

Item A: Governor's Natural Resources Team Update

01. The Governor's Natural Resources team will provide the Board with a brief overview of the recent Executive Orders.

Item B: Agency Director's Report

Agency Overview

01. Registration Manager Andrew Popp completed Leadership Oregon. Director Warren attended graduation where many cohorts and trainers shared that Andrew was an excellent participant in the program.
02. The agency continues to meet or exceed the Governor's ten defined expectations. In the prior quarter, the agency submitted an updated succession plan that focuses on staff development in critical positions and reported that we have no active audit findings.
03. The 2026 Legislative Session kicks off in February. This is a short session so it will be concluded by early March. During short sessions, agencies don't introduce bills, but we anticipate several bills directly impacting the agency to be introduced. Director Warren will update The Board once bill introductions are public and the initially staff analysis is complete.
04. Outdoor show season is upon us, and we will be staffing various outdoor shows across the state. If a board member wants to attend a show in their official capacity, they should reach out Jennifer Cooper for help getting passes and any travel arrangements.

Administration

01. Jennifer Cooper has revised the Board Member Onboarding Guide and will present that for review and edits at a future meeting.

Boating Safety Program

Waterway Program

01. The Oregon State Marine Board's (OSMB) staff recently installed new signs on the Siletz River to raise awareness of the significant cultural, ecological and social values that exist for the local community. The "Respect the River" campaign encourages boaters to be mindful of their boat operations and share space with other recreators, especially during periods of high use.

Signs are posted at the following boating access sites:

- Strome Park
- Jack Morgan Park
- Ojalla Bridge Slide
- Old Mill Park
- Hee Hee Illahee
- Twins Bridges Park Ramp
- Moonshine Park Ramp



02. Nestucca River signage. Tillamook County and OSMB received boater concerns regarding personal watercraft (PWC) use on the Nestucca River. In response, staff worked collaboratively with Oregon Department of Fish and Wildlife (ODFW) to design and install the sign, which informs boaters of the PWC closure while also educating the public on local regulations and life jacket requirements. Signs were installed at the Cloverdale, Three Rivers, and Farmer Creek boat ramps.



03. After the 2020 wildfires, funding from the Oregon State Legislature supported the launch of a major habitat restoration effort in the Molalla River Watershed. Led by Native Fish Society in partnership with ODFW, the Bureau of Land Management, and Fruit Growers Supply Company, the project has placed more than 1,000 pieces of large wood along over four miles of the Upper Molalla River to improved habitat for ESA-listed winter steelhead and spring Chinook salmon. The Oregon State Marie Board surveyed the area prior to the December high-water events as this area is often used by whitewater paddlers. The post-high-water observations indicate that some of the habitat restoration placed trees are beginning to move and naturally accumulate into large logjams which created significant boating safety concerns for paddlers. The agency will continue to monitor the boating obstructions created by the habitat restoration project.



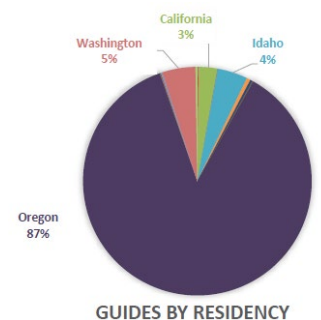
Before Atmospheric River



After Atmospheric River

Outfitter Guide Program

01. The Outfitter Guide program ended the 2025 registration period with 1,552 Guide registrations and 69 Charter licenses, a decline of 1.4% over Outfitter Guide registrations in 2024. Renewals for 2026 kicked off on November 1st with a new fee structure and introduction of the “crew member” registration. In 2025, Oregon residents comprised 87% of the Oregon Outfitter Guide registrations. It will be interesting to note any changes with that percentage over the coming year, now that residents and non-residents pay the same fee. The previous fee structure that had been in place since the inception



of the program allowed a wide range of fees, sometimes thousands of dollars difference between states.

Since November 1st, staff have issued 584 Outfitter Guide registrations, 6 Crew Member registrations, and 11 Charter Boat registrations for 2026. There are currently 69 applications in the queue yet to be worked on and an additional 28 have been processed and are awaiting further documentation from the applicant.

02. Staff made updates in procedures in anticipation of renewals for 2026, including the new fee structure, new application for Crew Members, adjustments to existing Outfitter Guide applications and revisions on the Marine Board website. Changes to Outfitter Guide statutes and rules have been well received. Communications were abundant in advance of the changes being implemented, transitioning the renewal season smoothly.
03. The Guide Advisory Committee membership included three members who were ending their terms, creating vacancies that needed to be filled. Another member unexpectedly passed away, creating a fourth vacancy to fill. Staff announced the openings in the committee to all Outfitter Guides and received a healthy response of applications. Staff reviewed the applications and current GAC membership to find the best candidates to fill the vacancies. Emphasis was given to guided services provided, association memberships, geographical areas serviced, length of guide registration, and other experience. Final selections have been made and candidates have been notified. Scheduling for the next GAC meeting is currently being coordinated.
04. Outfitter Guide staff accompanied Marine Board Boating Safety Advocates, BSA Training Coordinator, and Marion County Sheriff's Office on a training float on the North Santiam River from Mill City to Lyons. A growing number of Outfitter Guides are providing services on the North Santiam.
05. Staff have begun the initial review of a proposed module creation to the agency's registration system to manage the owner/employee relationships with Outfitter Guides. Considerable staff time is required by updating current employees of Outfitter Guides each year. Tracking the employees and updating the background checks for thousands of employees should be greatly improved with a new employee module in our current data system. Implementation should be sometime within the current biennium.



Law Enforcement Program

01. From November 4th through the 6th, the OSMB hosted its annual Personal Watercraft (PWC) Operations Course in Partnership with the Clackamas County Sheriff's Office. In total 6 different agencies were challenged with self-rescue techniques, buoy courses, watercraft safety and navigating at the base of Willamette Falls. This course is certainly one of the most challenging courses offered throughout the training year. Students who successfully completed the course now have the skillsets necessary to utilize a PWC for Patrol.
02. From December 8th through the 10th, the OSMB in partnership with Jackson County Sheriff's Office, Washington County Sheriff's Office, Clackamas County



Sherriff's Office, Clackamas Fire, Curry County Aquatic Safety and Jackson County Fire District 4 united to create the first ever "Jet raft" operations curriculum. "Jet rafts" are becoming increasingly popular among first responders because of its affordability, agility and ability to operate with minimal water and on remote locations. All those who participated, both instructors and students, strategically ran their jet rafts on the Rogue River in Jackson County for 3 days, totaling 24 hours. There were multiple meetings throughout the event in which participants shared ideas, thoughts, failures and successes on jet raft operations. In the end, a detailed and robust "jet raft operations curriculum" was created and will be used to train contracted agencies who acquire these jet rafts through the Oregon State Marine Board. The agency has utilized jet rafts for safety boats during drift boat training for the past 3 years in addition to a few programs using them for marine law enforcement patrols.



03. On December 18th and 19th, an atmospheric river event delivered heavy rainfall to the Willamette Valley, with impacts concentrated primarily north of Eugene. From the outset, forecasters compared the storm to the historic Flood of 1996, raising significant concern for flooding in low-lying areas throughout Oregon City and the greater Portland metropolitan region. In Oregon City alone, approximately three inches of rain fell on Friday, December 19th, while foothill areas of the Cascade Range received more than six inches. As river levels rose rapidly, the Clackamas County Marine Patrol was activated by the Clackamas County Sheriff's Office and Search and Rescue (SAR) coordinators to conduct continuous, on-site monitoring of river gauges along the Clackamas River. This proactive decision placed marine patrol personnel into sustained operations exceeding 20 consecutive hours. Working closely with Clackamas Fire Districts and SAR coordinators, crews coordinated evacuation in multiple at-risk areas along the river corridor. The combined expertise and coordinated response of marine patrol officers and fire responders proved critical as the Clackamas River crested above 26 feet, officially reaching flood stage. Simultaneously, the Willamette River rose to approximately 22 feet, prompting flood preparedness measures in several city parks and other vulnerable areas along the river. The coordinated response and early intervention efforts contributed to the protection of life and property during this significant high-water event.



