



Oregon

Tina Kotek, Governor

Department of State Lands

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www.oregon.gov/dsl

State Land Board

Tina Kotek

Governor

State Land Board

April 09, 2024

10:00 am – 1:00 pm

Meeting Agenda

LaVonne Griffin-Valade

Secretary of State

Public Wi-Fi logon: LandsDSL

Tobias Read

State Treasurer

*This is a hybrid meeting that can be attended in-person at **775 Summer St. NE, Suite 100, Salem, OR 97301-1279** or online through the Department of State Lands' livestream video:*

www.youtube.com/@oregonstatelands

CONSENT ITEMS

1. Request for approval of the minutes of the February 13, 2024, State Land Board Meeting

ACTION ITEMS

2. Request for approval to initiate due diligence to use grant funding to purchase 113 acres of forestland from Coos County to expand South Slough National Estuarine Research Reserve and further protect its resources.
Public testimony will be accepted on this item.
3. Request for approval to initiate permanent rulemaking for administrative rules under OAR 141-082 governing the management of, and issuing of leases, licenses, and registrations for structures on, and uses of state-owned submerged and submersible land.
Public testimony will be accepted on this item.
4. Request for approval to sell the remaining 261 acres of the Stevens Road Tract through a brokered transaction.
Public testimony will be accepted on this item.

Continued on the next page

5. Request for approval to decertify the remaining 1,920 acres of the Sun Pass tract within the Oregon Department of Forestry's Klamath district.
Public testimony will be accepted on this item.
6. Establish Oversight Structure for Elliott State Research Forest
Public testimony will be accepted on this item.

INFORMATIONAL ITEMS

7. Elliott State Research Forest Updates
No public testimony will be taken on this item.
8. Legislative Update
No public testimony will be taken on this item.
9. Update on Oregon's Abandoned and Derelict Vessel Program
No public testimony will be taken on this item.
10. Other

WATCH THE MEETING ONLINE

Meeting video and audio will be livestreamed, and the recording available after the meeting, on the DSL YouTube Channel: www.youtube.com/@oregonstatelands

ATTEND IN-PERSON

This meeting will be held in a facility that is accessible for persons with disabilities. If you need assistance to participate in this meeting due to a disability, please notify Arin Smith at arin.n.smith@dsl.oregon.gov at least two working days prior to the meeting.

Visitors are **NOT permitted to bring backpacks, bags, or large purses** into the State Lands building prior to, during, or following Land Board meetings. Purses, medical bags, and diaper bags are permitted, but may be subject to inspection by the Oregon State Police.

PROVIDE PUBLIC TESTIMONY

The State Land Board places great value on information received from the public. The public may provide written or spoken (online or in-person) testimony regarding consent and action agenda items, time permitting and at the discretion of the Chair.

- **Providing Written Testimony:** Testimony received by 10 a.m. on the Monday before the meeting will be provided to the Land Board in advance and posted on the meeting website. Submit your input in writing to: landboard.testimony@dsl.oregon.gov. Testimony received after this deadline may not be provided to the Land Board prior to a vote. Please indicate the agenda item your testimony relates to.
- **Providing Spoken Testimony by Video/Phone or In Person:** Advanced sign-up is required for the public to provide spoken testimony (in-person or by Zoom). The sign-up deadline is 10 a.m. the day before the meeting.
Please note: When the number of people interested in speaking exceeds the time allotted for an agenda item, speakers are randomly selected for testimony slots to ensure all have an equal opportunity to testify. Speakers have the same chance of being randomly selected whether they plan to testify in person or by Zoom. The testimony order will be posted to the State Land Board Meetings webpage the day before the meeting, and everyone who signed up to testify will be notified of the testimony order via email. Be aware there may not be time for everyone who signs up to speak.

Additional Testimony Information

- Testimony on action items is taken during the item's presentation, before the Land Board votes. Please review the meeting agenda and be present and prepared to provide testimony at the appropriate time.
- The Board typically accepts testimony on consent and action items only.
- The standard time limit is three minutes for each individual; the actual time available for testimony during Land Board meetings is at the discretion of the Chair.
- The Board may not be able to accept testimony on items for which a formal comment period has closed, such as a rulemaking comment period. The meeting agenda indicates whether testimony will be accepted on an item.



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State Land Board

Tina Kotek

Governor

LaVonne Griffin-Valade

Secretary of State

The State Land Board (Land Board or Board) met in regular session on February 13, 2024, in the Land Board Room at the Department of State Lands (DSL), 775 Summer Street NE, Salem, Oregon. The meeting audio and video was livestreamed on the DSL YouTube channel.

Present were:

Tobias Read

LaVonne Griffin-Valade

State Treasurer

Secretary of State – via Zoom

Tobias Read

State Treasurer

Land Board Assistants

Geoff Huntington

Jessica Ventura

Jessica Howell

Governor's Office

Secretary of State's Office – via Zoom

State Treasurer's Office

Department Staff

Vicki Walker

Arin Smith

Bree Yednock

Bill Ryan

Jean Straight

Brett Brownscombe – via Zoom

Katrina Scotto di Carlo

Ali Ryan Hansen

Ted Bright

Linda Safina-Massey

Department of Justice

Matt DeVore

Governor Kotek was absent from the meeting. Treasurer Read called the meeting to order at 10:00 a.m. The topics discussed and the results of those discussions are listed below. To view the Land Board (Board) meeting in its entirety, please visit our YouTube page: [December 12, 2023 Land Board Meeting](#)

Consent Items

1. Minutes

Treasurer Read made a motion to approve the minutes for the December 12, 2023, Land Board meeting.

Secretary Griffin-Valade seconded the motion.

The item was approved at 10:01 a.m. without objection.

Action Items

- 2. The Department of State Lands requests approval to permanently adopt OAR 141-088-0036, Restrictions for State-Owned Property at the Sandy River Delta in Multnomah County. This rule would enact public use restrictions on Oregon-owned lands, including islands, in the Sandy River Delta from the mouth of the Sandy River to the I-84 bridge crossing, including the Columbia River side channel.**

Director Walker gave a brief background of the item and explained the Department's recommendation that the Land Board adopt the proposed rulemaking, OAR 141-088-0036, to establish restrictions on the use of vehicles and discharge of firearms, and the authority to temporarily prohibit, from the Sandy River Delta, individuals who violate these restrictions or who commit criminal acts within the Sandy River Delta

Treasurer Read asked how the new rules will be enforced.

Director Walker said that we will be working closely with external partners and the HOPE Team who will assist with finding homes and services for those who are affected by the new rules.

Treasurer Read made a motion to approve the action item.
Secretary Griffin-Valade seconded the motion.
The item was approved at 10:07 a.m. without objection.

- 3. The Department of State Lands requests approval of the creation of 1.03 acres of new lands by filling a portion of the State's ownership within the Columbia River in Township 08 North, Range 10 West.**

Director Walker gave an overview of the agenda item and the Department's recommendation that the State Land Board approve the Port to create approximately 1.03 acres of new lands, with preliminary approval for the purchase of those lands, within the State's ownership of the Columbia River.

Treasurer Read asked how often this construction method is used and if we anticipate any challenges.

Bill Ryan, Deputy Director of DSL, stated that this is an unusual request but does happen, particularly in industrialized areas. There is low concern about impacts to public trust values.

Treasurer Read made a motion to approve the action item.
Secretary Griffin-Valade seconded the motion.

The item was approved at 10:16 a.m. without objection.

4. The Department of State Lands requests authorization to proceed with drafting legislative concepts to be submitted to the Department of Administrative Services (DAS) for the 2025 Legislative Session.

Director Walker introduced the Department's Government Relations Manager, Chris Castelli, to present the item.

Mr. Castelli gave an overview of three legislative concepts for approval to move forward with engaging stakeholders and possibly drafting legislative concepts for the 2025 legislative session:

- Historically Filled Lands
- Energy and Telecommunications Coordination
- Abandoned and Derelict Vessels-Placeholder

Secretary Griffin-Valade asked how many abandoned vessels there currently are in Oregon. Mr. Castelli stated that he did not know for sure, but the number is in the hundreds and the Department is currently working on a reporting system and more comprehensive inventory.

Treasurer Read stated that he is interested in hearing more in the future about possible insurance requirements and tracking of the vessels.

Treasurer Read made a motion to approve the action item.

Secretary Griffin-Valade seconded the motion.

The item was approved at 10:26 a.m. without objection.

Informational Item

5. Common School Fund Annual Audit Report

Director Walker introduced Lealan Miller with the Department's auditor Eide Bailley and Joseph Flager, the Department's Finance and Budget Manager to the table.

Lealan Miller, presented the 2023 governance letter and 2023 financial statements and gave an overview of key items as follows:

- Overall process of the audit
- The auditor's opinion
- Highlights from the letter issued to those in charge of governance (the board)
- The Government Auditing Standards opinion letter

Director Walker stated that it is important to note that the common school fund includes two different components. The Constitutional Common School Fund and the Statutory Common School Fund. Each component is subject to different management obligations. The constitutional portion is subject to the Admissions Act and requires that the funds be used for the schools and that the fund be managed for the best interest of the State. The Statutory Common School Fund is subject to the direction of the legislature. It is important to recognize this distinction in order to understand the state's obligations to the Common School Fund.

She continued by stating the Department will strive to make improvements to our system regardless of which CSF we are talking about.

Treasurer Read stated that this was a great audit and thanked everyone for their work.

6. Oregon Department of Forestry's Report on Common School Forest Lands

10:40 a.m.

Director Walker introduced Mike Wilson, State Forest Divisions Chief and Mike Shaw, Deputy State Forester, to present the report.

Treasurer Read asked if we should anticipate volatility continuing in the future. Mr. Wilson stated that the current situation is a tight log market, and the competitive market is actually favorable for our sales.

Secretary Griffin-Valade asked about communities that rely on the timber industry and if the fluctuating market affects them.

Mr. Wilson stated that the market is always a factor as well as seasonal fluctuations, including weather events, can affect those communities.

Director Walker thanked ODF and their Incident Management Team for their work in Lane County during the recent snow and ice storm.

7. Managing School Lands: Annual Report of the Real Property Program

10:51 a.m.

Director Walker was joined at the table by Deputy Director Bill Ryan and Real Property Manager Amber McKernan to present the report.

The primary purpose of this report is to provide the State Land Board a year-end summary of the financial performance of the Common School Fund (CSF) trust lands under the Department of State Lands' oversight. Included in the summary were the overall revenues and expenditures associated with these lands, which were the result of a broad range of real property management activities including leases, easements, licenses, special uses, and land sales and exchanges. This annual report presented outcomes from the 2023 fiscal year (July 1, 2022, to June 30, 2023) and included discussion of future real property management direction and priorities.

Treasurer Read asked if there is a preview of what is to come.

Mr. Ryan stated that the future involves implementation of DSL's strategic plan elements. Since the lands that we manage are not high-income lands, we need to be creative in finding sources of income. We are currently looking at and planning for renewable energy as new revenue sources including wind and solar energy.

Treasurer Read asked about geothermal energy and if that is something we plan on pursuing.

Mr. Ryan stated that we have one geothermal lease that is in an exploratory phase. New technology is emerging, and we will continue looking at this as an option.

8. Elliott State Research Forest Update

11:15 a.m.

Brett Brownscombe, Elliott State Research Forest Transition Director, joined the meeting via Zoom, to assist in presenting the update.

Mr. Brownscombe gave an overview of the draft Elliott State Research Forest 2024 Workplan.

Treasurer Read asked what the timeline is for the HCP.

Mr. Brownscombe stated that we are advancing the HCP through the federal review process now and should be able to finalize the NEPA process and the permits under the Endangered Species Act in 2024 and move into operations in 2025.

The meeting was adjourned at 11:45 p.m.

Tobias Read, Treasurer

Vicki L. Walker, Director



Oregon

Tina Kotek, Governor

Department of State Lands

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State Land Board

State Land Board

Regular Meeting
April 9, 2024
Agenda Item 2

Tina Kotek
Governor

LaVonne Griffin-Valade
Secretary of State

Tobias Read
State Treasurer

SUBJECT

Acquisition of Coos County properties adjacent to the South Slough National Estuarine Reserve.

ISSUE

Whether the Land Board should authorize the due diligence to support the acquisition of two properties in Coos County, totaling 113 acres, to increase the lands of the South Slough Reserve and protect those habitats.

AUTHORITY

Oregon Constitution, Article VIII, Sections 2 and 5; relating to the Common School Fund and land management responsibilities of the State Land Board.

ORS 273.055; relating to the power to acquire and dispose of real property.

ORS 273.171; relating to the duties and authority of the Director.

ORS 273.316 and 273.321; relating to the exchange of state lands.

ORS 273.553; relating to the South Slough National Estuarine Research Reserve agreement between Oregon and federal government rules.

ORS 273.554; relating to the powers, membership, and procedures of the South Slough National Estuarine Research Reserve Management Commission.

OAR 141-067; relating to the sale, exchange, and purchase of state land.

BACKGROUND

The Department of State Lands oversees the South Slough National Estuarine Research Reserve (Reserve) on the southern Oregon coast. The Reserve manages nearly 7,000 acres of natural habitat which include open water channels, tidal and freshwater wetlands, riparian areas, and forested lands. This area is managed for long-term research, education, and public recreation with a focus on the stewardship and protection of natural and cultural resources.

This proposed acquisition includes two properties owned by Coos County:

- The first property is a rectangle-shaped 100 acres, known as the “Deal property”, that will need to be separated out of three existing tax lots. This property was owned by Elwin Deal before Coos County acquired it.
- The second property, known as the “triangle property,” is a triangle-shaped 13-acre parcel along Seven Devils Road, near the South Slough Visitor Center.

South Slough staff met with the Coos County Commissioners in January 2024 and agreed on the area of land for sale for both properties. The Commissioners agreed to sell the Reserve both properties at their yellow book appraised value. Additionally, Coos County will remove the derelict buildings of two homesteads after the purchase of the properties. See the signed agreement in Appendix B.

Deal Property (100 acres)

The 100-acre Deal property is adjacent to the southern border of the Reserve and is a lowland, former-wetland pasture area with great potential for fish habitat. This area is the only suitable spawning habitat for coho salmon in the local watershed. The spawning reach is approximately three-quarters of a mile long and is located within the Coos County Forest, approximately 2 miles south of the Reserve. The Oregon Department of Fish and Wildlife conducts annual surveys for coho salmon in the spawning area and has fish traps on the Reserve to monitor adults moving upstream.

The Deal property also supports habitat for lamprey and marbled murrelet and contributes to the goals of several local and state conservation plans and priorities. Acquisition of this property supports the Department’s Marbled Murrelet Management Plan, as well as the Oregon Coast Coho Salmon Recovery Plan, the Coos Basin Coho Strategic Action Plan, Wild Rivers Land Trust’s Conservation Plan, the Oregon Conservation Strategy, and Oregon’s Comprehensive Land Use Plan.

Acquiring and transferring management of the Deal property to the Reserve will ensure that critical habitat for threatened and endangered species is not only protected in perpetuity, but that efforts to improve habitat for these species will be prioritized as well.

Triangle Property (13 acres)

The triangle property consists of 13 acres of upland forest along Seven Devils Road with Reserve land behind the property to the north and east. An old road runs through

the property and serves to access the land behind it. Acquiring this land would improve access to the Reserve and prevent future timber harvest on lands adjacent to the Reserve. Coos County wants to sell the Reserve the triangle property because the size and position make it unsuitable for commercial forestry.

NERRS Grant Funding Opportunity

With several million dollars recently becoming available to National Estuarine Research Reserves (NERRS) through the Bipartisan Infrastructure Law (BIL), the Reserve is in a favorable position to resume this acquisition project. In 2022, the Reserve received capacity-building funding from National Oceanic and Atmospheric Administration (NOAA) and partnered with the Wild Rivers Land Trust to complete preliminary due diligence activities and develop a grant proposal for the next round of the NOAA-NERRS-BIL competitive funding program.

Following a favorably ranked pre-proposal, the Reserve submitted a full grant proposal to NOAA in February 2024, for the purchase and restoration of the properties.

If a grant is awarded, an appraisal and other due diligence work will be undertaken, and the Department will bring this before the Land Board in late 2025 or early 2026 for approval to complete the acquisition and transfer the property to the Reserve to be managed under the authority of the South Slough Reserve Management Commission.

PUBLIC INVOLVEMENT

The South Slough Reserve Management Commission approved these land acquisitions at their meeting on March 20, 2024. These meetings are open to the public to attend, and no public comments were received.

The Reserve will collaborate with Coos County and the Wild Rivers Land Trust to acquire and transfer the properties to Reserve management. The Reserve regularly partners with all the three federally recognized Tribes on the Oregon Coast: the Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians (CTCLUSI), the Coquille Indian Tribe, and the Confederated Tribes of Siletz Indians. The property acquisition has been discussed with the Coquille Indian Tribe, the CTCLUSI, and the Coos Basin Coho Partnership, all who support this initiative due to the alignment with the Reserve's mission and Tribal priorities.

RECOMMENDATION

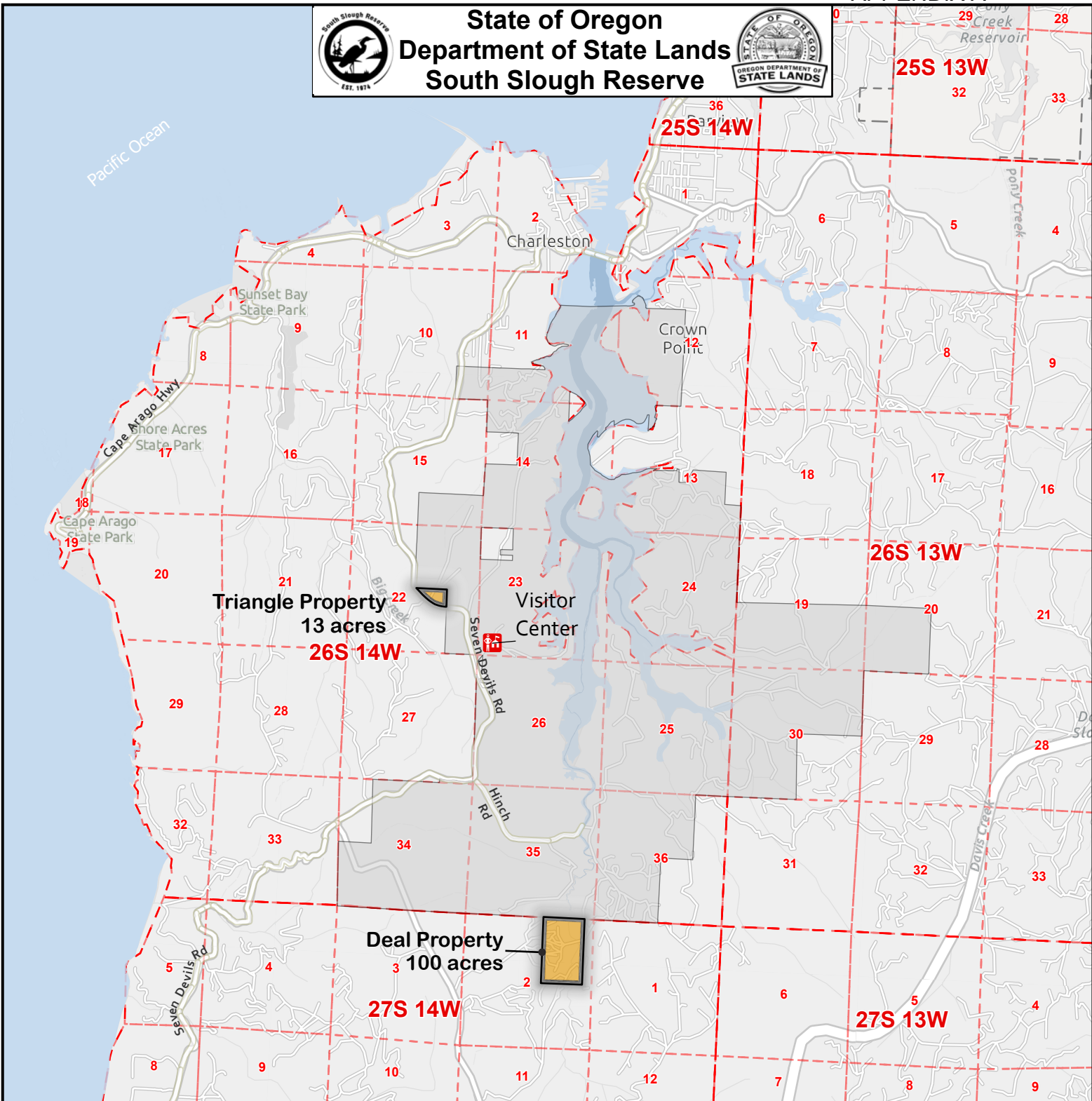
The Department recommends the State Land Board authorize the Reserve, working through the Department of State Lands' Real Property Program, to complete due diligence work in support of the acquisition of these properties in Coos County.

APPENDICES

- A. Map of Properties
- B. Coos County Letter of Intent



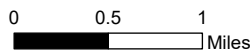
State of Oregon
Department of State Lands
South Slough Reserve



Appendix A – South Slough Reserve Land Acquisition from Coos County

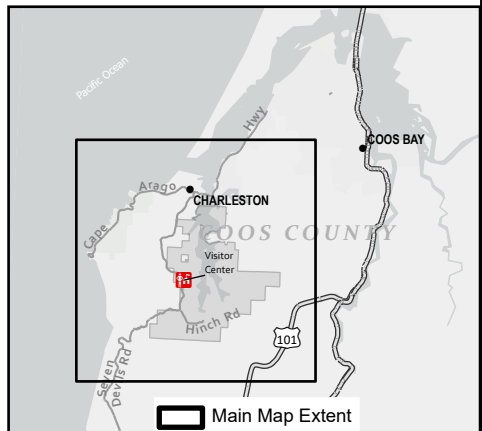
T26S, R14W Section 22 & T27S, R14W Section 2
Coos County

- Visitor Center
- Reserve Boundary
- Parcels of Interest



Map Projection:
Oregon Statewide Lambert
Datum NAD83
International Feet

State of Oregon
Department of State Lands
775 Summer St NE, Suite 100
Salem, OR 97301
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www.oregon.gov/DSL



Main Map Extent

This map depicts the approximate location and extent of a Department of State Lands Proprietary authorization for use. This product is for informational purposes only and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

**BOARD OF COMMISSIONERS**

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E-mail: bbrooks@co.coos.or.us

ROD TAYLOR**JOHN SWEET****ROBERT "BOB" MAIN**

January 23, 2024

National Oceanic and Atmospheric Administration
 National Ocean Service
 Department of Commerce

RE: South Slough Reserve Land Acquisition CRRC grant

To Whom it May Concern,

The Coos County Board of Commissioners welcomes the opportunity to work with the South Slough National Estuarine Research Reserve on the proposed acquisition project that would transfer two properties adjacent to the Reserve from Coos County ownership to the Department of State Lands to be managed by South Slough Reserve.

The properties include one 100-acre property located in Coos County at Township 27S, Range 14W, Section 00, including all of Tax Lot 203 and parts of Tax Lots 200 and 204. The property includes a section of Winchester Creek including approximately 54 acres of wetland and 46 acres of upland forest. The property also includes 2 derelict homesteads which will be removed by Coos County after appraisals and due diligence activities have been completed and the ownership transferred to the Department of State Lands.

The second parcel is a 13-acre property located in Coos County at Township 26S, Range 14W, Section 22, Tax Lot 1700. The property is located along Seven Devils Road and is within the South Slough watershed and adjacent to Reserve lands.

As current owners of the property, we agree to work with the South Slough Reserve to outline appraisal conditions that meet the needs of both parties and identify a qualified appraiser to complete the required Yellow Book appraisal. We also agree to sell the two properties to the Department of State Lands for the appraised price. We understand that due diligence, appraisals, and closing costs will be funded by the proposed grant budget.

We support this project and look forward to continuing a partnership with the South Slough Reserve as we both manage lands on behalf of Coos County residents.

If you have any questions, please contact Lance Morgan, Coos County Forester at 541-396-7750 or lmorgan@co.coos.or.us

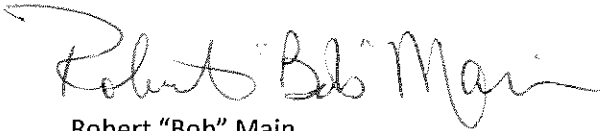
Sincerely,



Rod Taylor
Chairman



John Sweet
Commissioner



Robert "Bob" Main
Commissioner



Oregon

Tina Kotek, Governor

Department of State Lands

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State Land Board

State Land Board

Regular Meeting

April 9, 2024

Agenda Item 3

Tina Kotek

Governor

LaVonne Griffin-Valade

Secretary of State

Tobias Read

State Treasurer

SUBJECT

The Department of State Lands requests approval to initiate permanent rulemaking for administrative rules under OAR 141-082 governing the management of, and issuing of leases, licenses, and registrations for structures on, and uses of state-owned submerged and submersible land.

ISSUE

Whether the State Land Board should initiate permanent rulemaking to simplify how the Department calculates rental rates for leases, adjust the application fee structure to cover Department expenses, amend or change financial assurance requirements, and clarify the initial term of a lease.

AUTHORITY

Oregon Constitution, Article VIII, Section 5, specifies that the State Land Board is responsible for managing lands placed under their jurisdiction by law.

ORS 273.045; authorizing the Department of State Lands to exercise the administrative functions of the State Land Board.

BACKGROUND

The people of Oregon own the beds and banks of all navigable and tidally influenced waterways throughout the state. Oregon-owned rivers, lakes, and the territorial sea are shared resources the public may use and enjoy for navigation, recreation, commerce, and fishing. The Department of State Lands oversees use of these Oregon-owned waterways, keeping them healthy and safe while promoting responsible waterway use.

Marinas, ports, floating homes, docks, and other uses of public waterways require authorization from the Department. Some authorizations, including leases and registrations, compensate the public for use of their waterways and ensure the use does not negatively affect the health and safety of public lands or waters.

In recent years the Department has explored strategies to achieve sustainable operations in managing waterway leases. Some of these strategies did not require rulemaking and have been implemented, such as clarifying use of land costs in lease rates and adding new lease requirements for vessel reporting and site inspections.

However, there are additional opportunities to achieve sustainable operations that require rulemaking. In 2018, the Department partnered with Portland State University's Center for Public Service Fellowships Program to review the Department's funding mechanisms for managing waterway leases. The Department offers lessees the option of three methods for calculating the lease rate. The study found:

- One of the methods (Flat Rate) often undervalues the land used.
- One of the methods (Percent of Gross) is administratively inefficient, requiring more staff time to determine lease rates and collect rent.
- One of the methods (Riparian Land Value Rate) resulted in significantly different rental rates for similar uses.

The Department plans to address these issues via rulemaking.

In addition to considerations for how lease rates are calculated, the Department has also identified best management practices for waterway leases that will help protect the health and safety of public lands and waters and minimize operational risks. Serious environmental risks and unexpected financial liability from some private uses of public lands have highlighted the need to tailor contract conditions, such as the lease duration, insurance requirements and other financial assurances to the risks associated with the activities being conducted.

Through this rulemaking process, the Department seeks to:

- simplify how lease rates are calculated;
- ensure lease rates are equitable and fair, and application fees can cover administrative costs;
- tie fee and rate increases to a price index;
- use clear and simple language where current rule is confusing or unnecessarily complex;
- clarify the initial term of a lease; and
- require financial assurance for registrations and wharf certifications.

PUBLIC INVOLVEMENT

Upon Land Board approval to initiate rulemaking, the Department will convene a rulemaking advisory committee (RAC), representing those who are likely to be affected

by the rule, to review and provide input on the proposed rule language, development of a notice of proposed rulemaking, and an evaluation of fiscal impact. The Department will also gather input on the proposed rule language through a public comment period and will hold at least one public hearing.

The Department will take into consideration public comment, input from the RAC, and input from other local and state agencies, Tribal governments, and affected stakeholders to determine the final proposed rule language which will go to the Land Board for adoption at a future meeting.

RECOMMENDATION

The Department recommends the State Land Board authorize the Department to initiate permanent rulemaking for administrative rules under OAR 141-082 governing the management of, and issuing of leases, licenses, and registrations for structures on, and uses of state-owned submerged and submersible land.

APPENDICES

A. DSL Waterway Leasing Study Report

APPENDIX A

WATERWAY LEASING STUDY

Prepared By: Hatfield Oregon Summer Fellow Andrea Celentano,
October 17th 2018

OREGON
DEPARTMENT
OF STATE
LANDS

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Executive Summary

This report was conducted in partnership between the Oregon Department of State Lands and Portland State University's Oregon Summer Fellowship, to review the agency's waterway leasing program and determine if it is currently operating in accordance with the department's Real Estate Management Plan. This study analyzed waterway leasing rates in terms of market rate, equity, and economic and administrative efficiency. Based on the finding of this study, several recommendations were made to improve the waterway leasing program and help to align its administration with the Department of State Lands Real Estate Management Plan.

Summary of Recommendations

1. A transition from the use of Assessed Value to the use of Real Market Value in Riparian Land Value Rate Method will better capture market rates and improve equity amount rents.
2. Due to the economic inefficiency and issues in rent equity, the use of a statewide flat-rate should either be phased-out or area benchmarks should be established that capture geographic market conditions.
3. The use of the Percent of Gross Method rate category is economically and administratively inefficient. The category does not capture market rates and allows for inequity in rents. The category should be discontinued as soon as administratively possible, and current participants should be transitioned into another rate calculation.
4. A periodic schedule for review and adjustment of rents is needed in order to account for economic fluctuations in the determination of market rate-based rents.
5. An additional fee should be added to all program participants that covers externalities and potential environmental impacts of waterway development. These funds should be placed into the Agency's Aquatic Lands Enhancement Funds to help serve the agency mission of stewardship of public lands.
6. The program should invest time in determining the average amount of staff time that is needed to administer a lease. With that determination, program fees and/or the minimum rent to should be adjusted to fully cover program costs.
7. Overall the program should consider moving to a single type of rate calculation to improve equity and economic and administrative efficiency.

Project Overview

The people of Oregon are the owners of the submerged and submersible land (“beds and banks”) underlying all navigable and tidally influenced waterways. The Oregon Department of State Lands (DSL) is the administrative arm of the State Land Board which is responsible for the management of publicly owned submerged and submersible land. DSL manages these lands as assets of the Common School Fund (CSF). Revenue generated from the leasing of publicly owned waterways through the CSF are used to fund public K-12 education.

In accordance with the management direction set forth in the DSL Real Estate Asset Management Plan, this analysis has been conducted to review and evaluate waterway leasing rates to determine if current rates are set at market value, if rates are equitable to lessees, and if current rates are economically and administratively efficient for the state.

DSL has defined equitable as; users of like waterways pay like rents. Economic efficiency as; rents equal to what a competitive private market would charge. Administrative efficiency as; minimizing the cost of determining lease rates and collecting rents.

In this study considerations of equity, efficiency, and the DSL mission to ensure a legacy for Oregonians and their public schools through sound stewardship of lands, wetlands, waterways, unclaimed property, estates and the Common School Fund, were all paramount to balance revenue generation, stewardship, and equity by DSL definition.

Scope of Work

This report explored the Proprietary Waterway Leasing Program which is located within the division of Aquatic Resource Management (ARM). During this work, my research revolved around the program’s 525 normal active ML classified leases, which provided 592 different lease activities to model within this analysis. Throughout the individual data collection process, I was able to identify 11 abnormal leases which have been excluded from my analysis.

Data Collection

The data used within this analysis was collected from two primary internal systems, LAS and Spiceworks. The data was validated through manual review of all 525 included leases.

Additional land value data was collected for 175 of the 525 leases. The leases selected include all 117 current Riparian Land Value leases, all 43 Gross Receipts leases, and the remainder were determined through a proportional sample of counties to ensure that each county had a representative sample. Land values were obtained by individual tax lot using the corresponding tax assessor's website.

Financial data for the ARM division was provided by DSL staff. All data used in this report was aggregated and analyzed with the use of Microsoft Excel.

Benchmarking State Programs

In an effort to determine national benchmarks for submerged and submersible lands, a brief survey was conducted of all 50 states to determine if a state has a comparable waterway leasing program. Nationally many states use either appraisals or competitive bidding processes in order to obtain market rates for public lands. Additionally, only 11 states throughout the country hold common schools as the beneficiary of state lands.

Due to Oregon's unique geography, available natural resources, and the history of the land transfers from the federal government to the states; Alaska, California, Idaho, Nevada, and Washington were identified for in-depth comparison. In the process of building comparisons between submerged and submersible land programs, online publicly available resources were used, and qualitative phone interviews were conducted with members at each respective state agency.

To facilitate the benchmarking of submerged and submersible land programs of the identified states in relation to the purpose of this analysis, it was important to gain a detailed picture of each state's unique program. To learn about other state's operations in a broader sense several questions were asked that do not directly answer questions of market rate, equity, and efficiency. Conversations with members of state agencies were kept fluid in the hopes of discovering innovate ideas, practices, or policies that are successfully in use in other states. A research instrument was used to guide the conversation.

All phone interviews included the following questions:

1. Tell me about your state's waterway leasing program.

2. How is rent calculated?
3. What use classifications are used to determine rent?
4. How are use classifications determined?
5. Length of leases.
6. Are there fees in addition to rent?
7. What obligations lessees have in the use of public lands, such as insurance requirements and bonding.
8. How those obligations were determined.
9. How activities were verified.
10. If the department used a set inspection schedule.
11. How specific their lease contract language was in terms of outlining specific activities.
12. If subleases were allowed.
13. Staff size.
14. Workload.
15. Derelict vessel removal.
16. Revenue generation in terms of a beneficiary, mission, and composition of the agency. Not all programs are designed to generate revenue.
17. What the department is proactively working on to improve their program.
18. What opportunities they have.
19. What is not working well.

The summaries of phone interviews can be found in Appendix B.

Oregon Department of State Lands Waterway Leasing Rates

DSL has three different options for assessing a lessee's rent. Under current program practices, a lease can have several different activities all at different rates, under any combination of the three different calculations. Currently, Proprietary Coordinators will run multiple calculations and give the lessee the lowest rent calculated.

Throughout the data collection phase of this project, there were up to four different calculations written into an individual lease.

As of 2018, no currently issued rents will be below the minimum rent of \$418. The minimum rates were updated in 2013 and increase gradually through 2027, when they reach a total minimum of \$530.

Most waterway leases are on 15-year terms. Once established, a set rent will increase by three percent each year for the duration of the lease.

There are a minimal number of large value leases with special provisions written into the contract that the department can reappraise and adjust rent every five years; however, it is not current departmental practice to exercise this provision.

Types of Calculations:

Riparian Land Value Rate Method (RLV)

RLV is a calculation of the upland adjacent properties assessed value (AV), size of the active submerged area, which is then discounted at a rate of 95 percent.

$AV / \text{Lot size} = \text{Price per square foot}$

$\text{Price per square foot} * 0.05 = \text{Rent per square foot}$

$\text{Total square foot area} * \text{Rent per square foot} = \text{Annual Compensation Payment}$

Market Rate¹

The use of RLV in the calculation of DSL rents, in theory, meets the standard of the market rate because this calculation captures land values and market conditions at the time of lease execution. However, upon further analysis, the current calculation of riparian land value fails to capture market rates on several accounts.

Oregon voters passed Measure 50 in 1997, which introduced maximum assessed value (MAV). MAV acts as a “cap” on the growth of taxable (assessed) value for most property within the State. MAV was set at 10 percent less than the 1995–96 RMV for all assessable properties. MAV growth is also limited to three percent per year. Measure 50 effectively limits tax increases except under specific circumstances.

MAV is strictly driven by a mathematical formula. After it was established, it broke the link between AV and RMV. Due to this, two houses side-by-side with the same RMV may have dramatically different MAVs, and therefore dramatically different AV and tax burdens. Because of this, the framers of Measure 50 understood that it was somewhat artificial and arbitrary and was strictly designed to be a tool for deriving a properties tax payment.

¹ Oregon Department of Revenue

As written, Measure 50 caps market forces on AV and in effect manipulates AV to cut the tax burden of residents. Due to fundamental differences in the way Oregon has chosen to calculate AV since the passage of Measure 50, it makes use of AV inappropriate in determining market rates for DSL rents.

Based on the reported 2017 AV and RMV of properties analyzed for this report, there is an average difference of 76 percent between AV and RMV across the state. The table below shows the variation of RMV by county and highlights the market variations that exist across the state.

County	Count	Average Percent Difference Between AV & RMV
Clackamas	3	28%
Clatsop	28	276%
Columbia	13	118%
Coos	19	8%
Curry	1	0%
Douglas	7	96%
Klamath	3	91%
Lane	3	38%
Lincoln	4	6%
Malheur	1	49%
Multnomah	31	170%
Tillamook	2	33%
Total	115	76%

Equity

Through the lens of equity, the use of RLV should produce a climate of like rents for like users, on like bodies of water, since the RLV calculation also takes into account geographic location. However, as discussed previously, the passage of Measure 50 fundamentally changed the function of AV, removing market forces from the AV through a cap and cutting the potential tax assessment by adding MAV. As a result, this can leave similar properties with similar RMV with different AV. Due to the constitutional change in the calculation of AV, the shift to the use of RMV would yield more equitable leases.

Examples of this can be found in the Case Study section.

Economic Efficiency

In terms of economic efficiency, the use of the RLV exclusively would be superior to the use of the Flat Rate category or the current combination of multiple rate calculations per lease. Program data shows, that the majority of DSL leases are currently not calculated under the RLV rate.

Rate Type	Count
Gross Receipts	43
Bid	13
Flat Rate	407
Negotiated	1
Other	11
Riparian	117
Total	592

Although not all individual leases were investigated, DSL operates under the practice of issuing the lowest possible calculation, thus this analysis can assume that the RLV calculation would have yielded a higher rent and would have been more economically efficient in all 475 other rate calculations.

The use of RMV instead of AV would increase the economic efficiency of the RLV rate category. Based on the reported 2017 AV and RMV of all 117 current riparian land calculated leases across the state, the difference between AV and RMV would have been \$1.2 million dollars in rents per year. However, due to DSL's practice for awarding the lowest possible calculation on each lease, the majority of those leases would convert to the Flat Rate category. This conversion would drop the potential economic gains from this program change to approximately \$111 thousand dollars per year once all 117 leases have been renewed in 2037.

The table below shows a summary of remaining RLV calculations, renewal schedule, and change in rent per year if DSL transitioned into RVM based rent formula:

Year	Count	Difference Between 2019 Riparian Rents if Changed to RMV (2017)
2018	6	\$29,150
2019	4	-\$8,056
2020	2	\$10,410
2022	2	\$1,510
2024	2	-\$2,713
2025	3	-\$95
2026	2	-\$2,096
2028	1	\$7,268
2029	5	\$15,896
2030	16	\$44,151
2031	11	\$19,018
2032	7	\$8,625
2033	2	\$1,031
2037	1	-\$13,156
Total	64	\$110,945

Administrative Efficiency

The RLV calculation is more complex than the use of the Flat Rate category. In order to complete each RLV calculation, DSL has to visit the tax assessor's website and locate the specific lot or lots. Once the information is obtained, DSL has developed a spreadsheet that performs the calculations. This tool is administratively efficient and reduces the possibility of human error throughout the calculation process.

Overall the RLV category is not the most administratively efficient. The calculation of the Flat Rate option does not involve research into the property's value. However, I would not go as far as to say that the use of RLV is administratively inefficient, and the higher economic efficiency of the RLV calculation is a factor that needs to be considered.

Benchmarking

	Riparian	Discounted Rate	Notes
Alaska	Appraised - Fair Market Value	0%	Total Value of Improvement
California	Appraised - Fair Market Value	91%	
Idaho	NA	NA - All Gross Receipts	
Nevada	NA	NA -No Leases - All Authorizations	
Washington	AV=RMV	70%	Additional Real Rate of Return

Flat Rate (FR) Method

FR calculations are broken down into five use classifications, which are based on the activity of the user and designated either a price per square foot rate or a set yearly fee.

1. Log Raft - \$0.0152 per square foot
2. Commercial / Non-Commercial - \$0.0307 per square foot
3. Marine Industrial - \$0.5262 per square foot
4. Non-Marine - \$0.6146 per square foot
5. Historical Vessel - Flat Fee \$358 per year

The flat fee for the Historical Vessel category is currently \$358, which is below the set minimum rent for other categories. There are currently eight leases in this category, and a majority of the leases are maritime museums. The potential impact to the department in increasing this rent category is minimal. With consideration of the minimal financial impact and potential negative impacts on the public's ability to view and learn about historic vessels, I chose not explore changes of rent within this category.

