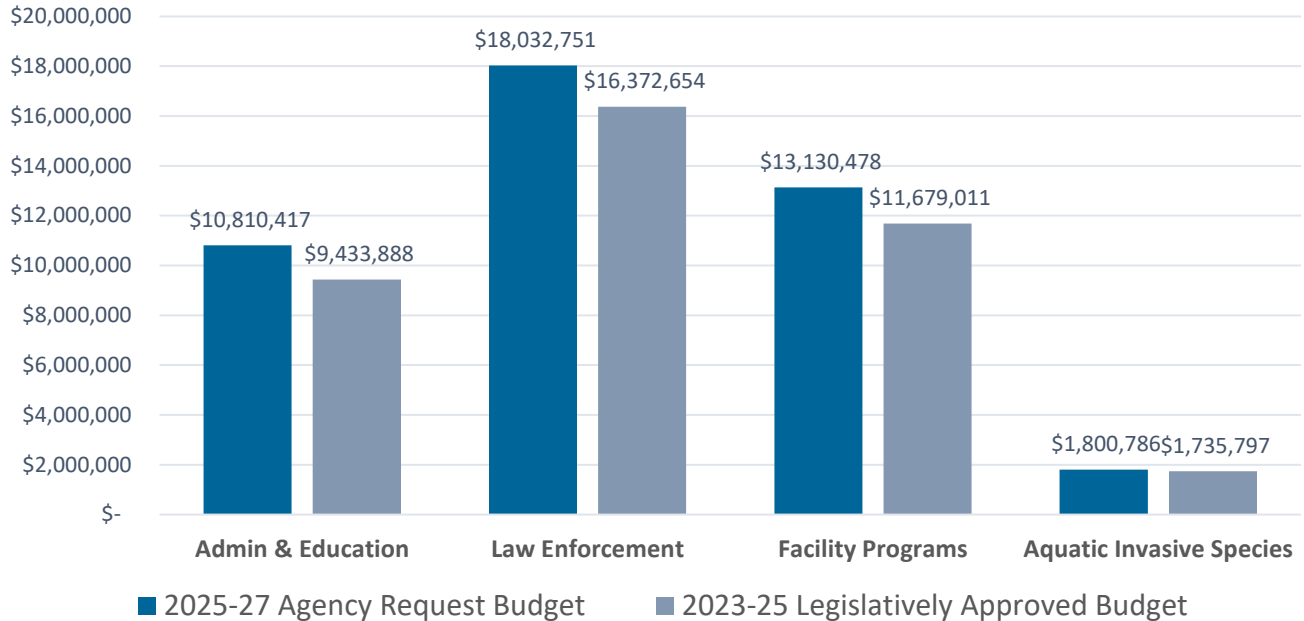
2025-2027 Expenditures (Millions)



- AIS
- Facilities
- Law Enforcement
- Admin & Education



BUDGET COMPARISON



Main Shared Programs

Oregon State Police (OSP). The Marine Board and OSP have an ongoing interagency agreement to partially fund Fish and Wildlife troopers to enforce boating laws across the state. For the 2025-2027 biennium, the agency will provide funds to OSP for \$3,014,363.

Oregon Department of Fish and Wildlife (ODFW). The Marine Board transfers most of the funds deposited into the Aquatic Invasive Species account to ODFW to run the six boat inspection stations located on Oregon’s borders. The agency provided funds to ODFW for \$999,649 during the 2023- 2025 biennium. (Will remain the same in 2025-27)

Oregon Parks and Recreation Department (OPRD). As part of the Facility section’s Maintenance and Assistance Grants (MAG), the agency provides both Other Funds and Federal Funds to OPRD. For the 2023-2025 biennium, the agency budgeted transfers to OPRD of \$400,000 (\$325,000 Other Funds and \$75,000 Federal Funds). (No change in 2025-27 except fund split is \$315,000 OF & \$85,000 FF)

Fiscal Impact of New Legislation

For the 2025-27 session, the agency submitted a Policy Option Package to restructure Outfitter and Guide fees and a fee increase. If the package is not approved, we would need to decrease our revenue projections by \$328,991.



Reduction Options

This is a summary of the 10% reduction option for the 2025-27 biennium:

Program	Program Unit/Activity Description	Other Funds	Federal Funds	Total Funds	Pos.	FTE
Facilities	Boating Facilities/Reduction of non-federal match to the federal funding.	\$ 1,173,860		\$ 1,173,860	-	-
Facilities	Boating Facilities/Clean Vessel Act/Reduction of federal funding from USFWS		\$ 200,416	\$ 200,416	-	-
Law Enforcement	Law Enforcement/Reduction on funding to county sheriff departments and the Oregon State Police.		\$ 472,443	\$ 472,443	-	-
Law Enforcement	Law Enforcement/Reduction of non-federal match funding to county sheriff departments and the Oregon State Police.	\$ 1,454,256		\$ 1,454,256	-	-
Business Services	Administration & Education/Reduce accounting and IT staff and discretionary cost.	\$ 185,677		\$ 185,677	1	.65
Law Enforcement	Administration & Education/Reduce educational grants and supplies		\$ 29,437	\$ 29,437	-	-
Law Enforcement	Administration & Education/Reduction of non-federal match to the federal funding.	\$ 67,730		\$ 67,730	-	-
Boat Registration	Administration & Education/Reduce postage and eliminate the contract.	\$ 188,300		\$ 188,300	1	.25
Law Enforcement	Law Enforcement/Guides and Outfitters Intergovernmental Agreements.	\$ 110,934		\$ 110,934	-	-
Aquatic Invasive Species	Aquatic Invasive Species/Elimination of program analyst and accounting staff, and transfer program management to ODFW.	\$ 360,090		\$ 360,090	2	1.1
		\$ 3,540,847	\$ 702,296	\$ 4,243,143	4	2.00

Technology and Capital Construction Projects

The agency does not have any IT or Capital Construction projects considered for the 2025-2027 biennium.

Other Public Information

A summary of the agency's Governor's Budget is also available on the agency's website or by accessing the following link:

<https://www.oregon.gov/osmb/info/Pages/Business-Services.aspx>