(Sportcraft Landing Parking Lot, Oregon City, fully submerged on the Willamette River) (Confluence of the Clackamas River at Flood stage at Clackemette Park in Oregon City)

04. Marine Law Enforcement Partner (MLEP) meetings have been scheduled quarterly to discuss recreational boating law enforcement among agencies across the state in a collaborative manner while providing information to our partners agencies to better serve the boaters of Oregon. The agency sent out a survey in September to gather feedback on MLEP meeting restructuring options to increase engagement and promote two-way communication. The agency received feedback from 20 recipients of the survey. After collaborating with agency partners, the Boating Safety team has decided to restructure the MLEP meetings as follows:

County Sheriff Office Meetings

Individual Program manager Meeting (February - March)

In person or virtual meetings with option for other program staff to attend. Programs will be asked to talk about the previous boating season challenges, innovations, and successes within their program.

Regional Pre-Boating Season Meeting (May-late or June-early)

In person meeting held in North (Hood River) and South (Roseburg) region of state. Will provide virtual options of attendance for either meeting.

Mid-Boating Season Meeting (August)

Virtual Meeting

Oregon State Police Meetings

Individual Program Manager Meeting (February - March)

In person meeting held in Salem.

Pre-Boating Season Meeting (May-late or June-early)

In person meeting held in Salem with virtual option for attendees.

Mid-Boating Season Meeting (August)

In person or virtual meeting.

05. Oregon State Marine Board Marine Law Enforcement Training Dates

2026 Swift Water Rescue Training (Boring, OR)

Monday, February 9th through Friday, February 13th

2026 Marine Law Enforcement Academy (Madras, OR)

Week One - Monday, April 27th through Friday, May 1st

Week Two - Tuesday, May 5th through Friday, May 8th

2026 Drift Boat Operations Course (Medford, OR)

Sunday, June 14th through Thursday, June 18th

2026 Jet Boat Operations Course (Gold Beach, OR)

Monday, July 20th through Friday, July 24th



Education & Outreach Program

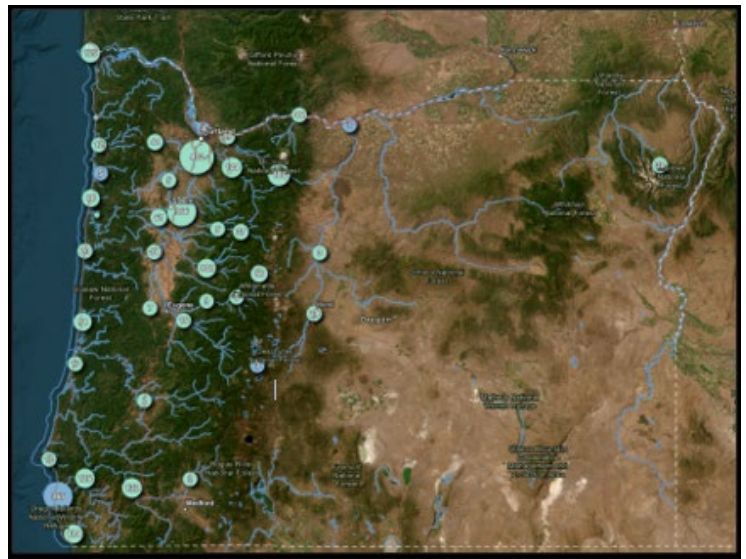
01. Boating education staff is completing the process of approving and contracting a new online internet course provider named Recademics. Recademics will provide an Oregon

specific online option to boaters that need to complete the mandatory boating education course. The course will be available in January 2026.

02. Boating education staff are working on updating the Boat Oregon online course manuals with the new rules regarding the Waterway Access Permit. Print copies of Boat Oregon and test questions will be updated as well with stickers being placed over the old language.
03. Agency staff are mid-project in publishing a Guide for Life Jacket Loaner Station kiosks. This project fulfills a strategic plan objective as there are significant requests for a guidance document for life jacket loaner stations. The document will provide pathways to creation, maintenance, and best management practices. Staff are looking at different materials for the kiosks, sizes, and redesigning the agency sign standards with modernized approaches including site specific boat types, waterway types, and waterway specific risks.

Boating Safety Advocate Program

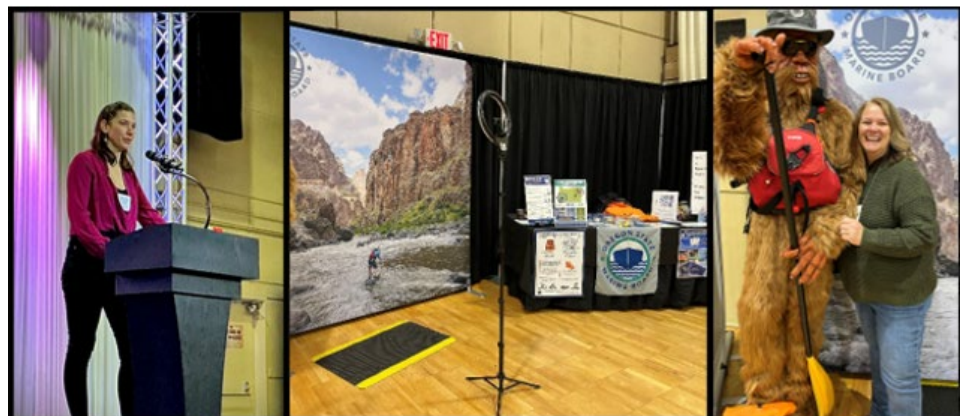
01. In 2025 the BSA program logged 593 education hours, attended 116 events, and reached over 25,000 people through education and outreach activities. On the water and at boating access sites BSAs visited 80 distinct waterways and contacted 2,793 boaters. The BSAs also contacted 97 retail stores in 2025 – which created new communication pathways to inform boaters about regulations and boating safety at places where users buy paddling and boating equipment.



In October, the BSAs visited 20 waterways and contacted 113 boaters in the field. The program participated in 4 events in this period resulting in outreach to over 1,000 people.

Starting in October, the BSA program transitioned from busy boating season field work and events into conferences, boat shows continuing education, exploration of future partnerships, and planning for the 2026 boating season.

02. The BSA program Coordinator spoke at the 2025 Outdoor Recreation Summit in Pendleton, OR. The conference took place from October 22-24th. The speaking engagement provided an opportunity to showcase the accomplishments of the BSA program and a platform to elevate OSMB's work in boating safety advocacy to a large audience (200+).



Oregon Outdoor Recreation Summit 2025

Additionally, at the conference, the OSMB held booth space and the OSMB PIO was able to record and gather stories about attendees' favorite waterways and how OSMB boating facility grants have impacted them in a positive way. The BSA program coordinator was asked to and will serve on the planning committee for the 2026 Outdoor Recreation Summit, which will take place in Ashland, OR.

03. In November, the BSA Program Coordinator was selected to serve on the Counties and Outdoor Recreation Section Board for ORPA (Oregon Recreation and Park Association). Membership on this board creates new and increased opportunities to engage with land, waterway, and boating facility recreation managers which will in turn result in additional events and increased boating safety outreach at locations and facilities across the state. This is a noteworthy opportunity for the program to strengthen existing partnerships and create new relationships with recreation facility managers in Oregon at the local, state, and federal level. In March, the BSA Program Coordinator will be presenting to ORPA members about the BSA Program and the positive impacts of statewide boating safety advocacy.



04. Boating Safety staff worked to organize and design both the booth space and agenda for the 2026 Boat Shows and Sportsmen's Shows. The OSMB will be attending shows in Eugene, Salem, Portland, and Redmond.