Market Rate

The use of a statewide FR is inconsistent with the DSL goal of market rate-based rents. The use of one rate throughout the state has no mechanism for geographic variables that would impact market rates, such as land values or the potential difference in revenue generation at one site over another.

To capture market rates in different places, DSL would need to determine different per square foot rates for different geographic areas. This could be done in a number of ways such as by county, tiers of like areas, or by the body of

water the activity is located on. Additionally, these rates would need to be updated on a set schedule to capture market rate changes.

An additional exploration into benchmarking of market rates is needed. A table that shows estimates for each county and body of water based on AV and RMV can be found in Appendix C.

Equity

The use of one rate dependent on activity throughout the state does appear to meet the DSL definition of equity because like users on bodies of water pay like rents.

However, in a broader sense of equity under the FR calculations, like leases will also pay like rents on different bodies of water. This means that a lessee in Coos County pays the same rent as a lessee in Multnomah County, even though property values, commercial rates, and revenue potential could all be very different. This fact led me to determine that the use of a statewide flat rate is inequitable.

Use Category	Count	Percentage of Total Leased in Flat Rate
Hist	8	100%
Log	18	95%
Com/Non-Com	297	81%
MIMS	42	34%
Non-Marine	34	63%

Many of the leases (297) in the FR category are in the Commercial/Non-Commercial use classification. Without consideration of Historical Vessel, Log Storage has the highest percentage of use classification under the FR. This shows that the FR option at the current rate of \$0.0152 Log and \$0.0307 Com/Non-Com is below market rate.

Of the individual FR leases that were explored through a proportional random sample for this analysis, the average difference in calculated rent from FR to AV is \$9,464 per lease. The average difference between AV and RMV is \$6,342 per lease. Underscoring that, current flat rates are not set to market value.

Below is a table showing the dispersion of FR leases throughout the state. The majority of the FR leases are found in Multnomah County (114). Due to the high value of waterfront land, the use of the FR option is providing a market subsidy to users in areas of economic prosperity. Nearly 20% of all waterway leases calculated under the FR option are located in Multnomah County.

Other counties that show the FR category yielding lower than market rates are Yamhill (100%), Marion (100%), Polk (100%), Clackamas (84%), and Lincoln (82%).

County	Count	Total Square Feet Leased in FR Calculation	Total Number of Leases in County	Percentage of Total in FR Calculation
Clackamas	27	726,146	32	84%
Clatsop	72	2,516,174	105	69%
Columbia	39	4,152,372	65	60%
Coos	36	892,174	63	57%
Curry	6	33,610	8	75%
Douglas	12	388,031	26	46%
Klamath	2	164,384	7	29%
Lane	25	776,388	37	68%
Lincoln	53	1,950,045	65	82%
Marion	2	33,300	2	100%
Multnomah	114	14,970,004	154	74%
Polk	1	17,121	1	100%
Sherman	1	55,720	2	50%
Tillamook	11	3,516,665	17	65%
Yamhill	5	49,878	5	100%
Grand Total	406	30,242,012	592	69%

Economic Efficiency

In terms of economic efficiency, the use of the FR category usually yields the lowest rents. Of the total active lease calculations, 409 are currently calculated on the FR method. The current average price per square foot in the FR category is only \$0.02, whereas the RLV category rents yield on average \$0.10 per square foot.

Category	Count	Average Price per Square Foot
Flat Rate	406	\$0.02
Riparian	116	\$0.10

Administrative Efficiency

The use of a statewide flat rate is the most administratively efficient rate category. Leases become less administratively efficient as different activities are incorporated into a single lease since that requires multiple calculations based on the specific area of each use area in the corresponding use classification.

Benchmarking

	Flat Rate	Notes
Alaska	NA	
California	NA	Benchmarking for Recreational Leases - Set Rate on Body of Water Based on Average Appraised Value
Idaho	NA	NA - All Gross Receipts
Nevada	NA	NA -No Leases - All Authorizations
Washington	NA	Statewide Rate of Return

Three Percent of Gross Receipts (GR)

The GR rate category is reserved for commercial activities only. The administration of the GR category starts at the request of the lessee. The lessee would select the GR category if they felt that the current three percent of their gross receipts would be lower than either the RLV or the FR calculation. In the execution of the GR category, DSL sends out yearly requests for reporting to the lessee. The lessee is then required to self-

report their operation’s total gross receipts for the previous year within three months of the request. DSL then calculates the percentage and sends an invoice for the previous year’s rent to the lessee. The lessee then must send payment or incur additional late fees and interest.

There are currently 43 leases in the GR category. In an in-depth review of the GR, rate category leases were found to have had the most correspondence with DSL. Lessees were also found to have had a high number of requests for reporting, late fees, and recalculations due to amended reporting.

Market Rate

The use of the GR calculation does, in theory, meet DSL criteria for capturing market rates, since a lessee’s rent is determined on the economic earnings which should be dictated by the market. However, in an individual analysis of each of the 43 GR leases, the use of the reported earnings fails to capture market conditions such as property value, location, or potential earnings.

In practice, the GR category is being used as a mechanism to override market value and lower the potential rents of those that do not feel they will generate an appropriate amount of revenue. Instead of being dictated by the market, due to the limitations of the GR category in terms of self-reporting, rent is based on the business savvy and the integrity of the lessee.

Below is a table showing the dispersion of GR leases throughout the state:

County	Count
Clackamas	1
Clatsop	1
Columbia	7
Coos	8
Douglas	1
Klamath	2
Lane	7
Lincoln	8
Multnomah	4
Tillamook	3
Umatilla	1
Grand Total	43

Table showing the four Multnomah County GR Leases:

Fee Amount	Size ft ²	Rent at 2017 AV	Rent at 2017 RMV	Current Flat Rate
\$3,254.58	382,892	\$0.00	\$1,333,976.13	\$11,754.78
\$2,671.02	311,454	\$14,231.50	\$27,153.00	\$9,561.64
\$2,175.00	261,995	\$12,675.96	\$79,394.81	\$8,043.25
\$1,202.16	122,400	\$3,261.02	\$8,892.00	\$3,757.68

Data also shows a market rate subsidy in Multnomah County due to the high value of land and the high potential rents. One lease in Multnomah County pays only \$2,600 a year in rent. Under the Commercial FR calculation this leases rent would be \$9,500; under AV it would be \$14,000; and under RMV it would be \$27,000 per year.

A table showing the difference between the GR, FR, AV, and RLV rents of all GR leases where AV and RVM were available can be found in Appendix D.

Equity

In considerations of equity in the GR category, there is no mechanism to ensure that commercial users on like bodies of water pay similar rents. By design, the GR category is set up to change the potential rents of those who feel they will get a better deal bases on lower revenue generation. This purposely creates lower rents for those in the GR than their neighbors who are calculated on either the FR or RLV.

To that end, the use of multiple rate categories can and does produce inequities within the Commercial use classification.

Economic Efficiency

The use of the GR calculation is the least economically efficient. Currently, 12 of the 43 leases under the GR category pay minimum rents. The average price per square foot in the GR category is \$0.0241, which is below the flat rate commercial category of \$0.0307. Some leases are paying as little as \$0.0036 per square foot under the GR calculation.

Without any other changes, if the GR category was removed the potential increased rent collection for the department would be a minimum of \$230,000, once all lease are renewed. Due to the high land value in the locations of current

GR leases, many of those rents would transition into being calculated on the FR method.

Administrative Efficiency

Without question, the GR category is the least administratively efficiency. In the administration of a GR lease, the DSL has to make multiple yearly contacts with the lessee and do rate calculations each year with individual invoicing. In RLV and FR leases, DSL is able to let electronic systems handle the majority of the billing. This allows for minimal additional staff time in the administration of RLV and FR once the lease is executed.

Ports

Eleven of the 43 GR leases are Ports. Under current practices, if the GR method was discontinued all Port lease would move to the FR method. Four of the 11 rents would decrease. The overall economic impact of the conversion of Port leases from GR to FR would be minimal (approximately \$3,000 of increased revenue) but would greatly increase administrative efficiency.

The table below shows the projected impact on current GR Port leases:

Port of	Projected 2019 Rent	Square Footage	2017 AV	2017 RMV	Flat Rate
Astoria	\$27,660.03	679,540	Not Found	Not Found	\$20,861.88
Bandon	\$1,322.82	81,994	\$0.00	\$65,893.04	\$2,517.22
Coos Bay	\$24,581.19	1,231,680	\$0.00	\$330,835.61	\$37,812.58
Coos Bay	\$1,128.90	143,748	Not Found	Not Found	\$4,413.06
Coos Bay	\$1,255.28	81,100	\$0.00	\$48,079.45	\$2,489.77
Newport	\$42,993.12	1,139,754	\$4,296,377.03	\$4,459,906.96	\$34,990.45
Newport	\$13,091.76	48,401	Not Found	Not Found	\$1,485.91
Portland	\$2,175.00	261,995	\$12,675.96	\$79,394.81	\$8,043.25
Siuslaw	\$4,437.15	240,016	\$197,459.72	\$394,534.89	\$7,368.49
St. Helens	\$6,056.76	356,816	Not Found	Not Found	\$10,954.25
Toledo	\$4,347.37	24,250	Not Found	Not Found	\$744.48

Benchmarking

	% of Gross Receipts	Notes
Alaska	NA	
California	5%	Can Offer - Trying to Only Use Riparian Land Value
Idaho	Yes % Based on Category	3.75% - Commercial 1.5% - Restaurants 1% - Stores 5% of moorage rates charged by nearby marinas for community docks
Nevada	NA	NA -No Leases - All Authorizations
Washington	TDB	Can Offer at the Discretion of the Land Manager - Not Standard

Program Policies and Practices

Multiple Rate Calculation - Lowest Possible Rent

No matter which rate DSL determines to be the most representative of the goals of the Real Estate Asset Management Plan or the mission of the Department, the continued calculation of a combination of activities at the lowest possible rent is inconsistent with the goals of the department under all assigned considerations.

Due to this practice, all use categories are currently averaging lower than the current set FR, which is arguably already below market value.

Use Category	Average Price Per Square Foot
Hist	0.000738633
Log	0.023361098
Com	0.029147941
Non-Com	0.035139884
MI/MS	0.121740593
Non-Marine	0.306166048

Market Rate

In the above analyses I have outlined how each category does or does not satisfy the market rate standard. However, these rates do not exist in isolation and the execution of the lowest combination of rents in DSL leases collectively fails to capture market rates. This practice further discounts already below market rents, arguably at the expense of the public to serve private interests.

Equity

The use of multiple combinations of rate calculations, has no mechanism to ensure equity among leases. With consideration of the many different variables that can factor into the determination of rent discussed throughout this report, like lease in size, location, and activity can and do pay different rents.

See Case Study section for examples.

Economic Efficiency

The offering of multiple calculations in the lowest possible combination is not economically efficient. Because rent is based on the sum of the lowest possible combination, it would be more economically efficient to select a single calculation method for each lease. Some lessees rent would go up and some would go down, but overall for the state the use of one category would be the best economic outcome and the more efficient.

The table below shows the difference in 2019 rents that could have been collected if one category would have been used, based on the 175 leases that were selected to collect 2017 AV and RMV:

Current Rate	Current Flat Rate	2017 AV	2017 RMV
\$580,316.91	\$1,667,362.95	\$6,544,443.71	\$8,193,032.20

Administrative Efficiency

Administratively, the offering of multiple calculations, which requires DSL to complete all calculations on every lease, is not efficient. This practice increases staff time while lowering the rent collected.

Benchmarking

	Multiple Calculations Options	Combination of Calculations	Lowest Possible Option	Notes
Alaska	No	No	NA	
California	Yes	No	No	One Option for Recreational - Appraisal or Gross Receipts for Commercial
Idaho	No	No	NA	
Nevada	No	No	NA	
Washington	Not Standard	No	No	Can Use Gross Receipts in Special Circumstances

Other Market Rate Considerations

Duration of Rent Terms

The use of 15-year leases that increase with incremental three percent consumer price index adjustments do not yield leases that reflect market conditions throughout the life of the lease. Markets naturally fluctuate. Therefore, in order to capture market rates within DSL leases, they too must respond to economic changes. Currently, DSL has provisions within a small number of larger leases for a rent review every five years. However, based on internal information DSL does not currently exercise its ability to review these rents. If DSL truly wants to capture market rates within their waterway leases, it should exercise this authority to review and adjust leases more regularly. This language and ability to review and adjust leases should not be reserved to a minimum number of large value leases, but incorporated as a standard provision into all of its leases.

Benchmarking

	Lease Terms (Years)	Review Schedule (Years)
Alaska	10 - 55	5
California	10 Recreation 20-30 Non-Recreational	10
Idaho	10	NA - All Gross Receipts
Nevada	10	NA - No Leases - All Authorizations
Washington	12	4

Riparian Land Value Discount Rate

The discounted rate of 95% does not truly capture the market rates, nor the real value of public lands. The current use of 5% of AV of the upland property is not capturing the potential benefits of Oregon's high property values.

Benchmarking

	Riparian	Discounted Rate
Alaska	Appraised - Fair Market Value	0%
California	Appraised - Fair Market Value	91%
Idaho	NA	NA - All Gross Receipts
Nevada	NA	NA - No Leases - All Authorizations
Washington	AV=RMV	70%

Other Equity Considerations

Combine Commercial and Non-Commercial in the Same Category

Another consideration in terms of equity is the combination of the Commercial and Non-Commercial leases into the same rate category. DSL defines equity as like users paying like rents on like bodies of water. This has led me to consider the inequity of unlike users paying like rents on like bodies of water. In this consideration, Non-Commercial users do not charge fees and promote public use and access. Commercial operations charge fees and restrict public access to recreation sites. Under the current FR

category, these fundamentally unlike leases are charged the same rate, yet in practice and on average, Non-Commercial users end up paying more per square foot due to a larger number falling under the minimum calculation.

Below are tables summarizing the Commercial and Non-Commercial leases currently calculated under the FR category:

Use Classification	Count	Size in Square Feet	2019 Rent	Number of Minimum Rents
Com	158	15,031,636.00	\$480,032.05	30
Non-Com	139	4,201,803.00	\$145,611.94	86
Grand Total	297	19,233,439.00	\$625,643.99	116

Use Category	Average Price Per Square Foot
Com	0.029147941
Non-Com	0.035139884

Benchmarking

	Commercial & Non-Commercial	Notes
Alaska	No	All leases are treated the same.
California	Yes	Recreational & Non-Recreational. Different Fees and rent calculation.
Idaho	Yes	Different gross receipt percentages.
Nevada	Yes	Different types of permits with different fees.
Washington	Hybrid	If you allow public access no rent. Private structures same rate.

Other Economic Efficiency Considerations

Increased application fees are used by several states in order to fully cover staff time in the administration of a lease. The State of California charges the highest fees due to the

amount of time it takes staff to ensure compliance with federal and state regulations. Alaska and Idaho also collect fees that are above the current rate set by DSL.

DSL currently charges \$750 for a new application, and \$375 dollars to renew an existing lease. DSL should set up internal processes to determine the average amount of time that is required in the execution and administration of a lease, and then ensure that application fees cover staff time.

Benchmarking

	Lease Terms (Years)	Fees Type	Cost
Alaska	10 - 55 - One Acre of Less	Application	\$1,200
Alaska	10 - 55 - More than One Acre	Application	\$2,000
California	10 - Recreational	Application	\$1,525
California	20 - 30 Commercial	Application	\$15,000 - \$50,000
Idaho	10 - All	Encroachment Permit	\$2,000
Idaho		Application	\$150
Idaho		Advertisement	\$75
Nevada	10 - Commercial	Application	\$200
Nevada	10 - All Other Uses	Application	\$100
Washington	12	Application	\$25

Adding Aquatic Lands Enhancement Fee

One of the charges of DSL is to be a steward of public lands. Merely administering permits and leases does not satisfy its mission. DSL recently set up the Aquatic Enhancement Fund in order to fund projects that improve aquatic lands throughout the state. The fund can also be used to help cover the costs of the removal of derelict vessels. The establishment of this fund came after a historic vessel removal obligation. Due to mounting environmental concerns, the execution of this project was necessary to protected public lands. However, the total cost to complete the entire removal was approximately \$12 million dollars, redirecting monies that should have been used to fund public education.

While this level of spending is an outlier, DSL has been proactive in the setup of a special fund for future need. The fund is set up to allow the ARM to contribute a percentage of its annual revenue each year, with interest being paid back to the fund.

What has not been determined is how the ARM will generate additional revenue in order to not redirect funds away from the Common School Fund.

A way to accomplish this would be to add program fees:

Consideration - Renewal Schedule - Implemented upon Renewal

Flat Fees - Implemented on all waterway users. Leases and other water dependent authorizations. Total registrations: 3,300. Total leases: 525.

Additional Revenue Generated per Year Based on Use Classification Flat Fee		
\$100 - Registration & Non- Commercial	\$300 - Commercial	\$500 - MI/MS, Non- Marine & Log
\$343,900	\$63,900	\$98,000
Total of Three Flat Rate Fees		\$505,800

*DSL should also consider a way to capture fees from other water dependent authorizations to increase cost sharing and promote stewardship.

Proportional Fees - Based on a percentage of annual rents due. This would not affect the 3,300 current dock registrations.

Additional Revenue Generated per Year Based on 2019 Rents		
3% Fee	5% Fee	10% Fee
\$57,194	\$95,324	\$190,647

Benchmarking

	Aquatic Enhancement Fund	Notes
Alaska	Yes	New boat title fee
California	Yes	New still determining funding
Idaho	Yes	Program Revenue
Nevada	No	Revenue goes to General Fund
Washington	Yes	55% of all revenue goes to fund

Other Administrative Efficiency Considerations

Minimum Rents

DSL could also consider raising minimum rents to ensure that the full cost of the program is covered. Considerations should be taken based on category and complexity of a lease. A minimum should be set that captures, all departmental costs including staff time for inspection.

Based on FY 2017, staff salaries for the ARM Proprietary Program and the average amount of new and renewing leases per year in terms of fees collected at the current set amount, a projected minimum rent could be as high as \$1,300. However, this minimum accounts for more than just the administration of leases. This number is based on an average of all leases and would likely be more representative if it were based on the size of the operation or use classification.

Example: If the Non-Commercial category remained the same and all Commercial, Marine Industrial, and Non-Marine leases were charged a \$500 minimum annual rent, the Department would see an increase of \$6,650 per year. If the annual rents were instead set to \$1,000 the increase would be \$39,150 per year.

Below is a table of all current minimum rents by use classification and category:

Category	Count	Size in Square Feet	2019 Rent
Com	41	653,169	\$16,496.74
3% GR	12	339,133	\$4,802.44
Bid	1	5,625	\$404.52
Flat Rate	24	167,840	\$9,557.45
Riparian	4	140,571	\$1,732.33
M/MS	14	158,236	\$5,278.81
Flat Rate	9	48,602	\$3,148.95
Riparian	5	109,634	\$2,129.86
Non-Com	84	618,935	\$34,414.95
Bid	4	26,776	\$1,644.39
Flat Rate	78	555,984	\$31,897.61
Riparian	2	36,175	\$872.95
Non-Marine	10	27,651	\$4,073.17
Flat Rate	7	19,291	\$2,843.48
Riparian	3	8,360	\$1,229.69
Other	6	63,302	\$2,411.92
Flat Rate	5	31,302	\$2,007.86
Riparian	1	32,000	\$404.06
Grand Total	155	1,521,293	\$62,675.59

Benchmarking

	Minimum Rent	Total
Alaska	No	
California	Yes	\$125 - Recreational \$650 - Non-Recreational
Idaho	Yes	\$250
Nevada	NA	
Washington	No	

Selected Case Study Examples from the Data

1.

ID	Location	Projected 2019 Rent	Current Rate Category	Use Classification	Size in Square feet	Rent using AV	Rent using RMV	Flat Rate Rent
17151	Mult. Ch	\$9,666.47	Flat Rate	Com	315,000	\$25,278.12	\$31,532.86	\$9,670.50
16846	Mult. Ch	\$2,671.02	3% of Gross Receipts	Com	311,454	\$14,231.50	\$27,153.00	\$9,561.64

- Because of the different categories like users are paying inequitable rents on the same body of water.
- A significant difference exists between AV on the same body of water.
- Comparable RMV between properties.
- A significant difference exists between AV, FR, and RMV showing market variations.
- Flat Rate is the least economically efficient, but its use would be more administratively and economically efficient than DSL current practice of using multiple calculations.

2.

ID	County	Body of Water	Projected 2019 Rent	Current Rate Category	Use Classification	Size in Square feet	Rent using AV	Rent using RMV	Flat Rate Rent
17099	Columbia	Mult. Ch	\$859.88	3%	Com	103,600	\$2,667.13	\$17,735.54	\$3,180.52
30591	Coos	Tenmile Lk/S	\$896.93	Riparian	Non-Com	103,161	\$856.90	\$885.87	\$3,167.04

- Because of the different categories unlike leases are paying like rents on different bodies of water.
- A significant difference exists between AV and RMV in Columbia County, but not Coos County showing market fluctuations.
- Significantly subsidized rent for leasing in Columbia County on the Gross Receipt calculation.
- Similar rent for unlike users in unlike areas under Flat Rate calculation but increase efficiency.

3.

ID	County	Body of Water	Projected 2019 Rent	Current Rate Category	Use Classification	Size in Square feet	Rent using AV	Rent using RMV	Flat Rate Rent
10157	Mult.	Columbia R	\$11,447.80	Riparian	M/MS	288,955	\$12,459.93	\$54,550.30	\$152,048.12
9961	Mult.	Willamette R	\$2,293.17	Riparian	M/MS	251,341	\$59,871.29	\$134,058.95	\$132,255.63
10178	Mult.	N Portland Harbor	\$2,215.31	Riparian	M/MS	217,500	\$10,915.71	\$34,367.02	\$114,448.50
22654	Mult.	Willamette R	\$87,969.90	Riparian	M/MS	208,400	\$99,322.95	\$133,178.27	\$109,660.08
16651	Mult.	Willamette R	\$21,027.07	Riparian	M/MS	55,750	\$23,353.18	\$23,874.21	\$29,335.65
33376	Mult.	Willamette R	\$9,456.43	Riparian	M/MS	55,700	\$11,400.87	\$20,035.83	\$29,309.34
16631	Mult.	Willamette R	\$13,339.45	Riparian	M/MS	47,627	\$26,588.16	\$69,325.92	\$25,061.33
10165	Mult.	Columbia R	\$3,474.45	Riparian	M/MS	34,300	\$3,608.78	\$9,011.90	\$18,048.66
9960	Mult.	Columbia R	\$2,215.31	Riparian	M/MS	24,241	\$1,045.29	\$4,576.33	\$12,755.61
9818	Mult.	Willamette R	\$5,498.16	Riparian	M/MS	20,225	\$4,943.24	\$12,936.68	\$10,642.40
10180	Mult.	Willamette R	\$2,215.31	Riparian	M/MS	18,750	\$7,489.67	\$11,753.70	\$9,866.25
16825	Mult.	Willamette R	\$6,242.40	Riparian	M/MS	18,378	\$3,740.36	\$11,228.86	\$9,670.50
16643	Mult.	Willamette R	\$3,933.54	Riparian	M/MS	17,500	\$6,890.87	\$14,081.01	\$9,208.50
9963	Mult.	N Portland Harbor	\$1,158.14	Riparian	M/MS	12,735	\$1,754.68	\$1,754.68	\$6,701.16
10161	Mult.	Multnomah Ch	\$851.86	Riparian	M/MS	11,863	\$1,145.58	\$1,357.00	\$6,242.31
10186	Mult.	Willamette R	\$1,228.52	Riparian	M/MS	10,000	\$3,687.93	\$5,642.46	\$5,262.00
1307	Mult.	Willamette R	\$2,058.87	Riparian	M/MS	9,900	\$1,778.84	\$3,338.42	\$5,209.38
42024	Mult.	Willamette R	\$1,221.52	Riparian	M/MS	3,100	\$3,191.46	\$3,191.46	\$1,631.22
10153	Mult.	Willamette R	\$492.41	Riparian	M/MS	2,500	\$934.19	\$960.86	\$1,315.50

- A larger look at the RLV Method in one use classification in a single county highlights the difference in market rates between bodies of water and demonstrates how much land values can fluctuate over the life of a lease.

Complete data set available. Appendix E.

Conclusion and Recommendations

Program Recommendations

1. A transition from the use of Assessed Value to the use of Market Value in Riparian Land Value rate calculations will better capture market rates and improve equity amount rents.
2. Due to the economic inefficiency and issues in rent equity, the use of a statewide flat-rate should either be phased-out or area benchmarks should be established that capture geographic market conditions.
3. The use of the Gross Receipts rate category is economically and administratively inefficient. The category does not capture market rates and allows for inequity in rents. The category takes the most time to administer although it only holds 43 active leases. The administrative burden is also not held within the agency.

Lessees requirements in terms of reporting, in practice, have to lead to lessee incurring late fees and interest penalties. Additionally, 21% of current Gross Receipt lessees would see a decreased in yearly rent if they were recalculated in another category. The category should be discontinued as soon as administratively possible, and current participants should be transitioned into another rate calculation.

4. A periodic schedule for review and adjustment of rents is needed in order to account for economic fluctuations in the determination of market rate-based rents.
5. An additional fee should be added to all program participants that covers externalities and potential environmental impacts of waterway development. These funds should be placed into the agency's Aquatic Lands Enhancement Funds to help serve the agency mission of stewardship of public lands.
6. The program should invest time in determining the average amount of staff time that is needed to administer a lease. With that determination, DSL should set program fees or the minimum rent to fully cover program costs.
7. Overall the program should consider moving to one type of rate calculation to improve equity and economic and administrative efficiency.

LAS System Changes

The timing of this report happens to be just before DSL invests time and resources into upgrading their LAS data management system. To improve the system and make future analysis of DSL data easier and less time consuming, I would recommend a few systems changes.

1. Add a data collection field for size in square footage. Currently the Department inconsistently uses the notes section to capture this data. A user currently needs to look in the lease document to determine the size.
2. Ensure that the system is set up to pull multiple lines of data for a single player. Currently, the system only returns the first line.
3. Ensure that each use classification is broken out into individual rent lines. In exporting data, a user has to manually verify if a lease has multiple use classifications and multiple rents calculations. Current leases have up to four different calculations that make up a single rent. This should include use classification, location, and size of each activity.
4. Add a data collection field for Tax-ID. There are currently fields for tax lot location and coordinates. However, there is a lot of variation between county tax assessor systems. Tax-ID is searchable in all systems and is the quickest way to locate individual properties. This number is currently not exportable and is inconsistently collected on applications.

Appendix A - State Matrix of Additional Items

	Late Fees	Inspection Schedule	Insurance & Bonding
Alaska	\$50	5 Years	Yes
California	1.5% interest on amount due & 5% on principle penalties	As needed	Yes
Idaho	1% interest & 1% fee or \$25 per month which ever is greater	10 Years	Yes
Nevada	NA	1 - 2 times per season	Yes
Washington	1% per month - up to 12 months	As needed	Yes

Appendix B - Phone Interview Summaries with States

The State of California²

The State of California operates its waterway and submerged lands leasing through the California State Land Commission (CSLC). As of 2018, CSLC administers over 4,000 active leases, with less than 10% of those leases qualifying for minimum rent payments. Revenue generated from the lease of sovereign tidal lands goes to support the State's, General Fund. Due to the high bar of environmental regulation in the State of California, an applicant could need to get up to five prior authorizations before applying for a lease with the Commission.

Lease contracts are drafted with a mix of lease-specific text located in section two under special provisions where the exact size, scope, nature of each lease is detailed and generic language by category found in section three of each lease. Leases are either completed and submitted online or by mail, and one of 12 lease negotiators will reach out to a prospective tenant if there are questions about a specific lease. Because the commission is the last approval needed in order for someone to start a project the commission feels confident leases understand the terms of their leases and they would not benefit nor, would they have the staff resources to meet with leases individually before executing a lease. Leases are welcome to come into an office and ask questions, but an in-person consultation is not required or suggested.

² Caldwell, V. (2018). *California State Lands Commission*.

There is currently no set schedule for site inspections. CSLC's sole Enforcement and Compliance Officer tries to be proactive through community education and outreach, but the state still has a problem with unauthorized structures. They are working to ensure that they are moving towards getting everyone under lease. CSLC is also currently dealing with a large number of leases that have moved to collections. CSLC currently has no way to put a lien on the property, so it is hard for them to collect rent that is owed.

Leases are not transferred in the State of California. If a property is sold, the buyer will be made aware of the lease requirement via a record or memoranda that is recorded by the state on the title to the property. In doing this the commission feels that it has helped to increase lease compliance in the state.

Rent for leases are divided into recreational and non-recreational uses.

Recreational leases are granted for 10-year terms and are currently subject to a \$1,525 application fee, \$2,000 for amendments, and a minimum yearly rent of \$125. Yearly rent is determined based on whether a structure falls into one of two categories:

- Category 1, which are applied to private docks, piers, and buoys; and
- Category 2, which are applied to cantilevered decks, sundecks, or other non-water dependent encroachments.

CSLC sets rates through changes in regulation, not statute. The rates are reviewed and benchmarked to real market value every five years on a rolling schedule by body of water. There is a specific flat fee depending on the structures category and location.

Recreational leases are required to hold a \$1 million-dollar insurance policy.

Non-recreational leases are either commercial or Marine Industrial and are generally issued for 20 - 30 years. The category determines the application fee and insurance or bond requirements. Application fees for a new lease in the non-recreational category are generally around \$15,000. To renew a lease, it is between \$6- 8 thousand dollars. This can be substantially more if there are environmental concerns. Some applications can be charged between \$30 - 50 thousand dollars under special circumstances. Commercial and marine industrial leases typically must hold between a \$5-10 million-dollar policy plus bonds in the amount that it would cost the state to completely remove structures and restore the leased land.

Commercial and Marine Industrial leases can have their rent determined one of two ways: through appraisal of real market value or 5% of gross receipts.

CSLC is currently trying to move away from the gross receipts calculation due to the increased administrative burden that goes into each lease. Currently, if your rent is calculated under the 5% rule, leases are billed 75% of the previous year's rent which is a minimum payment. They then must submit their report documentation and pay the difference equaling 100% of the 5% of their gross receipts. A lessee currently has three months to submit and pay the remaining rents.

Appraisals of Commercial or Marine Industrial can be done in-house through a comp property assessment. If a leases rent is over \$10 thousand dollars the commission will have an official appraisal done at the expense of the lessee.

The commission is currently working to launch an online rent payment system, which will hopefully make this process easier.

In the State of California, all rent is adjusted yearly with the consumer price index. Additionally, all rents are reviewed after 10 years. Even if you hold a lease that is 20 - 30 years your rent will be adjusted every 10 year. The department used to adjust rent on a 5-year schedule, but they found the workload to be too high for staff levels and have changed the requirement to 10 years to ensure the reviews were still happening in a timely matter. Recreational leases are benchmarked on a 5-year rolling schedule by body of water.

There are also provisions within the leases that allow the commission to charge management fees. There are exercised primarily on larger leases, but they are designed to ensure that staff time is fully covered in the execution and administration of large or complex leases.

Additionally, the State of California recently set up a fund for the removal of derelict commercial vessel removal. However, funds were not appropriated to it. The commission is working on a way to collect funds from counties to have emergency funds reserved for vessel removal.

The State of Washington³

The Washington Department of Natural Resources (WDNR) uses RLV calculation based on how the activity is oriented to the use of water resources to establish its yearly rent. Water dependent, non-water dependent, and water oriented are the possible categories. The department then uses the AV of the adjacent property. However, in the State of Washington the law requires that county assessors appraise all property at 100

³ Rechner, M. (2018), *Washington Department of Natural Resources*.

percent of its true and fair market value, according to the highest and best use of the property.⁴ This leaves the use of AV and RMV with little to no variation. Variation can occur based on the tax assessor schedule, but it would not be an accurate comparison to simply say that Oregon and Washington both use AV in their land value calculations.

WDNR discounts the value of the land by 70 percent, but then adds a Real Rate of Return (RRR) adjustment, which is set by the State. As of 2018, the RRR for WDNR is set at 3.35 percent (water dependent) or 9.5 percent (non-water dependent). Leases are issued for 12 years. Rents are increased incrementally by approximately 3 percent each year with the consumer price index and then reviewed every four years with the assessor's schedule for market rate adjustments.

Land managers in the State of Washington have the discretion to use an alternative gross receipts calculation to determine yearly rents. This can only be used if they believe that the RLV calculated rent is inconsistent with its use.

WDNR charges a \$25 application fee and has no minimum set yearly rent. Administrative changes in these areas have been put forward but there is not currently the political will to increase program fees. Fees have not been changed since the 1980s.

Submerged and submersible lands in the State of Washington are managed to preserve public lands. There is no set beneficiary. The program generates enough funds to cover program cost and support the state's aquatic land enhancement accounts. A large portion of revenue generated from the management of submerged and submersible lands comes from geoduck harvest.

The State of Idaho⁵

The Idaho Department of Lands (IDL) administers the use of state-owned waterways through the Rivers and Lakes Program. IDL oversees 61 different bodies of water, where it issues 10-year leases for boathouses, marina moorages, non-marine uses, and community docks.

All leases are required to obtain an encroachment permit that currently costs \$2,000 and pay a \$150 application fee. They must also pay a \$75 advertisement fee. All potential leases are advertised to the public and open for comment. IDL has a yearly minimum rent set at \$250. IDL calculates annual rent based on percentage of gross

⁴ Washington Department of Revenue, <https://dor.wa.gov/find-taxes-rates/property-tax/how-my-residential-property-valued> (Accessed September 2018)

⁵ Smyth, A. (2018). *Idaho Department of Lands*.

receipts. The percent is based on the use classification. There is currently no mechanism in place for the verification of gross receipts. IDL has a schedule currently set to inspect leases upon renewal or every 10 years. All lessees are required to hold bonds, and insurance between \$1 - 2 million dollars.

IDL uses standard language for all leases, but there is very specific language about use written into the necessary permits before a lease is issued. Due to the permitting process, the department has a significant amount of contact with its lessees before the execution of a lease at which time staff can answer questions and help to facilitate the process.

The Lakes and Rivers program is set up to protect public lands. Its fees and rents are designed to cover program costs.

The State of Nevada⁶

The Nevada Division of State Lands (NDSL) administers its state-owned waterways through the use of 10-year permits, commercial licenses, and easements instead of leases. Due to the structure of the program in rules and statute, the department has determined that unless there are statutory changes made the administration of leases is an administrative burden, so it has chosen to use permits instead.

The majority of permits issued by NDSL are for users on Lake Tahoe. Due to the current number of regulatory bodies and environmental regulation that applies to the use of Lake Tahoe, the State of Nevada has chosen to impose minimum additional requirements. Users are required to hold a minimum of \$1 million dollars in insurance and pay up to a \$200 application fee. The state likes to do visual inspections on users one to two times per summer season.

Due to the administrative restrictions on the NDSL, they are currently working to institute rule changes and move their fees out of statute. NDSL fees have not changed since the 1980s and do not cover program costs.

The State of Alaska⁷

The State of Alaska's Department of Natural Resources (ADNR) manages the state's submerged and submersible lands. Aquatic lands are managed through the use of 5-year permits if the structure is not permanent, such as floating or seasonal docks. ADNR issues 10 - 55-year leases for permanent structures. Rent is based on the value added to the riparian land. The RLV calculation is based on RMV and the rent is a

⁶ Quick, E. (2018). *Nevada Department of Natural Resources*.

⁷ Hess, K. (2018). *Alaska Department of Natural Resources*.

product of the structure's improvement on the land. For example, if the addition of a dock increased the RMV of the tax lot by \$500, the yearly rent for the dock would be \$500.

Application fees are based on the size of the use area. For uses less than one acre the set fee is \$1,200. For leases that are more than one acre, the application fee is \$2,000 (log storage or MI). All leases are required to hold bonds and insurance, and in some cases, a lessee will also have to have a performance agreement. Leases are drafted with a mix of general and specific languages and can have special provisions. One special provision is the 100-hour rule. If a lease requires more than 100 hours of administration the lessee is billed for the additional staff time.

Leases are inspected on a set 5-year schedule, or if there have been concerns about a specific lease of which ADNR has been made aware.

Sublease are allowed under ADNR with a minimum charge of 25% of the subleases agreed rent.

ADNR recently set up a fund for derelict vessel removal, that is funding through a new vessel title fee. The fee is \$24 and is good for three years.

ADNR is managed to cover program costs.

ADNR was recently successful in changing their program fees. It is the first time they have been updated since the 1990s.

Appendix C - Average Price per Square foot Area Benchmarks

County	Price per Square Foot 2017 AV	Price per Square Foot 2017 RMV
Clackamas	\$0.68	\$0.89
Clatsop	\$0.32	\$0.74
Columbia	\$0.06	\$0.09
Coos	\$0.14	\$0.14
Douglas	\$0.08	\$0.12
Lane	\$0.73	\$1.23
Lincoln	\$3.26	\$3.39
Multnomah	\$0.19	\$0.34
Tillamook	\$0.19	\$0.35
Total	\$0.58	\$0.73

Location	Price per Square Foot 2017 AV	Price per Square Foot 2017 RMV
Clackamas	\$0.6815	\$0.8901
Willamette R	\$0.6815	\$0.8901
Clatsop	\$0.3212	\$0.7395
Blind Sl	\$0.0525	\$0.1015
Columbia R	\$0.4865	\$1.1106
John Day R	\$0.3593	\$1.1130
Red Sl	\$0.0000	\$0.0046
Skipanon R	\$0.0461	\$0.0700
Youngs Bay	\$0.0418	\$0.2029
Columbia	\$0.0636	\$0.0892
Bradbury Sl	\$0.0038	\$0.0111
Columbia R	\$0.0765	\$0.1014
Multnomah Ch	\$0.0763	\$0.1070
Scappoose Bay	\$0.0220	\$0.0381
Westport Slough	\$0.0195	\$0.0425
Coos	\$0.1396	\$0.1440
Coos Bay	\$0.2330	\$0.2332
Coos R	\$0.1270	\$0.1416
Isthmus Sl	\$0.1324	\$0.1324
Tenmile Lk	\$0.0257	\$0.0285
Tenmile Lk/N	\$0.3529	\$0.3746
Tenmile Lk/S	\$0.0465	\$0.0497
Douglas	\$0.0799	\$0.1249
Loon Lk	\$0.0096	\$0.0096
Siltcoos Lk	\$0.1470	\$0.2625
Smith R	\$0.0067	\$0.0069
Tahkenitch Lk	\$0.0535	\$0.0761
Umpqua R	\$0.1279	\$0.1729
Umpqua River	\$0.1175	\$0.1592
Lane	\$0.7251	\$1.2272
Siltcoos Lk	\$1.3574	\$1.6757
Siuslaw R	\$0.5644	\$1.1284
Triangle Lk	\$0.0063	\$0.0067
Lincoln	\$3.2571	\$3.3916
Alsea R	\$0.6992	\$0.6992
Devils Lk	\$1.1962	\$1.9773
Siletz R	\$0.2150	\$0.2210
Yaquina Bay	\$3.8356	\$3.9830
Yaquina R	\$0.1027	\$0.1234
Multnomah	\$0.1900	\$0.3358
Columbia R	\$0.0489	\$0.2421
Multnomah Ch	\$0.0504	\$0.0858
N Portland Harbor	\$0.0705	\$0.1533
Willamette R	\$0.4080	\$0.6406
Tillamook	\$0.1851	\$0.3518
Nehalem Bay	\$0.1527	\$0.3606
Nehalem R	\$0.2672	\$0.3295
Grand Total	\$0.5838	\$0.7308

Appendix D – Gross Receipts Data – AV, RMV & FR Comparison to Current Rent

Last Rent Paid Based on GR	Riparian Rent at 2017 AV	Riparian Rent at 2017 RMV	Current Flat Rate
\$42,993.12	\$4,296,377.03	\$4,459,906.96	\$34,990.45
\$13,091.76	\$14,679.74	\$14,679.74	\$1,549.86
\$5,731.45	\$446.26	\$806.87	\$5,700.00
\$4,437.15	\$197,459.72	\$394,534.89	\$7,368.49
\$3,714.41	\$30,947.81	\$38,474.69	\$7,087.00
\$3,648.15	\$96.71	\$96.71	\$5,638.98
\$2,671.02	\$14,231.50	\$27,153.00	\$9,561.64
\$2,175.00	\$12,675.96	\$79,394.81	\$8,043.25
\$1,202.16	\$3,261.02	\$8,892.00	\$3,757.68
\$971.01	\$4,748.48	\$4,748.48	\$1,684.99
\$867.68	\$11,593.54	\$11,593.54	\$3,286.13
\$859.88	\$2,667.13	\$17,735.54	\$3,180.52
\$792.60	\$136,802.24	\$167,973.94	\$667.73
\$777.00	\$15,415.95	\$20,127.79	\$486.17
\$540.00	\$10,625.36	\$10,625.36	\$2,110.93
\$523.08	\$2,000.90	\$4,383.73	\$1,725.09
\$477.25	\$8,452.42	\$15,091.54	\$1,765.25
\$454.44	\$56,470.96	\$56,470.96	\$1,074.50
\$454.44	\$2,941.10	\$3,192.55	\$615.17
\$418.00	\$1,422.84	\$1,709.67	\$425.29
\$406.00	\$6,283.35	\$6,283.35	\$775.64
\$396.00	\$16,876.68	\$17,914.32	\$1,468.20
\$394.00	\$56,292.82	\$64,068.98	\$1,266.38
\$394.00	\$2,299.76	\$2,299.76	\$1,039.50
\$394.00	\$45,732.51	\$60,160.21	\$905.65
\$394.00	\$5,727.76	\$6,029.30	\$777.02
\$394.00	\$113.90	\$113.90	\$775.64
\$394.00	\$16,441.19	\$20,882.01	\$230.25

Appendix E – Data Set

ID	Type	County	Primary Waterbody	Primary Taxlot	2019 Rent	Method	Use Classification	Section	Size ft²	2017 Market Value	2017 Assessed Value	Percent Difference in Riparian	Riparian Rent at 2017 AV	Riparian Rent at 2017 RMV	Current FR Rent	Current FR Rate	Year Received	Renewal Year	
67	ML	Clackamas	Willamette R	200	\$359.38	Flat Rate	Non-Com	B	10,425						\$320.05	0.0307	2013	2027	
409	ML	Lane	Triangle Lk	2002	\$0.00	Registration	Exclude	Exclude	Exclude									1999	2019
521	ML	Clackamas	Willamette R	200	\$428.82	Flat Rate	Com	A	6,000	\$602,246	\$463,828	29.84%			\$184.20	0.0307	2007	2019	
1307	ML	Multnomah	Willamette R	1300	\$2,058.87	Riparian	MI	A	9,900	\$5,293,930	\$2,820,810	87.67%	\$1,778.84	\$3,338.42	\$5,209.38	0.5262	2013	2029	
3394	ML	Coos	Tenmile Lk/S	100	\$391.68	Flat Rate	Non-Com	B	1,950	\$81,480	\$71,870	13.37%	\$1,237.43	\$1,402.89	\$59.87	0.0307	2007	2022	
6592	ML	Columbia	Multnomah Ch	1000	\$8,996.27	Flat Rate	Com	A	293,420	\$463,660	\$446,740	3.79%	\$28,738.71	\$29,827.18	\$9,007.99	0.0307	2017	2032	
6592	ML	Columbia	Multnomah Ch	1000	\$492.65	Riparian	Non-Marine	A	3,822	\$463,660	\$446,740	3.79%	\$374.34	\$388.52	\$2,349.00	0.6146	2017	2032	
7138	ML	Clackamas	Willamette R	2200	\$431.24	Flat Rate	Non-Com	B	12,000						\$368.40	0.0307	2014	2029	
9604	ML	Multnomah	Columbia R	600, 700	\$14,026.95	Flat Rate	Non-Com	A	457,500						\$14,045.25	0.0307	2016	2031	
9608	ML	Lane	Siuslaw R	3500	\$4,437.15	3%	Com	3%	240,016	\$1,016,767	\$508,879	99.81%	\$197,459.72	\$394,534.89	\$7,368.49	0.0307	2011	2021	
9608	ML	Lane	Siuslaw R	3500	\$370.00	Flat Rate	Non-Marine	B	600	\$1,016,767	\$508,879	99.81%	\$493.62	\$986.27	\$368.76	0.6146	2011	2021	
9616	ML	Douglas	Smith R	200	\$369.17	Bid	Non-Com	B	8,363	\$316,155	\$269,240	17.42%	\$13.15	\$15.44	\$256.74	0.0307	2008	2024	
9618	ML	Lane	Siltcoos Lk	1800	\$394.00	3%	Com	B	41,250	\$622,443	\$546,896	13.81%	\$56,292.82	\$64,068.98	\$1,266.38	0.0307	2016	2024	
9619	ML	Lane	Siuslaw R	400	\$0.00	Registration	Exclude	Exclude	Exclude									1997	2029
9623	ML	Lane	Siuslaw R		\$2,355.36	Flat Rate	Com	A	76,666						\$2,353.65	0.0307	1977	2029	
9623	ML	Lane	Siuslaw R		\$2,087.00	Flat Rate	Log	A	136,343						\$2,072.41	0.0152	1977	2029	
9624	ML	Lane	Siuslaw R	3100	\$1,171.52	Flat Rate	Log	A	74,418						\$1,131.15	0.0152	1976	2021	
9638	ML	Lane	Siltcoos Lk	8400	\$394.00	3%	Com	B	7,500	\$266,822	\$210,079	27.01%	\$16,441.19	\$20,882.01	\$230.25	0.0307	1980	2022	
9695	ML	Lane	Siuslaw R	1600, 1700, 1800	\$523.08	3%	Com	3%	56,192	\$272,541	\$124,398	119.09%	\$2,000.90	\$4,383.73	\$1,725.09	0.0307	1976	2021	
9757	ML	Lane	Siuslaw R	8900	\$4,158.74	Flat Rate	Log	A	272,223						\$4,137.79	0.0152	2016	2031	
9759	ML	Lane	Siltcoos Lk	1300	\$920.60	Flat Rate	Com	A	30,000						\$921.00	0.0307	2008	2024	
9767	ML	Multnomah	Columbia R	99000	\$454.44	Flat Rate	Non-Com	B	10,454						\$320.94	0.0307	2014	2029	
9811	ML	Multnomah	Multnomah Ch	600	\$3,502.23	Flat Rate	Com	A	114,127						\$3,503.70	0.0307	2009	2024	
9813	ML	Multnomah	Columbia R	200, 400	\$9,100.89	Flat Rate	Com	A	287,932						\$8,839.51	0.0307	2015	2027	
9814	ML	Multnomah	Columbia R	99000	\$661.89	Flat Rate	Non-Com	A	22,216	\$0	\$0				\$682.03	0.0307	1994	2019	
9815	ML	Multnomah	Columbia R	100	\$10,500.24	Flat Rate	Com	A	342,171						\$10,504.65	0.0307	1966	2026	
9815	ML	Multnomah	Columbia R	100	\$4,839.20	Flat Rate	MI	A	7,874						\$4,143.30	0.5262	1966	2026	
9818	ML	Multnomah	Willamette R	200	\$5,498.16	Riparian	MI	A	20,225	\$1,476,720	\$564,270	161.70%	\$4,943.24	\$12,936.68	\$10,642.40	0.5262	2013	2029	
9818	ML	Multnomah	Willamette R	200	\$418.68	Flat Rate	Non-Com	B	576	\$1,476,720	\$564,270	161.70%	\$140.78	\$368.43	\$17.68	0.0307	2013	2029	
9823	ML	Multnomah	Columbia R	300	\$3,948.60	Flat Rate	Com	A	128,938						\$3,958.40	0.0307	2016	2027	
9848	ML	Columbia	Columbia R		\$418.18	Riparian	Com	B	43,500	\$8,696,600	\$3,360,750	158.77%	\$6,796.52	\$17,587.33	\$1,335.45	0.0307	2017	2032	
9849	ML	Columbia	Columbia R	7600	\$1,338.92	Flat Rate	Com	A	43,605	\$9,013,660	\$0				\$1,338.67	0.0307	2015	2031	
9850	ML	Columbia	Multnomah Ch	1200	\$5,433.47	Flat Rate	Com	A	177,060	\$766,410	\$410,010	86.92%	\$11,654.43	\$21,785.01	\$5,435.74	0.0307	2012	2027	
9950	ML	Multnomah	Multnomah Ch	200	\$619.25	Riparian	MI	A	3,400	\$801,960	\$96,750	728.90%	\$6.80	\$56.40	\$1,789.08	0.5262	2015	2030	
9950	ML	Multnomah	Multnomah Ch	200	\$619.25	Flat Rate	Com	A	40,160	\$801,960	\$96,750	728.90%	\$80.37	\$666.21	\$1,232.91	0.0307	2015	2030	
9951	ML	Multnomah	Columbia R	1400, 1500	\$22,855.01	Riparian	MI	A	19,011	\$4,107,220	\$0				\$10,003.59	0.5262	2014	2030	
9952	ML	Multnomah	Willamette R	700, 800	\$1,230.53	Flat Rate	Com	A	40,075						\$1,230.30	0.0307	2015	2030	
9954	ML	Multnomah	Portland Harb	600	\$30,945.66	Flat Rate	Com	A	978,834						\$30,050.20	0.0307	2017	2032	
9955	ML	Multnomah	Columbia R		Exclude	Exclude	Exclude	Exclude	Exclude									1975	2073
9956	ML	Multnomah	Willamette R	400	\$868.72	Flat Rate	MI	A	1,700	\$6,937,480	\$6,937,480	0.00%	\$2,497.66	\$2,497.66	\$894.54	0.5262	1998	2018	
9957	ML	Multnomah	Willamette R	100,101	\$16,893.62	Flat Rate	Com	A	474,914	\$930,460	\$0				\$14,579.86	0.0307	1996	2032	
9957	ML	Multnomah	Willamette R	100,101	\$3,928.47	Flat Rate	Non-Marine	A	7,195	\$401,940	\$0		\$0.00	\$612.46	\$4,422.05	0.6146	1996	2032	
9958	ML	Multnomah	Columbia R	300	\$6,130.17	Flat Rate	Com	A	199,940						\$6,138.16	0.0307	2016	2031	
9959	ML	Multnomah	Portland Harb	100	\$2,215.31	Flat Rate	Com	A	70,088						\$2,151.69	0.0307	1988	2023	

9960	ML	Multnomah	Columbia R	400	\$2,215.31	Riparian	MI	A	24,241	\$2,649,600	\$605,200	337.81%	\$1,045.29	\$4,576.33	\$12,755.61	0.5262	2018	2018
9961	ML	Multnomah	Willamette R	1902, 1901	\$2,293.17	Riparian	MI	A	251,341	\$1,147,750	\$512,590	123.91%	\$59,871.29	\$134,058.95	\$132,255.63	0.5262	2016	2032
9962	ML	Multnomah	Columbia R	1100	\$18,020.57	Flat Rate	Com	A	570,636						\$17,518.53	0.0307	2016	2031
9963	ML	Multnomah	Portland Harb	1300	\$1,158.14	Riparian	MI	A	12,735	\$160,850	\$160,850	0.00%	\$1,754.68	\$1,754.68	\$6,701.16	0.5262	2015	2030
9963	ML	Multnomah	Portland Harb	1300	\$1,677.48	Flat Rate	Com	A	53,040	\$160,850	\$160,850	0.00%	\$7,308.06	\$7,308.06	\$1,628.33	0.0307	2015	2030
9965	ML	Multnomah	Columbia R	500	\$6,352.26	Flat Rate	Com	A	207,000						\$6,354.90	0.0307	2009	2024
9967	ML	Multnomah	Multnomah Ch	800	\$2,215.31	Flat Rate	Com	A	101,520	\$577,000	\$380,370	51.69%	\$17,113.55	\$25,960.31	\$3,116.66	0.0307	1999	2018
9968	ML	Multnomah	Columbia R	700	\$1,196.41	Flat Rate	Non-Com	A	38,987						\$1,196.90	0.0307	2014	2028
9970	ML	Multnomah	Columbia R	301, 400	\$16,301.06	Flat Rate	Com	A	516,186						\$15,846.91	0.0307	2016	2031
9971	ML	Multnomah	Columbia R	200	\$12,919.01	Flat Rate	Com	A	223,898						\$6,873.68	0.0307	1990	2024
9972	ML	Multnomah	Willamette R	6800	\$3,502.23	Flat Rate	Non-Com	A	114,127						\$3,503.70	0.0307	1988	2022
9973	ML	Multnomah	Multnomah Ch	200	\$2,800.17	Old	Exclude	Exclude	Exclude								1998	2029
9979	ML	Multnomah	Columbia R	700	\$417.99	Flat Rate	Non-Com	A	8,712						\$267.46	0.0307	2016	2032
10076	ML	Multnomah	Columbia R	200, 300, 400, 500	\$1,458.51	Flat Rate	Non-Com	A	47,500						\$1,458.25	0.0307	2016	2031
10145	ML	Multnomah	Columbia R	200, 900	\$3,512.66	Flat Rate	Com	A	110,991						\$3,407.42	0.0307	2014	2029
10146	ML	Multnomah	Willamette R	1203	\$5,263.10	Flat Rate	MI	A	10,000						\$5,262.00	0.5262	2013	2029
10151	ML	Multnomah	Columbia R	100	\$3,026.36	Flat Rate	Com	A	95,832						\$2,942.04	0.0307	2016	2031
10153	ML	Multnomah	Willamette R	1300	\$492.41	Riparian	MI	A	2,500	\$9,707,040	\$9,437,600	2.85%	\$934.19	\$960.86	\$1,315.50	0.5262	2014	2030
10157	ML	Multnomah	Columbia R	100	\$11,447.80	Riparian	MI	A	288,955	\$2,649,600	\$605,200	337.81%	\$12,459.93	\$54,550.30	\$152,048.12	0.5262	2015	2030
10158	ML	Multnomah	SI (N Portland	3800	\$774.40	Flat Rate	Non-Com	A	24,500						\$752.15	0.0307	2010	2025
10159	ML	Multnomah	Columbia R	500	\$2,373.18	Flat Rate	Com	A	75,000						\$2,302.50	0.0307	2013	2028
10161	ML	Multnomah	Multnomah Ch	200	\$851.86	Riparian	MI	A	11,863	\$721,510	\$609,100	18.46%	\$1,145.58	\$1,357.00	\$6,242.31	0.5262	2015	2030
10161	ML	Multnomah	Multnomah Ch	200	\$2,984.67	Flat Rate	Com	A	98,010	\$721,510	\$609,100	18.46%	\$9,464.61	\$11,211.31	\$3,008.91	0.0307	2015	2030
10162	ML	Multnomah	Columbia R	1000	\$669.10	Flat Rate	Non-Com	A	21,780						\$668.65	0.0307	2014	2029
10163	ML	Multnomah	Columbia R	100	\$7,104.49	Flat Rate	Com	A	224,770						\$6,900.43	0.0307	2017	2022
10165	ML	Multnomah	Columbia R	200	\$3,474.45	Riparian	MI	A	34,300	\$5,488,950	\$2,198,030	149.72%	\$3,608.78	\$9,011.90	\$18,048.66	0.5262	2014	2030
10166	ML	Multnomah	Columbia R	502, 504	\$17,689.40	Flat Rate	Log	A	1,155,647						\$17,565.83	0.0152	2015	2019
10167	ML	Multnomah	Columbia R	800	\$2,150.45	Flat Rate	Com	A	69,696						\$2,139.67	0.0307	2013	2029
10168	ML	Multnomah	Columbia R	300	\$47,681.44	Flat Rate	MI	A	90,605						\$47,676.25	0.5262	2016	2031
10171	ML	Multnomah	Willamette R	800	\$843.13	Flat Rate	Com	A	27,440						\$842.41	0.0307	2014	2030
10174	ML	Multnomah	Columbia R	100	\$1,284.06	Flat Rate	Com	A	40,625						\$1,247.19	0.0307	2008	2023
10177	ML	Multnomah	Columbia R	2000, 100	\$3,254.58	3%	Com	3%	382,892	\$13,476,360	\$0		\$0.00	\$1,333,976.13	\$11,754.78	0.0307	2015	2030
10178	ML	Multnomah	Portland Harb	100	\$2,215.31	Riparian	MI	A	217,500	\$357,910	\$113,680	214.84%	\$10,915.71	\$34,367.02	\$114,448.50	0.5262	1998	2018
10180	ML	Multnomah	Willamette R	400 & 500	\$2,215.31	Riparian	MI	A	18,750	\$704,500	\$448,920	56.93%	\$7,489.67	\$11,753.70	\$9,866.25	0.5262	1996	2018
10182	ML	Multnomah	Multnomah Ch		\$10,796.70	Flat Rate	Com	A	351,831						\$10,801.21	0.0307	1992	2028
10184	ML	Multnomah	Oregon SI	4100	\$5,597.33	Flat Rate	Com	A	182,400						\$5,599.68	0.0307	2009	2025
10185	ML	Multnomah	Columbia R	100	\$9,794.23	Flat Rate	Non-Com	A	319,164						\$9,798.33	0.0307	1958	2022
10186	ML	Multnomah	Willamette R	200	\$1,228.52	Riparian	MI	A	10,000	\$6,459,250	\$4,221,780	53.00%	\$3,687.93	\$5,642.46	\$5,262.00	0.5262	2016	2032
10187	ML	Multnomah	Willamette R	500	\$1,566.29	Flat Rate	MI	A	2,976						\$1,565.97	0.5262	2013	2028
10187	ML	Multnomah	Willamette R	500	\$690.60	Flat Rate	Non-Com	A	22,480						\$690.14	0.0307	2013	2028
10187	ML	Multnomah	Willamette R	500	\$357.91	Flat Rate	Hist	A	7,331						\$358.00	358	2013	2028

10187	ML	Multnomah	Willamette R	500	\$147.49	Flat Rate	Non-Marine	A	240						\$147.50	0.6146	2013	2028
10188	ML	Multnomah	Multnomah Ch	500	\$431.07	Flat Rate	Non-Com	B	7,500						\$230.25	0.0307	2015	2030
10190	ML	Multnomah	Willamette R	3000, 3100, 3200	\$556.32	Flat Rate	Non-Com	A	17,600						\$540.32	0.0307	2014	2027
10191	ML	Multnomah	Columbia R	600	\$3,141.31	Flat Rate	Com	A	102,366						\$3,142.64	0.0307	2012	2027
10192	ML	Multnomah	Columbia R	103	\$2,175.00	3%	Com	3%	261,995	\$332,650	\$53,110	526.34%	\$12,675.96	\$79,394.81	\$8,043.25	0.0307	2015	2020
10193	ML	Multnomah	Multnomah Ch	200	\$5,973.29	Riparian	Com	A	199,505	\$582,000	\$422,320	37.81%	\$5,798.04	\$7,990.30	\$6,124.80	0.0307	2016	2031
10375	ML	Clatsop	Columbia R	500	\$9,749.48	Flat Rate	MI	A	18,525	\$9,482	\$3,942	140.54%	\$190.50	\$458.23	\$9,747.86	0.5262	2015	2030
10376	ML	Columbia	Columbia R	400	\$1,089.40	Flat Rate	Com	A	35,000						\$1,074.50	0.0307	2013	2029
10379	ML	Clatsop	Blind SI	1600	\$652.38	Bid	Non-Com	Other	6,534	\$5,560	\$182	2954.95%	\$11.38	\$347.50	\$200.59	0.0307	1990	2026
10392	ML	Clatsop	Columbia R	500	\$4,935.27	Riparian	Non-Marine	A	9,583	\$2,421,145	\$713,298	239.43%	\$37,362.45	\$126,819.23	\$5,889.71	0.6146	2016	2031
10394	ML	Columbia	Columbia R	100	\$431.07	Flat Rate	Log	A	25,000						\$380.00	0.0152	2015	2030
10456	ML	Clatsop	Columbia R	700	\$16,458.43	Flat Rate	Non-Marine	A	26,000	\$900,796	\$819,501	9.92%	\$46,145.47	\$50,723.13	\$15,979.60	0.6146	2016	2031
10458	ML	Clatsop	Columbia R	800	\$3,839.97	Riparian	Non-Marine	A	6,760	\$760,194	\$356,169	113.44%	\$3,329.71	\$7,106.82	\$4,154.70	0.6146	2018	2029
10458	ML	Clatsop	Columbia R	800	\$431.24	Flat Rate	Com	A	11,640	\$760,194	\$356,169	113.44%	\$5,733.41	\$12,237.18	\$357.35	0.0307	2018	2029
10459	ML	Clatsop	Blind SI	1101	\$431.24	Flat Rate	Non-Com	B	43,025	\$4,074	\$2,215	83.93%	\$54.69	\$100.60	\$1,320.87	0.0307	2014	2029
10460	ML	Clatsop	Columbia R	600	\$14,325.48	Riparian	MI	A	29,600	\$774,390	\$774,390	0.00%	\$22,109.89	\$22,109.89	\$15,575.52	0.5262	2015	2030
10461	ML	Clatsop	Columbia R	100, 181	\$10,477.50	Flat Rate	Non-Marine	A	16,553	\$83,485	\$25,606	226.04%			\$10,173.47	0.6146	2013	2028
10462	ML	Columbia	Columbia R	400	\$779.07	Flat Rate	Non-Com	A	25,355						\$778.40	0.0307	2014	2030
10463	ML	Columbia	Bradbury SI	300	\$418.51	Riparian	Com	B	26,708	\$576,610	\$196,424	193.55%	\$101.21	\$297.10	\$819.94	0.0307	2016	2031
10463	ML	Columbia	Bradbury SI	300	\$418.51	Riparian	Non-Com	B	5,755	\$576,610	\$196,424	193.55%	\$21.81	\$64.02	\$176.67	0.0307	2016	2031
10464	ML	Clatsop	Blind SI	1702	\$454.44	Riparian	Non-Com	B	30,420	\$265,990	\$151,617	75.44%	\$7,785.39	\$13,658.33	\$933.89	0.0307	2010	2025
10465	ML	Columbia	Columbia R	400	\$909.43	Bid	Non-Com	Other	24,849						\$762.86	0.0307	2010	2025
10468	ML	Clatsop	Columbia R	402	\$3,777.72	Riparian	Non-Marine	A	58,550	\$7,721,105	\$4,765,170	62.03%			\$35,984.83	0.6146	1976	2029
10469	ML	Clatsop	Columbia R	500, 501	\$1,660.27	Riparian	MI	A	14,780	\$2,691,175	\$1,038,112	159.24%	\$15,585.56	\$40,403.60	\$7,777.24	0.5262	2016	2031
10469	ML	Clatsop	Columbia R	500, 501	\$1,115.45	Riparian	Non-Marine	A	9,930	\$2,691,175	\$1,038,112	159.24%	\$10,471.22	\$27,145.31	\$6,102.98	0.6146	2016	2031
10469	ML	Clatsop	Columbia R	500, 501	\$1,907.43	Flat Rate	Com	A	60,400	\$2,691,175	\$1,038,112	159.24%	\$63,691.99	\$165,113.49	\$1,854.28	0.0307	2016	2031
10471	ML	Columbia	Columbia R	2400, 2500	\$633.36	Flat Rate	Non-Com	A	20,038						\$615.17	0.0307	2009	2024
10474	ML	Columbia	Multnomah Ch		\$8,020.38	Flat Rate	Other	A	1,588,700	Exclude	Exclude	Exclude	Exclude		Exclude	Exclude	2016	2021
10478	ML	Columbia	Columbia R	800	\$1,336.72	Flat Rate	Com	A	43,560						\$1,337.29	0.0307	2012	2027
10480	ML	Clatsop	Columbia R	900	\$418.18	Riparian	Non-Marine	B	5,250	\$423,569	\$126,926	233.71%	\$4,780.49	\$15,953.12	\$3,226.65	0.6146	2018	2033
10481	ML	Columbia	Columbia R	300	\$1,191.44	Flat Rate	Com	A	38,860	\$115,690	\$115,690	0.00%	\$19,848.62	\$19,848.62	\$1,193.00	0.0307	2017	2032
10483	ML	Columbia	Columbia R	7815	\$2,459.59	Flat Rate	Com	A	80,150	\$450,730	\$158,210	184.89%	\$42.81	\$121.96	\$2,460.61	0.0307	2010	2026
10486	ML	Clatsop	Blind SI	1700	\$441.20	Riparian	Com	B	45,363	\$33,564	\$27,403	22.48%	\$27.24	\$33.36	\$1,392.64	0.0307	2009	2024
10487	ML	Columbia	Columbia R	100	\$12,652.90	Riparian	MI	A	53,533	\$0	\$0				\$28,169.06	0.5262	2015	2031
10494	ML	Columbia	Columbia R	101	\$38,113.35	Riparian	MI	A	324,522	\$0	\$0				\$170,763.48	0.5262	2010	2033
10495	ML	Clatsop	Columbia R	600	\$910.11	Riparian	Non-Marine	A	17,424	\$227,821	\$224,524	1.47%	\$3,326.28	\$3,375.13	\$10,708.79	0.6146	2016	2031
10495	ML	Clatsop	Columbia R	600	\$761.28	Riparian	MI	A	14,574	\$227,821	\$224,524	1.47%	\$2,782.21	\$2,823.07	\$7,668.84	0.5262	2016	2031
10495	ML	Clatsop	Columbia R	600	\$860.49	Flat Rate	Com	A	27,248	\$227,821	\$224,524	1.47%	\$5,201.71	\$5,278.09	\$836.51	0.0307	2016	2031
10497	ML	Columbia	Columbia R	6200	\$431.24	Flat Rate	Non-Com	A	12,240						\$375.77	0.0307	2014	2029
10500	ML	Clatsop	Columbia R	14200	\$5,346.94	Flat Rate	Com	A	174,240	\$51,687	\$21,229	143.47%	\$1,091.47	\$2,657.43	\$5,349.17	0.0307	2016	2024
10502	ML	Columbia	Columbia R	300	\$908.99	Flat Rate	Non-Com	A	29,621						\$909.36	0.0307	1998	2019

10526	ML	Columbia	Columbia R	900	\$8,006.67	Flat Rate	Com	A	260,580						\$7,999.81	0.0307	2015	2030
10526	ML	Columbia	Columbia R	900	\$1,125.51	Flat Rate	Non-Marine	A	2,920	\$673,000	\$609,250	10.46%	\$2,030.42	\$2,242.87	\$1,794.63	0.6146	2015	2030
10694	ML	Multnomah	Columbia R	900	\$10,340.50	Flat Rate	Non-Com	A	327,440						\$10,052.41	0.0307	2016	2031
10743	ML	Multnomah	Columbia R	500	\$1,256.52	Flat Rate	Com	A	40,946						\$1,257.04	0.0307	2012	2027
10747	ML	Columbia	Scappoose Bay		\$535.74	Flat Rate	Log	A	35,000						\$532.00	0.0152	2015	2030
10835	ML	Multnomah	Columbia R	800	\$4,912.90	Flat Rate	Com	A	160,000						\$4,912.00	0.0307	2015	2031
10934	ML	Clackamas	Willamette R	4900	\$813.36	Flat Rate	Non-Com	A	25,700						\$788.99	0.0307	2014	2029
10937	ML	Clackamas	Willamette R	2100, 2000, 900	\$2,412.54	Flat Rate	Com	A	76,230						\$2,340.26	0.0307	2014	2029
11095	ML	Clackamas	Willamette R	2000, 2100	\$951.63	Riparian	MI	A	11,500	\$2,389,965	\$1,946,365	22.79%	\$1,119.01	\$1,374.04	\$6,051.30	0.5262	2016	2031
11242	ML	Clatsop	John Day R	1900	\$418.68	Flat Rate	Non-Com	B	3,612	\$174,541	\$56,351	209.74%	\$1,297.95	\$4,020.27	\$110.89	0.0307	2015	2030
11246	ML	Columbia	Columbia R		\$5,731.45	3%	Log	3%	375,000	\$136,690	\$75,600	80.81%	\$446.26	\$806.87	\$5,700.00	0.0152	2017	2024
11311	ML	Multnomah	Portland Harb	1000	\$3,413.96	Flat Rate	Com	A	111,250						\$3,415.38	0.0307	1989	2032
11313	ML	Multnomah	Portland Harb	1800	\$37,959.30	Flat Rate	Com	A	1,200,949						\$36,869.13	0.0307	1993	2023
11314	ML	Columbia	Columbia R	400	\$867.68	3%	Com	3%	107,040	\$70,770	\$70,770	0.00%	\$11,593.54	\$11,593.54	\$3,286.13	0.0307	2017	2025
11314	ML	Columbia	Columbia R	400	\$430.73	Flat Rate	MI	A	2,500	\$70,770	\$70,770	0.00%	\$270.78	\$270.78	\$1,315.50	0.5262	2017	2025
11315	ML	Clatsop	Columbia R	500	\$627.67	Riparian	Mi	A	4,100	\$800,585	\$499,731	60.20%	\$781.33	\$1,251.72	\$2,157.42	0.5262	2016	2031
11442	ML	Tillamook	Nehalem R	1002	\$3,428.30	Flat Rate	Com	A	108,464	\$679,960	\$557,350	22.00%			\$3,329.84	0.0307	2011	2026
11544	ML	Lincoln	Yaquina R	3500	\$478.23	Flat Rate	Com	A	15,598	\$479	\$0				\$478.86	0.0307	2017	2032
11546	ML	Lincoln	Yaquina Bay	1300	\$454.44	Riparian	Non-Marine	A	3,750	\$213,940	\$0				\$2,304.75	0.6146	1978	2018
11547	ML	Lincoln	Yaquina Bay	2200	\$1,920.95	Flat Rate	MI	A	3,650						\$1,920.63	0.5262	2015	2030
11708	ML	Lincoln	Yaquina Bay	2302	\$1,459.50	Flat Rate	Non-Marine	A	2,375						\$1,459.68	0.6146	2015	2030
11711	ML	Lincoln	Yaquina Bay	1100	\$7,485.28	Flat Rate	MI	A	14,223	\$1,384,110	\$1,384,110	0.00%	\$125,536.91	\$125,536.91	\$7,484.14	0.5262	2015	2030
11712	ML	Lincoln	Yaquina R	3801	\$868.24	Flat Rate	MI	A	1,650						\$868.23	0.5262	2016	2032
11712	ML	Lincoln	Yaquina R	3801	\$406.32	Flat Rate	Com	B	7,350						\$225.65	0.0307	2016	2032
11713	ML	Lincoln	Yaquina Bay	1401, 1700, 1900	\$10,629.79	Flat Rate	MI	A	20,200						\$10,629.24	0.5262	2017	2033
11715	ML	Lincoln	Yaquina Bay	1800	\$1,433.07	Flat Rate	MI	A	2,723						\$1,432.84	0.5262	2014	2030
11717	ML	Lincoln	Yaquina R	400	\$418.00	3%	Com	B	13,853	\$225,790	\$187,910	20.16%	\$1,422.84	\$1,709.67	\$425.29	0.0307	2015	2030
11718	ML	Lincoln	Yaquina Bay	1000	\$5,687.59	Flat Rate	MI	A	10,807						\$5,686.64	0.5262	2015	2030
11719	ML	Lincoln	Yaquina Bay	2404	\$4,643.44	Flat Rate	MI	A	8,823						\$4,642.66	0.5262	2014	2029
11720	ML	Lincoln	Yaquina Bay	111	\$12,460.34	Flat Rate	Com	A	349,218						\$10,720.99	0.0307	2012	2027
11721	ML	Lincoln	Siletz R	201	\$1,004.07	Flat Rate	Com	A	32,700	\$843,450	\$808,590	4.31%	\$6,206.54	\$6,474.11	\$1,003.89	0.0307	1974	2031
11722	ML	Lincoln	Yaquina R	702	\$1,432.03	Flat Rate	Non-Com	A	46,606						\$1,430.80	0.0307	2015	2030
11725	ML	Lincoln	Yaquina R	209	\$573.15	Flat Rate	Com	A	16,253						\$498.97	0.0307	2015	2030
11727	ML	Lincoln	Yaquina Bay	80208	\$4,929.07	Flat Rate	Non-Com	A	155,945						\$4,787.51	0.0307	1974	2038
11729	ML	Lincoln	Devils Lk	2900	\$454.44	Flat Rate	Com	A	21,720	\$413,420	\$250,110	65.30%	\$25,981.35	\$42,945.95	\$666.80	0.0307	1993	2019
11730	ML	Lincoln	Siletz R	107	\$1,006.41	Flat Rate	Com	A	31,800						\$976.26	0.0307	2014	2029
11732	ML	Lincoln	Asea R	100	\$454.44	3%	Com	B	35,000	\$393,580	\$393,580	0.00%	\$56,470.96	\$56,470.96	\$1,074.50	0.0307	2017	2033
11733	ML	Lincoln	Asea R	1100	\$13,091.76	3%	Com	3%	50,484	\$3,280	\$3,280	0.00%	\$14,679.74	\$14,679.74	\$1,549.86	0.0307	2017	2032
11866	ML	Lincoln	Asea Bay	100	\$735.20	Flat Rate	Com	A	23,958						\$735.51	0.0307	2011	2027
11870	ML	Lincoln	Yaquina Bay	2403	\$418.68	Flat Rate	Com	B	2,423						\$74.39	0.0307	2014	2029
11872	ML	Lincoln	Yaquina Bay	2402	\$150.71	Flat Rate	Non-Marine	A	539						\$331.27	0.6146	1989	2020

11872	ML	Lincoln	Yaquina Bay	2402	\$331.25	Flat Rate	Com	A	4,911						\$150.77	0.0307	1989	2020
11873	ML	Lincoln	Yaquina Bay	100	\$42,993.12	3%	Com	3%	1,139,754	\$72,000	\$69,360	3.81%	\$4,296,377.03	\$4,459,906.96	\$34,990.45	0.0307	2016	2031
11874	ML	Lincoln	Yaquina Bay	2101	\$454.44	Flat Rate	MI	A	2,614						\$1,375.49	0.5262	1978	2018
11875	ML	Lincoln	Yaquina Bay	2300	\$1,585.18	Flat Rate	MI	A	2,800						\$1,473.36	0.5262	2017	2030
11876	ML	Lincoln	Yaquina Bay	1200	\$1,351.97	Flat Rate	Non-Marine	A	2,200						\$1,352.12	0.6146	2015	2030
11876	ML	Lincoln	Yaquina Bay	1200	\$418.68	Flat Rate	Com	B	3,800						\$116.66	0.0307	2015	2030
11906	ML	Lincoln	Depot Sl	6800, 6899	\$4,097.82	Riparian	MI	A	27,671	\$66,360	\$0				\$14,560.48	0.5262	1994	2030
11906	ML	Lincoln	Depot Sl	6800, 6900	\$4,347.37	3%	Com	3%	24,250	\$66,360	\$0				\$744.48	0.0307	1994	2030
11920	ML	Lincoln	Siletz R	600	\$454.44	Flat Rate	Com	A	17,860	\$142,190	\$142,190	0.00%	\$4,484.55	\$4,484.55	\$548.30	0.0307	1994	2019
11931	ML	Lincoln	Yaquina Bay	2201	\$1,155.31	Flat Rate	Non-Marine	A	1,880	\$282,810	\$233,410	21.16%	\$8,394.76	\$10,171.46	\$1,155.45	0.6146	2016	2030
11932	ML	Lincoln	Alsea R	200	\$418.51	Flat Rate	Com	B	11,326						\$347.71	0.0307	1991	2031
11933	ML	Lincoln	Alsea R	200	\$406.00	3%	Com	B	25,265	\$5,730	\$5,730	0.00%	\$6,283.35	\$6,283.35	\$775.64	0.0307	2016	2031
11934	ML	Lincoln	Yaquina R	2401	\$8,684.28	Flat Rate	Com	A	16,500						\$506.55	0.0307	1999	2030
11935	ML	Lincoln	Yaquina Bay	2200, 2301	\$1,189.12	Flat Rate	Non-Marine	A	1,935	\$142,870	\$94,540	51.12%	\$10,499.02	\$15,866.24	\$1,189.25	0.6146	2015	2030
11936	ML	Lincoln	Yaquina Bay	107	\$358.21	Flat Rate	Hist	A	511,830						\$358.00	358	1967	2020
11943	ML	Lincoln	Siletz R	500	\$394.00	3%	Com	B	25,310	\$437,900	\$416,000	5.26%	\$5,727.76	\$6,029.30	\$777.02	0.0307	2016	2032
11944	ML	Lincoln	Yaquina Bay	3300, 3400	\$766.88	Flat Rate	Com	A	24,990						\$767.19	0.0307	1999	2020
11945	ML	Lincoln	Yaquina Bay	2405	\$8,222.38	Flat Rate	Non-Marine	A	13,380						\$8,223.35	0.6146	1974	2030
11946	ML	Lincoln	Alsea R		\$550.36	Flat Rate	Com	A	17,924						\$550.27	0.0307	2015	2030
11946	ML	Lincoln	Alsea R		\$418.51	Flat Rate	Non-Marine	B	624						\$383.51	0.6146	2015	2030
11947	ML	Lincoln	Alsea R	900	\$441.20	Flat Rate	Com	A	10,500						\$322.35	0.0307	1991	2027
13355	ML	Klamath	Klamath Lk	800	\$1,210.14	Flat Rate	Com	A	149,400						\$4,586.58	0.0307	2015	2031
13356	ML	Klamath	Klamath Lk	2500	\$454.44	3%	Com	3%	127,900	\$224,340	\$299,200	-25.02%			\$3,926.53	0.0307	1980	2022
14050	ML	Lane	Mercer Lk	3101	\$391.83	Flat Rate	Non-Com	B	10,707						\$328.70	0.0307	2007	2022
14210	ML	Tillamook	Nehalem Bay	1000	\$418.49	Flat Rate	Non-Com	B	4,983	\$681,020	\$383,510	77.58%	\$962.09	\$1,708.43	\$152.98	0.0307	2014	2028
14332	ML	Tillamook	Tillamook Bay	2600, 3000	\$1,281.05	Riparian	Non-Marine	A	2,400						\$1,475.04	0.6146	2012	2027
14332	ML	Tillamook	Tillamook Bay	2600, 2999	\$454.44	Flat Rate	Com	A	14,325						\$439.78	0.0307	2012	2027
14371	ML	Tillamook	Nehalem Bay	103	\$1,743.00	3%	Com	3%	74,052	\$61,890	\$61,890	0.00%			\$2,273.40	0.0307	2014	2029
14403	ML	Tillamook	Nehalem Bay		\$2,885.46	Flat Rate	Com	A	91,290						\$2,802.60	0.0307	2007	2021
14502	ML	Tillamook	Nehalem R	4300	\$1,337.23	Flat Rate	Com	A	42,253						\$1,297.17	0.0307	2014	2029
14503	ML	Tillamook	Nehalem R	900	\$1,101.92	Flat Rate	MI	A	34,818						\$18,321.23	0.5262	2014	2029
14504	ML	Tillamook	Nehalem Bay	4500	\$2,056.56	Flat Rate	Com	A	64,976	\$488,730	\$202,090	141.84%	\$9,724.07	\$23,516.48	\$1,994.76	0.0307	2014	2029
14542	ML	Tillamook	Nehalem R	801	\$454.44	3%	Com	3%	20,038	\$388,650	\$358,040	8.55%	\$2,941.10	\$3,192.55	\$615.17	0.0307	1999	2019
14673	ML	Tillamook	Nehalem Bay	3800	\$418.68	Flat Rate	Com	B	8,000						\$245.60	0.0307	2017	2030
14748	ML	Lane	Siltcoos Lk	401	\$431.07	Flat Rate	Non-Com	B	13,178						\$404.56	0.0307	1999	2030
14846	ML	Yamhill	Willamette R	502	\$403.43	Flat Rate	Non-Com	B	12,000						\$368.40	0.0307	2006	2021
15072	ML	Lincoln	Yaquina R	3901	\$831.71	Riparian	MI	A	5,663	\$145,050	\$128,810	12.61%			\$2,979.87	0.5262	2012	2027
15072	ML	Lincoln	Yaquina R	3901	\$856.66	Flat Rate	Com	A	37,897	\$145,050	\$128,810	12.61%			\$1,163.44	0.0307	2012	2027
15313	ML	Lane	Siuslaw R		\$1,449.54	Flat Rate	Non-Com	A	45,850						\$1,407.60	0.0307	2017	2032
15316	ML	Lane	Siuslaw R	404	\$394.00	3%	Com	B	25,265	\$11,390	\$11,390	0.00%	\$113.90	\$113.90	\$775.64	0.0307	2011	2026
15320	ML	Lane	Siuslaw R	600	\$430.73	Flat Rate	Non-Com	A	3,840						\$117.89	0.0307	2014	2029