The shows provide opportunities to engage with large audiences and user groups from across the state. The Boating Safety Section decided to adopt the theme of "Safety Sasquatch" for the boat shows this year. The booth will include Sasquatch themed stickers, a Sasquatch dressed mannequin dressed in safety gear, an updated backdrop highlighting both western and eastern Oregon boating, and shopping bags with safety messaging.

The booth made its debut at the 2025 Oregon Outdoor Recreation Summit and was a success – the Summit Organizer told OSMB staff at the show that our booth with Safety Sasquatch "made the show".



Mock Set Up for Boat Shows (Sasquatch will be wearing his Life Jacket at the Shows!)

05. In January the BSA program will welcome back Tiffany Hager as a full time BSA. In December, the agency recruited for an additional full-time BSA position to support growing program needs. In 2025 the program coordinator diversified the events and the

communities reached during the peak boating season. These efforts will continue to build upon 2026.

06. As a cost saving measure the BSA program has strategically reduced the number of vehicles used for the program. In 2024 the program had 5 vehicles, in 2025 the program reduced to 2 vehicles and in 2026 the program was reduced to 1 vehicle.

Boating Safety Education Card Program

01. Between January 1st to December 29th, 2025, the agency has processed the following:

- 9,518 Boating Safety Education Card applications
- 2,381 Boating Safety Education Card replacements

Towed Watersports Education Program

01. During 2025, the agency processed the following:

- 496 Towed Watersports Applications (238 or 48% were first time applicants)
 - Issued 106 Towed Watersports Education Cards
 - Issued 347 Towed Watersports Motorboat Decals (TWMD)
 - There were 19 applications denied TWMD due to applicant's boat Loading Weight being over 5,500 lbs.

02. 2027 expiration date issued from November 1 on:

- 140 Towed Watersports Applications (all renewals)
 - Issued 19 Towed Watersports Education Cards
 - Issued 119 Towed Water Sports Motor Decals (TWMD)
 - There were 2 applications denied TWMD due to applicant's boat Loading Weight being over 5,500 lbs.

Boating Incidents & Fatalities

01. In 2025, there were 15 reported recreational boating fatalities on Oregon waterways. It is worth noting that 2025 was an unprecedented year in that 80% of the fatalities involved nonmotorized boats with motorized boat fatalities being notably low at 20%.

- Four fatalities involved kayaks and four involved stand-up paddleboards. This is a record year for the number of fatalities involving a stand-up paddleboard.
- Five people died in three fatal incidents which occurred at different waterfalls (Willamette, Dillon, and Pringle) when individuals were swept over the falls.
- Over 80% of the fatal outcomes were known to not be wearing a life jacket.
- Two fatalities involved personal watercraft.

- Eleven of the fatalities occurred on rivers.
- Eleven of the fatalities are male and four are female. The youngest was 20 years old and the oldest was 72 years old.

Business Services Program

Budget and Finance

01. December 31, 2025, is the official deadline for the agency to report fiscal activities for the 2023-25 biennium. Now that we've passed this deadline the operation results for the 2023-25 are now official and closed. The last couple months were used to close out grants, make final payments and draw down any federal funds related to those payments.
02. The agency total revenues for 2023-25 are \$33.5 million in other funds and \$6.0 million in federal funds for a total of \$39.5 million. For expenditures, the agency spent \$31.5 million in other funds and \$6.8 million in federal funds for a total of \$38.3 million. This comes to a total surplus of \$1.2 million for the biennium, increasing the agency's cash balance to \$19.2 million. The ending balance is broken down by its four primary cash funds below.
 - OSMB Operating Account - \$14.7 million
 - Guides & Outfitters - \$ 0.4 million
 - AIS Prevention Fund - \$ 1.9 million
 - Waterway Access Fund - \$ 2.2 million
 - **OSMB Total - \$19.2 million**

These balances will be carried forward with the 2025-27 legislatively adopted budget to provide the framework for building the 2027-29 budget this spring.

03. In November, the Marine Board sent out renewal notices to all boaters whose registration tags expire at the end of 2024. It's an important period in the agency's revenue cycle as a large majority of registration revenue is received during this time and the agency can start to forecast expectations for the remainder of the fiscal year. Last year, 41% (\$2.8 million) of annual registration revenue was collected during the agency's renewal season (November – January). So far, this renewal season the agency has collected \$1.5 million.
04. Through December 2025, the agency received \$5.4 million in revenues, which represents 15% of the 2025-27 LAB revenues. Of that amount only one thousand came from federal sources (US Fish and Wildlife). The agency is using fiscal year 2026 to realign its spending schedule of the annual federal award from the US Coast Guard based on receiving a final signed award agreement from the federal agency. If the agency is awarded FY26 money the agency will start expending the federal award in July 2026. On the expenditure side, the agency has spent \$5.4 million of its budget (15%). Agency spending will continue to ramp up as quarterly reimbursements are processed.

GIS Coordination

01. Staff continue to advance statewide boating access, data governance, and compliance initiatives that support public transparency, interagency coordination, and legislative requirements.

02. Enhancements are underway to the Boat Oregon Online Map (BOOM), including the addition of designated windsurfing access sites along the Columbia River and new map symbology to identify locations with established windsurfing launch areas. A new permanent map layer is also being developed to display waterway segments exempt from Waterway Access Permit requirements for whitewater boating, consistent with HB 2982. These updates incorporate public and stakeholder feedback received through the rulemaking and review process.
03. Automation workflows supporting field data collection and regulatory compliance continue to be maintained and updated using Power Automate. These workflows support multiple agency programs, including towed watersports examinations, e-HIN inspections, and facility inspection surveys, improving data consistency and operational efficiency.
04. Staff is preparing the agency's annual public access site reporting required under ORS 273.500 (HB 2549, 2021). This effort includes coordination with ODOT, ODFW, ODF, DSL, and OPRD to compile statewide public access closure information for legislative reporting and public-facing mapping.
05. The agency continues active participation in statewide GIS leadership coordination, including monthly meetings with GIS program leads across state agencies. Recent outreach included a presentation of the Marine Law Enforcement Hub to the interagency GIS leadership group.
06. In the role of Lead Data Steward, continued regular coordination with DAS and partner agencies on data governance and open data initiatives, as well as quarterly briefings with agency leadership and executive staff.

Business Services Communications

News Release Distribution Analytics from MailerLite Subscriptions (Boat Oregon News, Opportunities & Access Report, Excrement Gazette, Other Direct Email):

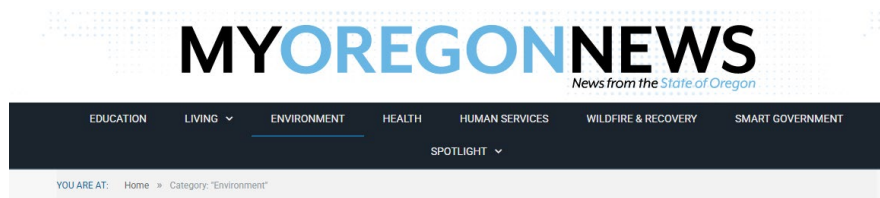
Month	Campaigns	Emails sent	Opened	Clicked	Unsubscribed	Spam complaints
2026 January	0	0	0.00% (0)	0.00% (0)	0.00% (0)	0.00% (0)
2025 December	4	2,549	46.50% (1,181)	1.42% (36)	0.08% (2)	0.00% (0)
2025 November	3	2,367	47.55% (1,124)	1.48% (35)	0.08% (2)	0.00% (0)
2025 October	4	5,011	42.60% (2,129)	1.60% (80)	0.12% (6)	0.00% (0)

Boat Oregon News

Date ↓	News Release Title ↓
12/23/2025	Boating Safety Education Milestone, 25 Years of Improving Safety on Oregon's Waterways
12/10/2025	Is a Boat on Your Gift List?
12/03/2025	Marine Board Seeks Written Public Comment on Petition for Ana Reservoir
11/21/2025	"Respect the River" Signage Posted on the Siletz River
11/21/2025	Marine Board Seeks Written Public Comment on Renewal Permit for Rowing Racecourse on Dexter Reservoir
11/05/2025	Marine Board Seeks Public Comments on Proposed Rule Language for Whitewater Exemption
10/31/2025	Marine Board Approves Grant, Rulemaking to Implement Laws from 2025 Legislative Session
10/29/2025	Marine Board Urges "Check Email" for Motorboat Registration Renewal Notices
10/17/2025	Marine Board Quarterly Board Meeting Being Held in Bend, October 30
09/30/2025	Howard Prairie Resort Marina Achieves Distinguished Marine Board Clean Marina Certification

A story was also submitted about the Waterway Access Permit Program on My Oregon News, which is also embedded into the state of Oregon's Oregon.gov. main agency portal:

My Oregon News: <https://www.myoregon.gov/2025/11/26/care-about-water-habitat-and-boating-opportunities/>



BROWSING: ENVIRONMENT

Oregon is a special place. These are the stories that feature the beauty and bounty of our state, the state policies that support our land, air, and water – and that celebrate Oregonians' love of the outdoors.