15340	ML	Lane	Mercer Lk	1500	\$908.74	Flat Rate	Com	A	28,750						\$882.63	0.0307	2017	2026
15341	ML	Lane	Siuslaw R	1800	\$454.44	Flat Rate	Com	B	10,352						\$317.81	0.0307	2010	2026
15342	ML	Lane	Siltcoos Lk	1000	\$454.44	Flat Rate	Non-Com	B	5,100						\$156.57	0.0307	2011	2026
15427	ML	Douglas	Umpqua R	100	\$935.57	Riparian	MI	A	10,050	\$14,375	\$0				\$5,288.31	0.5262	2014	2029
15442	ML	Douglas	Umpqua River	100	\$990.57	Flat Rate	Com	A	32,260	\$146,983	\$108,499	35.47%	\$3,790.24	\$5,134.61	\$990.38	0.0307	2015	2030
15473	ML	Douglas	Umpqua R		\$0.00	exclude	exclude	exclude	exclude								1969	2039
15772	ML	Douglas	Siltcoos Lk	2500	\$418.68	Flat Rate	Non-Marine	B	528						\$324.51	0.6146	2015	2030
15772	ML	Douglas	Siltcoos Lk	2500	\$418.68	Flat Rate	Non-Com	B	4,465						\$137.08	0.0307	2015	2030
15773	ML	Douglas	Schofield Creef	500	\$737.29	Flat Rate	Com	A	240,000						\$7,368.00	0.0307	2013	2029
15924	ML	Douglas	Siltcoos Lk	2200, 2300, 2400	\$477.25	3%	Com	3%	57,500	\$105,182	\$58,910	78.55%	\$8,452.42	\$15,091.54	\$1,765.25	0.0307	1991	2018
16231	ML	Polk	Willamette R	300	\$540.68	Flat Rate	Com	A	17,121						\$525.61	0.0307	2018	2031
16581	ML	Multnomah	Multnomah Ch	11, 13	\$5,083.98	Flat Rate	Com	A	165,490						\$5,080.54	0.0307	2013	2029
16585	ML	Multnomah	Willamette R	3800	\$368.65	Flat Rate	Hist	A	19,710						\$358.00	358	2013	2028
16611	ML	Multnomah	Willamette R	400	\$605.80	Flat Rate	Non-Com	A	19,166						\$588.40	0.0307	2017	2021
16614	ML	Multnomah	Multnomah Ch	700	\$1,858.72	Flat Rate	Com	A	58,806						\$1,805.34	0.0307	2009	2024
16615	ML	Multnomah	Multnomah Ch	300	\$3,849.70	Flat Rate	Com	A	125,450						\$3,851.32	0.0307	2008	2023
16617	ML	Multnomah	Willamette R	800	\$30,918.24	Riparian	MI	A	105,001	\$14,226,450	#####	0.00%			\$55,251.73	0.5262	2015	2030
16631	ML	Multnomah	Willamette R	600	\$13,339.45	Riparian	MI	A	47,627	\$5,402,190	\$2,071,870	160.74%	\$26,588.16	\$69,325.92	\$25,061.33	0.5262	2016	2022
16631	ML	Multnomah	Willamette R	600	\$551.88	Flat Rate	Com	A	18,000	\$5,402,190	\$2,071,870	160.74%	\$10,048.65	\$26,200.82	\$552.60	0.0307	2016	2022
16634	ML	Multnomah	Multnomah Ch	200	\$1,202.16	3%	Com	3%	122,400	\$678,470	\$248,820	172.68%	\$3,261.02	\$8,892.00	\$3,757.68	0.0307	2016	2031
16635	ML	Multnomah	Willamette R	100	\$5,191.97	Flat Rate	Non-Marine	A	8,448						\$5,192.14	0.6146	1988	2039
16636	ML	Multnomah	Willamette R	14200	\$4,875.54	Flat Rate	Non-Com	A	158,705						\$4,872.24	0.0307	2014	2024
16638	ML	Multnomah	Willamette R	1000	\$6,018.03	Riparian	MI	A	45,000	\$1,675,880	\$144,100	1063.00%			\$23,679.00	0.5262	2012	2026
16638		Multnomah	Willamette R	1000	\$1,342.81	Flat Rate	Log	A	87,858	\$1,675,880	\$144,100	1063.00%			\$1,335.44	0.0152		2026
16639	ML	Multnomah	Willamette R	800	\$16,159.68	Riparian	MI	A	89,298	\$0	\$0				\$46,988.61	0.5262	2015	2030
16643	ML	Multnomah	Willamette R	900	\$3,933.54	Riparian	MI	A	17,500	\$10,746,220	\$5,258,910	104.34%	\$6,890.87	\$14,081.01	\$9,208.50	0.5262	2016	2021
16644	ML	Multnomah	Willamette R	100	\$11,052.47	Flat Rate	Non-Marine	A	17,460						\$10,730.92	0.6146	2010	2025
16646	ML	Multnomah	Willamette R	1000	\$1,097.65	Flat Rate	MI	A	2,025						\$1,065.56	0.5262	2015	2030
16647	ML	Multnomah	Multnomah Ch	400	\$4,725.82	Flat Rate	Com	A	154,000						\$4,727.80	0.0307	2017	2027
16648	ML	Multnomah	Willamette R	200	\$1,843.24	Flat Rate	Non-Com	A	60,000						\$1,842.00	0.0307	2013	2029
16649	ML	Multnomah	Willamette R	300	\$1,505.32	Flat Rate	Non-Com	A	49,000						\$1,504.30	0.0307	2013	2029
16651	ML	Multnomah	Willamette R	700	\$21,027.07	Riparian	MI	A	55,750	\$3,309,220	\$3,237,000	2.23%	\$23,353.18	\$23,874.21	\$29,335.65	0.5262	2017	2032
16652	ML	Multnomah	Willamette R	200	\$9,148.52	Flat Rate	Non-Com	A	289,439						\$8,885.78	0.0307	1974	2026
16818	ML	Multnomah	Willamette R	80000	\$1,034.78	Flat Rate	Non-Com	A	33,750						\$1,036.13	0.0307	2017	2032
16819	ML	Multnomah	Multnomah Ch	700	\$5,419.91	Flat Rate	Com	A	171,626						\$5,268.92	0.0307	2016	2031
16820	ML	Multnomah	Willamette R	1100	\$7,223.81	Flat Rate	Com	A	213,086						\$6,541.74	0.0307	2014	2022
16824	ML	Multnomah	Multnomah Ch	100	\$5,103.21	Riparian	Com	A	185,240	\$661,210	\$221,740	198.19%	\$2,957.83	\$8,819.99	\$5,686.87	0.0307	2008	2023
16825	ML	Multnomah	Willamette R	200	\$6,242.40	Riparian	MI	A	18,378	\$2,283,560	\$760,660	200.21%	\$3,740.36	\$11,228.86	\$9,670.50	0.5262	2014	2029
16827	ML	Multnomah	Willamette R	300	\$1,047.62	Flat Rate	Non-Marine	A	1,655						\$1,017.16	0.6146	2009	2024
16832	ML	Multnomah	Multnomah Ch	3100	\$1,567.74	Flat Rate	Com	A	49,600						\$1,522.72	0.0307	2013	2028

16837	ML	Multnomah	Willamette R		\$4,424.60	Flat Rate	Non-Com	A	144,184						\$4,426.44	0.0307	1996	2031
16840	ML	Multnomah	Multnomah Ch	300	\$7,978.66	Flat Rate	Com	A	260,000						\$7,982.00	0.0307	2012	2027
16842	ML	Multnomah	Willamette R	7400	\$441.20	Flat Rate	Non-com	B	14,000						\$429.80	0.0307	2008	2024
16845	ML	Multnomah	Willamette R	100	\$734.00	Flat Rate	Log	A	47,952						\$728.87	0.0152	2014	2019
16846	ML	Multnomah	Multnomah Ch	2600	\$2,671.02	3%	Com	3%	311,454	\$543,060	\$284,630	90.80%	\$14,231.50	\$27,153.00	\$9,561.64	0.0307	2016	2031
16850	ML	Multnomah	Columbia R	700	\$1,323.35	Flat Rate	Non-com	A	43,124						\$1,323.91	0.0307	2013	2028
16852	ML	Multnomah	Willamette R	3100	\$908.99	Flat Rate	Non-Marine	A	6,250	\$4,095,150	\$0		\$0.00	\$29,675.41	\$3,841.25	0.6146	1993	2019
16853	ML	Multnomah	Multnomah Ch	400	\$18,105.37	Flat Rate	Com	A	572,814						\$17,585.39	0.0307	2011	2027
16854	ML	Multnomah	Multnomah Ch	3200, 3300	\$7,746.61	Flat Rate	Com	A	244,938						\$7,519.60	0.0307	2015	2030
16857	ML	Multnomah	Willamette R	800	\$908.99	Flat Rate	Other	A	3,250	\$2,785,720	\$2,785,720	0.00%	\$3,510.84	\$3,510.84			1995	2019
16944	ML	Columbia	Multnomah Ch	900	\$3,714.41	3%	Com	3%	230,847	\$686,800	\$552,440	24.32%	\$30,947.81	\$38,474.69	\$7,087.00	0.0307	2016	2031
17096	ML	Columbia	Multnomah Ch	301, 302	\$1,165.77	Flat Rate	Non-Com	A	36,882						\$1,132.28	0.0307	2010	2025
17099	ML	Columbia	Multnomah Ch	200	\$859.88	3%	Com	3%	103,600	\$20,880	\$3,140	564.97%	\$2,667.13	\$17,735.54	\$3,180.52	0.0307	2014	2029
17145	ML	Columbia	Multnomah Ch		\$933.31	Flat Rate	Non-Com	A	30,325						\$930.98	0.0307	2014	2030
17147	ML	Columbia	Columbia R	109	\$5,281.74	Flat Rate	Non-Com	A	164,250						\$5,042.48	0.0307	2016	2031
17149	ML	Columbia	Crane Sl	200	\$454.44	Flat Rate	Non-Com	B	26,250						\$805.88	0.0307	2014	2024
17151	ML	Columbia	Multnomah Ch	100	\$9,666.47	Flat Rate	Com	A	315,000	\$802,340	\$643,191	24.74%	\$25,278.12	\$31,532.86	\$9,670.50	0.0307	2017	2028
17156	ML	Columbia	Multnomah Ch	1700	\$2,982.98	Flat Rate	Com	A	94,375						\$2,897.31	0.0307	2010	2026
17405	ML	Clackamas	Willamette Riv	200	\$431.04	Flat Rate	Non-Com	A	2,924						\$89.77	0.0307	2015	2028
17412	ML	Clackamas	Willamette R	500	\$416.18	Flat Rate	Other	B	10,950								2007	2020
17445	ML	Clackamas	Willamette R	501	\$2,775.79	Flat Rate	Com	A	87,797	\$12,517	\$12,517	0.00%	\$25,228.54	\$25,228.54	\$2,695.37	0.0307	2015	2030
17445	ML	Clackamas	Willamette R	501	\$1,300.92	Flat Rate	MI	A	2,400	\$12,517	\$12,517	0.00%	\$689.64	\$689.64	\$1,262.88	0.5262	2015	2030
17447	ML	Clackamas	Willamette R	401	\$1,447.79	Flat Rate	Non-Marine	A	2,346	\$2,084,521	\$923,441	125.73%	\$566.44	\$1,278.65	\$1,441.85	0.6146	1988	2020
17447	ML	Clackamas	Willamette R	401	\$1,196.80	Flat Rate	Com	A	39,000	\$2,084,521	\$923,441	125.73%	\$9,416.54	\$21,256.34	\$1,197.30	0.0307	1988	2020
17447	ML	Clackamas	Willamette R	401	\$510.35	Flat Rate	Com	A	16,636	\$2,084,521	\$923,441	125.73%	\$4,016.76	\$9,067.19	\$510.73	0.0307	1988	2020
17452	ML	Clackamas	Willamette R	1300-1900	\$792.60	3%	Com	3%	21,750	\$538,258	\$438,371	22.79%	\$136,802.24	\$167,973.94	\$667.73	0.0307	2014	2024
17460	ML	Clackamas	Willamette R	600	\$1,957.15	Bid	Non-Com	Other	43,560	\$0	\$0				\$1,337.29	0.0307	2010	2025
17461	ML	Clackamas	Willamette R	226	\$1,101.46	Flat Rate	Non-Com	A	34,848						\$1,069.83	0.0307	1986	2021
17480	ML	Clackamas	Willamette R	500	\$3,307.54	Flat Rate	Com	A	104,580	\$784,689	\$485,528	61.62%	\$17,294.78	\$27,951.07	\$3,210.61	0.0307	2015	2030
17480	ML	Clackamas	Willamette R	500	\$431.07	Riparian	MI	A	400	\$784,689	\$485,528	61.62%	\$66.15	\$106.91	\$210.48	0.5262	2015	2030
17674	ML	Clackamas	Willamette R	909	\$597.00	Flat Rate	Com	A	20,038						\$615.17	0.0307	1984	2019
17675	ML	Clackamas	Willamette R	318	\$1,869.77	Flat Rate	Non-Com	A	60,984						\$1,872.21	0.0307	2016	2032
17892	ML	Wasco	Columbia R	200	\$3,339.71	Riparian	MI	A	27,620	\$0	\$0				\$14,533.64	0.5262	2016	2031
18574	ML	Coos	South Sl	101L	\$1,134.62	Riparian	MI	A	8,518	\$32,970	\$0				\$4,482.17	0.5262	2016	2031
18671	ML	Coos	Coos R	199	\$1,616.77	Riparian	MI	A	126,785	\$5,168,700	\$4,210,830	22.75%	\$13,727.57	\$16,850.28	\$66,714.27	0.5262	2013	2029
18672	ML	Coos	Tenmile Lk/S	1001	\$971.01	3%	Com	3%	54,886	\$427,363	\$427,363	0.00%	\$4,748.48	\$4,748.48	\$1,684.99	0.0307	1998	2018
18673	ML	Coos	Tenmile Lk/N	1900	\$396.00	3%	Com	B	47,824	\$133,800	\$126,050	6.15%	\$16,876.68	\$17,914.32	\$1,468.20	0.0307	2014	2029
18677	ML	Coos	Coos Bay	100	\$6,288.74	Riparian	MI	A	25,952	\$62,300	\$0				\$13,655.94	0.5262	2015	2030
18678	ML	Coos	Coos Bay	100	\$492.89	Flat Rate	Log	A	32,000	\$13,190	\$0				\$486.40	0.0152	2015	2030
18689	ML	Coos	South Sl	299	\$2,565.49	Riparian	MI	A	31,897	\$21,000	\$0		\$0.00	\$347.90	\$16,784.20	0.5262	2017	2032
18689	ML	Coos	South Sl	299	\$1,971.26	Flat Rate	Com	A	64,294	\$21,000	\$0		\$0.00	\$701.26	\$1,973.83	0.0307	2017	2032

18690	ML	Coos	Isthmus SI	400	\$5,741.44	Flat Rate	Log	A	364,162	\$5,866,890	\$5,866,890	0.00%	\$25,879.72	\$25,879.72	\$5,535.26	0.0152	2014	2029
18691	ML	Coos	South SI	300	\$24,581.19	3%	Com	3%	1,231,680	\$5,569,410	\$0		\$0.00	\$330,835.61	\$37,812.58	0.0307	2015	2031
18691	ML	Coos	South SI	300	\$611.57	Riparian	MI	A	3,520	\$5,569,410	\$0		\$0.00	\$945.49	\$1,852.22	0.5262		2031
18691	ML	Coos	South SI	300	\$418.51	Riparian	Non-Marine	B	1,800	\$5,569,410	\$0		\$0.00	\$483.49	\$1,106.28	0.6146		2031
18693	ML	Coos	South SI	600	\$1,128.90	3%	Com	3%	143,748	\$759,190	\$0				\$4,413.06	0.0307	2012	2027
18696	ML	Coos	Isthmus SI	800,081,008,199,701,000	\$3,344.06	Riparian	MI	A	21,000	\$977,040	\$977,040	0.00%			\$11,050.20	0.5262	2016	2031
18696		Coos	Isthmus SI	800,081,008,199,701,000	\$521.95	Flat Rate	Com	A	17,024	\$977,040	\$977,040	0.00%			\$522.64	0.0307		2031
18698	ML	Coos	Isthmus SI	200	\$9,268.07	Flat Rate	MI	A	17,100	\$358,230	\$358,230	0.00%	\$27,043.75	\$27,043.75	\$8,998.02	0.5262	2016	2031
18699	ML	Coos	Coos Bay	100	\$796.00	Riparian	MI	A	31,950	\$46,280	\$46,280	0.00%	\$1,368.75	\$1,368.75	\$16,812.09	0.5262	2015	2030
18701	ML	Coos	Coos Bay	300	\$590.57	Flat Rate	Com	A	19,262	\$116,350	\$114,120	1.95%	\$1,484.21	\$1,513.22	\$591.34	0.0307	2016	2031
18702	ML	Coos	Coos Bay	100,101Z	\$11,502.98	Riparian	MI	A	58,450	\$480,840	\$480,840	0.00%	\$12,407.77	\$12,407.77	\$30,756.39	0.5262	2015	2030
18709	ML	Coos	Coos R	400	\$896.24	Riparian	MI	A	88,000	\$636,020	\$636,020	0.00%	\$13,553.68	\$13,553.68	\$46,305.60	0.5262	2016	2031
18710	ML	Coos	Isthmus SI	400	\$629.41	Flat Rate	Log	A	40,000	\$5,866,890	\$5,866,890	0.00%	\$2,842.66	\$2,842.66	\$608.00	0.0152	2016	2031
19195	ML	Clatsop	Columbia R	300	\$476.59	Flat Rate	Com	A	15,511						\$476.19	0.0307	2015	2030
19244	ML	Clatsop	Red SI	100	\$403.16	Bid	Non-Com	Other	11,900	\$164,120			\$0.00	\$54.64	\$365.33	0.0307	2010	2024
19268	ML	Columbia	Columbia R	301	\$2,304.75	Riparian	MI	A	42,300	\$114,020	\$114,020	0.00%	\$735.20	\$735.20	\$22,258.26	0.5262	1998	2018
19270	ML	Columbia	Westport SI	999	\$418.18	Flat Rate	Non-Com	B	3,375						\$103.61	0.0307	2018	2033
19271	ML	Clatsop	Columbia R		\$1,211.53	Riparian	Mi	A	13,730	\$815,363	\$815,363	0.00%	\$3,746.36	\$3,746.36	\$7,224.73	0.5262	2015	2030
19332	ML	Clatsop	John Day R	302	\$454.44	Flat Rate	Non-Com	B	3,500						\$107.45	0.0307	2014	2029
19662	ML	Curry	Rogue R	300	\$430.73	Riparian	Com	A	15,872	\$102,670	\$102,670	0.00%			\$487.27	0.0307	2017	2032
19960	ML	Clatsop	Columbia R	1400	\$357.91	Flat Rate	Hist	A	156,700	\$43,870	\$6,391	586.43%	\$990.97	\$6,802.38	\$358.00	358	2015	2030
20537	ML	Lane	Siuslaw R	13200	\$9,150.47	Flat Rate	Non-Marine	A	14,889	\$2,501,917	\$1,308,681	91.18%			\$9,150.78	0.6146	1984	2019
20537	ML	Lane			\$2,733.82	Flat Rate	MI	A	5,194	\$2,501,916	\$1,308,680	91.18%			\$2,733.08	0.5262	1984	2019
20537	ML	Lane			\$441.20	Flat Rate	Com	A	2,488	\$2,501,915	\$1,308,679	91.18%			\$76.38	0.0307	1984	2019
20538	ML	Lane	Siuslaw R	8100	\$417.99	Flat Rate	Com	B	7,100						\$217.97	0.0307	2017	2022
20559	ML	Clatsop	Columbia R	2091, 2921	\$15,715.94	Flat Rate	Non-Marine	A	24,829						\$15,259.90	0.6146	2013	2028
20580	ML	Columbia	Scappoose Bay		\$10,291.19	Flat Rate	MI	A	154,638	\$4,817,530	\$2,785,110	72.97%	\$3,403.73	\$5,887.58	\$81,370.52	0.5262	2011	2018
20580	ML	Columbia			\$4,545.63	Flat Rate	Log	A	301,000	\$4,817,530	\$2,785,110	72.97%	\$6,625.28	\$11,460.04	\$4,575.19	0.0152	2011	2018
20580	ML	Columbia			\$1,428.60	Flat Rate	Com	A	57,499	\$4,817,531	\$2,785,111	72.97%	\$1,265.61	\$2,189.18	\$1,765.23	0.0307	2011	2018
20581	ML	Clatsop	Columbia R	400	\$4,193.90	Flat Rate	MI	A	7,736						\$4,070.68	0.5262	1998	2020
20581	ML	Clatsop	Columbia R	400	\$619.57	Flat Rate	Com	A	19,602						\$601.78	0.0307	1998	2020
20582	ML	Clatsop	Columbia R	100, 500	\$27,660.03	3%	Com	3%	679,540	\$234,090	\$0				\$20,861.88	0.0307	2012	2028
20584	ML	Clatsop	Blind SI	400	\$454.44	Riparian	MI	A	2,916	\$153,793	\$85,360	80.17%	\$166.11	\$299.28	\$1,534.40	0.5262	2010	2025
20584	ML	Clatsop	Blind SI	400	\$1,049.69	Flat Rate	Com	A	33,210	\$153,793	\$85,360	80.17%	\$1,891.81	\$3,408.47	\$1,019.55	0.0307	2010	2025
20693	ML	Columbia	Multnomah Ch	201	\$1,034.78	Flat Rate	Com	A	33,750						\$1,036.13	0.0307	2017	2032
20694	ML	Columbia	Westport Slough	400,500,601	\$1,223.86	Riparian	Com	A	137,650	\$142,570	\$65,420	117.93%	\$2,684.78	\$5,850.94	\$4,225.86	0.0307	2015	2030
20696	ML	Columbia	Columbia R	400	\$588.91	Flat Rate	Log	A	19,166						\$291.33	0.0152	2014	2029
20698	ML	Columbia	Scappoose Bay	200	\$6,056.76	3%	Com	3%	356,816	\$529,100	\$0				\$10,954.25	0.0307	2016	2031
20710	ML	Clatsop	Lewis & Clark F	900	\$980.27	Flat Rate	MI	A	14,332						\$7,541.50	0.5262	2014	2029
20710	ML	Clatsop	Lewis & Clark F	900	\$468.39	Flat Rate	Com	A	14,800						\$454.36	0.0307	2014	2029
20712	ML	Columbia	Columbia R	100	\$369.81	Flat Rate	MI	B	1,920	\$1,279,120	\$174,399	633.44%			\$1,010.30	0.5262	2014	2024

20712	ML	Columbia	Columbia R	100	\$546.29	Riparian	Com	A	17,261	\$1,279,120	\$174,399	633.44%	\$1,963.26	\$14,399.40	\$529.91	0.0307	2014	2024	
20713	ML	Clatsop	Columbia R	300, 401, 402, 403	\$2,134.81	Flat Rate	Com	A	67,500						\$2,072.25	0.0307	2015	2030	
20724	ML	Clatsop	Columbia R	200	\$5,256.01	Riparian	Non-Marine	A	21,064	\$1,359,227	\$552,008	146.23%	\$25,182.13	\$62,006.77	\$12,945.93	0.6146	2014	2030	
20729	ML	Clatsop	Columbia R	100	\$3,846.74	Flat Rate	MI	A	7,096						\$3,733.92	0.5262	2012	2028	
20732	ML	Clatsop	Columbia R	400	\$880.64	Riparian	Non-Marine	A	10,465	\$2,421,145	\$713,298	239.43%	\$40,801.21	\$138,491.42	\$6,431.79	0.6146	2017	2033	
20732	ML	Clatsop	Columbia R	400	\$394.49	Flat Rate	Non-Com	B	6,959	\$2,421,145	\$713,298	239.43%	\$27,131.93	\$92,093.82	\$213.64	0.0307	2017	2033	
20812	ML	Clatsop	John Day R	2300	\$418.68	Flat Rate	Non-Com	B	6,200						\$190.34	0.0307	2015	2030	
20875	ML	Clatsop	Columbia R	401	\$3,236.99	Flat Rate	Non-Marine	A	5,227	\$236	\$0		\$0.00	\$2.53	\$3,212.64	0.6146	2012	2019	
20875	ML	Clatsop			\$2,960.66	Flat Rate	MI	A	5,625	\$236	\$0		\$0.00	\$2.72	\$2,959.88	0.5262	2012	2019	
20876	ML	Clatsop	Columbia R	801	\$1,347.35	Flat Rate	Non-Marine	A	6,098	\$1,436,340	\$467,224	207.42%	\$5,839.92	\$17,953.07	\$3,747.83	0.6146	2016	2031	
20877	ML	Clatsop	Blind SI	200	\$1,321.78	Flat Rate	Non-Com	A	41,818	\$88,342	\$44,070	100.46%	\$1,995.64	\$4,000.43	\$1,283.81	0.0307	2010	2025	
20878	ML	Clatsop	Skipanon R	100	\$1,875.43	Flat Rate	Log	A	119,790	\$1,658,186	\$596,724	177.88%	\$1,842.98	\$5,121.31	\$1,820.81	0.0152	2018	2033	
20880	ML	Clatsop	Youngs Bay	4800	\$2,075.16	Flat Rate	Log	A	131,880	\$2,255,562	\$464,914	385.16%	\$5,515.48	\$26,758.71	\$2,004.58	0.0152	2016	2031	
20880	ML	Clatsop	Youngs Bay	4800	\$730.13	Flat Rate	Com	A	23,120	\$2,255,562	\$464,914	385.16%	\$966.92	\$4,691.09	\$709.78	0.0307	2016	2031	
20882	ML	Clatsop	Blind SI	1600	\$454.44	Riparian	Com	B	25,000	\$5,560	\$182	2954.95%	\$43.52	\$1,329.58	\$767.50	0.0307	2012	2025	
20889	ML	Clatsop	Skipanon R	4800	\$583.36	Riparian	MI	A	6,184	\$1,421	\$148	860.14%			\$3,254.02	0.5262	2007	2021	
20889	ML	Clatsop	Skipanon R	4800	\$20.37	Riparian	Non-Com	A	216	\$1,421	\$148	860.14%			\$6.63	0.0307	2007	2021	
20890	ML	Columbia	Scappoose Bay	600	\$546.49	Flat Rate	Com	A	17,290						\$530.80	0.0307	2008	2023	
20893	ML	Clatsop	Blind SI	2200	\$430.53	Flat Rate	Com	B	25,265						\$775.64	0.0307	2016	2031	
20894	ML	Columbia	Wallace SI	800	\$460.89	Flat Rate	Non-Com	A	15,000						\$460.50	0.0307	2015	2030	
20895	ML	Columbia	Columbia R	100	\$2,356.90	Flat Rate	Com	A	74,472						\$2,286.29	0.0307	2014	2029	
20899	ML	Clatsop	Skipanon R	2300	\$13,776.23	Flat Rate	Log	A	900,000						\$13,680.00	0.0152	2014	2030	
20900	ML	Clatsop	Columbia R	800	\$583.36	Riparian	exclude	exclude	exclude									2014	2014
20963	ML	Coos	Isthmus SI	400	\$1,255.28	3%	Com	3%	81,100	\$470,000	\$0		\$0.00	\$48,079.45	\$2,489.77	0.0307	2010	2025	
20963	ML	Coos	Isthmus SI	400	\$721.63	Flat Rate	Non-Marine	A	1,140	\$470,000	\$0		\$0.00	\$675.84	\$700.64	0.6146	2010	2025	
20964	ML	Columbia	Multnomah Ch	800	\$3,648.15	3%	Com	3%	183,680	\$500	\$500	0.00%	\$96.71	\$96.71	\$5,638.98	0.0307	2013	2029	
21427	ML	Lane	Siuslaw R	2100	\$418.68	Riparian	MI	B	32,590	\$243,824	\$157,664	54.65%	\$116.42	\$180.04	\$17,148.86	0.5262	1993	2030	
21442	ML	Lane	Siltcoos Lk	4600	\$777.00	3%	Com	3%	15,836	\$132,877	\$101,771	30.56%	\$15,415.95	\$20,127.79	\$486.17	0.0307	2016	2030	
21469	ML	Lane	Siltcoos Lk	1001	\$430.53	Riparian	Non-Com	A	4,626	\$3,240	\$2,098	54.43%	\$111.40	\$172.04	\$142.02	0.0307	2016	2031	
21744	ML	Lane	Woahink Lk	100	\$392.43	Flat Rate	Non-Com	B	3,600						\$110.52	0.0307	2007	2023	
22052	ML	Coos	Coquille R	999,900	\$1,322.82	3%	Com	3%	81,994	\$2,359,420	\$0		\$0.00	\$65,893.04	\$2,517.22	0.0307	2015	2030	
22129	ML	Lincoln	Yaquina Bay	2408	\$540.78	Flat Rate	Non-Marine	A	880						\$540.85	0.6146	2014	2030	
22131	ML	Lincoln	Yaquina Bay	2407	\$645.26	Flat Rate	Non-Marine	A	1,050						\$645.33	0.6146	2016	2030	
22148	ML	Douglas	Smith R	701	\$431.07	Riparian	Com	A	23,400	\$26,688	\$26,688	0.00%			\$718.38	0.0307	2015	2030	
22293	ML	Coos	Coos Bay	500	\$3,399.82	Flat Rate	MI	A	6,460	\$146,870	\$146,870	0.00%	\$8,377.31	\$8,377.31	\$3,399.25	0.5262	2015	2030	
22438	ML	Clatsop	Youngs Bay	4700	\$832.68	Flat Rate	Com	A	27,100						\$831.97	0.0307	2014	2030	
22654		Multnomah	Willamette R	301	\$87,969.90	Riparian	MI	A	208,400	\$35,865,280	#####	34.09%	\$99,322.95	\$133,178.27	\$109,660.08	0.5262		2030	
22654	ML	Multnomah	Willamette R	301	\$46,698.18	Flat Rate	Log	A	453,000	\$35,865,280	#####	34.09%	\$215,898.74	\$289,490.18	\$6,885.60	0.0152	2015	2030	
22654		Multnomah	Willamette R	301	\$369.34	Flat Rate	Hist	A	39,000	\$35,865,280	#####	34.09%	\$18,587.31	\$24,923.00	\$358.00	358		2030	
22755	ML	Multnomah	Willamette R	1603	\$7,592.76	Flat Rate	MI	A	14,427						\$7,591.49	0.5262	2015	2020	
22964	ML	Lincoln	Devils Lk	3000	\$392.29	Flat Rate	Non-Com	B	2,600	\$0	\$0				\$79.82	0.0307	2000	2022	

22984	ML	Marion	Willamette R	600	\$391.68	Flat Rate	Other	B	6,300									2005	2020
23200	ML	Clatsop	Columbia R		\$349.63	Bid	Non-Com	Other	3,575	\$273,980	\$176,111	55.57%	\$1,571.04	\$2,444.10	\$109.75	0.0307		2011	2026
23263	ML	Coos	Tenmile Lk/S	400	\$431.07	Flat Rate	Com	B	3,024	\$702,440	\$620,210	13.26%	\$460.00	\$520.99	\$92.84	0.0307		2015	2030
23370	ML	Lincoln	Yaquina R	400, 500	\$406.32	Flat Rate	MI	B	13,600						\$7,156.32	0.5262		2016	2031
23370	ML	Lincoln	Yaquina R	400, 499	\$1,521.21	Flat Rate	Com	A	56,900						\$1,746.83	0.0307		2016	2031
23559	ML	Multnomah	Willamette R	500	\$454.44	Flat Rate	Non-Com	A	9,100						\$279.37	0.0307		2013	2027
23568	ML	Coos	Tenmile Lk/S	200	\$380.42	Flat Rate	Non-Com	B	6,000	\$359,480	\$266,190	35.05%	\$519.34	\$701.35	\$184.20	0.0307		2007	2023
23573	ML	Coos	Tenmile Lk/N	600	\$381.55	Flat Rate	Other	B	1,500									1999	2023
23604	ML	Lane	Siltcoos Lk	602	\$417.99	Flat Rate	Non-Com	B	10,269						\$315.26	0.0307		2016	2032
23712	ML	Clackamas	Willamette R	900	\$418.51	Flat Rate	Non-Com	B	6,534						\$200.59	0.0307		2016	2031
23729	ML	Coos	Tenmile Lk	400	\$337.65	Flat Rate	Com	B	9,890						\$303.62	0.0307		2012	2027
23813	ML	Coos	Tenmile Lk/N	90000	\$431.07	Flat Rate	Non-Com	B	6,438						\$197.65	0.0307		2015	2030
23826	ML	Multnomah	Willamette R	100	\$1,470.51	Riparian	Non-Marine	A	2,970	\$17,995,420	\$8,710,520	106.59%	\$1,070.86	\$2,212.33	\$1,825.36	0.6146		2017	2032
24134	ML	Coos	Coos Bay	200	\$428.35	Riparian	MI	B	2,500	\$362,200	\$0		\$0.00	\$1,049.87	\$1,315.50	0.5262		2011	2018
24134	ML	Coos	Coos Bay	200	\$428.35	Flat Rate	Com	B	10,603	\$362,200	\$0		\$0.00	\$4,452.71	\$325.51	0.0307		2011	2018
24278	ML	Lane	Siltcoos Lk	3500	\$394.00	3%	Com	B	29,500	\$195,433	\$148,564	31.55%	\$45,732.51	\$60,160.21	\$905.65	0.0307		2000	2022
24454	ML	Coos	Coquille R	2100	\$430.53	Flat Rate	Non-Com	A	3,511						\$107.79	0.0307		2016	2031
24458	ML	Coos	Coos Bay	900, 1000, 1200	\$3,685.12	Riparian	MI	A	8,020	\$205,490	\$205,490	0.00%	\$7,881.99	\$7,881.99	\$4,220.12	0.5262		2016	2031
24458	ML	Coos	Coos Bay	900, 1000, 1199	\$430.53	Flat Rate	Com	A	1,809	\$205,490	\$205,490	0.00%	\$1,777.87	\$1,777.87	\$55.54	0.0307		2016	2031
24500	ML	Clatsop	John Day R	2100	\$454.44	Flat Rate	Non-Com	B	4,650						\$142.76	0.0307		2002	2020
24587	ML	Douglas	Umpqua R	101	\$1,876.52	Riparian	MI	A	22,000	\$2,927,825	\$779,144	275.77%			\$11,576.40	0.5262		2017	2032
24587	ML	Douglas	Umpqua R	101	\$1,460.60	Flat Rate	Com	A	46,200	\$2,927,825	\$779,144	275.77%			\$1,418.34	0.0307		2017	2032
24614	ML	Multnomah	Columbia R	3700	\$1,619.61	Flat Rate	Com	A	52,708						\$1,618.12	0.0307		2015	2030
24627	ML	Coos	Tenmile Lk/S	200, 299	\$394.00	3%	Com	B	33,860	\$2,000,000	\$2,000,000	0.00%	\$2,299.76	\$2,299.76	\$1,039.50	0.0307		2017	2032
24644	ML	Coos	Coos Bay		\$7,439.39	Flat Rate	MI	A	13,726						\$7,222.62	0.5262		2016	2022
24815	ML	Coos	South Sl	102L	\$1,455.62	Riparian	MI	A	8,633	\$47,270	\$0				\$4,542.68	0.5262		2017	2032
24816	ML	Coos	South Sl	103L	\$1,092.75	Riparian	MI	A	3,600	\$47,270	\$0				\$1,894.32	0.5262		2017	2032
24923	ML	Clatsop	Blind Sl	1300	\$417.99	Flat Rate	Non-Com	B	11,250						\$345.38	0.0307		2017	2032
24971	ML	Curry	Rogue R	700	\$432.30	Flat Rate	Com	A	14,100						\$432.87	0.0307		2017	2032
25021	ML	Columbia	Columbia R		\$2,632.88	Riparian	MI	A	78,750	\$2,126,430	\$2,126,430	0.00%	\$5,510.71	\$5,510.71	\$41,438.25	0.5262		2002	2019
25083	ML	Coos	Tenmile Lk/S	201	\$404.06	Riparian	Other	B	32,000	\$33,301	\$22,191	50.07%	\$399.56	\$599.60				2007	2022
25339	ML	Lincoln	Yaquina R	3802	\$643.86	Flat Rate	Com	A	21,000						\$644.70	0.0307		2016	2032
25425	ML	Lincoln	Yaquina Bay	2401	\$2,116.00	Flat Rate	Non-Marine	A	3,443						\$2,116.07	0.6146		2017	2032
25461	ML	Coos	Isthmus Sl	200	\$5,210.76	Flat Rate	MI	A	9,900						\$5,209.38	0.5262		2009	2025
25491	ML	Coos	Tenmile Lk/N	999, 900	\$761.62	Flat Rate	Com	A	24,804						\$761.48	0.0307		2016	2031
25784	ML	Multnomah	Willamette R	90000	\$1,002.16	Flat Rate	Non-Com	A	31,699						\$973.16	0.0307		2017	2032
25785	ML	Multnomah	Willamette R	90000	\$12,279.90	Flat Rate	Non-Marine	A	19,399						\$11,922.63	0.6146		2002	2030
26068	ML	Multnomah	Willamette R	300	\$3,901.19	Other	Other	Other	Exclude									2018	2020
26200	ML	Coos	Tenmile Lk/S	600	\$1,553.63	Flat Rate	Com	A	49,100	\$64,800	\$64,800	0.00%			\$1,507.37	0.0307		2013	2035
26205	ML	Marion	Willamette R	1100	\$828.74	Flat Rate	Com	A	27,000						\$828.90	0.0307		2018	2033
26623	ML	Coos	Tenmile Lk/S	500	\$418.68	Flat Rate	Non-Marine	B	1,116	\$176,980	\$143,110	23.67%	\$290.99	\$359.86	\$685.89	0.6146		2015	2030

26623	ML	Coos	Tenmile Lk/S	500	\$418.68	Flat Rate	Non-Com	B	780	\$176,980	\$143,110	23.67%	\$203.38	\$251.51	\$23.95	0.0307	2015	2030
30092	ML	Coos	Tenmile Lk/S	600	\$380.42	Flat Rate	Non-Com	B	6,000						\$184.20	0.0307	2007	2023
30116	ML	Curry	Chetco R	1501	\$418.18	Flat Rate	Non-Com	B	9,810						\$301.17	0.0307	2018	2033
30199	ML	Clackamas	Willamette R	600	\$2,189.99	Riparian	Non-Marine	A	15,246	\$0	\$0				\$9,370.19	0.6146	2005	2023
30237	ML	Coos	Tenmile Lk/S	400	\$380.42	Flat Rate	Non-Com	B	6,391						\$196.20	0.0307	2008	2023
30410	ML	Curry	Rogue R	300	\$418.18	Flat Rate	Non-Com	B	3,500						\$107.45	0.0307	2018	2033
30591	ML	Coos	Tenmile Lk/S	100	\$896.93	Flat Rate	Non-Com	A	103,161	\$760,387	\$735,523	3.38%	\$856.90	\$885.87	\$3,167.04	0.0307	2003	2018
30593	ML	Multnomah	Columbia R	100, 200, 300	\$6,391.09	Flat Rate	Com	A	202,200						\$6,207.54	0.0307	2003	2020
30747	ML	Clatsop	John Day R	900	\$404.06	Flat Rate	Non-Com	B	4,000						\$122.80	0.0307	2003	2020
31365	ML	Clatsop	Columbia R	601	\$13,573.54	Riparian	Non-Marine	A	148,540	\$6,071	\$5,386	12.72%	\$269.30	\$303.55	\$91,292.68	0.6146	2003	2037
31737	ML	Clackamas	Willamette R	500	\$2,793.12	Flat Rate	Com	A	93,750						\$2,878.13	0.0307	2004	2019
32289	ML	Multnomah	Willamette R	800	\$0.00	control	Exclude	Exclude	Exclude								2004	2019
32489	ML	Curry	Rogue R	1200	\$175.00	Registration	Exclude	Exclude	Exclude								2004	2019
32587	ML	Coos	Tenmile Lk	1200	\$418.49	Riparian	MI	B	8,160	\$24,820	\$22,420	10.70%	\$209.99	\$232.47	\$4,293.79	0.5262	2014	2029
32800	ML	Multnomah	Portland Harb	2600	\$479.75	Flat Rate	Com	A	16,117						\$494.79	0.0307	2017	2019
32869	ML	Douglas	Smith R	201	\$404.52	Bid	Com	B	5,625	\$263,125	\$263,125	0.00%	\$80.71	\$80.71	\$172.69	0.0307	2008	2024
32907	ML	Multnomah	Portland Harb	3100	\$446.91	Flat Rate	Com	A	15,000						\$460.50	0.0307	2004	2019
33093	ML	Coos	Tenmile Lk/S	800	\$417.99	Flat Rate	Non-Com	A	2,766						\$84.92	0.0307	2017	2032
33146	ML	Coos	Tenmile Lk/S	700	\$391.83	Flat Rate	Non-Com	B	3,000						\$92.10	0.0307	2007	2022
33238	ML	Coos	Tenmile Lk/S	300	\$441.20	Flat Rate	Non-Com	B	8,037						\$246.74	0.0307	2004	2020
33270	ML	Coos	Tenmile Lk/S	200	\$431.07	Flat Rate	Non-Com	B	6,380						\$195.87	0.0307	2015	2030
33325	ML	Clatsop	John Day R	700	\$404.06	Flat Rate	Non-Com	B	9,200						\$282.44	0.0307	2004	2020
33349	ML	Coos	Tenmile Lk/S	1700	\$415.02	Flat Rate	Non-Com	B	8,037						\$246.74	0.0307	2015	2022
33376	ML	Multnomah	Willamette R	100	\$9,456.43	Riparian	MI	A	55,700	\$479,470	\$272,830	75.74%	\$11,400.87	\$20,035.83	\$29,309.34	0.5262	2004	2020
33408	ML	Clatsop	Columbia R	401	\$1,098.75	Riparian	Com	A	71,313	\$7,721,105	\$4,765,170	62.03%	\$80,424.34	\$130,313.25	\$2,189.31	0.0307	2016	2031
33432	ML	Multnomah	Columbia R	100	\$6,688.16	Flat Rate	Log	A	437,595						\$6,651.44	0.0152	2004	2020
33436	ML	Yamhill	Willamette R	900	\$391.83	Flat Rate	Non-Com	B	11,250						\$345.38	0.0307	2007	2022
33445	ML	Curry	Rogue R	300	\$416.44	Flat Rate	Com	B	1,200						\$36.84	0.0307	2004	2019
33462	ML	Umatilla	Columbia R	100	\$4,767.87	3%	Com	3%	588,626						\$18,070.82	0.0307	2004	2020
33471	ML	Columbia	Columbia R	1200	\$1,047.79	Old	Other	Other	17,000								2004	2020
33510	ML	Clackamas	Willamette R	911	\$418.68	Flat Rate	Non-Com	B	5,400						\$165.78	0.0307	2005	2028
33592	ML	Multnomah	Portland Harb	3200	\$428.35	Flat Rate	Com	A	11,250						\$345.38	0.0307	2004	2019
33822	ML	Clatsop	Columbia R	1600	\$418.68	Flat Rate	Com	B	5,250						\$161.18	0.0307	2015	2030
33867	ML	Multnomah	Willamette R	400	\$1,467.49	Flat Rate	Com	A	46,400						\$1,424.48	0.0307	2017	2020
33867	ML	Multnomah	Willamette R	400	\$663.57	Flat Rate	MI	A	1,224						\$644.07	0.5262	2017	2020
33921	ML	Clatsop	Columbia R	2300	\$381.41	Flat Rate	Non-Com	B	1,046						\$32.11	0.0307	2008	2023
34091	ML	Multnomah	Willamette R	300	\$1,376.82	Flat Rate	Non-Com	A	43,550						\$1,336.99	0.0307	2005	2020
34096	ML	Curry	Rogue R	1101	\$380.42	Flat Rate	Com	B	2,250						\$69.08	0.0307	2014	2023
34232	ML	Curry	Rogue R	304	\$391.83	Flat Rate	Com	B	2,750						\$84.43	0.0307	2005	2022
34356	ML	Lincoln	Devils Lk	90000	\$433.30	Flat Rate	Non-Com	B	14,120						\$433.48	0.0307	2005	2020
34376	ML	Klamath	Klamath Lk	1900	\$1,007.86	Riparian	MI	A	7,457	\$75,000	\$35,390	111.92%			\$3,923.87	0.5262	2005	2020

34470	ML	Lincoln	Devils Lk	7306	\$454.44	Flat Rate	Non-Com	B	7,065						\$216.90	0.0307	2005	2020
34890	ML	Lane	Mercer Lk	5800	\$391.83	Flat Rate	Non-Com	B	3,360						\$103.15	0.0307	2005	2022
35013	ML	Clatsop	Columbia R	402	\$7,642.88	Flat Rate	Non-Marine	A	12,436						\$7,643.17	0.6146	2008	2020
35061	ML	Clatsop	Warren SI	1200	\$454.44	Flat Rate	Non-Com	A	2,769						\$85.01	0.0307	2005	2020
35410	ML	Clatsop	Westport SI	409	\$403.43	Flat Rate	MI	B	600						\$315.72	0.5262	2005	2021
35418	ML	Clatsop	Warren SI	1200	\$452.33	Flat Rate	Non-Com	A	14,740						\$452.52	0.0307	2005	2020
35442	ML	Lincoln	Devils Lk	3000	\$415.02	Flat Rate	Other	B	552								2012	2020
35443	ML	Lincoln	Devils Lk	90000	\$403.43	Flat Rate	Non-Com	B	5,200						\$159.64	0.0307	2005	2021
35451	ML	Clackamas	Willamette R	1800	\$441.20	Flat Rate	Non-Com	A	9,000						\$276.30	0.0307	2009	2020
35489	ML	Clatsop	John Day R	1800	\$454.44	Flat Rate	Non-Com	A	6,000						\$184.20	0.0307	2005	2020
35557	ML	Clatsop	John Day R	8101	\$352.09	Flat Rate	Non-Com	B	9,420						\$289.19	0.0307	2005	2020
35557	ML	Clatsop	John Day R	8101	\$416.18	Flat Rate	Non-Com	B	8,492						\$260.70	0.0307	2005	2020
35557	ML	Clatsop	John Day R	8101	\$54.22	Flat Rate	MI	B	100						\$52.62	0.5262	2005	2020
35611	ML	Clatsop	John Day R	1400	\$997.33	Flat Rate	Com	A	32,500						\$997.75	0.0307	2005	2020
35620	ML	Clatsop	John Day R	1500	\$419.81	Flat Rate	Non-Com	A	13,680						\$419.98	0.0307	2005	2020
35621	ML	Clatsop	John Day R	2600	\$404.06	Flat Rate	Non-Com	B	2,537						\$77.89	0.0307	2005	2020
35629	ML	Clatsop	John Day R	1000	\$404.06	Flat Rate	Non-Com	B	11,400						\$349.98	0.0307	2010	2020
35647	ML	Clatsop	John Day R	1500	\$301.90	Flat Rate	Non-Com	B	11,752						\$360.79	0.0307	2005	2020
35647	ML	Clatsop	John Day R	1500	\$101.03	Flat Rate	Com	B	3,918						\$120.28	0.0307	2005	2020
35648	ML	Clatsop	John Day R	700	\$597.94	Flat Rate	Non-Com	A	19,485						\$598.19	0.0307	2005	2020
35648	ML	Clatsop	John Day R	700	\$404.06	Flat Rate	Com	B	2,080						\$63.86	0.0307	2005	2020
35650	ML	Clatsop	John Day R	2300	\$404.06	Flat Rate	Non-Com	B	6,241						\$191.60	0.0307	2005	2020
35651	ML	Clatsop	John Day R	17400	\$402.93	Flat Rate	Non-Com	B	3,239						\$99.44	0.0307	2005	2020
35652	ML	Clatsop	Svensen SI	200	\$463.71	Flat Rate	Non-Com	A	5,910						\$181.44	0.0307	2011	2029
35676	ML	Clatsop	John Day R	1001	\$402.93	Flat Rate	Com	B	10,800						\$331.56	0.0307	2005	2020
35682	ML	Clatsop	Warren SI	400	\$422.84	Flat Rate	Non-Com	A	13,779						\$423.02	0.0307	2005	2020
35683	ML	Clatsop	Columbia R	104	\$402.93	Flat Rate	Non-Com	B	4,524						\$138.89	0.0307	2005	2020
35686	ML	Clatsop	John Day R	1300	\$843.88	Flat Rate	Non-Com	A	50,000						\$1,535.00	0.0307	2005	2020
35687	ML	Clatsop	John Day R	300	\$920.60	Flat Rate	Non-Com	A	30,000						\$921.00	0.0307	2005	2020
35748	ML	Clatsop	John Day R	800	\$402.93	Flat Rate	Non-Com	B	5,856						\$179.78	0.0307	2006	2020
35988	ML	Yamhill	Willamette R	1001	\$416.18	Flat Rate	Non-Com	B	5,628						\$172.78	0.0307	2006	2021
36334	ML	Clackamas	Willamette R	1900	\$404.06	Flat Rate	Non-Com	B	6,500						\$199.55	0.0307	2014	2021
36650	ML	Lincoln	Devils Lk	3600	\$393.00	Flat Rate	Non-Com	B	1,250						\$38.38	0.0307	2007	2022
36740	ML	Clatsop	Warren SI	1200	\$402.93	Flat Rate	Non-Com	B	5,250						\$161.18	0.0307	2006	2020
36741	ML	Clackamas	Willamette R	2000	\$426.70	Flat Rate	Non-Com	A	13,500						\$414.45	0.0307	2006	2021
36865	ML	Lincoln	Siletz R	124	\$403.43	Flat Rate	Non-Com	B	22,024						\$676.14	0.0307	2006	2021
36866	ML	Lincoln	Siletz R	900	\$403.43	Flat Rate	Non-Com	B	4,000						\$122.80	0.0307	2006	2021
36951	ML	Coos	Tenmile Lake	1309	\$418.49	Flat Rate	Non-Com	B	4,702						\$144.35	0.0307	2014	2029
36965	ML	Douglas	Tahkenitch Lk	600	\$472.51	Riparian	MI	B	60,984	\$37,800	\$25,839	46.29%	\$184.56	\$270.00	\$32,089.78	0.5262	2010	2026
37231	ML	Lane	Woahink Lk	3400	\$440.84	Flat Rate	Non-Com	B	4,160						\$127.71	0.0307	2006	2022
37371	ML	Klamath	Klamath Lk	1901	\$1,225.10	Riparian	MI	A	7,500	\$118,800	\$39,550	200.38%			\$3,946.50	0.5262	2006	2022

37490	ML	Columbia	Columbia R	200	\$798.28	Riparian	Non-Marine	A	3,896	\$76,160	\$76,160	0.00%	\$2,282.46	\$2,282.46	\$2,394.48	0.6146	2016	2022
37586	ML	Douglas	Tahkenitch Lk	200	\$391.83	Flat Rate	Non-Com	B	5,644	\$301,691	\$197,058	53.10%	\$2.93	\$4.48	\$173.27	0.0307	2007	2022
37658	ML	Douglas	Tahkenitch Lk	100	\$391.83	Flat Rate	Non-Com	B	2,800						\$85.96	0.0307	2007	2022
37662	ML	Multnomah	Portland Harb	700	\$383.59	Flat Rate	Non-Com	B	12,500						\$383.75	0.0307	2007	2025
37677	ML	Multnomah	ia R/N Portlanc	200	\$381.00	Flat Rate	MI	B	15,000						\$7,893.00	0.5262	2007	2018
37677	ML	Klamath	klamath Lk/Upr	100	\$381.00	Flat Rate	MI	B	14,984						\$7,884.58	0.5262	2007	2032
37770	ML	Douglas	Tahkenitch Lk	200	\$391.83	Flat Rate	Non-Com	B	2,376						\$72.94	0.0307	2007	2022
37925	ML	Lincoln	Siletz R	700	\$583.06	Flat Rate	Com	A	19,000	\$116,670	\$115,860	0.70%	\$2,839.09	\$2,858.94	\$583.30	0.0307	2007	2022
37926	ML	Douglas	Tahkenitch Lk	100	\$450.00	Registration	Other	Other	Exclude								2007	2012
37932	ML	Clackamas	Willamette R	600	\$391.68	Flat Rate	MI	B	354						\$186.27	0.5262	2007	2022
37964	ML	Yamhill	Willamette R	1001	\$403.43	Flat Rate	Other	B	12,000								2007	2021
38040	ML	Tillamook	Nehalem R	300	\$370.00	3%	Com	B	10,106	\$0	\$0				\$310.25	0.0307	2007	2021
38059	ML	Tillamook	Netarts Bay		\$368.65	Flat Rate	Hist	A	3,141,112						\$358.00	358	2007	2021
38079	ML	Douglas	Tahkenitch Lk	100	\$350.00	Registration	Exclude	Exclude	Exclude								2007	2017
38088	ML	Klamath	Recreation Cr	100D5	\$465.24	3%	Com	3%	30,704	\$316,260	\$316,260	0.00%			\$942.61	0.0307	2007	2023
38398	ML	Clatsop	Columbia R	200	\$821.61	Flat Rate	Non-Com	A	15,000						\$460.50	0.0307	2007	2022
38821	ML	Columbia	Clatskanie R	500	\$393.00	Bid	Non-Com	B	2,750						\$84.43	0.0307	2007	2022
38841	ML	Douglas	Tahkenitch Lk	100	\$418.68	Flat Rate	Non-Marine	B	3,900						\$2,396.94	0.6146	2013	2028
38845	ML	Yamhill	Willamette R	1000	\$391.83	Flat Rate	Non-Com	B	9,000						\$276.30	0.0307	2007	2022
38853	ML	Douglas	Tahkenitch Lk	500	\$480.19	Flat Rate	Com	A	15,648	\$423,207	\$297,921	42.05%	\$4,213.46	\$5,985.36	\$480.39	0.0307	2007	2023
39231	ML	Klamath	Klamath Lk	900	\$4,061.88	Riparian	MI	A	46,500	\$185,700	\$310,700	-40.23%			\$24,468.30	0.5262	2007	2023
39318	ML	Tillamook	Nestucca R/Big	1600 1601	\$0.00	Flat Rate	Exclude	Exclude	Exclude									2022
39416	ML	Clatsop	Columbia R	100	\$44,261.30	Riparian	MI	A	591,916	\$0	\$0				\$311,466.20	0.5262	2007	2022
39416	ML	Clatsop	Columbia R	100	\$2,782.37	Flat Rate	Com	A	90,669	\$0	\$0				\$2,783.54	0.0307		2022
39625	ML	Clatsop	Svensen SI	801	\$782.52	Flat Rate	Non-Com	A	25,500						\$782.85	0.0307	2007	2022
39683	ML	Tillamook	Nehalem R	3100	\$391.68	Flat Rate	MI	B	1,944						\$1,022.93	0.5262	2007	2022
39691	ML	Malheur	Snake R.	3	\$370.00	Riparian	Non-Com	A	329	\$240,840	\$161,195	49.41%			\$10.10	0.0307	2008	2022
39859	ML	Lane	Siuslaw R	2200	\$418.18	Flat Rate	Non-Com	B	1,000						\$30.70	0.0307	2018	2033
39966	ML	Multnomah	Columbia R	201	\$4,964.09	Riparian	MI	A	15,000	#####	\$0				\$7,893.00	0.5262	2018	2033
40134	ML	Coos	Coos Bay	300, 399Z1	\$540.00	3%	Com	3%	68,760	\$161,550	\$161,550	0.00%	\$10,625.36	\$10,625.36	\$2,110.93	0.0307	2008	2023
40178	ML	Multnomah	Columbia R	900	\$444.96	Flat Rate	Non-Com	A	14,500						\$445.15	0.0307	2008	2021
40229	ML	Clatsop	Westport SI	405	\$391.83	Riparian	MI	B	5,400	\$9,989	\$0				\$2,841.48	0.5262	2008	2022
40308	ML	Coos	Tenmile Lk/N	2000	\$381.41	Flat Rate	Non-Com	B	2,500						\$76.75	0.0307	2008	2023
40374	ML	Clatsop	Columbia R	1201	\$393.00	Riparian	Non-Marine	B	1,310	\$575,599	\$118,958	383.87%	\$1,788.74	\$8,655.13	\$805.13	0.6146	2008	2022
40446	ML	Clackamas	Willamette R	3900	\$359.38	Flat Rate	Non-Com	B	10,000						\$307.00	0.0307	2008	2025
40628	ML	Clackamas	Willamette R	100 102 1300	\$391.68	Flat Rate	Com	B	12,000						\$368.40	0.0307	2008	2021
41342	ML	Clatsop	Columbia R	500	\$794.13	Riparian	MI	A	14,160	\$2,007,614	\$1,113,785	80.25%	\$19,677.00	\$35,468.09	\$7,450.99	0.5262	2008	2023
41489	ML	Multnomah	Columbia R	300	\$2,105.24	Flat Rate	MI	A	4,000						\$2,104.80	0.5262	2014	2028
41489	ML	Multnomah	Columbia R	300	\$1,121.31	Flat Rate	Com	A	36,500						\$1,120.55	0.0307	2014	2028
41555	ML	Clatsop	Columbia R	402	\$380.25	Flat Rate	Non-Marine	B	3,980						\$2,446.11	0.6146	2008	2023
41647	ML	Multnomah	Columbia R	200	\$1,344.12	Flat Rate	Com	A	42,525						\$1,305.52	0.0307	2008	2023

41659	ML	Coos	Isthmus SI	4100	\$2,406.22	Riparian	MI	A	15,375	\$246,620	\$246,620	0.00%			\$8,090.33	0.5262	2014	2026	
41659	ML	Coos	Isthmus SI	4100	\$925.64	Flat Rate	Com	A	30,131	\$20,820	\$19,960	4.31%			\$925.02	0.0307	2014	2026	
41961	ML	Douglas	Umpqua R	200	\$530.23	Riparian	MI	A	8,830	\$183,745	\$135,902	35.20%	\$1,129.04	\$1,526.51	\$4,646.35	0.5262	2017	2033	
41961		Douglas	Umpqua R	200	\$383.00	Riparian	Non-Marine	A	1,030	\$183,745	\$135,902	35.20%	\$131.70	\$178.06	\$633.04	0.6146		2033	
42024	ML	Multnomah	Willamette R	500	\$1,221.52	Riparian	MI	A	3,100	\$6,224,510	\$6,224,510	0.00%	\$3,191.46	\$3,191.46	\$1,631.22	0.5262	2009	2024	
42755	ML	Clatsop	Columbia R	103	\$357.91	Flat Rate	Hist	A	1,512						\$358.00	358	2009	2024	
42848	ML	Columbia	Columbia R	Road	\$418.68	Flat Rate	Com	B	10,000						\$307.00	0.0307	2015	2024	
42849	ML	Columbia	Columbia R	ROW	\$921.80	Flat Rate	Com	A	30,000						\$921.00	0.0307	2015	2024	
42858	ML	Columbia	Columbia R	200	\$369.81	Flat Rate	MI	B	100						\$52.62	0.5262	2009	2024	
43433	ML	Columbia	Columbia R	ROW	\$369.81	Flat Rate	Com	B	9,600						\$294.72	0.0307	2009	2024	
43569	ML	Columbia	Columbia R	400	\$520.40	Bid	MI	Other	22,932	\$87,450	\$4,260	1952.82%	\$44.85	\$920.75	\$12,066.82	0.5262	2009	2024	
43686	ML	Multnomah	Willamette R	500	\$822.87	Flat Rate	Com	A	26,815						\$823.22	0.0307	2009	2025	
44596	ML	Multnomah	Columbia R	200	\$9,482.41	Riparian	MI	A	59,541	\$81,250	\$0		\$0.00	\$3,910.51	\$31,330.47	0.5262	2014	2019	
44596	ML	Multnomah	Columbia R	200	\$9,482.41	Riparian	MI	A	59,541	\$8,558,400	\$0		\$0.00	\$38,968.18	\$31,330.47	0.5262	2014	2019	
45552	ML	Lincoln	Yaquina Bay	100	\$10,298.72	Flat Rate	Com	A	325,829						\$10,002.95	0.0307	2010	2030	
45591	ML	Multnomah	Willamette R	309	\$16,000.00	Negotiated	Other	Exclude	Exclude									2010	2021
45751	ML	Lincoln	Yaquina Bay	102	\$13,091.76	3%	Com	3%	48,401	\$897,370	\$0				\$1,485.91	0.0307	2010	2025	
45786	ML	Multnomah	Columbia R	900	\$3,359.48	Flat Rate	Com	A	106,286						\$3,262.98	0.0307	2017	2025	
45852	ML	Lane	Siuslaw R	8000	\$2,168.09	Flat Rate	Non-Marine	A	3,425						\$2,105.01	0.6146	2010	2025	
47124	ML	Columbia	Multnomah Ch	600	\$417.99	Flat Rate	Non-Com	B	6,409						\$196.76	0.0307	2017	2032	
47394	ML	Multnomah	Willamette R	300	\$1,075.03	Flat Rate	Non-Com	A	34,012						\$1,044.17	0.0307	2011	2026	
47982	ML	Multnomah	Columbia R	100	\$84,306.88	Riparian	MI	A	529,368	\$1,723,200	\$0				\$278,553.44	0.5262	2015	2020	
48005	ML	Clatsop	Svensen SI	200	\$442.84	Flat Rate	Non-Com	A	7,109						\$218.25	0.0307	2011	2029	
48043	ML	Multnomah	Willamette R	300	\$781.24	Flat Rate	Com	A	25,443						\$781.10	0.0307	2015	2030	
48933	ML	Clackamas	Willamette R	1500	\$347.78	Flat Rate	Non-Com	B	3,750						\$115.13	0.0307	2012	2026	
48997	ML	Columbia	Multnomah Ch	500	\$1,149.59	Flat Rate	Com	A	37,462						\$1,150.08	0.0307	2012	2027	
51685	ML	Multnomah	Columbia R	900	\$4,834.33	Flat Rate	Non-Com	A	152,948						\$4,695.50	0.0307	2012	2027	
53940	ML	Sherman	Columbia R.	1200A1	\$7,437.63	Riparian	MI	A	242,340				X		\$127,519.31	0.5262	2013	2028	
54265	ML	Multnomah	Willamette R	100	\$431.24	Flat Rate	Non-Com	B	3,465						\$106.38	0.0307	2013	2028	
54640	ML	Douglas	Loon Lk	400	\$1,021.46	Flat Rate	Com	A	33,250	\$392,169	\$392,169	0.00%	\$320.71	\$320.71	\$1,020.78	0.0307	2014	2029	
54669	ML	Columbia	Columbia R	103	\$5,616.91	Riparian	MI	A	55,277	\$6,482,280	\$6,482,280	0.00%	\$12,885.21	\$12,885.21	\$29,086.76	0.5262	2013	2028	
54767	ML	Douglas	Umpqua R	90000	\$418.51	Flat Rate	Non-Com	B	960						\$29.47	0.0307	2016	2031	
54845	ML	Multnomah	Willamette R	300	\$418.68	Flat Rate	Non-Com	B	4,620						\$141.83	0.0307	2013	2029	
54963	ML	Lane	Triangle Lk	104	\$418.67	Riparian	Com	A	7,575	\$133,931	\$127,324	5.19%	\$47.99	\$50.48	\$232.55	0.0307	2014	2030	
54986	ML	Clackamas	Willamette R	900	\$1,612.85	Flat Rate	Non-Com	A	52,500						\$1,611.75	0.0307	2014	2028	
55001	ML	Douglas	Tahkenitch Lk	100	\$418.51	Bid	Non-Com	B	10,000	\$95,000	\$95,000	0.00%			\$307.00	0.0307	2015	2031	
55580	ML	Columbia	Multnomah Ch	500	\$394.00	3%	Com	B	44,400	\$614,600	\$217,770	182.22%			\$1,363.08	0.0307	2014	2029	
55607	ML	Coos	Coos Bay	200	\$2,069.31	Riparian	MI	A	8,500	\$0	\$0				\$4,472.70	0.5262	2014	2029	
56349	ML	Multnomah	nd Harbor Sup	1603	\$358.42	Flat Rate	Hist	A	44,916						358	358	2014	2019	
56916	ML	Lane	Cleawox Lk	200	\$418.68	Flat Rate	Non-Marine	B	8,543						\$5,250.53	0.6146	2015	2030	
56921	ML	Tillamook	Nehalem R	1000, 1400	\$1,696.83	Riparian	Non-Marine	A	3,000	\$116,120	\$87,230	33.12%	\$1,766.93	\$2,352.13	\$1,843.80	0.6146	2014	2029	

56921	ML	Tillamook	Nehalem R	1000, 1400	\$431.24	Flat Rate	Com	B	4,500	\$116,120	\$87,230	33.12%	\$2,650.40	\$3,528.20	\$138.15	0.0307	2014	2029
56941	ML	Clatsop	Necanicum R		\$431.24	Flat Rate	Com	B	2,800						\$85.96	0.0307	2014	2029
56988	ML	Clatsop	Svensen SI	500	\$463.71	Bid	Non-Com	B	5,663	\$8,000	\$0		\$0.00	\$13.00	\$173.85	0.0307	2014	2029
57519	ML	Coos	Coos Bay	300	\$536.66	Riparian	MI	A	3,577	\$339,150	\$339,150	0.00%	\$2,282.77	\$2,282.77	\$1,882.22	0.5262	2015	2031
58071	ML	Douglas	Umpqua R		\$703.06	Riparian	MI	A	16,747	\$734,014	\$257,552	185.00%			\$8,812.27	0.5262	2015	2030
58247	ML	Columbia	Columbia R	700	\$548.55	Bid	MI	Other	60,000	\$60,950	\$60,950	0.00%	\$34.44	\$34.44	\$31,572.00	0.5262	2015	2030
58714	ML	Clatsop	Columbia R	100	\$16,950.73	Riparian	MI	A	870,549	\$6,589,996	\$3,402,008	93.71%			\$458,082.88	0.5262	2016	2030
58893	ML	Clatsop	Columbia R	401	\$418.51	Flat Rate	Com	B	1,559	\$236	\$0		\$0.00	\$0.75	\$47.86	0.0307	2016	2031
59103	ML	Coos	Tenmile Lk S	1100	\$430.53	Flat Rate	Non-Com	B	5,476						\$168.11	0.0307	2016	2031
59189	ML	Lincoln	Siletz R		\$1,412.18	Riparian	Non-Marine	A	3,091	\$528,230	\$528,230	0.00%	\$1,802.07	\$1,802.07	\$1,899.73	0.6146	2017	2031
59513	ML	Clatsop	Skipanon R	400	\$1,439.18	Riparian	MI	A	17,303	\$1,089,487	\$1,089,487	0.00%	\$4,480.00	\$4,480.00	\$9,104.84	0.5262	2016	2032
59720	ML	Columbia	Columbia R	101	\$1,883.10	Riparian	MI	A	62,500	\$2,039,090	\$2,039,090	0.00%	\$11,428.48	\$11,428.48	\$32,887.50	0.5262	2017	2032
60218	ML	Multnomah	Portland Harb	2700	\$1,482.44	Flat Rate	Com		48,351						\$1,484.38	0.0307	2017	2032
60590	ML	Lane	Triangle Lk	3000	\$430.54	Flat Rate	Non-Com	B	4,333						\$133.02	0.0307	2018	2033
60715	ML	Sherman	Columbia R.	100	\$473.62	Flat Rate	MI	A	55,720						\$29,319.86	0.5262	2017	2033
60781	ML	Columbia	Multnomah Chan	200	\$1,802.50	Bid	MI	Other	91,875						\$48,344.63	0.5262	2017	2033



Oregon

Tina Kotek, Governor

Department of State Lands

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State Land Board

State Land Board

Regular Meeting
April 9, 2024
Agenda Item 4

Tina Kotek
Governor

LaVonne Griffin-Valade
Secretary of State

Tobias Read
State Treasurer

SUBJECT

The Stevens Road Tract in Bend.

ISSUE

Whether the State Land Board should authorize the Department to sell the remaining 261 acres of the Stevens Road Tract in a brokered transaction.

AUTHORITY

House Bill 3318 (2021); relating to the process to expand the City of Bend urban growth boundary to include the Stevens Road Tract.

Oregon Constitution, Article VIII, Sections 2 and 5; relating to the Common School Fund and land management responsibilities of the State Land Board.

ORS 273.055; relating to the power to acquire and dispose of real property.

ORS 273.171; relating to the duties and authority of the director of the Department of State Lands.

BACKGROUND

The Department has partnered with the City of Bend on implementation of House Bill 3318 (2021), which established a two-step process for incorporation of the 261-acre Stevens Road Tract into Bend's urban growth boundary. The goal is development of a mixed-use community which includes affordable housing.

The first step of the process was the creation of a Concept Plan to determine what could be developed on the tract. The second step of the process required detailed

studies to confirm the Concept Plan could work, as well as approval of the land use language that would control development. The Department is pleased to share the City of Bend recently completed this second step at a City Council meeting on February 21, 2024, thereby incorporating the tract into the UGB.

In April 2022, the Land Board approved the Department supporting incorporation of the tract into Bend's UGB. At that time, the Department noted if the incorporation process was successful it would return to the Land Board with a plan for the marketing and sale of the tract.

The Department now seeks approval for sale of the 261-acre Stevens Road Tract through a brokered transaction.

Future of the Tract: Add Critical Housing in a Mixed-Use Community

The City of Bend is seeking to add much-needed housing with expansion of its urban growth boundary to include the Stevens Road Tract. Work to date is leading towards the eventual development of a "complete community" including deed-restricted affordable, workforce, and market-rate housing, as well as parks and areas for mixed and commercial uses. The development will also have transportation options for walking, biking, and transit use.

To ensure the development of affordable housing, HB 3318 requires 20 acres of those lands to be deed-restricted for the use of households that make less than the area median income. The City of Bend is responsible for the development of the affordable housing.

In an innovative approach tied to the Common School Fund's mission to support public education, 7 of the 20 acres will be "made available, to the extent permitted by law, in a manner that gives a priority to households in which at least one individual is employed by an education provider." These 7 acres will be provided to the City of Bend at no charge. If the City of Bend cannot meet this requirement within 10 years of receiving title to the final parcel of land, they must then pay market price for the land, based on an assessment at the time of transfer. The market rate on the 7 acres will be higher than the charge for the other 13 acres of affordable housing parcels. If the City does not buy back the land, the 7 acres reverts to DSL ownership for benefit of the Common School Fund. The agreed upon price the City will pay for the remaining 13 acres is \$35,000 per acre.

Pursuant to the direction outlined in HB 3318, the City of Bend developed the Stevens Road Tract Concept Plan, which explains future planning amendments and intended uses and zoning for the tract. Work on the plan began in October 2021, and included a community engagement process with multiple open houses and public meetings. The City of Bend Planning Commission and City Council approved the Concept Plan in the Spring of 2022 leading to approval by the Oregon Department of Land Conservation and Development before a July 1, 2022, deadline.

The City of Bend developed draft planning amendments for the City's Comprehensive Plan based on the Concept Plan. Before finalizing these standards, the City completed a series of studies of the tract, including utility availability, transportation impacts, and a natural resource survey. These studies, alongside community outreach, showed the proposed plan was viable.

The policies adopted into the City of Bend's Comprehensive Plan will require the Stevens Road Tract to be developed as a mixed-use community, providing connected streets and a multi-use path network, over 2,400 new housing units at a mix of densities and income levels, and at least 39 acres of parks and open space.

Property Background

The Stevens Road Tract is located east of Bend, near the intersection of 27th Avenue and Stevens Road. The Department acquired the original 643-acre tract from the Bureau of Land Management in 1997 to partially satisfy the federal government's obligation to provide Oregon with the remaining acres of federal land owed "in lieu" of school lands not granted at statehood. In 2016, the western 382 acres of the property were brought into the City's urban growth boundary. These acres were sold by the Department in 2020 for \$22 million and are currently being developed with a mix of housing and employment uses.

Today, the remaining 261 acres of the Stevens Road Tract are in state ownership. A property map is included as Appendix A.

Sale Process

Due to the unusual path that brought this tract into the City of Bend and the detailed development standards, including the requirement to transfer affordable housing parcels to the City of Bend, the Department plans to engage a real estate broker and appraiser to coordinate on the valuation of the property. This will ensure that the materials used to value the land and the marketing materials provided to interested buyers will include all relevant information.

Once a value is determined, the broker will carry out a broad marketing program to ensure awareness of the parcel, and then invite offers. The Department successfully followed a similar process in the sale of the western part of this tract. A marketing period of between three and six months will likely be followed by an extended buyer due diligence period to allow confirmation that the buyer's intentions for the tract align with the City's requirements.

PUBLIC INVOLVEMENT

Over the past two and a half years the City of Bend has completed extensive public involvement on both the general goals for the tract and the specific language that will guide development. The most recent outreach relating to the planning amendments included:

- The City of Bend held a public open house on the proposed amendments on October 19, 2023, and opened a public comment period on that same date.
- The Planning Commission held a work session on November 13, 2023, and a public hearing on November 27, 2023, that was continued to December 11, 2023, to allow for further participation by the public.
- The City Council held a public hearing on February 7, 2024.
- Notice of the public hearings before both the Planning Commission and the City Council was provided through the Bend Bulletin (in print and online), and through electronic mail to three neighborhood associations, several public agencies and local governments, and to a large list of interested persons.

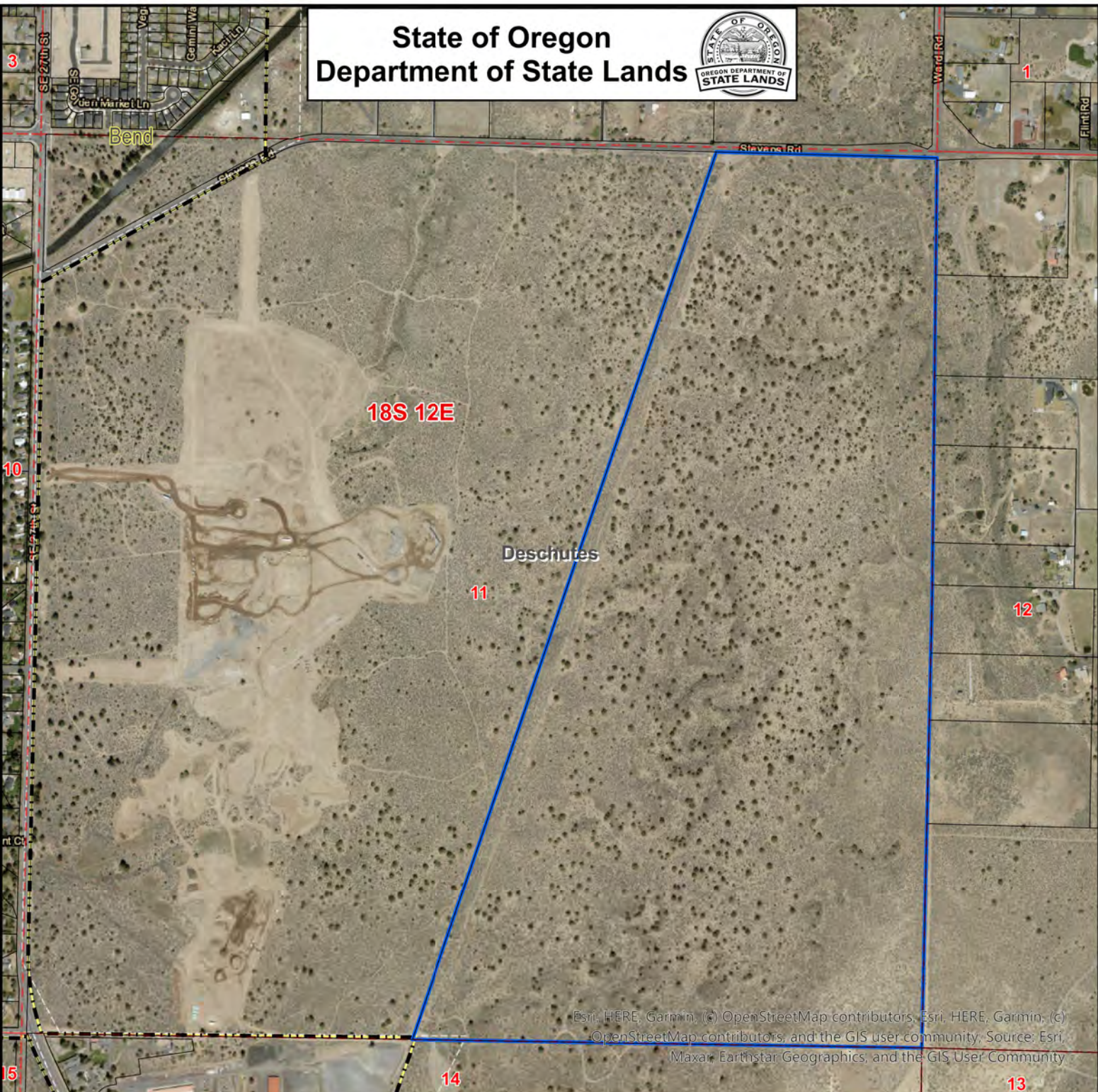
RECOMMENDATION

The Department recommends the State Land Board authorize the Department to sell the remaining 261 acres of the Stevens Road Tract through a brokered transaction.

APPENDICES

- A. Map of the 261-Acre Stevens Road Tract
- B. City of Bend Amendments to the Comprehensive Plan


State of Oregon
Department of State Lands



Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community. Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

EXHIBIT A

**Stevens Road East
T18S, R12E Section 11
261 acres
Deschutes County**

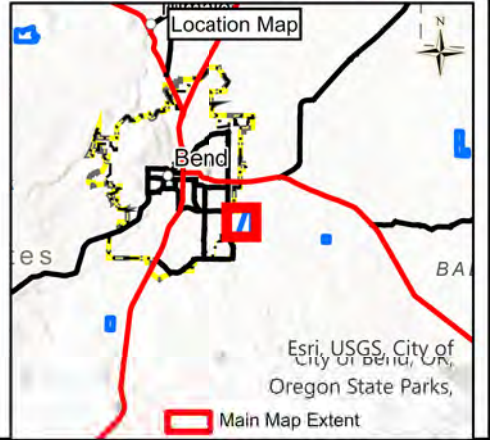
 DSL Uplands

This map depicts the approximate location and extent of a Department of State Lands Proprietary authorization for use. This product is for informational purposes only and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

0 450 900



Map Projection:
Oregon Statewide Lambert
Datum NAD83
International Feet
State of Oregon
Department of State Lands
775 Summer St NE, Suite 100
Salem, OR 97301
503-986-5200
www.oregon.gov/DSL
Date: 3/19/2024



Stevens Road Tract Planning Amendments

EXHIBIT B

Amendments to Chapter 11 of the Bend
Comprehensive plan and to Chapter 4.9 of the
Bend Development Code

PLTEXT20230635 and PLCPMA20230636.

DRAFT
Comprehensive Plan Text Update
December 11, 2023

Prepared by: Community and Economic Development Department

Note:

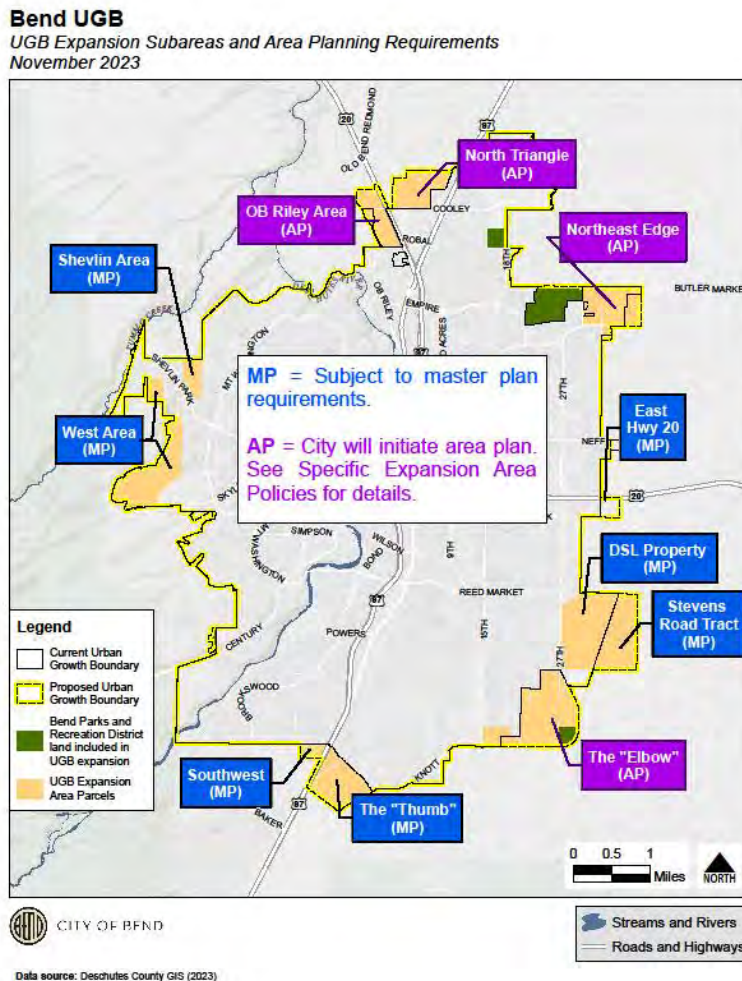
Text in underlined typeface is proposed to be added

Text in ~~strikethrough~~ typeface is proposed to be deleted.