BY ASHLEY MASSEY — NOVEMBER 26, 2025

Care About Water Habitat and Boating Opportunities?

Waterway Access Permit Program Helps Protect, Invest in Boating Infrastructure Purchase a Waterway Access Permit...



BY MELANIE MESAROS — NOVEMBER 25, 2025

Honoring the Legacy of Tribal Veterans

Native Americans have a long and distinguished history of military service, demonstrating exceptional bravery and...

Media

Monitoring

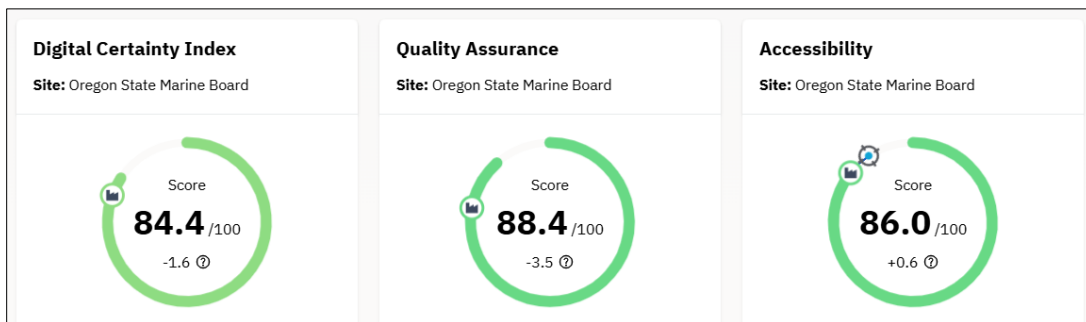
01. The agency's Your News media monitoring service captured media stories via traditional radio, television and print using Boolean search terms for relevant results.
02. The following analytics include October 1, 2025, through January 6, 2026. Total story count = 68 (TV = 20, Radio = 16, Web = 32).
03. Total calculated ad value - \$9,446.72; Total TV/Radio Audience = 208,484; Total calculated publicity value = \$28,340.16 and Total unique visitors = 1,206,475
04. Story topics included in addition to the agency-issued news releases above: waterway access permit (WAP) program, repeal effort of the WAP program, lawmaker push narrower rollback next session of WAP, new laws taking effect in 2026 (WAP), Siletz Tribes petition for motorboat ban on Siletz River upstream of Jack Morgan Park, Lake Oswego boating rules and paddleboarding, seasonal closures of boating access sites on the Klamath River, abandoned derelict vessels, marine enforcement on Lake Oswego, usage and rule violations on Lake Oswego.

Agency Website Migration and Accessibility

01. Work continues using the Site Improve platform to improve digital accessibility. Digital accessibility is an approach to technology and content design that involves thinking specifically about the experiences and needs of people with disabilities. The agency's website is currently designed with these needs in mind, to assist individuals who are: blind or low vision, motor disabilities, deaf and hard-of-hearing, speakers of English as a second language or additional language, and temporary or situational disabilities.
02. Content and the website navigation are designed to work seamlessly with Assistive Technology (AT) include screen readers (JAWS, NVDA, VoiceOver, Narrator), text-to-speech software (Read Aloud, Speechify), speech-to-text software (Dragon Naturally Speaking, etc.), dark mode and other customizable color palettes, keyboard access, switch devices, and onscreen keyboards.
03. In July of 2023, the Oregon Department of Justice proposed rules adopting web content accessibility guidelines to align with federal standards and in April 2024, the rules were

approved. Consequently, all state agencies need to meet the next phase of improving digital accessibility to comply with the latest federal Web Content Accessibility Guidelines (2.1). There is a deadline to meet the requirements by April 2026. The WCAG 2.1 rules explicitly cover “conventional electronic documents,” defined as: portable document formats (PDFs), word processor file formats (such as Word docs), presentation file formats (such as PowerPoint presentations), and spreadsheet file formats (such as Excel files).

- 04. Business Services met with members of the Web User Group at the beginning of November to review and triage area-specific inventories to outline a workflow of area-specific content to be removed from the website. It is anticipated this work will take the remainder of 2025 into 2026 to complete a full inventory.
- 05. The E-Governance Board is in the process of developing accessibility training for web content editors, in conjunction with DAS E-Government Program procuring a web-based remediation tool through Allyant (CommonLook). Training and the availability of the tool are anticipated for January 2026. This gives agency staff a very short window to remove and remediate the most important PDFs on the website. When the WCAG 2.1 guidelines go into effect, the report from SiteImprove (snapshot provided below) will automatically go to DAS EIS and the DOJ for compliance. Our score will likely be low next April; however, the PIO will continue to diligently work on improvements.



- 06. Migration of the agency’s website to Microsoft SharePoint SE (Subscription Edition) began in December after an initial two month delay due to a Microsoft change that impacted code Tyler was using to port web data into a staging site. The agency’s website was initially slated to migrate on October 24th.

Tyler Oregon conducted quality assurance testing and December 22 – 26, 2025, the PIO conducted usability testing to verify navigation and functionality. Go-live was to occur on January 6, 2026, however, another migration issue occurred. The PIO was advised by Tyler Oregon, they would attempt the migration during its next deployment window, which as of this report draft, has not been identified.

Content on the website is now updated to reflect the fee and program changes for 2026.

Direct Email Communications

- 01. The Winter Edition of the Excrement Gazette was distributed on December 19, 2025, in partnership with Oregon Sea Grant, OSU Extension Service. The list contains 197 subscribers. Fall grant workshops were announced which are coordinated through the agency’s CVA Sea Grant coordinator.

Oregon State Marine Board

Operation Results for the 2023-25 Biennium

As of June 30, 2025

Dollars in Thousands



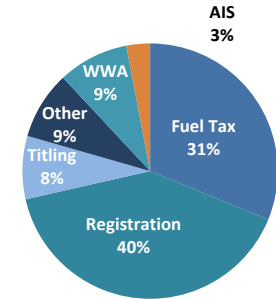
Other Funds

Revenue	Budget	Actuals	% of	Projected
	2023-25	6/30/2025	Budget	2023-25
Fuel Tax	\$ 11,000	\$ 10,450	95%	\$10,450
Registration	14,395	13,478	94%	13,478
Titling	2,301	2,678	116%	2,678
Waterway Access	2,381	2,997	126%	2,997
Aquatic Invasive Species	775	1,003	129%	1,003
Guides & Outfitters	667	760	114%	760
Mandatory Education	439	446	102%	446
Towed Watersports	40	26	65%	26
Floating Homes	37	55	149%	55
Other - Charters, Penalty, Interest, Misc.	379	1,597	422%	1,597
Total	32,412	33,489	103%	33,489