***Indicates where text from the existing code has been omitted because it will remain unchanged.

Bend Comprehensive Plan
Chapter 11, Growth Management

Figure 11-7: UGB Expansion Subareas and Area Planning Requirements
(Replaces existing Figure 11-7)



11-153 The City approved a Concept Plan for the Stevens Road Tract, on June 1, 2022, consistent with Oregon House Bill (HB) 3318 (2021), now Oregon Laws 2021 Chapter 552. The Concept Plan addresses the requirements of Oregon Laws 2021 Chapter 552. The master plan must be consistent with both the applicable master plan standards in the Bend Development Code and Policies 11-154 through 11-170, below, which implement the Concept Plan.

11-154 The overall planning concept for the Stevens Road Tract property as identified in Figure 11-8 is for a new complete community that accommodates dense development focused primarily on providing affordable and market-rate housing in a mixed-use, multi-modal community.

11-155 Within areas zoned for residential purposes, not counting the lands identified for affordable housing as required by Policy 11-158 below,

- the density must exceed nine (9) residential units per gross residential acre,
- more than 10 percent of the total number of market-rate units must be single-unit attached (e.g. townhome) dwellings, and
- more than 35 percent of the total number of market-rate units must be duplex, triplex, quadplex, or multi-unit residential units.

11-156 In order to provide adequate opportunities for the development of all needed housing types, sizes, and densities of market-rate housing, the Master Plan must demonstrate that this area will provide capacity for a minimum of 2,487 total residential units (including the affordable housing units required by Policy 11-158 below) with the following specific plan designation and market rate residential unit requirements:

- Urban High Density (RH): A minimum of 30 total net acres of RH designation of which, 18 net acres must be identified for affordable housing as outlined in Policy 11-158 below, and a minimum of 12 net acres must be used to accommodate a minimum of 480 market- rate units.
- Urban Medium Density (RM): A minimum of 24 total net acres of RM designation of which, two (2) net acres must be identified for affordable housing as outlined in Policy 11-158 below, and a minimum of 22 net acres must be used to accommodate a minimum of 440 market-rate units.
- Urban Standard Density (RS): A maximum of 92.9 net acres of RS designation to accommodate a minimum of 808 market-rate units.
- The RM and RH designations may be increased, and the RS designation decreased proportionally, above the minimum sizes established in this policy in order to accommodate additional density if approved as part of a Master Plan.

11-157 In order to meet the minimum unit density requirements in Policy 11-155 above, the densities may exceed the maximum densities in BDC 2.1.600.

11-158 As required by Oregon Laws 2021 Chapter 552, in order to provide affordable housing, the master plan must include a minimum of 20 net acres of residential land for deed-restricted

affordable housing consistent with the Purchase and Sale Agreement between the City and the Department of State Lands, recorded against the Stevens Road Tract, and configured as follows:

- Three (3) lots or parcels, each at least six (6) acres in size with an RH designation
- Two (2) lots or parcels, each at least one (1) acre in size, with an RM designation

The applicant for the master plan must coordinate with the City's Housing Department to identify the final locations of these parcels.

11-159 The lots or parcels for affordable housing identified in Policy 11-158 above, are to be transferred to the City following the recording of a final land division plat. They must be platted and transferred to the City in phases so that the lots or parcels for affordable housing identified in Policy 11-158 and market-rate lots or parcels are platted over time and in a ratio similar to the ratio of affordable and market-rate lots or parcels within the master plan as a whole. They must be subject to deed restrictions recorded by the City on a form agreed to between the City and the Department of State Lands that set the affordability levels and, for one of the six-acre lots or parcels and one of the one-acre lots or parcels, made available, to the extent permitted by law, in a manner that gives a priority to households in which at least one individual is employed by an education provider over other members of the public.

11-160 In order to provide adequate employment lands, the employment land plan designations must include a minimum of five (5) gross acres of Commercial plan designations and seven (7) gross acres of Mixed Employment or Industrial plan designations.

11-161 In order to create a complete community with primarily neighborhood-serving commercial uses, the master plan must prohibit auto-oriented commercial uses.

11-162 Commercial plan designations and at least one of the six-acre lots or parcels for deed-restricted affordable housing must be located adjacent to the community park.

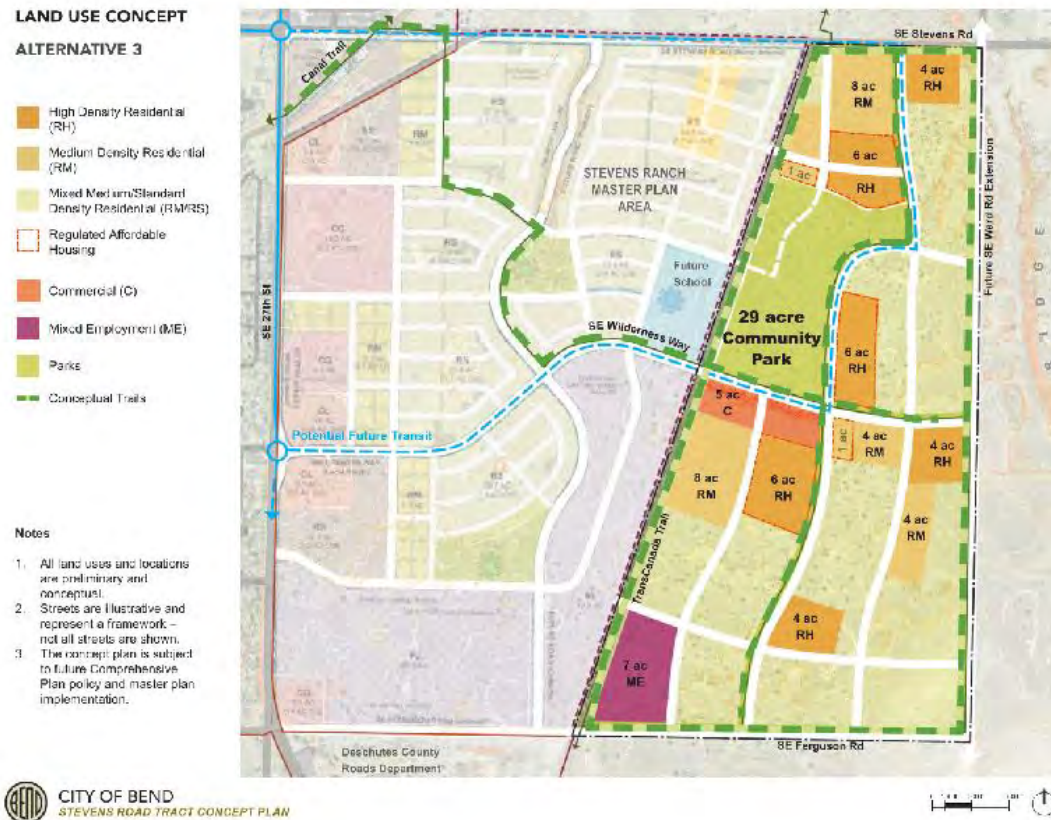
11-163 In order to provide sufficient areas designated for mixed-use development and to support equitable, integrated and viable commercial and residential uses along with transportation options (including walking, bicycling, and transit use), land use designations must be located as follows:

- The affordable housing required in Policy 11-158 above, must be located within a block of the community park, and within one-quarter mile of the commercial land or SE Wilderness Way, providing equitable access to transit, open space, planned trails, and commercial uses. This does not apply to the affordable housing lot or parcel described above under Policy 11-162.
- Market-rate medium- and high-density housing will be dispersed throughout the master plan, integrated adjacent to the affordable housing and located on planned transit routes adjacent to the community park, SE Wilderness Way, and near SE Stevens Road.
- The required five acres of Commercial plan designation will be configured as a main street and must be located on the future western portion of the extension of SE

Wilderness Way, abutting the TransCanada Trail and adjacent to the future community park.

Figure 11-8 illustrates the above requirements.

Figure 11-8: Stevens Road Tract Planning Concept



11-164 The street, path, and bikeway network must provide connectivity throughout the Stevens Road Tract, connect to existing and planned extensions of abutting roads, and provide opportunities for connections to adjacent undeveloped land both inside and outside the UGB. The transportation network must be consistent with the Bend Transportation System Plan. The white dashed line shown through the park on Figure 11-8 is intended to provide for a non-vehicular pedestrian connection through the park. The master plan must show a pedestrian route through the park that provides access to the future school site and residential designations adjacent to the park.

11-165 In order to ensure the development of adequate infrastructure to support walking, bicycling, public transit, and motor vehicle movement, and to ensure transportation networks connect the Stevens Road Tract to other areas within the Bend UGB, the future master plan must include:

- A “green loop” of off-street trails in 20’ wide trail easements or multi-use trails around or near the perimeter of the master plan area with a centrally located path adjacent to SE Wilderness Way and a trail located in the TransCanada trail easement. Trails may be

hard- or soft-surfaced. The trail surfacing for the TransCanada trail will be determined in collaboration with the City Engineer, Bend Parks and Recreation District, and TC Energy.

- The extensions of SE Stevens Road (minor arterial), SE Ferguson Road (minor arterial), and SE Wilderness Way (neighborhood route) to the eastern edge of the Tract. Given the proximity of these roads near the edge of the current city limits, future master plan developers may coordinate with the City of Bend on interim roadway improvements for these facilities. Such improvements must build towards adopted City of Bend roadway standards and provide right-of-way consistent with functional classification requirements.
- Plans to address the future potential extension of the SE Ward Road Alignment. The functional classification for SE Ward Road is a Minor Collector based on the City of Bend roadway spacing requirements. This designation will be confirmed and intersection type for the SE Ward/Stevens and SE Ward/Ferguson intersections shall be determined through the review of the master plan.
- Construction of a new North-South street within the master plan area that provides a connection between SE Stevens Road to the north with SE Ferguson to the south.

Figure 11-8 illustrates the above requirements.

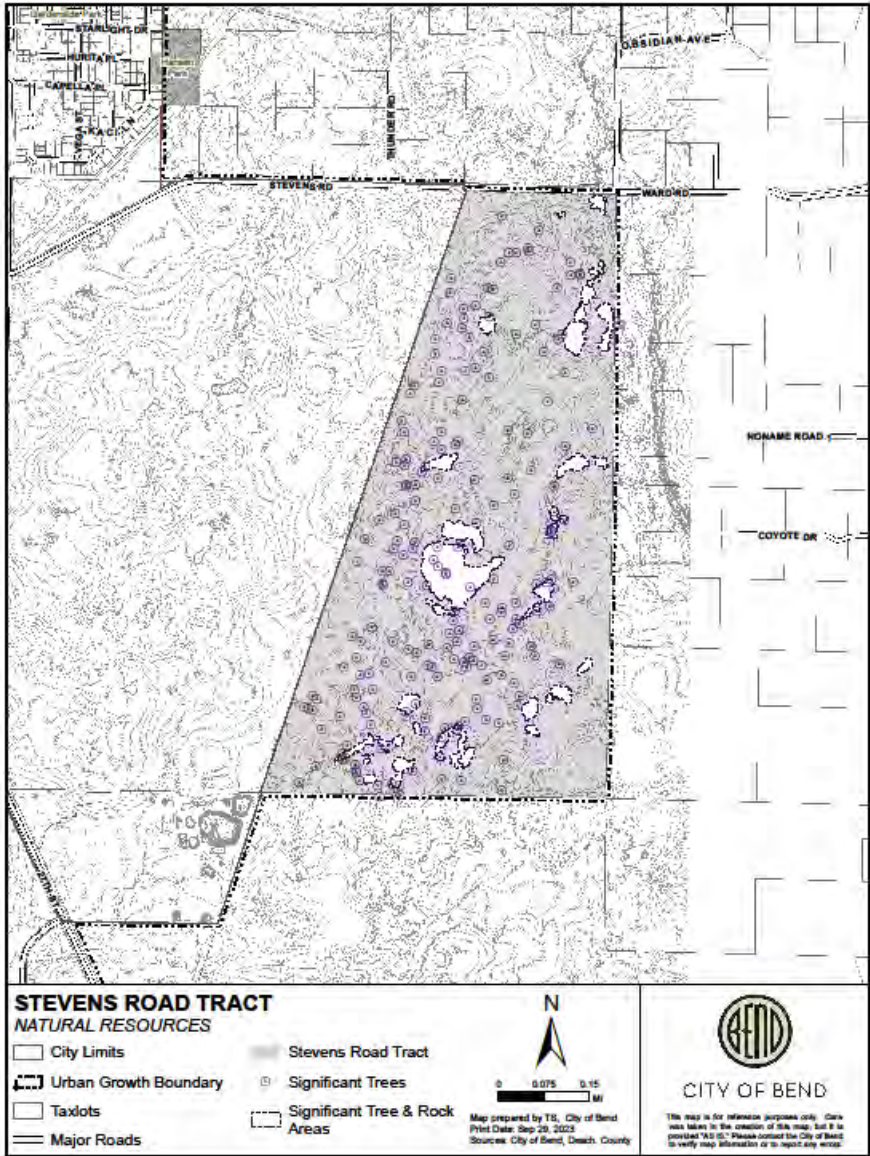
11-166 The City had a pedestrian archaeological survey completed for the Stevens Road Tract that identified a potential historic road identified as McGilvray Road. The road's location is identified in a May 2023 report from Caldera Archaeology, and this report has also been provided to the State Historic Preservation Office (SHPO). The master plan must be accompanied by documentation that the master plan developer has coordinated with SHPO and will comply with their requirements, if any, for protection of, or mitigation of any impacts to, McGilvray Road. The master plan must also show that the unit mix, counts, and density in Policies 11-155 and 11-156 will be met if SHPO requires preservation of McGilvray Road. The City shall provide notice of the proposed master plan and solicit comments from the SHPO.

11-167 The master plan developer must coordinate and consult with the Confederated Tribes of Warm Springs prior to master plan approval and on-going, during development of the site

- A master plan for the Stevens Road Tract must include an inadvertent discovery plan (IDP) that outlines how any artifacts or remains found during excavation or earth movement will be protected or otherwise addressed.
- Applicable state and federal regulations regarding the discovery of artifacts or remains must be followed during construction activities
- The City shall provide notice of the proposed master plan and solicit comments from the Confederated Tribes of Warm Springs.

11-168 The City has completed an inventory of significant trees and rock outcrops shown in Figure 11-9. A master plan for the Stevens Road Tract must demonstrate how the significant trees and rock outcrops shown in Figure 11-9 located in the Community Park and open spaces distributed throughout the Tract as required under Policy 11-169 will be incorporated and preserved to the extent possible. Significant trees must be protected according to the City's regulations for tree preservation or under standards proposed with a master plan code that provide at least as much protection of significant trees as the generally applicable tree preservation regulations of the BDC.

Figure 11-9: Natural Resources



11-169 A master plan for the Stevens Road Tract must include preservation of at least 39 acres for recreational and open space (designated as Public Facility) as follows:

- A community park for active recreation and preservation of significant natural resources, must be centrally located and adjacent to the proposed pipeline trail and future school site planned in the neighboring Stevens Ranch Master Plan Area. Figure 11-8 illustrates

the above requirements. The park land must be dedicated to the District following the satisfaction of due diligence requirements for public property. As used in this policy, a "community park" has the meaning from the Bend Park and Recreation District 2018 Comprehensive Plan, and is a park intended to serve a wider area than neighborhood parks, and therefore are larger in size, averaging about 25 acres each. Due to their larger size, community parks include a greater variety of amenities, including one or more of the following: athletic fields, court sports, skate parks, bike skills courses, trails and natural areas.

- A minimum of 7 acres for trail corridors, and these trails may be located within public access easements or in public open space tracts that are a minimum of 20 feet in width.
- A minimum of 3 acres of open space to maximize preservation of natural features including significant trees and rock outcrops. These open spaces must be protected in a tract or tracts.
- Coordination with Bend Park and Recreation District is required to locate the community park and trails.

11-170 The master plan must show that wildfire risk will be mitigated through one or more of the following methods: creation of defensible space, arrangement of land uses, construction and building materials, and/ or development pattern. Any special planned district code proposed for regulating development of the land uses within the master plan must incorporate the proposed wildfire risk mitigation actions.

DRAFT
Development Code Text Update
October 19, 2023

Chapter 4.9, Annexations

New Figure 4.9.300

Bend UGB

UGB Expansion Subareas and Area Planning Requirements
November 2023

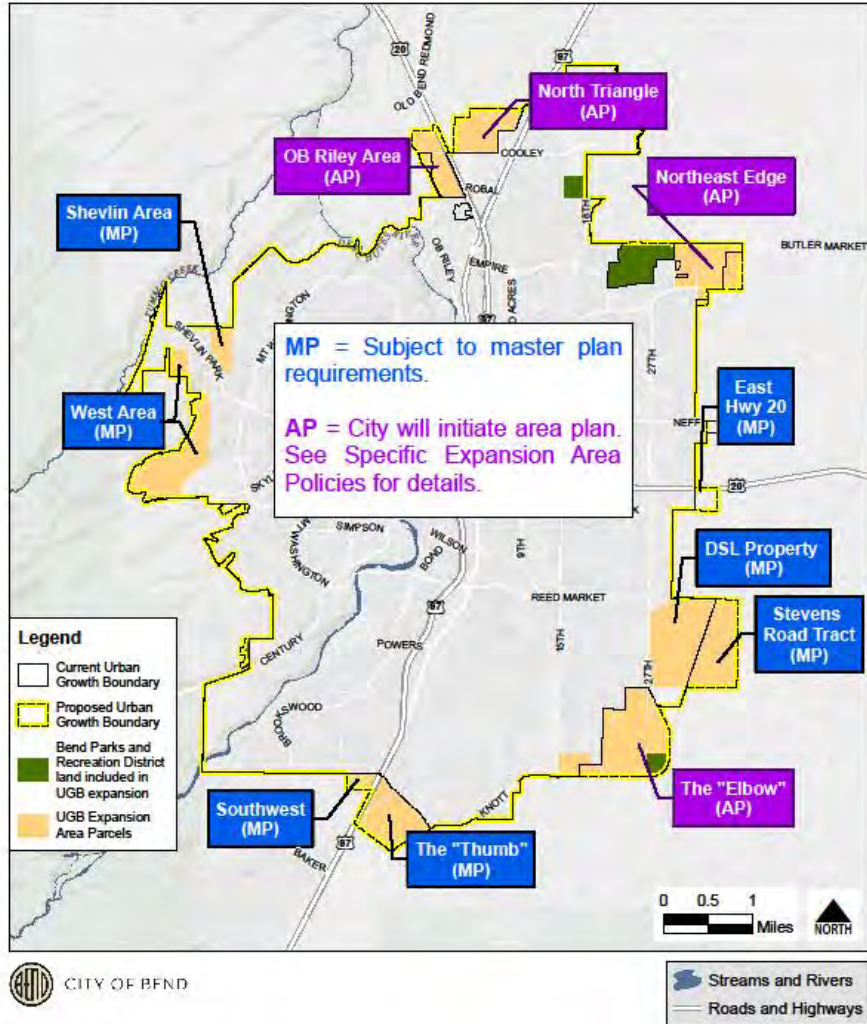


Table 4.9.300 - Specific Expansion Area Policies and Land Use Approval Requirements

Expansion Area	Bend Comprehensive Plan Specific Expansion Area Policies	Land Use Approval Required Prior to or Concurrently with Annexation
Northeast – Butler Market Village	11-74 through 11-81	See BDC 4.9.300(B)(1)(a)(iv)
East Highway 20	11-82	See BDC 4.9.300(B)(1)(a)(i)
DSL Property	11-83 through 11-92	Master plan in compliance with BDC Chapter 4.5 , Master Plans
The Elbow	11-93 through 11-104	Southeast Area Plan approved. See BDC 4.9.300(B)(2)
The Thumb	11-105 through 11-111	Master plan in compliance with BDC Chapter 4.5 , Master Plans
Southwest	11-112 through 11-119	Master plan in compliance with BDC Chapter 4.5 , Master Plans
West Area	11-120 through 11-128	Master plan in compliance with BDC Chapter 4.5 , Master Plans
Shevlin Area	11-129 through 11-135	Master plan in compliance with BDC Chapter 4.5 , Master Plans

Expansion Area	Bend Comprehensive Plan Specific Expansion Area Policies	Land Use Approval Required Prior to or Concurrently with Annexation
OB Riley Area	11-136 through 11-141	Area plan in compliance with BDC 2.7.100 . Prior to completion of the area plan, annexations in this area must be a minimum of 40 contiguous acres and be the subject of a master plan application which includes a framework level area plan for the rest of the subarea. Following adoption of the area plan, annexation and development of individual properties or groups of properties of any size, consistent with the area plan, may be approved in compliance with the Bend Development Code
North Triangle	11-142 through 11-151	Area plan in compliance with BDC 2.7.100 . Prior to completion of the area plan, annexations in this area must be a minimum of 40 contiguous acres and be the subject of a master plan application which includes a framework level area plan for the rest of the subarea. Following adoption of the area plan, annexation and development of individual properties or groups of properties of any size, consistent with the area plan, may be approved in compliance with the Bend Development Code
<u>Stevens Road Tract</u>	<u>11-153 through 11-170</u>	<u>Master plan in compliance with BDC Chapter 4.5, Master Plans</u>

[Ord. NS-2463, 2023; Ord. NS-2434, 2022; Ord. NS-2405, 2021; Ord. NS-2302, 2018]



Oregon

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State Land Board

State Land Board

**Regular Meeting
April 9, 2024
Agenda Item 5**

Tina Kotek
Governor

LaVonne Griffin-Valade
Secretary of State

Tobias Read
State Treasurer

SUBJECT

Common School forestlands within the Klamath District.

ISSUE

Whether the State Land Board should approve decertification of the remaining 1,920 acres of forestlands, known as Sun Pass, within the Klamath District to reduce costs to the Common School Fund.

AUTHORITY

- Oregon Constitution, Article VIII, Sections 2 and 5; pertaining to the Common School Fund and land management responsibilities of the State Land Board.
- ORS 273.141; relating to the nature of services provided by other agencies
- ORS 273.171; relating to the duties and authority of the Director
- ORS 273.523; relating to the sale of forest products
- ORS 530.460; relating to the designation of Common School Forest Lands
- ORS 530.470; relating to the determination of the designation of Common School Forest Lands
- ORS 530.480; relating to the filing of resolutions made by the boards
- Real Estate Asset Management Plan adopted by the Land Board; February 2012.

BACKGROUND

For several decades, the Oregon Department of Forestry (ODF) has managed and sustainably harvested Department of State Lands certified forestlands on behalf of DSL. Approximately 28,100 acres of DSL lands are currently classified as certified forestlands, meaning they are primarily suited for growing timber and other forest products and are managed by ODF. Timber harvests and other sales of forest products generate revenue for the Common School Fund.

Annual revenue generated by certified forestlands is dependent on the costs of management as well as the quantity and value of harvested forest products. Certified forestlands cost approximately \$40 per acre annually to manage. The financial performance of certified forestlands is impacted by parcels that are not capable of producing reliable long-term timber revenue, but still contribute to annual management costs.

Decertification of ODF-managed forestland parcels is one option DSL considers when costs of management exceed long-term revenues. If forestlands are decertified, DSL takes over land management, reducing overall costs of the forests, as overhead expense associated with ODF's management of certified forestlands is no longer necessary.

Klamath District Forestlands

Historically 21 percent of DSL's certified forestlands were in ODF's Klamath District. There were two large blocks of certified forestland in the Klamath district, known as Sun Pass (3,663 acres) and Yainax Butte (3,164 acres) (See Appendix A). In August of 2022, the State Land Board approved the decertification of all of Yainax Butte and 1,743 acres of Sun Pass. There are 1,920 acres in Sun Pass remaining to be decertified.

Although the Klamath District historically produced an average of 903,000 board feet of timber volume annually between 2010 and 2020, it had the lowest return compared to other districts.

ODF has been managing these forestlands effectively; however, between fiscal years 2017 and 2021 the Klamath District produced less than \$60,000 in annual revenue, while costing nearly \$200,000 annually to manage. These costs include direct¹ (variable) expenses for on-the-ground management and indirect² (fixed) expenses such as service and supply, personnel services, and administrative prorate, as identified by ODF.

Revenues for these forestlands have been low due to poor timber markets, low-value species mix, and low volume per acre harvests. In addition to low productivity, these forestlands also have few near-term harvest opportunities. Upon completion of this decertifying process, the Department expects to save the Common School Fund up to \$200,000 in costs annually, while having little effect on revenue.

¹ Direct expenses are variable costs including personnel services, and service and supply for on-the-ground management work.

² Indirect expenses are fixed costs including personnel services, service and supply for district management and office/administrative staff, Salem staff and Administration Prorate.

Future Management of Klamath District Forestlands

If decertified, DSL would take over management of these parcels. Since hiring a forester in 2019, DSL has established internal capacity to manage the Klamath District forestlands. These lands would fit into a larger portfolio of noncertified forestlands east of the Cascade Range managed by the Department. Much of the future maintenance needs will be for forest health improvement and fuels reduction thinning to mitigate wildfire risk. These management needs are expected to occur once a decade, and costs associated with these treatments will be minimal.

The single fixed expense that would remain for the Department upon transfer of management of the Klamath forestland parcels is annual fire protection for wildfire response provided by the Klamath-Lake ODF Fire Protection District, as required by law. This rate is subject to change based on ODF fire protection district costs. If fires occur on DSL lands, under the agreement with ODF there will be no further costs billed to the Department after these annual fees have been paid.

Revenue generated from most future forestry projects would cover harvesting and DSL personnel costs. Anticipated management costs would be absorbed into the forester's personnel costs, with harvest income projected to cover all non-fixed expenditures. Long-term capital investment needs for the Klamath forestlands are projected to be minimal.

Decertification

The proposed transfer of management of the Klamath parcels is in two separate decertification processes. The first decertification took place July 1, 2023, totaling 4,907 acres and included all of Yainax Butte and some sections of the Sun Pass tract. All of ODF's management obligations are complete for the remaining 1,920 acres of the Sun Pass tract, and it is now ready to be decertified.

The process for decertification of Common School Forest Lands requires approval of the State Land Board and Oregon Board of Forestry. Following Land Board approval, this decertification request will go before the Board of Forestry.

RECOMMENDATION

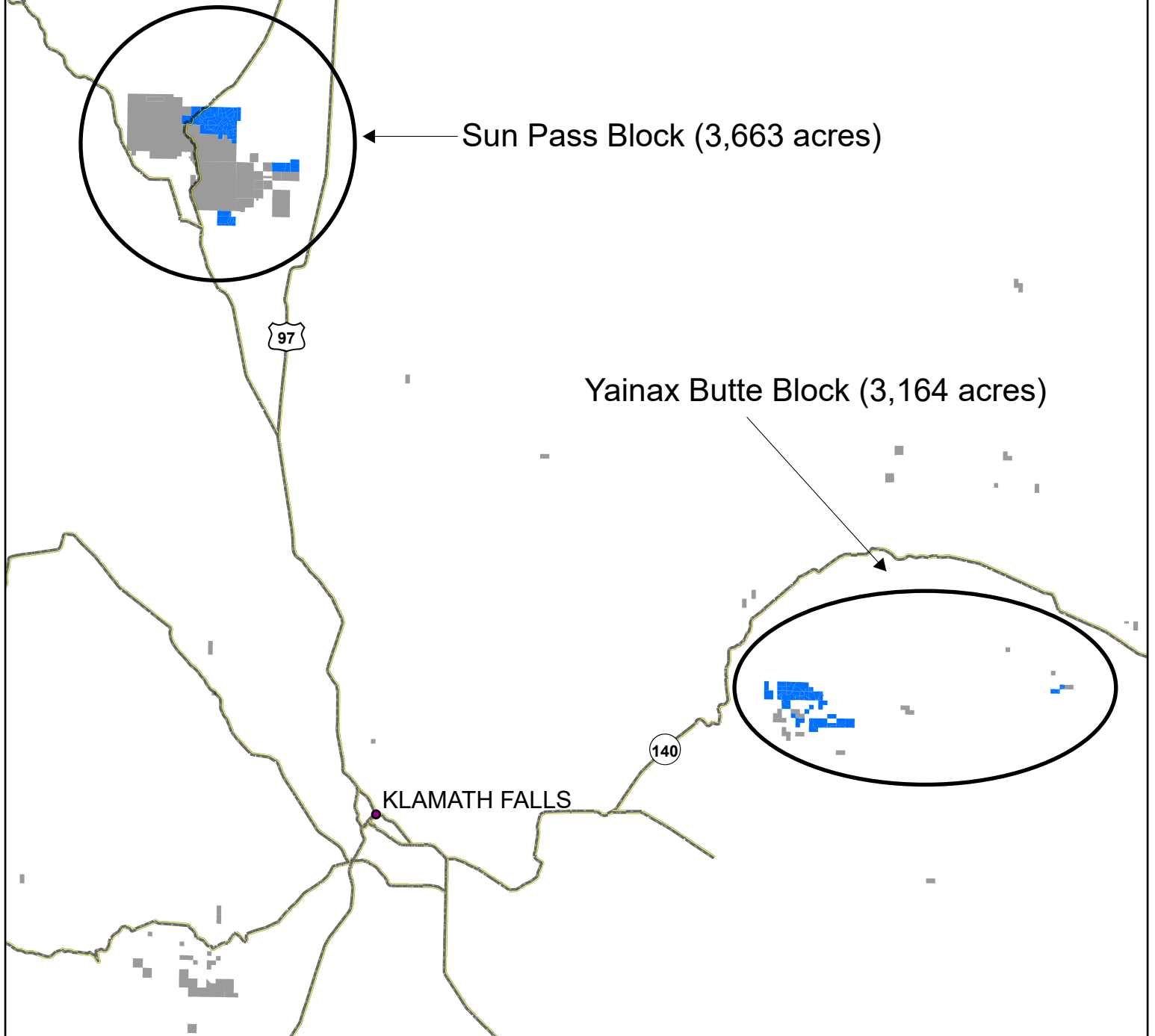
The Department recommends that the State Land Board approve decertifying the remaining 1,920 acres of the Sun Pass tract within the Oregon Department of Forestry's Klamath District, to be effective July 1, 2024.

APPENDICES

Appendix A – Map of Klamath District parcels

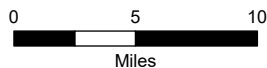
Appendix B – Map of Sun Pass parcels

Appendix C – Table of Klamath District parcels for second decertification



Appendix A - Klamath District Map

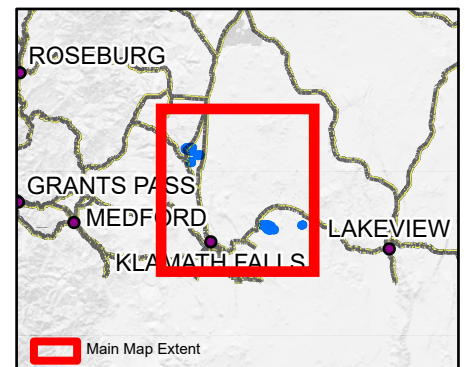
- DSL Ownership
- ODF Ownership
- Highways



State of Oregon
Department of State Lands
775 Summer St NE, Suite 100
Salem, OR 97301
503-986-5200
www.oregon.gov/DSL

Map Projection:
Oregon Statewide Lambert
Datum NAD83
International Feet

Date: 3/11/2024



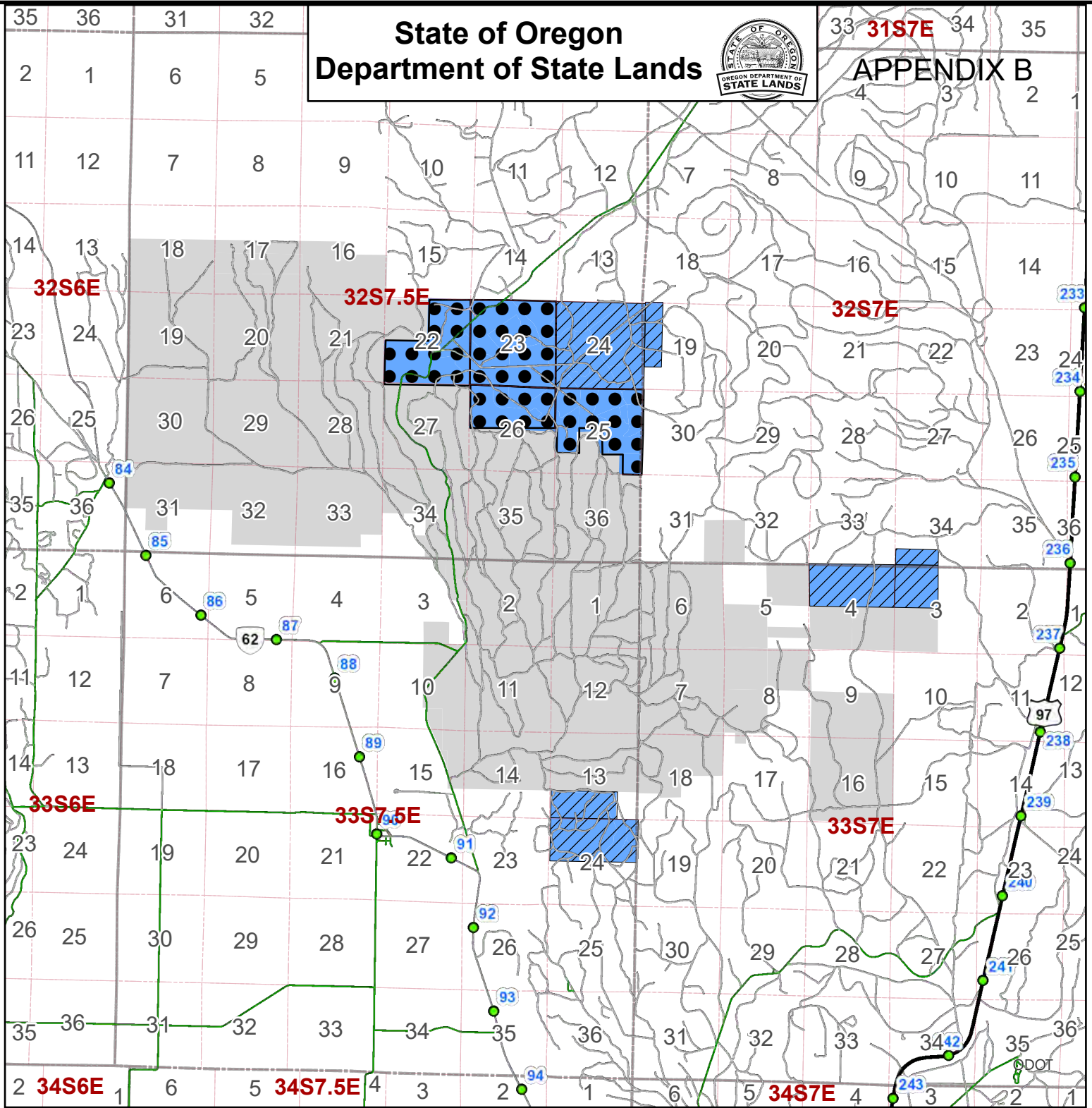
This map depicts the approximate location and extent of a Department of State Lands Proprietary authorization for use. This product is for informational purposes only and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Main Map Extent

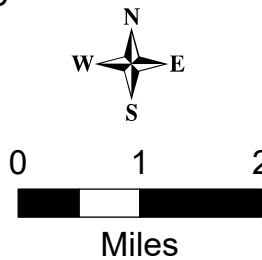
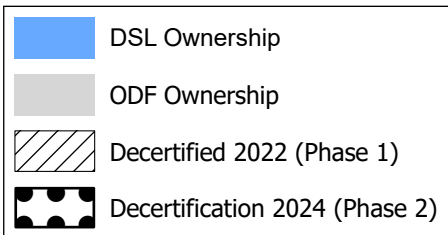
State of Oregon Department of State Lands



APPENDIX B



Appendix B - Sun Pass Map



State of Oregon
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www.oregon.gov/DSL
Map Projection:
Oregon Statewide Lambert
Datum NAD83
International Feet
Date: 3/11/2024

Location Map



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Appendix C: Klamath District Parcels for Second Decertification

Department of State Lands forestland parcels in the Sun Pass tract proposed for decertification.

DSL Parcel #	Taxlot	TS	Range	Section	Legal	Acres*	Tract
1887	00501	32S	07.5E	23	ALL	640.00	Sun Pass
2025	00501	32S	07.5E	22	NE4, S2	480.00	Sun Pass
2342	00501	32S	07.5E	26	N2	320.00	Sun Pass
2368	00501	32S	07.5E	25	NW, NW4SW4, N2SE4, SE4SE4	480.00	Sun Pass
TOTAL						1920.00	

*Acres are compiled from the Oregon Department of Forestry's 2023 Common School Fund Forestlands report presented at the February 13, 2024 State Land Board meeting: <https://www.oregon.gov/dsl/Pages/state-land-board.aspx>



Oregon

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State Land Board

State Land Board

Regular Meeting

April 9, 2024

Agenda Item 6

Tina Kotek

Governor

LaVonne Griffin-Valade

Secretary of State

Tobias Read

State Treasurer

SUBJECT

The Department of State Lands requests approval of an oversight structure for the Elliott State Research Forest, including establishment of an Elliott State Research Forest Board of Directors (ESRF Board) to ensure public accountability and transparency in State Land Board and Department administration of the Elliott State Research Forest. *Note: The requested action is adoption of a structure; appointments to a board, if approved, would occur at a later date.*

ISSUE

Whether the State Land Board should adopt the oversight structure in Appendix A for the State Land Board and Department's administration of the Elliott State Research Forest.

AUTHORITY

Oregon Constitution, Article VIII, Section 5, specifies the State Land Board is responsible for managing lands placed under their jurisdiction by law.

ORS 273.045; authorizing the Department of State Lands to exercise the administrative functions of the State Land Board.

ORS 530.450 to ORS 530.520; authority for management of the Elliott State Forest.

BACKGROUND

Transparency, accountability, and oversight have been central values to creation of the publicly owned Elliott State Research Forest (ESRF). Ensuring meaningful opportunities for public participation has also been essential since the inception of the research forest concept. Desire for public oversight and engagement has been evident in all phases of

ESRF work, and voiced by the many diverse people and organizations who have participated in this effort, as well as the State Land Board and the Oregon Legislature.

An oversight structure for the ESRF that included a formal board of directors has long been contemplated, and was captured in SB 1546. Because of the nullification of SB 1546 (2022, with 2023 amendments in SB 161), the oversight structure and related board referenced in that legislation no longer exists for the ESRF.

In December 2023, the State Land Board reaffirmed its commitment to the ESRF's creation, confirming foundational values and key next steps to establish the ESRF in a pathway framework. In February 2024, the Department presented a work plan for achieving the framework. Development of an oversight structure and board is among work plan items the Land Board directed the Department to advance.

The proposed ESRF oversight structure in Appendix A clarifies and delineates roles and responsibilities of the State Land Board, the Department, and the new Elliott State Research Forest Board of Directors (ESRF Board). Appointment of members to any ESRF Board would not occur until a later date (anticipated in June 2024), following proposed adoption of the ESRF Board structure. The proposed oversight and ESRF Board structure has been developed with Department of Justice input as well as ESRF Advisory Group member input and support – see the Public Involvement section for additional information about engagement efforts.

Under the proposed oversight structure:

The State Land Board would be responsible for:

- The ESRF Board's membership and appointment process
- Overarching ESRF policy direction consistent with the ESRF's mission and management policies, including approval or denial of specified foundational plans, amendments, or changes to ESRF lands or property; and
- Review and feedback on DSL's biennial ESRF programmatic reports.

The Department would be responsible for:

- Ensuring ESRF Board compliance with Oregon's Public Meetings Law and other public transparency, accountability, and engagement measures
- Treating ESRF Board recommendations with deference absent articulated reasons to the contrary; and
- Administering the ESRF consistent with the ESRF's mission, management policies, and related directional documents.

The proposed ESRF Board would:

- Have authority to issue advice and make recommendations to the Department regarding planning, operational implementation, fiscal and

- budgetary matters, research and management, reports, and other matters relevant to the effective administration and oversight of the ESRF; and
- Be responsible for receiving and reviewing materials presented by the Department as well as public input, and advancing ESRF oversight, advice, and recommendations in a manner that strives to ensure consistency with the ESRF's foundational direction and documents.

The ESRF Board will operate under existing constitutional and statutory authorities relevant to the State Land Board and Department. This means the ESRF Board will be advisory in nature, and decision responsibilities with legal implications tied to the ESRF will continue to rest with the Department and Land Board. The proposed structure intends that the Department will treat ESRF Board advice and recommendations seriously. Should future legislation be enacted with respect to the ESRF, authorities and responsibilities may be further clarified.