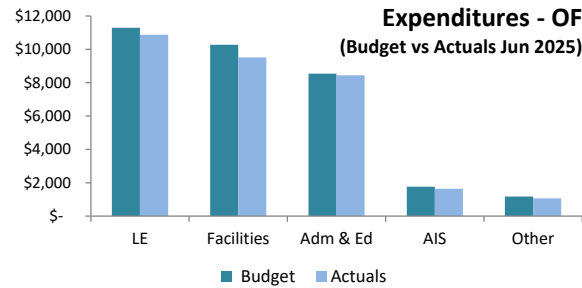
Expenditures	Budget	Actuals	% of	Projected
	2023-25	6/30/2025	Budget	2023-25
Law Enforcement	\$ 11,296	\$ 10,878	96%	\$10,878
Facilities	10,279	9,510	93%	9,510
Administration & Education	8,543	8,444	99%	8,444
Aquatic Invasive Species	1,764	1,646	93%	1,646
Guides & Outfitters	893	906	101%	906
Towed Watersports	135	10	7%	10
Abandoned Derelict Vessels	150	150	100%	150
Total	33,059	31,544	95%	31,544

Surplus (Deficit) in the Period	Budget	Actuals	Projected
	\$ (647)	\$ 1,946	\$ 1,946

Sources of Revenue - OF (Actuals Jun 2025)



Expenditures - OF (Budget vs Actuals Jun 2025)



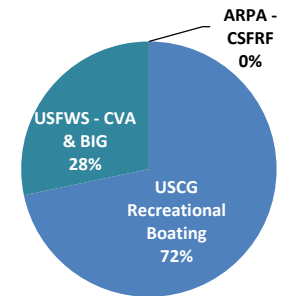
Federal Funds

Revenue	Budget	Actuals	% of	Projected
	2023-25	6/30/2025	Budget	2023-25
USCG Recreational Boating	\$ 4,649	\$ 4,332	93%	\$ 4,332
USFWS - CVA & BIG	2,345	1,708	73%	1,708
ARPA - CSFRF	-	-	0%	-
Total	6,993	6,040	86%	6,040

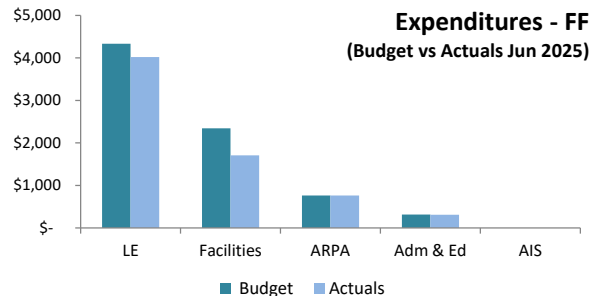
Expenditures	Budget	Actuals	% of	Projected
	2023-25	6/30/2025	Budget	2023-25
Law Enforcement	\$ 4,334	\$ 4,020	93%	\$ 4,020
Facilities	2,345	1,708	73%	1,708
ARPA - CSFRF	763	763	100%	763
Administration & Education	315	311	99%	311
Aquatic Invasive Species	-	-	0%	-
Total	7,756	6,802	88%	6,802

Surplus (Deficit) in the Period	Budget	Actuals	Projected
	\$ (763)	\$ (763)	\$ (763)

Sources of Revenue - FF (Actuals Jun 2025)



Expenditures - FF (Budget vs Actuals Jun 2025)



Cash Balance

Beginning Cash Balance	\$ 9,817	\$ 18,066	\$18,066
Total Surplus (Deficit) in the Period	(1,410)	1,183	1,183
Transfers and Other Adjustments	-	(3)	(3)
Ending Balance	\$ 8,406	\$ 19,245	\$19,245

Oregon State Marine Board

Operation Results for the 2025-27 Biennium

As of December 31, 2025*

Dollars in Thousands



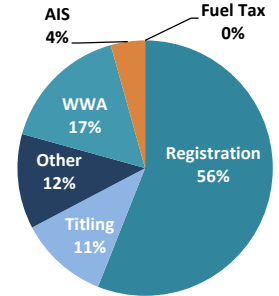
Other Funds

Revenue	Budget	Actuals	% of	Projected
	2025-27	12/31/2025	Budget	2025-27
Fuel Tax	\$ 11,800	\$ -	0%	\$10,064
Registration	12,639	2,950	23%	12,639
Titling	2,548	594	23%	2,548
Waterway Access	3,558	861	24%	3,558
Aquatic Invasive Species	1,066	229	21%	1,066
Guides & Outfitters	1,223	226	18%	1,223
Mandatory Education	405	130	32%	405
Towed Watersports	29	8	26%	29
Floating Homes	51	8	16%	51
Other - Charters, Penalty, Interest, Misc.	1,187	261	22%	1,187
Total	34,506	5,267	15%	32,769

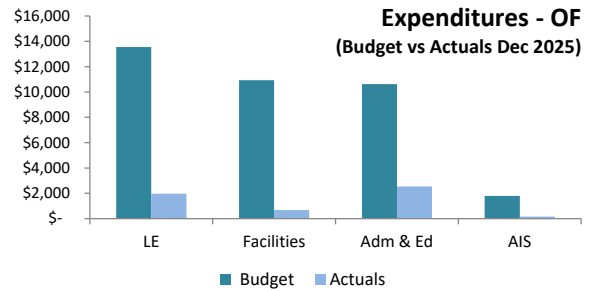
Expenditures	Budget	Actuals	% of	Projected
	2025-27	12/31/2025	Budget	2025-27
Law Enforcement	\$ 12,433	\$ 1,814	15%	\$12,433
Facilities	8,888	505	6%	8,888
Facilities - Nonmotorized	2,043	175	9%	2,043
Administration & Education	10,621	2,546	24%	10,621
Guides & Outfitters	1,109	156	14%	1,109
Aquatic Invasive Species	1,801	157	9%	1,801
Total	36,895	5,354	15%	36,895

Surplus (Deficit) in the Period	\$ (2,389)	\$ (86)	\$ (4,125)
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Sources of Revenue - OF (Actuals Dec 2025)



Expenditures - OF (Budget vs Actuals Dec 2025)



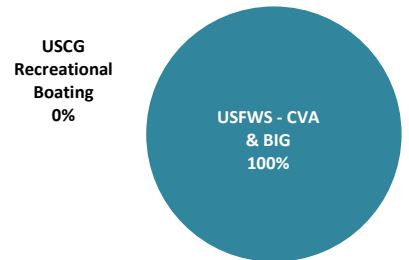
Federal Funds

Revenue	Budget	Actuals	% of	Projected
	2025-27	12/31/2025	Budget	2025-27
USCG Recreational Boating	\$ 4,823	\$ -	0%	\$ 4,823
USFWS - CVA & BIG	2,200	1	0%	2,200
Total	7,023	1	0%	7,023

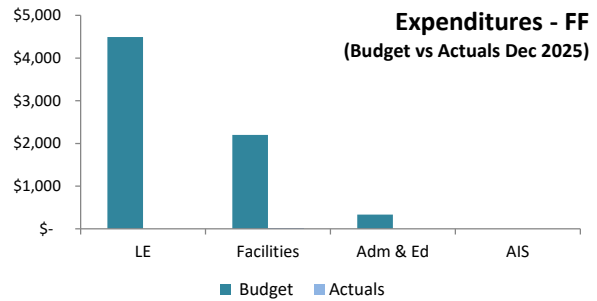
Expenditures	Budget	Actuals	% of	Projected
	2025-27	12/31/2025	Budget	2025-27
Law Enforcement	\$ 4,490	\$ -	0%	\$ 4,490
Facilities	2,200	1	0%	2,200
Administration & Education	333	-	0%	333
Aquatic Invasive Species	-	-	0%	-
Total	7,023	1	0%	7,023

Surplus (Deficit) in the Period	\$ -	\$ (0)	\$ -
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Sources of Revenue - FF (Actuals Dec 2025)



Expenditures - FF (Budget vs Actuals Dec 2025)



Cash Balance

Beginning Cash Balance	\$ 15,845	\$ 19,245	\$19,245
Total Surplus (Deficit) in the Period	(2,389)	(87)	(4,125)
Transfers and Other Adjustments	-	(1)	-
Ending Balance	\$ 13,456	\$ 19,158	\$15,120

* Since month-end closing is scheduled on 12/16/25, December's figures are preliminary.