PUBLIC INVOLVEMENT

Following December 2023 Land Board direction, the Department formed the ESRF Advisory Group, which includes members of the original Advisory Committee and SB 1546 prospective board.

The Department engaged ESRF Advisory Group members in the creation of the proposed ESRF oversight structure during group meetings that were publicly noticed and open to the public. The Department held ESRF Advisory Group meetings on January 18, February 7, March 19, and April 2, 2024. Links to past meeting materials, recordings, and summaries reside on [DSL's Elliott website](#).

ESRF Advisory Group meetings include time for public comment. Public comment related to the proposed ESRF Board of Directors was positive and reflected a desire and appreciation for continued public oversight, accountability and transparency tied to the ESRF and its creation.

RECOMMENDATION

The Department recommends the State Land Board adopt the oversight and ESRF Board of Directors structure as captured in Appendix A and affirm its intent to appoint ESRF Board members as part of an upcoming State Land Board meeting.

APPENDIX

A. Proposed ESRF Oversight Structure

Appendix A: State Land Board Agenda Item #6

Elliott State Research Forest Oversight Structure

For the purpose of safeguarding public oversight, accountability and transparency in the administration of the Elliott State Research Forest (ESRF), the State Land Board is advancing the following structure for an ESRF Board of Directors (ESRF Board) to guide management of the ESRF by the Department of State Lands (DSL).

The ESRF Board will function in an advisory capacity to DSL based on existing statutory authorities, delegated responsibilities and direction from DSL and the State Land Board. This document is divided into three primary sections for State Land Board consideration:

1. State Land Board roles and duties related to the ESRF, ESRF Board membership and appointment;
2. DSL responsibilities; and
3. ESRF Board duties and responsibilities.

Future changes to this Oversight Structure (assuming original adoption by the Land Board) would follow this process:

- Revisions relevant to Section 1 (ESRF Mission, Management Policies, and State Land Board responsibilities) may be made based on State Land Board review and approval.
- Revisions relevant to Sections 2 and 3 (DSL and ESRF Board responsibilities) may be made based on mutual agreement between DSL and the ESRF Board.
 - If such mutual agreement exists, DSL will notify the State Land Board of the changes at its next scheduled meeting, and State Land Board approval need not occur provided that the changes agreed upon by DSL and ESRF Board are consistent with State Land Board direction.
 - If DSL and the ESRF Board do not reach mutual agreement over a proposed change, either entity may seek State Land Board guidance and resolution.

Section 1: Proposed State Land Board Roles

A. ESRF Mission

The State Land Board's mission for the Elliott State Research Forest is the creation of an enduring, publicly owned, world-class research forest that:

(1) Advances and supports forest health, climate resilience, carbon sequestration, biodiversity conservation, recovery of imperiled species, water quality and quantity, recreational opportunities and local economies as well as scientific research that improves knowledge related to forest management's role in achieving these qualities.

(2) Is managed to promote collaboration, partnerships, inclusive public processes and equity, consistent with:

(A) The management policies in Subsection B below;

(B) An applicable habitat conservation plan approved pursuant to the federal Endangered Species Act of 1973 (P.L. 93-205, 16 U.S.C. 1531 to 1544); and

(C) A forest management plan approved by the State Land Board.

B. ESRF Management Policies

The State Land Board's management policies for the ESRF are to:

(1) Further the mission described in subsection (A) of this section.

(2) Support scientific inquiry.

(3) Allow public access for recreational and educational purposes that is compatible with scientific and conservation purposes, and the mission and management policies described in this section.

(4) Advance long-term, operational-scale research on issues including forest management practices, ecosystem function, biodiversity, habitat conservation, water quality and quantity, carbon sequestration, rural livelihoods and the resilience of forests to the impacts of climate change.

(5) Support rural economies through active forest management, timber harvest and other forest products, recreation, research, habitat restoration and related jobs.

(6) Improve the ecological health of the forest through conservation and restoration measures relevant to habitat, biodiversity, carbon and climate resilience outcomes;

(7) Promote opportunities at all education levels to interact with the forest and advance public understanding of the ecological, economic and social benefits of healthy forest ecosystems.

(8) Seek active partnerships with Tribal governments to:

(A) Research and demonstrate traditional and contemporary Tribal cultural practices and ecological knowledge related to forest management.

(B) Provide opportunities for Tribal governments and Tribal members to harvest traditional forest products and engage in traditional Tribal cultural practices related to the forest.

(C) Consult on potential impacts on natural, cultural and traditional resources in the forest.

(9) Maintain a financially self-sufficient forest management entity and structure capable of operating and overseeing the forest and necessary infrastructure.

(10) Prioritize collaborative partnerships that recognize both the local and statewide values the forest provides.

(11) Maintain a high level of public accountability and transparency in forest management decisions and operations.

C. ESRF Guidance and Decision Responsibilities

Consistent with the ESRF's mission and management policies, the State Land Board will provide the following ~~guidance~~ to DSL and the ESRF Board:

(1) Policy guidance.

(2) Feedback on DSL's biennial programmatic reports.

(3) Approval or denial of:

(A) A forest management plan, and any amendments thereof.

(B) Any amendments to the habitat conservation plan, prior to submittal to federal or state regulatory agencies.

(C) Any expansion of lands in the forest, or exchange of lands in the forest or timber on the lands.

D. ESRF Board Membership and Appointment Process

The State Land Board will appoint voting members to the ESRF Board. The ESRF Board shall consist of seven or nine voting members and a person designated by the lead research entity for the ESRF, who shall be a nonvoting member.

(1) The State Land Board shall:

(A) Appoint the voting members for terms of four years and for not more than two consecutive terms, except as set forth below in subsection 5.

(B) Fill any vacancy among the voting members by appointing a voting member to serve the remainder of the unexpired term.

(C) Consult with, and consider input from, the primary ESRF research partner and the existing ESRF Board when determining whom to appoint to the ESRF Board.

(D) Endeavor to appoint members who have a full complement of relevant experience or expertise in subjects related to the mission and management policies and operations of the research forest, and demonstrated interest in the success of the mission and management policies of the forest as a research forest.

(2) ESRF Board Members are not entitled to compensation but may receive reimbursement by DSL of their actual and necessary travel and other expenses incurred in the performance of their official duties, to the extent allowed by applicable law.

(3) On or before June 1, 2024, the DSL Director will develop a list of candidates for appointment as the first voting members of the ESRF Board.

(4) The State Land Board intends to appoint the first voting members of the ESRF Board from a list of candidates at its June 2024 meeting.

(5) Notwithstanding section 1(a) above:

(A) Of the voting members first appointed by the State Land Board:

(i) Three shall serve for a term ending one year after the date of the appointment.

(ii) Two shall serve for a term ending two years after the date of the appointment.

(iii) Two shall serve for a term ending three years after the date of the appointment.

(iv) If there are nine members, three shall serve for a term ending two years after the date of the appointment, and three shall serve for a term ending three years after the date of the appointment.

(B) A voting member serving a term described in this subsection, or serving the remainder of an unexpired term resulting from vacancy referred to in Subsection 1(B), may be appointed to serve two additional consecutive terms.

Section 2: Proposed DSL Responsibilities

(1) DSL shall advance ESRF management in a manner consistent with the mission and management policies of Section 1 above, including in compliance with an approved habitat conservation plan, forest management plan, or other plans or direction referenced in Section 3(2)(A)-(N) below.

(2) DSL will safeguard public transparency, accountability and participation in decision-making related to the ESRF by ensuring the ESRF Board complies with Oregon Public Meetings Laws, ORS 192.610 to 192.705 and by advancing the following:

(A) Provide opportunities for public comment at each ESRF Board meeting.

(B) Provide ESRF Board members with copies of written public comments before the ESRF Board acts.

(C) Provide the public with written materials as well as a public review and comment opportunity on items listed in Section 3(2)(A)-(N). For any proposed biennial operations plans, forest management plan or related amendments, or amendments to the habitat conservation plan, at least 45 days will exist for public comment before the ESRF Board votes on any recommendations related to such plans.

(D) Conduct at least five meetings of the ESRF Board per year for which public participation is facilitated.

(3) DSL will adopt the recommendations of the ESRF Board to the fullest extent possible, especially if offered with full consensus of the ESRF Board, unless DSL determines the ESRF Board recommendation is inconsistent with state law, inconsistent with State Land Board or DSL policy, or other reasons exist for making a different decision. DSL will respond to ESRF Board Recommendations within 30 days. If DSL does not adopt the advice or recommendations of the ESRF Board, DSL will articulate its reasons to the ESRF Board in writing concurrent with the Department's decision.

Section 3: Proposed ESRF Board Duties & Responsibilities

(1) The ESRF Board ~~shall may~~ advise ~~and advance recommendations to~~ the DSL Director and ESRF Forest Manager, and advance recommendations if it has them, on the following:

(~~a~~A) Evaluation, or contract for evaluation, of whether management of the forest (operational planning, implementation, monitoring and reporting) is being effectively integrated with a lead research entity or entities.

(~~b~~B) Evaluation of whether the mission and management policies for the Elliott State Research Forest are being effectively implemented.

(~~e~~C) The operational and fiscal integrity of the ESRF.

(~~d~~D) The hiring of an ESRF forest manager as well as delegation of responsibilities to this position.

(~~f~~E) The scope of biennial operations plans.

(~~g~~F) The advancement and/or implementation of operations and research programs, whether prospective (based on proposed programs) or retrospective (based on ongoing or past implementation of programs).

(2) After considering public comments received in response to the Department's circulation of materials related to items below, as well as any further input the ESRF Board solicits, the ESRF Board ~~shall~~will advise the ESRF Forest Manager and/or DSL Director with recommendations on:

(A) Department budgets for the ESRF, including related to its Agency Request Budget.

(B) Biennial operations reports.

(C) Biennial operations plans.

(D) Proposed research plans or programs.

(E) Recreation plans.

(F) Education plans.

(G) A forest management plan.

(H) Any sale of carbon credits or entry into easements or other encumbrances of lands in the forest.

(I) Any expansion or exchange of lands in the forest.

(J) Any amendments to a habitat conservation plan related to the forest

(K) Any proposed amendments to the Elliott State Research Forest Proposal.

(L) Any other submission to federal or state agencies that relates to revising or clarifying ESRF management or policy direction.

(M) Any proposed receipt of funds, including bequests, or funding requests made to the federal government, private sector, state agencies or the Legislative Assembly not otherwise covered in subsection 2(A), including any request for issuance of revenue bonds, certificates of participation financing, or state-funded debt service.

(N) Any other plans or decisions DSL intends to make of significance to advancement of or compliance with the ESRF's mission and management policies.

(3) In advancing oversight, advice or recommendations, the ESRF Board shall review DSL proposals, plans, reports or other information submitted to it (by DSL, the public or otherwise) relevant to the subject matter in subsections (1) and (2) above. While DSL and the State Land Board have responsibility for decisions on plans, amendments, or other decision areas referenced in subsection (1) and (2), the ESRF Board's review and any advice or recommendations related to those subsections will focus on and strive to ensure consistency with the direction and intent of the applicable Forest Management Plan, Habitat Conservation Plan, research direction, or overall mission and management policies of the ESRF.

(4) The ESRF Board shall also:

(Aa) Review DSL's biennial or other programmatic reports to the State Land Board on the ESRF and may provide recommendations to the State Land Board on the DSL reports.

(Bb) Promote transparency around decisions concerning the forest, including forums to provide public input in association with ESRF Board meetings or separately.

(5) The ESRF Board may also:

(~~a~~A) Form advisory bodies or subcommittees as the Board deems necessary and appropriate.

(~~b~~B) Request that DSL pursue funding of ESRF operations and/or research through state-issued bonds, certificates of participation or similar instruments as well as other opportunities identified by the ESRF Board.



Oregon

Tina Kotek, Governor

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State Land Board

M E M O R A N D U M

Tina Kotek
Governor

LaVonne Griffin-Valade
Secretary of State

Tobias Read
State Treasurer

Date: April 9, 2024

To: Governor Tina Kotek
Secretary of State LaVonne Griffin-Valade
State Treasurer Tobias Read

From: Vicki L. Walker
Director

Subject: Elliott State Research Forest Update

In December 2023, the State Land Board affirmed continued desire to create the Elliott State Research Forest (ESRF) and supported a [pathway framework](#) outlining key actions, steps, and considerations for continuing work to establish the ESRF in 2024.

The Department of State Lands translated the framework into a FY 2024 workplan which was presented to the Land Board in February 2024 and is attached. The workplan covers six key components for establishing the ESRF, including DSL management structure; oversight structure; business plan and budget; forest management; habitat conservation plan; and research and partnership pathways.

An interim advisory group has been appointed by the DSL Director to provide input as DSL advances completion of the ESRF workplan (Attachment A). The advisory group meets regularly; meetings are open to the public and noticed via email and DSL's [ESRF website](#).

ESRF Workplan Updates

DSL Management Structure: DSL has identified key duties, roles, and related positions needed for DSL-based ESRF management. This includes a mix of new FTE, reliance on existing DSL capacity, and contracted capacity for specific services. Next step work on the DSL Management Structure is connected to the Budget and Forest Management / Operations workplan updates below.

ESRF Oversight Structure: The oversight structure will be before the Land Board for consideration in April 2024 – see *Agenda Item 6*.

Business Plan and Budget: DSL has or is continuing to advance the following:

- *A near-term budget through June 30, 2025.* This budget, funded via legislatively approved funds advanced in 2023 (DSL POP 108) and 2024 (SB 5701), covers anticipated near-term forest operational costs. These costs include wildfire protection, HCP compliance, planning, road maintenance and other management activity, DSL management structure costs (staff and contracted services), and research expenses.
- *An ESRF Policy Option Package (POP) for the 2025-27 biennium.* POP development in conjunction with development of DSL's Agency Request Budget, as part of the overall state budget process. DSL will present proposed POPs to the Land Board in June for consideration.
- *A broader ESRF Business Plan.* The plan is under development and will articulate how DSL anticipates covering ESRF "start-up" costs (i.e., costs over the period of time prior to when revenue from timber harvest and/or carbon project enrollment would occur). The plan will include the above state budget request as well as efforts to secure federal funds through a desired broader ESRF partnership effort with Oregon's Congressional Delegation. The plan would also articulate when anticipated revenue would be received from the sale of timber or carbon on the ESRF, and at what anticipated level.

Forest Management: Current work includes DSL's advancement of:

- A Forest Management Plan (FMP) based on revisions to the good underlying work done by and represented in Oregon State University's FMP, which was delivered to DSL in December 2023. DSL anticipates the release of a Draft DSL FMP and commencement of a public engagement and comment process in April 2024. DSL also anticipates contracting for technical and support services related to FMP revision and an FMP public engagement process.
- A contract for development of an Operations Plan relevant to the 2025-27 period. This plan will be developed over the remainder of 2024, including a public engagement process. It will be consistent with any adopted HCP and FMP and will provide detail on initial potential areas of ESRF timber harvest, restoration activity, and related research. The goal remains to begin this work in 2025.

Habitat Conservation Plan: DSL has submitted the revised final HCP to the federal Services.

DSL's revisions are based on factors including: federal Services input and negotiations, improved and updated data, Tribal consultation requests, public comment on the draft HCP and advisory group input, as well as the shift to DSL management of the ESRF.

The HCP review and negotiation process, as well as related National Environmental Policy Act process, is ongoing with the federal Services. Final decisions and permits remain anticipated by the end of 2024.

Research & Partnership Pathways:

- *Research Entity:* DSL is continuing to advance Land Board direction to look first to Oregon State University as the ESRF lead research partner.
- *Tribal Partnerships:*
 - DSL remains in ongoing formal consultation with the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI) regarding the ESRF, having advanced HCP and ESRF design revisions in response to CTCLUSI requests as well as communicating further opportunity to address Indigenous interests through the DSL FMP process.
 - DSL has also advanced communication with the other four federally recognized Western Oregon Tribes, several of whom were part of foundational agreements previously reached over the ESRF's design and/or expressed more recent interest. DSL is seeking to ensure awareness of ESRF revisions to date based on Indigenous interests; request Tribal engagement in considerations around next steps; ensure all Tribes are aware of the opportunity to further address Indigenous interests through the FMP process; and engage with Tribes at whatever frequency and level they desire.
- *Other Partnerships:* Outreach, engagement, and development work is ongoing related to other partnerships of relevance to the ESRF, including Shutter Creek.

Elliott State Research Forest 2024 Workplan

	January-February	March-April	May-June
DSL Management Structure	<ul style="list-style-type: none"> Identify key positions / roles; new vs. existing FTE; contracted services Finalize org chart and positions Begin executing contracts 	<ul style="list-style-type: none"> Recruiting and hiring process for ESRF staff Contracts executed for near-term work 	<ul style="list-style-type: none"> ESRF base staff hiring ongoing (complete by fall 2024)
Oversight Structure	<ul style="list-style-type: none"> Develop oversight board structure 	<ul style="list-style-type: none"> Adopt oversight board structure and appointment process 	<ul style="list-style-type: none"> Board appointed (June)
Business Plan and Budget	<ul style="list-style-type: none"> Draft business plan, FY 25-27 budget Advance \$4M in 2024 Legislative Session Evaluate carbon / other fund paths 	<ul style="list-style-type: none"> Secure \$4M in 2024 Legislative Session 2025 DSL budget process: stakeholder engagement; POP approval by Land Board (June) Determine carbon / other fund paths 	<ul style="list-style-type: none"> Commit / spend \$4M secured in Legislative Session 2025 DSL budget process: Finalizing ESRF POP in agency request budget Advance carbon / other fund paths
Forest Management	<ul style="list-style-type: none"> Update Forest Management Plan (based on OSU plan) Identify contractor assistance for near-term Operations Plan 	<ul style="list-style-type: none"> Operations Plan: contractor work Draft Forest Management Plan: public input (begin April) 	<ul style="list-style-type: none"> Forest Management Plan approved (June) Draft Operations Plan: public input
Habitat Conservation Plan	<ul style="list-style-type: none"> Final revisions to Federal Services 	<ul style="list-style-type: none"> Federal Services review 	<ul style="list-style-type: none"> Federal Services work; final environmental impact statement preparation
Research & Partnership Pathways	<ul style="list-style-type: none"> Informal communications with OSU Tribal consultation(s) Shutter Creek: Identify contractors / process Verify / assess other partnerships 	<ul style="list-style-type: none"> Resolve research path: OSU or other Tribal consultation(s) Shutter Creek: resolve redevelopment process Advance other partnerships 	<ul style="list-style-type: none"> Research entity and operations connection Tribal consultation(s) Shutter Creek: advance redevelopment process with DAS Advance other partnerships
Land Board and Advisory Group Timeline			
Advisory Group	January-February Focus: Management structure, oversight structure, forest management and operation plans	March-April Focus: Business plan and budget, forest management and operation plans, research partnerships	May-June Focus: Research partnerships, forest management and operation plans
Land Board	February Meeting Update: ESRF 2024 Workplan	April Meeting Action: ESRF POP for 2025-27 Updates: Draft Forest Management Plan; oversight board structure and process; Operations Plan; carbon	June Meeting Actions: <ul style="list-style-type: none"> Forest Management Plan Oversight board appointments Housekeeping: 1000 Road; Shutter Creek



Oregon

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State Land Board

M E M O R A N D U M

Tina Kotek
Governor

Date: April 9, 2024

LaVonne Griffin-Valade
Secretary of State

To: Governor Tina Kotek
Secretary of State LaVonne Griffin-Valade
State Treasurer Tobias Read

Tobias Read
State Treasurer

From: Christopher Castelli
Government Relations Manager

Subject: 2024 Legislative Update

The 2024 Regular Session of the Oregon Legislature has now concluded. As is common for short legislative sessions, the Department had no agency bills. Below is a summary of key DSL-related bills that passed into law and the next steps for implementation.

Key Bills Passed in 2024

SB 5701: This is the omnibus budget reconciliation bill for mid-biennium adjustments. For the Department, this bill did the following:

- Section 59 – \$4,446,170 for DSL’s modern permitting and information system project.
- Section 156 – Oregon Ocean Science Trust \$572,019
- Section 157 – Shutter Creek reduce FF by \$500,000
- Section 158 – Shutter Creek increase OF by \$500,000
- Section 358 – Elliott State Research Forest – GF appropriation of \$4,002,152. Money not spent by the end of the biennium reverts back to the GF.

SB 1573: This bill establishes a housing office to support and enforce housing laws; lets home builders use updated local rules; awards attorney

fees for more housing appeals; assists with infrastructure for housing; creates a fund for grants to developers of affordable housing; makes cities approve changes to housing rules; makes cities expedite applications to build housing; lets cities change their growth boundaries; and gives money to DLCD, BO and OHCS implementation. Of particular note to DSL:

- Allows one-time additions to cities' Urban Growth Boundaries of:
 - Cities outside of Metro>25,000 population: 100 residential acres
 - Cities outside of Metro<25,000 population: 50 residential acres
 - Within Metro: Up to 300 residential acres
- The desired result of this bill is increased housing production and UGB expansions. As such, there will be additional demand for DSL resources for wetland planning assistance, review of local wetland inventories, wetland land use notices, wetland delineations, and removal-fill permitting and mitigation.
- No funding was provided to DSL for this work. DSL will not be able to absorb the anticipated demand for services with existing agency resources and has identified the need for at least five new positions to implement this bill and support housing production.

HB 4132: Requires the State Department of Fish and Wildlife, the State Fish and Wildlife Commission and the Department of State Lands to implement the Ocean Policy Advisory Council recommendations to develop an adaptive management and social monitoring program to support marine reserves.

- This bill removes pilot elements of the marine reserve program and requires development of an adaptive management plan for the development and implementation of ecological and socioeconomic monitoring and research for marine reserves, and development of a process through which social monitoring data on reserves can be interpreted to affect policy decisions.
- No funding was provided to DSL for this work.

HB 4080: Declares a state policy to support engagement between offshore wind developers and impacted organizations, communities, and tribes. Declares a state policy regarding offshore wind energy development and labor and supply chain standards. Declares a state policy that the interconnection of offshore energy projects be carried out in a manner that promotes electric grid reliability and resilience. Directs the Land Conservation and Development Commission to exercise its rulemaking authority to support these state policies. Directs the State Department of Energy to develop an

Offshore Wind Roadmap that defines standards to be considered in the processes related to offshore wind energy development and approval.

Requires a developer or contractor involved in an offshore wind energy project, port development project that is necessary for the development of an offshore wind energy project or project related to manufacturing or supply chain that is located on port property and that facilitates the construction, operation, or maintenance of an offshore wind energy project to meet certain labor and supply chain standards. Allows a developer or contractor to use a workforce development agreement to comply with the requirements.

Directs the Department of Land Conservation and Development to assess the state enforceable policies that may be used in the federal consistency review of offshore wind leasing decisions and related actions. Directs the department to submit a report on the department's activities to the interim committees of the Legislative Assembly related to marine renewable energy and coastal resources not later than September 1, 2025.

- DSL has a supporting role in the implementation of this bill and the successful completion of the required enforceable policies assessment.

SB 1576: Allows all local governments to opt into ORS 105.668 to limit liability from ordinary negligence claims that arise from use of trails or structures on public easements or unimproved rights of way. Adds limited immunity for improved paths, trails, roads, and other rights of way used to access land for recreational purposes. Adds *walking, running, and bicycling* to the list of outdoor activities included in the definition of 'recreational purposes.'

- The specific addition of recreational immunity protections to improved rights of way and the additions to the definition of 'recreational purposes' provide additional protections to DSL and other state landowners.

Agency Legislative Submittals

During the 2024 legislative session, the Department submitted the following, which are attached to this memorandum as Appendix A.

- HB 2914 (2023) Legislative Update: Abandoned and Derelict Vessel Program and Fund.
- SB 1546 (2022) Legislative Report: Elliott State Research Forest.



Oregon

Tina Kotek, Governor

APPENDIX A

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State Land Board

Tina Kotek

Governor

February 7, 2024

To: 2024 Oregon Legislative Assembly

LaVonne Griffin-Valade

Secretary of State

From: Vicki L. Walker, Director, Oregon Department of State Lands

**RE: Report to the Legislative Assembly on the implementation of HB 2914 (2023),
Oregon's Abandoned and Derelict Vessel Program**

Tobias Read

State Treasurer

The Department of State Lands is pleased to submit the following progress report on implementation of Oregon's Abandoned and Derelict Vessel Program and Fund, as required by HB 2914 (2023).

Abandoned, derelict, and otherwise discarded boats seriously threaten the use and enjoyment of Oregon's public waterways. Without a dedicated statewide program and funding, the state was unable to make significant progress on addressing these abandoned and derelict vessels.

In response, the Oregon Legislature established the Oregon Abandoned and Derelict Vessel Program with passage of HB 2914 (2023). The program, overseen by the Department of State Lands in consultation and coordination with the Oregon State Marine Board, Department of Environmental Quality, and Parks and Recreation Department, will address abandoned and derelict vessels and ensure that state-owned submerged and submersible lands are managed for the public interests in fishery, navigation, commerce, and recreation. Additionally, HB 5029 (2023) allocated \$18.76 million from the Monsanto PCB settlement to the newly established Oregon Abandoned and Derelict Vessel Fund.

PROGRESS: PROGRAM PROPOSED, FIRST VESSEL REMOVED

Development of a proposed Abandoned and Derelict Vessel Program framework

- In 2023, DSL held more than 40 one-on-one listening sessions with stakeholders to gather perspectives on the scope of the problem, how it impacts certain entities, and potential solutions. This process also helped to identify primary stakeholders to be included in the newly formed Abandoned and Derelict Vessel Workgroup.
- Since September 2023, the Workgroup has met regularly to provide input on key elements of the statewide Program. The 24 workgroup members represent a wide variety of perspectives and expertise,

including ports, marinas, waterway recreation, environmental protection, vessel salvage, and local government.

- The proposed Program framework includes core focus areas identified by the Workgroup, including: mechanisms for how the Fund can be used; sustainable funding options; prevention methods; vessel reporting and mapping; technical assistance; disposal; and education and outreach. Within each focus area, directions for future work of DSL staff have also been identified.
- DSL is currently seeking public input on the proposed Program framework at: <https://forms.office.com/g/0s1ZWYbtkV>. This is a great opportunity for your constituents to help shape the State's efforts to address hazardous boats and abandoned or derelict vessels through this new Program.

First removal using the Oregon Abandoned and Derelict Vessel Fund

- The Fishing Vessel *Tiffany*, which previously sank and was refloated near the shore of the Columbia River downstream of Rainier, was determined to pose an immediate and substantial threat due to the quantity of residual oil, household hazardous waste, appliances, and other materials containing lead, mercury, PCBs, and asbestos onboard. In summer 2023, DSL procured services to have the vessel removed, dismantled, and disposed of. This effort ultimately led to the removal of more than 200 tons of waterway waste from the Columbia River.
- Other vessels and vessel clusters of concern have also been identified at sites in the Columbia and Willamette Rivers and along the Oregon coast and are currently being investigated and prioritized.
- As of December 31, 2023, DSL has spent a total of \$1,249,954 out of the Abandoned and Derelict Vessel Fund. Nearly \$1.2 million was used for the removal of the *Tiffany*, with the remainder used for personal services and supplies.

NEXT STEPS: FINALIZING THE PROGRAM, SEEKING LEGISLATIVE SOLUTIONS

DSL will consider public input and incorporate it as appropriate into the Program framework, which will be finalized in April 2024. Going forward, focus will be implementing the components of the framework, removing vessels from Oregon-owned waterways using remaining initial funding, and working on methods to prevent these vessels from becoming a public nuisance and burden in the first place.

In coordination with the Workgroup, DSL has identified a few challenges future legislation could help overcome. These include securing sustainable and reliable funding for the Program, eliminating unnecessary barriers to the efficient disposal of marine debris, and clarifying the responsibilities and liabilities of parties connected with abandoned and derelict boats. DSL and the Workgroup are currently working on the form these legislative solutions might take with a legislative concept anticipated to be brought forward in the 2025 Legislative Session.

STAFF CONTACTS

For more information, please contact Waterways Stewardship Manager Josh Mulhollem at joshua.mulhollem@dsl.oregon.gov or 971-600-8935; or Government Relations Manager Chris Castelli at chris.castelli@dsl.oregon.gov or 503-508-4312.



Oregon

Tina Kotek, Governor

APPENDIX A

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State Land Board

February 14, 2024

To: 2024 Oregon Legislative Assembly

From: Vicki L. Walker, Director, Oregon Department of State Lands

Tina Kotek

Governor

RE: Report to the Legislative Assembly on SB 1546 (2022), as amended by SB 161 (2023)—creation of the Elliott State Research Forest

LaVonne Griffin-Valade

Secretary of State

The Department of State Lands (Department) is pleased to submit the following report, as required by SB 1546 (2022), relating to the creation of the Elliott State Research Forest (ESRF).

Tobias Read

State Treasurer

After litigation halted management on the Elliott State Forest, and following years of controversy over the shape of the forest's future, in 2017 the Department advanced an independent assessment and subsequent collaborative process through Oregon Consensus in an effort to bring diverse interests together around the concept of creating a research forest. After years of hard work and compromises, this effort yielded historic agreement across interests including timber, environmental, recreation, education beneficiaries, and three Tribes. The State Land Board endorsed this collaborative outcome in 2020 and 2021, and the Legislature codified it with strong bipartisan support in 2022.

The 2022 Legislature passed SB 1546 (sponsored by Sen. Beyer, Rep. Helm, and then Rep. now Sen. Brock-Smith) by a vote of 22-4 in the Senate and 50--8 in the House to create the Elliott State Research Forest (ESRF), a new governance structure, and various management policies and authorities relevant to its advancement. All interests and entities who participated in the above-mentioned collaborative process supported the bill. The Legislature also advanced \$121M in General Funds that year (building upon \$100M in bond funding approved earlier) for purposes of decoupling the Elliott from its revenue production obligation to the Common School Fund and securing non-timber benefits on the forest.

SB 1546 mandated the completion of six enabling actions by Dec. 31, 2023 (as per SB 161's amendment of SB 1546 in 2023) in order for the bill's provisions to become operative. SB 1546 also mandated the State Land Board to deliver a report to the Legislature regarding completion of these enabling actions (due by Feb. 15, 2024, as per SB 161's amendment of SB 1546). This report, delivered by the Department on behalf of the State Land Board, is intended to fulfill that requirement.

STATUS OF THE SIX SB 1546 ENABLING ACTIONS

The following summarizes the enabling actions the Legislature required be completed by Dec. 31, 2023:

1. Satisfaction of financial obligations to the Common School Fund related to the Elliott State Forest;
2. Decoupling of the forest from the Common School Fund through a vote of the State Land Board;
3. Submission by the Department of a Habitat Conservation Plan (HCP) to federal agencies with jurisdiction under the Endangered Species Act, and initiation by the U.S. Fish & Wildlife Service of a final environmental impact statement pursuant to the National Environmental Policy Act;
4. Third-party contracted input on the Department's review of financial information submitted by Oregon State University (OSU), and a subsequent Department determination of financial viability;
5. State Land Board approval of a Forest Management Plan for the ESRF; and
6. Authorization by OSU's Board of Trustees of OSU's participation in management of the ESRF.

Of the six required SB 1546 enabling actions, the State Land Board and Department completed four by the statutory deadline. Notably, the HCP has been advanced with conservation allocations that reflect the Legislature's intent to secure non-timber benefits as part of the final \$121M it spent on decoupling the forest from the Common School Fund. But completion of all six enabling actions was necessary for SB 1546's vision for the ESRF's creation to take effect, and because OSU leadership decided in November 2023 not to request a Board of Trustees vote to participate, SB 1546's principal direction and provisions have not become law.¹ See [this link](#) for a more detailed status update on each SB 1546 enabling action.

NEXT STEPS IN CREATING THE ELLIOTT STATE RESEARCH FOREST

Despite SB 1546 not becoming operational, the Department and State Land Board remain committed to the ESRF's creation and principal direction advanced by the Legislature. At its December 2023 meeting, the Land Board re-confirmed this commitment, with the Department serving as the ESRF's manager in the near term and perhaps long term based on existing legal authorities for Department management of the Elliott. The State Land Board [Pathway Framework](#) for advancing the ESRF directs the Department to:

- Delineate an administrative management structure to oversee operations;
- Create a structure for public engagement and oversight of the forest;
- Complete the HCP and obtain federal permits needed to begin long-idled management activity;
- Advance a Forest Management Plan to guide DSL and Land Board oversight of the forest;
- Craft a business plan including near-term budget needs for management as well as long-term revenue plans related to timber harvest, federal funds, and carbon revenue; and
- Resolve partnership conversations and identify the ESRF's research entity, looking to OSU first.

The Department has begun this work with the guidance of an advisory group that includes members of the original ESRF Advisory Committee and SB 1546's prospective board of directors. All members expressed continued excitement and commitment towards the ESRF's creation and engaging based on the Land Board's vision, with the exception of OSU and the Confederated Tribes of the Coos, Lower Umpqua, and Coquille Indians, who respectively are awaiting more information before making decisions.

More information on the ESRF and related work can be found on the [DSL Elliott Webpage](#).

¹ *Note:* Related to action #5, OSU submitted a thorough Forest Management Plan prior to the statutory deadline, but the Land Board did not vote on approval of it because OSU's Board of Trustees had not authorized its participation in ESRF management.



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State Land Board

M E M O R A N D U M

Tina Kotek

Governor

LaVonne Griffin-Valade

Secretary of State

Date: April 9, 2024

To: Governor Tina Kotek
Secretary of State LaVonne Griffin-Valade
State Treasurer Tobias Read

Tobias Read

State Treasurer

From: Vicki L. Walker
Director

Subject: Oregon's Abandoned and Derelict Vessel Program

In April of 2023, the Land Board directed the Department of State Lands to develop a statewide abandoned and derelict vessel (ADV) program framework and recommend legislative actions to substantively address issues associated with ADVs. Essential to this work was widespread community engagement to understand opportunities and barriers to preventing and addressing hazardous vessels in our waterways.

The program was then formally created by the passage of HB 2914 which established the Oregon Abandoned and Derelict Vessel Program within the Department to address ADVs and ensure that Oregon-owned submerged and submersible lands are managed for the public interests in fishery, navigation, commerce, and recreation. Additionally, HB 5029 (2023) allocated \$18.76 million from the Monsanto PCB (polychlorinated biphenyls) settlement to the newly established Oregon Abandoned and Derelict Vessel Fund.

Community Engagement and the ADV Workgroup

In 2023, the Department held more than 40 one-on-one listening sessions with stakeholders to gather perspectives on the scope of the problem, how it impacts certain entities, and potential solutions. This process also helped to identify primary stakeholders to be included in the newly formed Abandoned and Derelict Vessel Workgroup.

Since September 2023, the workgroup has met regularly to provide input on key elements of the statewide Program. The 24 workgroup members represent a wide variety of perspectives and expertise, including ports, marinas, waterway recreation, environmental protection, vessel salvage, and local government.

In February and March of 2024, the Department sought public input on the proposed framework and received thoughtful feedback from several interested parties. That feedback was taken into consideration as the final Program framework was finalized. Comments received during the public comment period, as well as input received from the early stakeholder interviews and the ADV Workgroup, are summarized in the ADV Community Engagement Report in Appendix B.

ADV Program Framework

In establishing Oregon's new Abandoned and Derelict program, the Department developed a framework that includes the following focus areas:

- mechanisms for how the Fund can be used;
- sustainable funding options;
- prevention methods;
- vessel reporting and mapping;
- technical assistance;
- disposal;
- process and procedure improvements;
- and education and outreach.

Within each focus area, directions for future work of Department staff have been identified. See Appendix A for the framework.

First removal using the Oregon Abandoned and Derelict Vessel Fund

The Fishing Vessel *Tiffany*, which previously sank and was refloated near the shore of the Columbia River downstream of Rainier, was determined to pose an immediate and substantial threat due to the quantity of residual oil, household hazardous waste, appliances, and other materials containing lead, mercury, PCBs, and asbestos onboard. In summer 2023, the Department procured services to have the vessel removed, dismantled, and disposed of. This effort ultimately led to the removal of more than 200 tons of waterway waste from the Columbia River.

Other vessels and vessel clusters of concern have also been identified at sites in the Columbia and Willamette Rivers and along the Oregon coast and are currently being investigated and prioritized.

As of December 31, 2023, the Department has spent a total of \$1,249,954 out of the Abandoned and Derelict Vessel Fund. Nearly \$1.2 million was used for the removal of the *Tiffany*, with the remainder used for personal services and supplies.

NEXT STEPS

Going forward, focus will be on implementing the components of the framework, removing vessels from Oregon-owned waterways using remaining initial funding, and working on methods to prevent these vessels from becoming a public nuisance and burden in the first place.

In addition, staff are continuing to collaborate with the workgroup to draft legislative concept language that could address identified challenges.

APPENDICES

- A. ADV Program Framework
- B. ADV Community Engagement Report



Guiding Framework to Establish an Abandoned and Derelict Vessel Program in Oregon

The Department of State Lands is establishing a new statewide program to address hazardous vessels across Oregon.

From June 2023 – January 2024 the Department held stakeholder interviews and convened an advisory workgroup of over 20 stakeholders and partners to understand what Oregonians face in addressing and preventing hazardous vessels in our waterways. Past meeting materials and upcoming meetings for the advisory workgroup can be found at: <https://www.oregon.gov/dsl/waterways/Pages/ADV.aspx>

This report captures key challenges that must be considered and addressed as well as commitments for the Department in establishing the new program over the coming years. This framework will guide the work of staff and partners for near-term action and long-term solutions.

The core focus areas of Oregon's Abandoned and Derelict Vessel program:

- Abandoned and Derelict Vessel Fund use
- Permanent funding sources and mechanisms
- Reporting, mapping, and classifying hazardous vessels
- Technical assistance
- Prevention
- Disposal
- Process and procedure improvement
- Outreach and education

Background

There are hundreds of hazardous boats and ships in Oregon's public waterways, including large tugboats, barges, and former military vessels as well as recreational vessels like sailboats and motorboats. These abandoned and derelict vessels (ADVs) seriously threaten the health and safety of our rivers, lakes, and ocean by contaminating water and degrading habitat, damaging property, and creating navigational hazards. Since 2017, almost \$19 million from the Common School Fund has been spent removing hazardous vessels from public waterways.

As the backlog of hazardous vessels on public waterways increased, the need for a comprehensive program that created long-term, financially sustainable solutions became acute. In April 2023, the State Land Board directed the Department to take urgent action in collaborating with State agency partners and stakeholders to develop a statewide program to address hazardous vessels and proposed legislative action. In June 2023, the Oregon legislature passed HB 2914 – establishing an ADV program at the Department in consultation with the Oregon State Marine Board, Department of Environmental Quality,

and Parks and Recreation Department. Passage of HB 5029 allocated \$18.76 million from the Monsanto settlement for deposit into the newly established Oregon Abandoned and Derelict Vessel Fund.

In summer 2023 the Department held over 40 one-on-one listening sessions with stakeholders to gain early insights into the scope of the issue, key challenges, and opportunities. Following that first early engagement effort, the Department convened an ADV Workgroup from September 2023 to present day to provide input on key elements of a statewide ADV program. The twenty-four workgroup members brought a wide variety of perspectives and expertise, including ports, marinas, waterway recreation, environmental protection, vessel salvage, and local government.

This report captures key challenges and solutions identified in the community and partner engagement.

1. Abandoned and Derelict Vessel Fund Use

Identified Challenges

- *DSL must have the staff capacity and tools needed to lead multi-jurisdictional vessel removal efforts when a vessel is identified as a high priority for the State.*
- *Non-DSL entities in the position of responding to ADVs need low-barrier mechanisms for receiving financial support from the Abandoned and Derelict Vessel Fund for approved expenses related to ADV response.*
- *Affordable responsible options for disposal of end-of-life boats are limited, leading to these vessels becoming a problem for the state, the environment, and other entities.*

Commitments

- a) DSL currently has and will maintain the capacity to procure contracted services for all vessel removal/disposal functions that may be required, including towing, salvage diving, overland transport, dismantling, storage, and environmental impact mitigation.
- b) DSL currently has and will maintain the capacity to oversee contracted services to ensure contract terms and deliverables are being met and will utilize the legal tools at its disposal when confronting legal noncompliance, including liens, civil penalties, and restitution measures.
- c) DSL will identify mechanisms to allow funds from the ADV account in the Treasury to be used by other entities, such as local governments, other state agencies, and public ports. DSL will examine what qualifying criteria should be considered in determining eligibility for cost reimbursements. These agreements could be in the form of:
 - Grants for pre-approved anticipated expenses
 - Reimbursement for pre-approved expenses
 - Reimbursement for emergency expenses
- d) DSL will explore the establishment of a vessel-turn-in program to address needs across the state. In establishing such initiatives, DSL will examine:
 - Local lessons learned by the organizers of previous vessel turn-in programs in Oregon. Examples include: a 2023 initiative which Metro partnered with the Multnomah County

Sheriff's Office and the Oregon State Marine Board (OSMB) to accept boats surrendered by private owners; and a 2020 initiative in which OSMB used grant funds from the National Oceanic and Atmospheric Administration (NOAA) Marine Debris Program to accept abandoned boats from operators of certified "Clean Marina" moorage facilities.