Boating Facilities Program

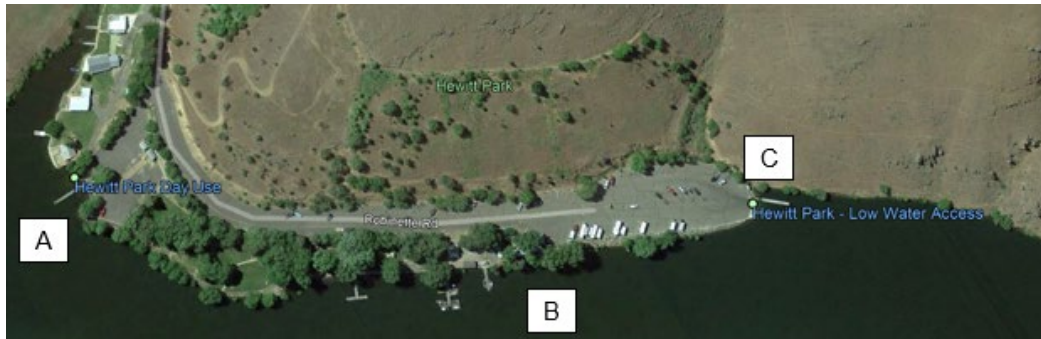
01. Staff routinely attend meetings, presents, share information and answers questions to groups about agency programs, grant funding, access needs, project status updates and how they can be involved or help improve boating access. Attendance at these events typically ranges from 5-150 depending on if there is a virtual option. Additionally, staff participate on technical advisory, master planning, and public meetings. Those items are generally related to access sites, waterbodies and are covered under non-grant boating access site updates.

Organization	Date	Topic
Willamette River Water Trail Meeting	10/31/25	Discussed post peak season safety messaging, waterway access funding boating facility improvements, clean up events, river guardian and stewardship opportunities
Clackamas River Recreation Working Group	11/4/25	Updates provided on road maintenance and hazard tree abatement, City of Estacada nonmotorized project, River Mill trash rack replacement, whitewater boating events, water trail sign replacement
Oregon Trails Coalition Summit and Advisory Council Meeting	11/5/25-11/8/25	Annual Trails Summit. Staff provided an agency overview with video and presented about nonmotorized boating site accessibility, captured videos and engaged with numerous non-governmental and government entities.
OSMB Grant Office Hours	Nov. 13, 14, 17, 18, 19, 20 & 26. Dec 2, 3 & 11	Met with 26 potential grant applicants to discuss site specific questions, process, timing and matching resources
Travel Oregon Recreation Ready	11/21/25	At the request of Travel Oregon, staff reviewed water related Recreation Ready application executive summaries for technical feasibility, timing and readiness.
Our Willamette 2025 meeting	12/2/25-12/3/25	Discussions about science, policy & stewardship of the Willamette River, dams and tributaries

02. Non-grant boating access site updates:

- a. The Cycle Two grant opportunity closed on January 5. We estimated having \$1.3 million in Boating Facility Grants (motorized funding) and \$200,000 Waterway Access Grants (nonmotorized funding) available. We received 20 applications requesting more than \$3.2million with total project cost of nearly \$5.6million. Both funding types are oversubscribed with Waterway Access Grants being the most significant. These applications will be brought to the Board at the April meeting for consideration.
- b. Lincoln County Parks contacted staff in October about the condition of the boarding docks at Knight Park located on the Salmon River and Elk City Park located on the Yaquina River. Both sets of docks are in poor condition. The docks at Knight Park will be shortened to remove the dogleg and the debris boom at Elk City Park also needs to be addressed. Staff discussed priorities, permitting, timing and matching resources. The County is going to assess priorities, budget, staffing and timing.

- c. On November 24, staff met with Baker County Parks to discuss conceptual designs for Hewitt Park. Hewitt Park is located on Brownlee Reservoir. The reservoir is very popular with both motorized and nonmotorized boaters and angling is the majority of activities. The County would like to convert their full pool boat ramp into an accessible nonmotorized launch, location A, consolidate and replace the short-term tie-up docks, location B and replace the low water boat ramp and boarding docks, location C. The County is reviewing the conceptual designs internally and we will make some modifications prior to the County initiating public engagement processes.

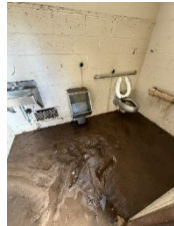


- d. Metro is nearing completion of the Blue Lake Regional Park renovation plan and has a survey available until January 16. The story map and survey are available at the following link [Blue Lake Regional Park renovation plan](#) . The overall waterway vision is to disperse use and separate nonmotorized boat access, swimming and fishing pier to improve activity experience and reduce conflict, enhance accessibility and utilize the park effectively. Staff anticipate Metro will request funding for the nonmotorized boating improvements in the future.
- e. Travel Oregon awarded a grant for the second phase of the Newberg Recreation Ready project. OSMB is one of the partners along with Chehalis Park & Recreation District, Yamhill County, and City of Newberg. This phase includes completing engineering to enhance nonmotorized boating access at Rogers Landing, owned and operated by Yamhill County Parks and complete preliminary assessment, design and cost estimate for a new nonmotorized boating access site at the Hwy 219 property owned by Chehalis Park & Recreation District.
- f. U.S. Army Corps of Engineers (Corps) has started the Fern Ridge Lake Master Plan revision. OSMB staff will be participating throughout the process providing information about access needs, boating safety and operation. The Corps has scheduled two public scoping meetings for January 21 and 24. [Master Plans](#)
- g. U.S. Army Corps of Engineers has also started the Lookout Point, Dexter, Hills Creek and Fall Creek Lake Master Plan revision. OSMB staff will be participating throughout the process providing information about access needs, boating safety and operation. The Corps has scheduled two public scoping meetings for January 22 and 24. [Master Plans](#)
- h. U.S. Army Corps of Engineers held public meetings in December regarding a supplemental environmental impact statement for Detroit Reservoir Deep Drawdown. The change in water elevation management will have an impact on recreational boaters because the low water boat ramp will be out of water and unusable. The loss of access is projected to be 4-6 weeks beginning in mid-December. Because of the deeper drawdown it will require more rain and snow to fill the reservoir. If rain and snow fall below and the reservoir does not fill, it will impact availability of access

sites in the reservoir during the peak summer season. OSMB staff attended a meeting and the agency intends to submit comments by the January 13 deadline.

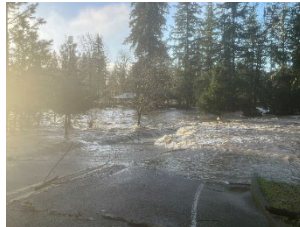
- i. The December flood and high-water event caused a tremendous amount of debris and sediment clean up at boating access sites as well as some boating facility site damage. The photos below are from during and after the event. Staff will be inspecting boating access sites on the Clackamas and Sandy Rivers when water is lower and there is better visibility to determine if the lower portion of the boat ramps have any scour damage.

- I. Carver Park located on the Clackamas River restroom was damaged. Clackamas County Parks was able to repair the damage and reopen the facility.

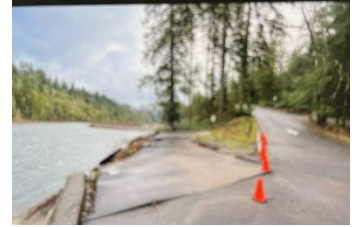
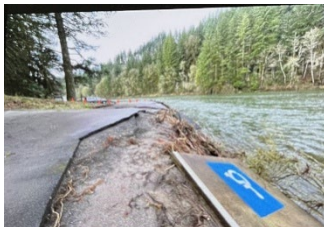


- II. Barton Park is located on the Clackamas River sign and information kiosk base was scoured and was pushed over by the water. The kiosk was removed and will be

repaired and reinstalled once water elevations drop.



- III. Oxbow Park on the Sandy River received significant scour damage and is closed.



- IV. Clackamette Park located on the Clackamas River had a piling bent over. The City of Oregon City is having the piling removed.



- V. Rogers Landing located on the Willamette River has a section of debris boom that is submerged and needs to be evaluated for damage. This has allowed a large volume of debris to build up on the tie-up dock.





03. Grant Updates:

- a. Sutton Lake boat ramp and dock project bids were rejected because of unreasonably high pricing. The project was scheduled to be rebid but was delayed because of the federal government shutdown. U.S. Forest Service has initiated the procurement process to rebid the project. There is still opportunity to complete the project during the 2025-2027 biennium.
- b. M. James Gleason dock repairs are completed and the facility is open. Metro provided frequent project updates throughout the project, to amplify communication with recreational boaters about boat ramp lane closures for the dock repair.
- c. Staff have met with Clatsop County to discuss conceptual design and disturbance footprint to establish the area of potential effect for the archaeological survey. The County has received quotes for the archaeological and the wetland delineation work and contracts are anticipated to be finalized by the end of the month.

2025-27 Grant and Project Construction Status:

Grant Number	Location	Project Description
1743	Douglas County: Cooper Creek East and West boarding dock replacement & parking area resurfacing	The County has received bids for the boarding dock fabrication and is reviewing the parking design.
1745	Willamette Riverkeeper: Discover Your Willamette River: Paddling Recreation Program	Work underway.
1748	Adventures Without Limits: Paddlesports Access for Underserved Communities	Work underway
1749	METRO: M. James Gleason boarding dock repairs	Work is completed and waiting for final reimbursement request.
1750	City of Depoe Bay: Depoe Bay boat launch parking repair and resurfacing	City will complete in 2026
1751	Port of Astoria: East Mooring Basin boarding dock replacement	The Port received bids that were within budget and will be issuing a contract soon.
1752	USFS - Deschutes National Forest: Suttle Lake boarding dock replacements Link Creek, Blue Bay, South Shore & Day Use	The bids were cancelled because of the federal shutdown. USFS preparing to rebid.
1753	Lower Columbia Estuary Partnership: Big Canoe Explorer Project	Work underway.
1754	City of Maupin: Maupin City Park consultant services	Consultant hired.

1755	ODFW: Moonshine Falls accessible parking	Work completed.
1756	ODFW: Pioneer Park West accessible parking	Work completed
1757	ODFW: Coyote Creek kayak launch, parking & vault toilet	ODFW is preparing to bid this project
1758	Willow Creek Park District: Turner Day Park boarding dock replacement	Design being completed.
1759	Washington County Parks: Eagle Landing consultant services.	Work is nearly completed.
1761	OPRD: Luckiamute Paddle Access consultant services	Consultant hired.
1763	City of Warrenton: Hammond Marina replace center boarding docks	Design work has been completed and the City is preparing to solicit bids.
1764	Lane County: Howard Buford Nonmotorized consultant services	Consultant hired.
1765	LEAP: Adaptive Rafting Pilot Program	Work underway.
1767	Clatsop County: Carnahan Park Archaeological Survey and Wetland Delineation	Conceptual design work is nearing completion. The County has received quotes for the archaeological and wetland work.
1768	Tillamook Co: Netarts Landing parking area repairs and surfacing	County will be completed in 2026.
2526-01	Wylde Wind and Water: Viento y Aqua	Completed and final reimbursement issued.
2526-02	Source One Serenity: Rural Veteran Healing Through Whitewater Rafting	Completed and final reimbursement issued.
2526-03	Columbia Slough Watershed Council: Paddle Program	Work underway.
2526-04	City of Hillsboro: Rood Bridge Park Life Jacket Kiosk	Life jacket loaner station ordered. Installation in 2026.
2526-05	Lake County: Ana Reservoir bank stabilization	Work underway.
2526-06	Columbia Slough Watershed Council: You Can Canoe the Slough-Paddle Education Program	Work underway.
2526-07	Linn County: Nonmotorized dock for floating restroom	Dock received and modification to attach to the floating restroom in process.
2526-08	Linn County: Boat Trailer	Trailer delivered.
2526-09	Pelican Marina: Pumpout hose and valve	Work completed and final reimbursement issued
2526-10	Team River Runner: Veteran's Rogue River Expedition	Project anticipated to be complete in May.

Environmental and Policy Program Updates

Abandoned and Derelict Vessels

- OSMB fielded calls regarding ADVs in Clatsop, Marion, Tillamook, Jackson and Multnomah counties.

02. OSMB reimbursed Jackson County Sheriff's Office and City of Salem Parks for ADV removals.
03. BoatUS Foundation launched a national database to track abandoned and derelict vessels across the US. [ADV Database: BoatUS Foundation](#)
04. Because of the federal government shutdown, the National Oceanic Atmospheric Administration (NOAA) Marine Debris Workshop, November 18-19, in Newport was cancelled. The workshop has not been rescheduled.

Aquatic Invasive Species Prevention Program

01. Staff attended the winter business meeting for the Oregon Invasive Species Council. An additional meeting day was added to the agenda to meet with the Oregon Emergency Management agency. This meeting was to discuss and plan for the management actions associated with a future invasive freshwater mussel introduction and the desire to have a state emergency declaration established.
02. ODFW boat inspection seasonal stations are now closed for the season. Ashland and Ontario stay open as they operate year-round, with limited hours. At the 2026 Portland Boat Show, ODFW/AIS staff have a booth set-up highlighting the AIS Program. Additionally, both agencies met during November to strategize and coordinate program efforts during the summer of 2026.
03. Staff coordinated with the Mt. Hood Community College Fisheries Program to deliver the annual AIS class that is part of a three-presentation series.
04. Staff continue to facilitate a working group of AIS experts to update the state rapid response plan for invasive freshwater mussels. This project is anticipated to be completed come May 2026.

Clean Marina Program

01. Staff sent a survey to participating marinas (65 in total) during December 2025 and received a 57% return rate. The results will be incorporated into an article for the upcoming annual newsletter due for release during March 2026.
02. Several interested marinas contacted the program staff during October 2025. Preliminary site evaluations were completed and to-do-lists provided to the managers to work on for a future certification.

Boating Policy

01. Oregon Department of Fish and Wildlife (ODFW) will convene a Southern Resident Orca (SRO) workgroup in 2026. The SRO workgroup will include representatives from OSMB, Department of State Lands, State Police, Department of Environmental Quality and Department of Land Conservation and Development. The workgroup will likely meet twice a year to stay updated on management actions of SRO conservation and recovery. June 2026, Director Warren provided the chair of ODFW with a letter of actions OSMB can take to support the SRO conversation plan. This includes providing information to recreational boaters, commercial charters including whale-watching tours, and fishing guides who operate with SRO habitat. OSMB will incorporate SRO conservation training into the annual Marine Law Enforcement Academy and provide SRO conservation resources within the Marine Law Enforcement Handbook.

02. Staff attended the Oregon Health Authority (OHA) listening session for Oregon Recreational CyanoHAB (harmful algal bloom) which is commonly known as blue-green algae. The listening session provided resources on how to report human and animal illness potentially related to algae bloom, links to advisories and sites being monitored and education and outreach materials. Participants provided OHA and Department of Environment Quality feedback on how state advisories can impact local waterways.

Registration Program

Team Updates

01. The new team members we've added in 2025 continue to successfully integrate into our team. This has been great for team morale, cohesion and scheduling. Norma (joined us in May) started taking calls in August and Troy (joined us in August) will be ready to take phone calls soon. This means we will be fully staffed and prepared for phone coverage prior to the start of our busy season. Customer wait times should be significantly reduced compared to previous years, resulting in higher customer satisfaction. This will also give us the resources we need to stay better caught up with title transactions, avoiding the backlogs we have seen in previous years.