- Lessons learned from other U.S. states which have successfully used vessel turn-in programs.
- Qualifying criteria to be considered in determining eligibility for vessel turn-in initiatives.

2. Permanent Funding Sources and Mechanisms

Identified Challenges

- *For the ongoing stability of the program and ultimate success in achieving its goals, a dedicated and permanent funding stream must be secured.*
- *Reliance on federal dollars, one-time allocations, or other uncertain sources alone will hinder the State's ability to comprehensively deal with the past, present, and future problem of ADVs.*

Commitments

- DSL will examine the viability of collecting revenue through established billing mechanisms including:
 - DSL leases and waterway authorizations
 - Recreational boat registrations, title transactions, or permits
- DSL will examine the viability of collecting revenue through new, untested mechanisms including:
 - Commercial boat registration or permits
- DSL will seek out and pursue ancillary funding and support from sources such as the NOAA Marine Debris Program for special projects and initiatives that aren't supported by a permanent funding stream.

3. Reporting, Mapping, and Classifying Hazardous Vessels

Identified Challenges

- *The Department needs a system for visualizing, comparing, and communicating about the status of known hazardous vessels.*
- *Oregonians want to participate in the reporting of and prioritization of ADVs and vessels of concern, and strongly desire a visual representation of known ADVs.*

Commitments

- DSL will establish a central repository for ADV reports and mechanism for receiving those from partner jurisdictions and the public.

- b) DSL will explore options for displaying ADV reports and responses on an interactive web map, including existing examples from Washington and Florida.
- c) DSL will develop criteria for classifying hazardous vessels to aid decision-making and justification of expenditures and resource commitments.

4. Technical Assistance

Identified Challenges

- *Reliable guidance, training, and technical assistance regarding response to an ADV situation is not readily available, especially from a single source.*

Commitments

- a) DSL will initiate ongoing communication with entities whose product, resources, or regulations intersect with ADV response (areas such as vessel documentation and title/registration records, salvage, disposal, and environmental regulations) to promote the availability of clear, accurate, and readily accessible information.
- b) DSL will explore ways to connect those seeking information about handling ADVs or unwanted boats to that information.

5. Prevention

Identified Challenges

- *Progress is needed in preventing vessels from becoming a burden or obligation to the State and those with responsibilities on the water.*

Commitments

- a) DSL will research how insurance and bonding requirements could be employed to prevent vessels from becoming ADVs that become the financial responsibility of non-owning parties.
- b) DSL will evaluate opportunities for increased prevention in leaseholds and waterway authorizations.
- c) DSL will explore mechanisms, likely through legislative concepts, that more effectively hold parties responsible for ADVs liable for clean-up costs, including secondary liability for those selling at-risk boats.

6. Disposal

Identified Challenges

- *Those entities involved with vessel dismantling and disposal encounter difficulty discerning and assuring consistent compliance with applicable environmental regulations.*

Commitments

- a) DSL will consult with DEQ and other regulators to communicate about reported barriers and explore possibilities for streamlining the process of vessel dismantling and disposal.
- b) DSL will explore pathways to support progress in the areas of salvage and shipbreaking infrastructure.

7. Process and Procedure Improvement**Identified Challenges**

- *The ADV landscape in Oregon has evolved since current statutes regarding them were adopted; responders need opportunities to handle and dispose of waterway waste in practical and efficient ways.*
- *Long-term camping on abandoned or derelict vessels is occurring in many Oregon communities; use of vessels for shelter is directly connected to the issue of homelessness.*

Commitments

- a) DSL will explore legislative concepts relating to waterway waste that will account for ADVs that no longer meet the definition of boat and do not warrant the seizure and storage procedures as currently written.
- b) DSL will ensure ADV program processes and practices align with and advance ongoing state efforts to address long-term camping on publicly owned lands and waterways through homelessness solutions.

8. Outreach and Education**Identified Challenges**

- *Oregonians need information about the ADV program that is up-to-date, accessible, and transparent. When programs and resources are available (such as turn-in programs or grants), outreach must be strategic to ensure that resources are offered and dedicated equitably.*

Commitments

- a) DSL will utilize current best practices for identifying affected parties and sharing information effectively, recognizing that Oregonians are diverse in numerous ways.
- b) DSL will strive to employ a variety of channels for providing information, which will include proactive and interactive engagement as well as readily accessible online resources to accommodate different needs and preferences.



March 2024

Community Engagement Report: **Abandoned and Derelict Vessels**

OREGON DEPARTMENT OF STATE LANDS

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The contents of the report reflect the feedback we heard from the community on the barriers to and opportunities in addressing abandoned and derelict vessels in Oregon. Sometimes this feedback was contradictory, more often it offered different perspectives aligned on complementary solutions. The contents of this report do not necessarily reflect the opinions or position of the Oregon Department of State Lands.

Cover Photo: DSL contractors Aaron Harrington, Director of Casualty Response and PNW Business Manager, and Willie Hayward, Salvage Specialist, for Global Diving. Behind them is the FV Tiffany, a 200 ton ADV with extremely high levels of PCB and lead being pulled from the Columbia River at Hyak Maritime in Astoria.

Community Engagement Report: Abandoned and Derelict Vessels in Oregon

March 2024

The Department of State Lands is establishing a new statewide program to address hazardous vessels in Oregon's waterways. Essential to the development of the program was engaging broadly through different methods to understand the barriers and opportunities.

This resulted in [Oregon's Abandoned and Derelict Vessel program framework](#) which will guide the work of staff and partners for near-term action and long-term solutions. It was developed through:

- **Stakeholder Interviews (June – October 2023):** The Department held over 40 one-on-one listening sessions with stakeholders to gain early insights into the scope of the issue, key challenges, and opportunities.
- **ADV Workgroup (September 2023 – present day):** The Department convened an advisory workgroup of stakeholders and partners to provide feedback on key elements of the new program. The twenty-four workgroup members brought a wide variety of perspectives and expertise, including ports, marinas, waterway recreation, environmental protection, vessel salvage, and local government. Past meeting materials and upcoming meetings for the advisory workgroup can be found at: <https://www.oregon.gov/dsl/waterways/Pages/ADV.aspx>. The workgroup will continue to meet through April 2024 to inform legislative concept development. See Appendix A for the member roster.
- **Online feedback form (February 7 – March 8, 2024):** To reach a broader audience, we opened an online form to solicit feedback on the proposed program framework and received input from 13 individuals. See Appendix B.

The core focus areas of the program include:

- Abandoned and Derelict Vessel Fund use
- Permanent funding sources and mechanisms
- Reporting, mapping, and classifying hazardous vessels
- Technical assistance
- Prevention
- Disposal
- Process and procedure improvement
- Outreach and education

This report provides a detailed summary of key themes and considerations gathered from the interviews, ADV Workgroup meetings, and comments.



Community Perspectives on: Abandoned and Derelict Vessel Fund Use

DSL must have the staff capacity and tools needed to lead multi-jurisdictional vessel removal efforts when a vessel is identified as a high priority for the State.

- The negative impacts of ADVs grow each year. We need to act now, and quickly, with the authorities that agencies currently have. The longer an ADV is allowed to remain on or near waterways, the greater risk of sinking and increased costs in specialized labor and equipment.
- Enforcement agencies have many of the authorities needed to address, if not prevent, ADVs. What's missing is the funding, streamlined enforcement and procurement processes, and safe disposal options.
- Suggestions included revising definitions of “abandoned” and “derelict” boats and extending ticketing authority to state agencies to enforce vessel registration and other aquatic laws.
- This is a spatial problem and needs dedicated GIS support.

Non-DSL entities in the position of responding to ADVs need low-barrier mechanisms for receiving financial support from the Abandoned and Derelict Vessel Fund for approved expenses related to ADV response.

- ADVs affect people at an individual or local level, even if it doesn't rise to the broader State priority, when it has a significant impact on a community.
- Empower local (e.g. county, city, Ports, etc.) authorities to remove ADVs and dispose of them in publicly beneficial ways.
- There is broad support for the Department of State Lands to incorporate substantial Enforcement Agency/Authorized Public Entity cooperation:
 - Workable and has precedent.
 - Empowers local jurisdictions to identify, prioritize, and act on regional problems and shifts unilateral mandate off DSL.
 - Considerations include availability of funds, adherence to due process, how a vessel fits into State prioritization matrix.

- DSL should maintain its capacity to take the lead on large, complicated, multi-jurisdictional projects.
- Can there be funding for local law enforcement agencies' efforts to enforce vessel registration and aquatic laws? Enforcement of vessel registration for both recreational and commercial vessels will support ownership tracking.
- Empower private property owners to declare vessels abandoned or derelict.

Affordable, responsible options for disposal of end-of-life boats are limited, leading to these vessels becoming a problem for the state, the environment, and other entities.

- *See more in Section 5: Prevention*



Community Perspectives on: Permanent Funding Sources and Mechanisms

For the ongoing stability of the program and ultimate success in achieving its goals, a dedicated and permanent funding stream must be secured.

- Across the board, people agreed sustainable funding was necessary for an ADV program. The funding source is where differences emerged:
 - The people and businesses who manufacture, sell, profit from, or otherwise use boats should be accountable for sustainably funding the removal of those boats.
 - People doing it right should not be penalized through increased registration fees or making it harder or more expensive to enjoy boating.
 - Find another source of funding, other than the Common School Fund, to deal with ADVs. One that doesn't impact funding for Oregon school children.
 - Potential funding sources identified by community members included: Recreational and commercial registration fees; watercraft excise tax for new and used boats; vessel title transfer fees; waterway lease fees; boat launch fees; surcharge on moorage; Off-Road Diesel Tax; and State of Oregon General Fund.
- There were mixed perspectives on the value of scrap sales from vessels. Some saw it as a viable option for reducing costs; others shared experiences of very low return on scraps – particularly for sunken boats and fiberglass boats.
- There were mixed perspectives on the effectiveness of vessel insurance as a viable option to increase prevention. Some users have been unsuccessful in using their coverage to address a sunken boat in their port or marina. Read more in "Prevention" section of this report.

Reliance on federal dollars, one-time allocations, or other uncertain sources alone will hinder the State's ability to comprehensively deal with the past, present, and future problem of ADVs.

- Research and leverage grant funding opportunities to supplement the program, but don't rely on it as a sustainable source of funding.
- Leverage federal funding whenever possible to enhance dedicated funding in Oregon.



Community Perspectives on: Reporting, Mapping, and Classifying Hazardous Vessels

The Department needs a system for visualizing, comparing, and communicating about the status of known hazardous vessels.

- The costs of monitoring reports and complaints add up across enforcement agencies. Oregon is at a point where immediate action is needed.
- Response and funding for emergencies should always be the priority for any ADV program and partners. Then, target time and money on ADVs that aren't in danger of sinking soon or pose an active threat to human health, safety, and the environment (for example, consider vessel condition, size, proximity to navigation channels, and more). Consider emulating the State of Washington's Department of Natural Resources criteria.
- Criteria should meet the same threshold as other local agencies and be defined clearly with examples provided.
- Flexibility in the vessel prioritization criteria is key for good stewardship of funds.
- A localized ADV removal event can reduce costs through a single mobilization of contractor(s).
- Consider environmental justice communities (e.g. rural, remote, Tribal, and communities experiencing health inequities near Superfund sites) in prioritization and resource allocation.
- Improvements to a tool or system can be built over time and scaffolded to meet the needs of program staff and partners. Consider the regional and local-level needs and how they fit within the context of a statewide system. Consider "why" you are making this tool and design it to meet the need.

Oregonians want to participate in the reporting of and prioritization of ADVs and vessels of concern, and strongly desire a visual representation of known ADVs.

- This is a spatial issue and requires a spatial tool to track it.
- Staff capacity for managing the accuracy of reported data is essential. Data-informed decision making requires well-managed, accurate data.

- Vessels can become targets. In the past, people have used information on the locations of ADVs to purchase, move, and/or scrap vessels, further complicating cleanup efforts. If public maps are made available, they should not show precise vessel locations.
- Privacy concerns for vessel owners are raised with tracking the location of suspected, but unconfirmed, ADVs in the absence of violation of state or local laws.

Vessels and areas of concern identified in stakeholder engagement:

- Many stakeholders named areas in and around Multnomah County as primary areas of concern:
 - Most often cited was in and around Ross Island, Holgate channel and Willamette River
 - In and around East Island and Toe Island
 - Multnomah channel, with the greatest attention paid from Sauvie Island bridge down to Scappoose
 - North Portland Harbor, specifically the west end
 - Central region of Portland: Swan Island and downtown corridor area
 - Columbia River up to Troutdale/Sandy River
 - West side of the Willamette River
 - The Columbia Slough has small nooks to hide boats, which require water site visits
- Some stakeholders named very specific boats:
 - LST-1166 / USS Washtenaw County – a decommissioned 400-foot-long Vietnam-era military ship on the Lower Columbia is covered in PCB laden paint.
 - Sunken large fishing vessel in Schofield Slough in Reedsport.
 - El Conquistador - 142 ft steel hull ice breaking tug from Canada now located in Coos Bay.
- Some marina owners shared there are abandoned boats in their marinas, but the owners did not transfer title to them. Removal of these vessels is a priority for them.
- Coastal areas were a high area of concern for unexpected events and funding emergency removals. Oregon's coast has many cultural resources and natural resources to protect, and often when boats run aground and are wrecked – they're in hard-to-reach areas.



Community Perspectives on: Technical Assistance

Reliable guidance, training, and technical assistance regarding response to an ADV situation is not readily available, especially from a single source.

The processes for vessel reporting, seizure, and disposal are confusing. More structure, guidance, and support are needed at the state level, such as:

- A "single point of contact" at the State of Oregon coordinating info on ADV reporting and response.
- A framework for roles and responsibilities and work agreements between agencies. Clear coordination will increase agency leadership comfort in decision-making and accountability.
- Access to state funding to support local priorities, particularly for proactive removals to address vessels before they sink to avoid greater cost, complexity, and environmental hazards.
- Greater access to resources and guidance (e.g. clear process, templates, vendor service agreements) to support a streamlined process for procurement, removal, and disposal.
- Clarification and streamlining on the seizure and storage process, as well as greater access to storage facilities.
- Some agencies want hands-on training to empower use and quality of data entry in any tool or system used statewide for tracking and reporting vessels of concern.



Community Perspectives on: Prevention

Progress is needed in preventing vessels from becoming a burden or obligation to the State and those with responsibilities on the water.

- There is a perceived lack of accountability for owners who drop their vessels anywhere or set them adrift, leaving others to bear the risk or burden of removal.
- A vessel turn-in program can be a good tool for prevention:
 - A permanent, consistently offered program which serves the entire state is a must. If you give the public the opportunity to do the right thing, most of them will participate in it rather than abandon the boat.
 - It is cheaper to dispose of a boat through a turn-in program than wait until it's half-submerged.
 - Offer free of cost, or on a sliding scale based on income bracket. How can we consider disadvantaged communities when prioritizing resources? There are other barriers, such as not having access to a boat trailer, to be considered.
 - Issues with tenants in marinas abandoning boats but not transferring the title which impacts legal custody and ability to participate.
- Mixed perspectives on whether insurance should be considered as a tool for prevention:
 - If a boat isn't registered and doesn't have insurance, it has no business being on the water. We require minimum liability insurance for car owners, so why not boat owners for vessels over a certain size?
 - The responsibility of boat ownership costs needs to fall on the owner, whether through fees or insurance.
 - Many marinas and ports are beginning to require insurance.
 - How would the relatively small marine insurance industry be able to meet this demand?
- Outreach and education are important tools for prevention (see Section 8: Outreach and Education)



Community Perspectives on: Disposal

Those entities involved with vessel dismantling and disposal encounter difficulty discerning and assuring consistent compliance with applicable environmental regulations.

- Environmental regulations are complex, particularly for smaller businesses responding to vessels smaller than 40ft.
- Owners seeking to make a claim with their insurance company can delay the process.
- No place to securely store the boat after it's towed, or when it's ready to be disposed of.
- ADVs have unique considerations impacting the needs of the contract. A few examples:
 - A sailboat may just need to be put on a trailer and moved to temporary, secure storage.
 - A sunken commercial vessel requires an environmental assessment.
 - A huge sunken military vessel is a multi-million-dollar project that is highly complex and requires partnership with other agencies.

Perspectives on availability of vendors to do the work were mixed.

- Plenty of contractors are ready to do the work if the funding is there to pay for it.
- There are limited contractors for this work. In more remote areas, there is just one local person to do the job and may require bringing someone else in from the Portland metro area.
- There are even fewer contractors for specialized jobs, particularly for hazardous vessels that have sunk and require being raised.
- We need contractors ready and responsive with adequate equipment. The State needs to keep up with evolving project needs as well as new tools or resources (e.g. new dry dock; new partner available, new funding opportunities).
- Can more vendors be incentivized to "get into the business" of ADVs?



Community Perspectives on: Process and Procedure Improvement

The ADV landscape in Oregon has evolved since current statutes regarding them were adopted; responders need opportunities to handle and dispose of waterway waste in practical and efficient ways.

- Agencies need the legal authority to address ADVs, and to act in a shorter period than currently exists. Delays in seizure attract more ADVs and create unsafe conditions for waterway users, particularly at docks.
- The process for addressing clearly abandoned vessels, and now marine debris, needs to be streamlined, in lieu of going through the entire seizure and storage process. Aside from cost, the three largest barriers for seizures are storage, paperwork, and the means (adequate and appropriate equipment and properly trained staff to perform removals).
- Many stakeholders equated the ideal process to cars. If a car is in violation: it's towed, placed in centralized and secure storage, and the owner can claim it and reimburse the costs.

Long-term camping on abandoned or derelict vessels is occurring in many Oregon communities; use of vessels for shelter is directly connected to the issue of homelessness.

- The intersection with ADVs used as shelter is complex. It requires a nuanced and human-centered approach.
- Most stakeholders emphasized that living on or along waterways is not a safe or healthy option for permanent long-term camping solutions.
 - Isolated, with no access to transportation or connection to services.
 - Difficult for service providers and outreach workers to reach, as well as emergency services.
 - Exposed to extreme weather conditions.
 - Basic needs like clean water and sanitation cannot be met.

- A few stakeholders made suggestions for how to support people in being safe and healthy while living on or along waterways.
- The housing crisis is a contributing factor to people seeking shelter on the shoreline and in derelict vessels.
 - Marinas are at max capacity for slips that allow live aboards, and demand is very high for people seeking low-cost housing.
 - Service providers have difficulty providing alternative housing solutions once they do reach people living on derelict vessels.
- Long-term camping also has severe, and potentially irreversible, impacts on waterway health.
 - Water quality is a major concern, as are fire risk and damage caused by human waste, vehicle use, trash, and the presence of humans.
- The marine community is frustrated with, and expressed resistance to, following the laws and regulations in waterways when they see their neighbors sheltering on ADVs not being held accountable.
- The ready supply of current ADVs in our waterways, combined with the lack of a statewide vessel-turn-in program and pathway to disposal for boat owners, contributes to active use of ADVs as shelter.



Community Perspectives on: Outreach and Education

Oregonians need information about the ADV program that is up-to-date, accessible, and transparent. When programs and resources are available (such as turn-in programs or grants), outreach must be strategic to ensure resources are offered and dedicated equitably.

- Plug into existing connection points, like when you buy a new boat, when you register the boat with OSMB, or when you renew your fishing license with ODFW.
- Work with marinas and river patrols, having information about reporting ADVs or vessel turn-in programs at boat ramps. Opportunity for outreach synergies with OSMB's Clean Marina program.
- Create a "Walking the Docks" program for both enforcement and outreach.
- Offer a variety of methods to reach a wide range of audiences who are vessel owners or impacted by ADVs. For example: website, emails, flyers/pamphlets at harbors, newspapers, etc.
- Get creative and try new things, for example: notices in Oregon DMV mail, power bill, local television, and radio.
- Photographs of ADVs are highly effective at communicating with the public.



Abandoned and Derelict Vessels Workgroup

Member Roster Updated: January 10, 2024

Name	Title	Affiliation	Alternate/Delegate (as applicable)
MEMBERS			
Glenn Dolphin	Environmental Programs Coordinator	Oregon State Marine Board	
Katie Gauthier	Government Relations and Policy Manager	Oregon Parks and Recreation Department	
Laurel Hillmann	Ocean Shore and Scenic Waterway Specialist	Oregon Parks and Recreation Department	
Justin Parker	North Coast District Manager	Oregon Parks and Recreation Department	
Abby Boudouris	Senior Legislative Analyst	Department of Environmental Quality	Logan Giles, DEQ
Aaron Bretz	Director of Operations	Port of Newport	
Sgt. Stephen Dangler	Sergeant	Multnomah County Sheriff's Office River Patrol	
Mike Dunning	Chief Port Operations Officer	Port of Coos Bay	
Rachel Fischer	Western Policy and Engagement Manager	National Marine Manufacturers Association	
Aaron Harrington	Director of Casualty Response	Global Diving and Salvage	
Vicente Harrison	Health, Safety and Emergency Manager	Portland Parks and Recreation	Sofia Chavier-Caamaño, Security Manager, PP&R
Chris Hathaway	Community Programs Director	Lower Columbia Estuary Partnership	
Eric Hunter	Sr. Project Manager	Diversified Marine Inc.	
Chris Jones	Owner	Red Shield Insurance Agency	
Mark Landauer	Executive Director	Oregon Public Ports Association	
CDR Tonya Lim	Prevention Dept. Head, Sector Columbia River	United States Coast Guard	LT Carlie Gilligan, USCG
Stephanie Rawson	Regional Illegal Dumping Program Manager	Metro's Waste Prevention & Environmental Services Division	
Daryl Stafford	Waterfront Manager	Port of Hood River	

Name	Title	Affiliation	Alternate/Delegate (as applicable)
CDR Bonnie Stewart	Response Dept. Head, Sector Columbia River	United States Coast Guard	LCDR Joe Anthony, Incident Management Division Chief, USCG
Captain Steven Bevens	Captain	Multnomah County Sheriff's Office River Patrol	
Stan Tonneson	Marina owner & WOOO representative	Waterway Organizations of Oregon (WOOO) and Rocky Point Marina	Doug Romjue, Executive Director, Columbia River Yachting Association, Board Member of WOOO
Sean Whalen	Harbor Master	Portland Fire and Rescue	
Travis Williams	Executive Director	Willamette River Keeper	
Troy Wood	Derelict Vessel Removal Program Manager	Washington State Department of Natural Resources (DNR)	
<p><i>Additional members or delegates may be confirmed, and this roster subsequently updated. Current meeting materials and information can be found on the Department of State Lands website: https://www.oregon.gov/dsl/waterways/Pages/ADV.aspx</i></p>			
STAFF/ADVISORS			
Erik Jensen (<i>Facilitator</i>)	Principal	Jensen Strategies, LLC	
Chris Castelli	Interim Deputy Director, Operations	Department of State Lands (DSL)	
Dorothy Diehl	Waterways Stewardship Project Manager	Department of State Lands (DSL)	
Patricia Fox	Southern Operations Field Manager	Department of State Lands (DSL)	
Cait McCusker	Community Engagement Officer	Department of State Lands (DSL)	
Josh Mulhollem	Waterways Stewardship Manager	Department of State Lands (DSL)	
INTERESTED PARTIES			
Andrew Mason	Pacific Northwest Regional Coordinator, Marine Debris Program	NOAA	



Feedback on the Proposed ADV Program Framework

An online feedback form was one of three methods used to inform a framework guiding the new Abandoned and Derelict Vessel (ADV) program at the Department of State Lands. Additional methods included 40+ one-on-one listening sessions and a monthly ADV Workgroup of stakeholders. Learn more about the ADV program: www.oregon.gov/dsl/waterways/Pages/ADV.aspx

A feedback period was open from February 7, 2024 – March 8, 2024. Community members could either provide a single comment or give input on each of the eight program framework sections (with the option to skip sections).

The Department of State Lands heard from **13 individuals in total**. Feedback was primarily received through an online form. Those received via PDF are attached at the end of the document.

Lauri Brewster, Multnomah County – February 7, 2024

Derelict Vessel Fund Use

I work for OR Dept of Fish and Wildlife and I manage lands with ADVs in adjacent waterways. For Commitment c.) above, I see a step missing in regards to the entities knowing how much removal will actually cost. I recall looking into this and could not find a way to obtain an estimate. In order to seek reimbursement, entities would need to have a better sense of the overall cost beforehand. Perhaps a contractor could provide estimates for removal/disposal once the map is complete and the logistics are better understood for removing each ADV?

Reporting, Mapping, and Classifying Vessels

An interactive web map is a good idea. But it will need to be well advertised and very simple. For example, it should not require too many fields or require that all fields are completed. Perhaps just location would be required and then contact info, photos, or details about the ADV could be optional. Minimizing barriers for people to submit data would be essential.

(Name Not Provided), Lincoln County – February 7, 2024

Derelict Vessel Fund Use

As someone who owns a boat currently in Newport, I became curious recently about what options exist for people on the coast to dispose of boats that reach their natural end of life (fortunately not a problem I currently face). When looking at the OSMB page related to derelict vessel disposal, all I could find was a single page of phone numbers and locations of boat disposal services, and none of them were remotely close to the mid-coast. For a boat like mine that is 36' long and 11' wide and

can't go on the highway easily, this means I'd need to take it on the ocean to get it to a disposal location, and that would presumably be a dicey proposition if it's in an unsafe condition.

Last year I watched someone try to haul a sailboat up the ramp at South Beach to cut apart and dispose in a dumpster they'd rented in the parking lot, but because they were borrowing a friend's utility trailer rather than a suitable sailboat trailer, the boat ended up on its side on the launch ramp with chewed up fiberglass everywhere. The Port had to come the next day with heavy equipment to rescue the situation, which added to the cost and burden for everybody.

It would sure be nice if the state could help facilitate new geographical locations for boat disposal or storage-for-disposal, as well as a 'loaner' program for things like boat trailers, cranes, or dumpsters that might help people responsibly and affordably transport vessels to a suitable resting place. Also, a better public landing page that connects boaters to end-of-life resources and information would probably help people make better decisions about giving boats a dignified death.

Permanent Funding Sources and Mechanisms

Could the state levy fees on boat insurance companies? Would this potentially incentivize these companies to contribute resources toward preventing derelict vessels and making end-of-life more feasible for owners? The cost would come to the boat owners either way, however, I don't think this would solve the problem of the very large commercial vessels that end up derelict and cost a disproportionate amount to address, and it may risk fewer companies offering insurance in Oregon (insurance is already hard enough to secure for older well-kept boats). However, some sort of shared risk pool does make a certain sense.

Reporting, Mapping, and Classifying Vessels

I see the benefit of having a statewide map of derelict vessels, but I wonder what the value is of having that map open to the public. Might it attract unwanted behavior? Maybe if you include with each map entry an option for someone to make a bid to remove it that the state could fund, that could create a 'crowd source' mechanism for removing the smaller vessels at least. You might get some good Samaritans trying to clean up the waterways, but that could also carry its own risks.

Technical Assistance

Yes, any and all ways to make it clearer what options exist and what the requirements are would help boaters when they need to make end of life decisions for their boats.

When I went looking for information recently about boat disposal options, what I'd been hoping to find were process instructions, a map of "service areas" for disposal, transportation information, salvage opportunities, ballpark cost estimates, and testimonials from boat owners and service providers with helpful tips and encouragement to make the process seem remotely achievable for mere mortals.

Prevention

Good ideas. On the secondary liability requirement, I wonder if that will have a snowball effect on the requirements for vessel surveys as liability protection, which in turn could increase overall costs of boat ownership across the board for well-kept vessels. Defining at-risk boats could

become its own challenge, as there are all kinds of risks (e.g., thru-hull hose failure, fire, grounding) that would not be factors at time of vessel sale. There's also not a clear connection in my mind between an "at risk" boat and a boat that has been abandoned or left derelict.

Disposal

I think it would be helpful to differentiate between small and large vessel disposal challenges and opportunities, as well as the relative demand and services for each. They seem to be two different worlds.

(Name Not Provided), Coos County – February 9, 2024

I have patiently waited 3 long years for your department to meet, discuss the matter of government auctions selling these vessels for a profit knowing the vessel has reached the end of its sea worthiness to the public who has NO IDEA that this vessel will cost them 10 times the price to remove from the water and pay for expenses to dismantle and remove their occurred metal toxic trash. THREE LONG YEARS you have left the towed 150 foot El Conquistador rotting in our waters in Coos Bay allowing the owner never be held accountable to remove his toxic trash destroying and polluting our area. THREE YEARS you have been paying yourselves full salary and tax payers paying your pensions and paid vacations while you sit around talking about the problem. Shameful you take our money and have no consequence for setting an action plan with objectives and dates to move ahead to solve the problem. Stop selling this junk you are creating the problem. Put a lien on the property or business that leaves the vessels rotting in the water. Find a metal scraper and with the fines earned pay them to break the vessel down dock side and take it away

This solvable. Set date solve it. And tell me when will you have the El Conquistador removed from Coos Bay?

Mike Kondrat, Washington County – February 17, 2024

I support your efforts. The MCSO and Metro did a great program that provided measurable results. Yeah.

David Stone, Lane County – February 22, 2024

This should not be the responsibility of tax payers. Ther should be a deposit on all boats larger than canoes, kayaks and row boats to pay for removing derelict boats.

(Name Not Provided), Multnomah County – February 22, 2024

Derelict Vessel Fund Use

This is a good framework.

Permanent Funding Sources and Mechanisms

The boating community, recreational and commercial, should bear the burden of funding the program. Federal funding should also be maximized.

Reporting, Mapping, and Classifying Vessels

DSL should prioritize timely response to addressing vessels reported by the public as hazardous or abandoned. A mapping system accessible to the public is desirable, but the focus should be identifying and remediating problem vessels.

Technical Assistance

DSL should issue RFPs for assistance with program implementation, and maintain a list of qualified contractors for the desired areas of expertise.

Prevention

I agree with the outlined priorities for this problem area.

Disposal

Salvage and shipbreaking should comply with all relevant environmental regulations. DSL can provide technical assistance to businesses to help them comply. Weakening regulations or issuing general permits should not be a part of any changes.

Process and Procedure Improvements

Our waterways are public commons. They should not be used as impromptu slums or substitutes for housing that meets environmental standards and is safe and sustainable.

(Name Not Provided), Coos County – February 27, 2024

It is outrageous that since 2020 when the government sold for profit El conquistador vessel was towed and dumped in our water ways at The Hollering Place park in Coos Bay that this agency has NEVER ENFORCED REMOVAL BY THE OWNER. THE GOVERNMENT SHOULD NOT BE SELLING THEIR ROTTING JUNK TO PEOPLE WHO HAVE NO IDEA THE VESSEL HAS REACHED THE END OF ITS LIFE SPAN. THEY HAVE ENOUGH MONEY TO BUY YOUR GOVERNMENT JUNK BUT NOT ENOUGH MONEY TO REMOVE IT FROM THE WATER AND PROPERLY DISMANTLE THE VESSEL. THIS AGENCY CREATED THE PROBLEM BY FOOLING THE PUBLIC TO BUY THE VESSEL WHEN IT WAS YOUR JOB TO REMOVE THIS VESSEL. YOU HAVE NOW COST THE TAXPAYERS FOUR YEARS OF CONTACTING THIS STATE AGENCY TO DO SOMETHING TO REMOVE THIS TRASH. FROM OUR WATERWAYS. FOUR YEARS YOU HAVE ALL SAT THERE PAYING YOURSELF FULL SALARY AND BENEFITS BETTER THAN WHAT THE HARD WORKING TAXPAYER RECEIVES. FOUR YEARS LATER YOU ARE STILL JUST TALKING ABOUT THE PROBLEM YOU HAVE CREATED INSTEAD OF HAVING AN ACTION PLAN POSTED TO THE COMMUNITY WITH SET DATES OF ACTION. FOUR YEARS...WHEN WILL YOU HOLD THE OWNER ACCOUNTABLE OR YOU BE ACCOUNTABLE TO DO YOUR JOB AND REMOVE THIS TRASH THE EL CONQUISTADOR FROM OUR WATERS.

ANYONE ELSE....IN A JOB WHO FAILED TO HAVE AN ACTION PLAN AND DATES TO RESOLVE A MATTER WOULD ABSOLUTELY BE FIRED FOR FAILURE TO PERFORM WITHIN A YEAR TWO MAX. YOU

HAVE DONE NOTHING TO GET THIS REMOVED FOR FOUR YEARS. WHY DO YPU THIS THIS LACK OF ACCOUNTABILITY IS NOTHING MORE THAN FAILURE TO DO YOUR. JOB? The tax payers are being stolen from to pay you all for service we are not getting back from you. This makes the tax payers feel stolen from.

(Name Not Provided), Multnomah County – March 7, 2024

Derelict Vessel Fund Use

Use existing laws and rules to remove derelict and non licensed boats

Permanent Funding Sources and Mechanisms

No new taxes and fees on Oregon boaters!

Reporting, Mapping, and Classifying Vessels

The marine sheriffs and police know where most derelict boats and bum boats are. Get the data from them. Also contact yacht clubs as they see where most of the jm boats are

Technical Assistance

No more studies or consultants, just go to work!

Prevention

The state and local governments let people drive autos without insurance, license & registrations so how will you make marine requirements effective?

Disposal

Streamline rules should similar to auto wrecking yards

Process and Procedure Improvements

Remove them for disposal of human waste into the waterways

Outreach and Education

No matter what you do the BMW I the boats will say they did not know they were wrong etc. create a one strike you are out. Otherwise nothing will change.

Suzanne De Groot, Multnomah County – March 7, 2024

I think this program should be implemented as soon as possible.

Dale Tonagel, Multnomah County – March 7, 2024

Derelict Vessel Fund Use

F7nds for disposal before vessels become derelict might be nice

Permanent Funding Sources and Mechanisms

New fees and taxes are not the answer.

Reporting, Mapping, and Classifying Vessels

With proper and timely response and removal a mapping system may not be required. Single location reporting is a necessity. Any abandoned and derelict vessel is hazardous.

Technical Assistance

Prior comment about boat disposal before they are derelict. Easier and more reasonable cost options /assistance.

Prevention

Cost effective disposal options

Disposal

Cheaper than digging them out of waterways.

Process and Procedure Improvements

Support for enforcement of existing law would go a long way.

Outreach and Education

Options should be shared regularly to marinas and all registered vessel owners.

Frank Gonzales, State of Washington – March 7, 2024Derelict Vessel Fund Use

Additional things to consider. Using funds to invest in equipment or land to help reduce cost of disposal per boat. This would allow more small companies to participate which would also drive the cost down.

Permanent Funding Sources and Mechanisms

I'm not familiar with Oregon's budget, but my understanding in Washington state, they were able to lobby to redirect boat related funding that was going into the general fund to the vessel turn in program.

Reporting, Mapping, and Classifying Vessels

Would be good to take the historic nature of a potential adv into consideration

Technical Assistance

It would be good to have a process for companies providing services to submit their info

Prevention

Marketing information about options other than state funding would be helpful. We've found a big part of the issue is people being unaware services exist for boat disposal and recycling.

Disposal

Having a "dump" that will accept properly prepared boats is helpful.

Tim Larson, Multnomah County – March 8, 2024

Derelict Vessel Fund Use

Good policy.

Permanent Funding Sources and Mechanisms

The money should come from fines against the last registered owner. In 99% of the cases the last registered owner has sold the boat to someone else in order to avoid the high cost of proper disposal.

This is a serious environmental and quality of life issue! Vessel owners have to be made aware that they are responsible for proper licensing and registration of their craft.

A few years of publicity and vigorous enforcement of the fines should reduce this problem almost completely.

Reporting, Mapping, and Classifying Vessels

All of this is important and reporting by the public will quickly identify the vast majority of these problem vessels.

Prevention

Extremely important if the problem is to be solved.

Disposal

If you can do this and reduce the costs to vessel owners for disposal of their vessels lawfully, it would definitely reduce the number that are left in our waterways.

If it is feasible and legal, paying a small reward for bringing an offending vessel to the disposal location would be by far the most economical way of resolving most of the problem.

Process and Procedure Improvements

Highly important!!! Dangerous environmental and public health impacts are rampant in the "liveaboard" community. Any other citizen would be fined for identical behavior, even if done on their private property when such behavior endangers the Public.

Outreach and Education

No brainer. Staff should be given two weeks to prepare suggested language for approval and implementation by DSL authorities.



03/7/2024

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RE: Oregon’s Abandoned and Derelict Vessel Program

The National Marine Manufacturers Association (NMMA) and Marine Retailers Association of the Americas (MRAA) appreciate the opportunity to provide comments on Oregon’s Abandoned and Derelict Vessel Program.

The NMMA is the leading association representing the recreational boating industry in North America. Our member companies produce more than 80 percent of the boats, engines, trailers, accessories, and gear used by boaters and anglers throughout the U.S. and Canada. Our industry accounts for more than \$230 billion in annual economic output and supports more than 800,000 jobs across the country.¹ In Oregon, recreational boating drives \$2.3 billion dollars toward the economy, supports over 8,800 jobs, and 400 marine-related businesses.

The MRAA is the leading trade association of North American small businesses that sell and service new and pre-owned recreational boats and operate marinas, boatyards, and accessory stores. MRAA represents more than 1,300 individual member retail locations and conducts advocacy efforts on their behalf.

NMMA and MRAA support the Department of State Lands’ Abandoned and Derelict Vessel Program (ADV plan).

In its entirety, the ADV plan addresses a myriad of key challenges and solutions identified by the programs development and working group engagement. The Department of State Lands’ commitment to the assurance of staff and capacity to procure the necessary contracted services is of the utmost importance for the success of the ADV plan. As noted in the working group, this can be a struggle for state agencies as the cost-benefit of removing and disposing of abandoned and derelict vessels. Moreover, creating a culture of vessel disposal education can be stagnated by the current presence of abandoned and derelict vessels as well as lack of incentive for an owner to properly dispose of their vessel.

While NMMA and MRAA are in support of the plan, we would like to address areas for additional consideration:

1. Creating definitions for types of abandoned and derelict vessels.

¹ <https://www.bea.gov/news/2022/outdoor-recreation-satellite-account-us-and-states-2021>.

- a. Florida has the following classification program:
 - i. A “wrecked” vessel is one that is sunken or sinking; aground without the ability to extricate itself absent mechanical assistance; or remaining after a marine casualty, including, but not limited to, a boating accident, extreme weather, or fire.
 - ii. A “junked” vessel is one that has been substantially stripped of vessel components, if vessel components have substantially degraded or been destroyed, or if the vessel has been discarded by the owner or operator.
 - iii. A vessel is “substantially dismantled” if at least two of the three following vessel systems or components are missing, compromised, incomplete, inoperable, or broken:
 1. The steering system;
 2. The propulsion system; or
 3. The exterior hull integrity.²
2. When sustainable funding is attained, we ask that funds from recreational vessel registration fees or related recreational funding are diverted to the removal of recreational ADVs as recreational and commercial vessels removal costs vary greatly.
 - a. Removing and disposing of an 86-foot commercial fishing boat, Tiffany, cost Oregon over \$1.4 million in funds.³ With only \$40 million dedicated to this program, differentiating between recreational and commercial vessels could improve the ability of the Department’s removal process as well as ensuring a variety of abandoned and derelict vessels are addressed.

The NMMA and the MRAA support the additions as we believe that adding in various definitions, or categories, for derelict vessels may ultimately ensure more vessels are removed from waterways before they are severely compromised, thus, lowering the cost of removal. Furthermore, this will allow the department to prioritize the removal of vessels which pose the biggest risk to human safety and the environment.

For Oregon waterways to continue to be a healthy area for people to recreate, the presence of abandoned and derelict vessels creates undue burdens on recreationalists and continuous damage to the environment. It is evident the program has been considerate of all perspectives and has an inclusive approach to ensuring the ADV plan is viable for years to come.

Please do not hesitate to reach out to NMMA or MRAA for further information.

² <https://myfwc.com/boating/waterway/derelict-vessels/#:~:text=A%20derelict%20vessel%20is%20defined,any%20waters%20of%20this%20state.>

³ <https://www.opb.org/article/2023/10/23/funds-help-oregon-begin-removal-abandoned-derelict-vessels-state-waterways/>

Sincerely,

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