Processing Times

01. Processing times for transactions vary as to the type of transaction as shown below.
02. Any requests to expedite a title are completed within 48 hours.

Transaction Type	Online	By Mail or at the agency Drop Box	Boat Registration Agent
Registration Renewal	4-7 days	4-7 days	2 weeks
Titles (transfer, new)	2-3 weeks	4 weeks	4 weeks
Floating Homes	2-3 days		

03. We are starting out 2026 as close to being fully caught up as we have been in recent memory. This will put us in position to stay caught up longer into the busy season and not fall behind as much as in previous years. Instead of playing catch up, we now have time to focus on second attempts to reach customers and resolve deficiencies where we have not heard back after our first attempt. This also gives us time to focus on contacting those customers who have yet to send in their ownership documents after applying online.

Current Efficiency Projects

01. **Title Printing at DAS Printing & Distribution:** Our first live batch printed on October 8. In reviewing these documents, we found some formatting issues that had to be worked through so the titles would present exactly as they currently do. Once these issues were resolved, we found that Survivorship was not being added when appropriate. We are still working on this issue with our vendor but hope to transition our title printing at some point in Q1.
02. **Website / Boat Oregon Store:** These changes are currently in our test environment, and we have been configuring the site to provide an excellent experience for our customers. Our vendor greatly improved the original design customers see before logging in, so the site feels consistent whether a user is logged in or not. We are close to having these changes ready for roll out and expect to see this go live sometime in Q1 or early Q2.

03. **Online Agent Portal:** We have been meeting with our vendor monthly to discuss the best and most cost-effective way to move forward with this project. Our current goal is to use the same online path as our customers take but create a way for agents to submit their transactions without having to make a credit card payment. We will be able to see each transaction as they are submitted, so we will know how many transactions are pending at any given time. Along with the customer's physical ownership documents, they will send a check, which we will apply to all the agent's transactions for that week. Additionally, we are working on improvements to the application process that will make submitting transactions online less time-consuming. This will benefit both our customers and our employees, as the process will be more efficient for everyone.

Future Efficiency Projects

01. **Deficiency Letters:** Our current process involves a combination of postcards and letters with each medium used for different purposes. Some use standardized language while others depend on significant input from the employee. The goal is to give this process more structure, make it quicker and easier for employees to send deficiency notices, and make these notices easier for customers to understand. In the future we would like to have these transmitted to P&D for printing and mailing, just like our registration decals are currently.
02. Various options are being explored across the tools used by our customers as well as those used by employees to deliver higher levels of customer and employee satisfaction.
 - Call center software
 - Payment POS system
 - Digital registration credentials

Retain, Recruit, Reactivation focus

01. Although 2025 data isn't finalized, we anticipate a decline similar to the drop from 2023 to 2024. Our focus remains on increasing registration renewal rates and reversing this downward trend. Key strategies include:
 - Sending faster notices to customers with missing requirements
 - Expanding outbound calls alongside letters when requirements aren't met
 - Adding outbound calls to encourage renewals for lapsed registrations

Items Printed	Nov 1, 2021 to Oct 31, 2022	Nov 1, 2022 to Oct 31, 2023	Nov 1, 2023 to Oct 31, 2024	Nov 1, 2024 to Oct 31, 2025	Nov 1, 2025 to Oct 31, 202
Boat Titles (initial, transfer)	16,427	19,556	20,877	16,720	2,995
Replacement Boat Titles	488	434	424	422	35
OR Title Transfer Late Fee	826	931	852	753	119
Replacement Reg Card Only	249	184	222	190	6
Repl Reg Card & Decals	1,432	1,415	1,544	1,459	91
Livery Registrations	365	334	308	344	12
Dealer Registrations	35	66	34	78	4
Floating Property Titles	390	323	268	236	35

Boat Registrations by Expiration Year (Active, in Renewal or Pending; excludes Commercial Use)					
	12/31/2024	12/31/2025	12/31/2026	12/31/2027	TOTAL
	18,364	42,182	61,992	22,643	145,181

Completed Transactions by Month	Titles	Repl Titles	Late Fee	Repl Reg Card	Repl Reg & Decals	Livery Reg	Dealer Reg	FP Titles
Nov-25	1,219	16	52	3	41	9	4	14
Dec-25	1,811	19	67	3	50	3	0	21
Jan-26								
Feb-26								
Mar-26								
Apr-26								
May-26								
Jun-26								
Jul-26								
Aug-26								
Sep-26								
Oct-26								
Totals Nov-25 to Oct-26	3,030	35	119	6	91	12	4	35

Item C: Serial Communication

01. In 2023 and 2024, there were several legislative changes to public meeting laws (PML). The new laws gave Oregon Government Ethics Commission (OGEC) new authority to enforce PML and the ability to provide advice and training on PML. In addition, it expanded the types of communications that can violate PML to include serial communications and communications through an intermediary that reaches a quorum of members.
02. The primary intention of the new law is to prohibit serial communications, and communications through an intermediary, if it results in a quorum of board members conducting business outside of a public meeting.

Thinking about a scenario might make the intention easier to understand. If Member A talks to Member B about something that will come before the Board for consideration, then Member B talks with Member C and conveys information from the conversation with Member A, then a quorum, three in the case of OSMB, of Board members have had a discussion that legally should be held during a public meeting.

In the case of an intermediary, it could be that Member A talks to Director Warren and conveys information about an upcoming vote. If Director Warren conveys that information to Member B and C, it has the same effect as Member A conveying it directly and would likely result in a PML violation. The intermediary gets even more difficult to apply when you consider the intermediary doesn't have to be agency staff and can be anyone that communicates with multiple members.

In the case of an intermediary, it isn't a violation for Director Warren, or anyone else not on the Board, to communicate with each Board Member individually about their position on an issue. A violation only occurs if the information from the individual conversations is shared with two other members. Given that, agency leadership is the lowest risk to talk with each member about their positions because they are trained in PML. A member of the public could inadvertently, or purposely, create a PML since they may lack training and experience with PML.

03. To mitigate the risk of a PML violation, members should avoid sharing your position on how you will vote outside of a public meeting; don't meet with other Board members outside of the meeting to discuss board business and if you do, have a clear conversation about how you will avoid a PML violation moving forward; if you are meeting with staff or a member of the public and they start to share another members position, ask them to stop and direct them to the public comment process the agency has established for the meeting or rulemaking process.
04. While this new law can be confusing, and in some cases be perceived as making it more difficult for a board to conduct business, it is important that we follow the new laws. As a Board Member, agency staff and OGEC are here to help guide you. If you want to communicate with another member, members of the public or agency staff and are unsure of how to navigate this law, reach out to Director Warren for assistance.
05. There are some pieces of the new law that are proving to be difficult to enact. For instance, because social media posts are public, it is possible that someone subject to PML who posts their position online could create a PML violation.

06. These law changes have created several issues, particularly for elected officials. We will continue to receive guidance and anticipate training being available in the future that is specific to this topic.

Item D: Budget

01. The Board will hear a presentation from Christy Cornish regarding the budget.

Item E: Don Lindly Property Disposal-Lincoln County

01. In 2008, OSMB staff, Oregon Dept. of Fish and Wildlife (ODFW) district staff and Lincoln County Parks began receiving complaints and comments about the lack of public boat ramp access and parking on the Alsea River and the conditions of many privately owned marinas being silted in and needing maintenance to safely use. The Port of Alsea boat launch and marina in the bay, and Alsea Riviera which is a narrow single lane ramp with no parking at river mile 12 and Barclay Boat Slide which has limited shoulder parking on Hwy 34 at river mile 17 are the only publicly owned boating access sites in approximately 17 river miles.
02. In 2011-2012 the County and ODFW identified potential property locations. Staff met onsite with County to assess likelihood of development for recreational boating access. Properties were not pursued for a variety of reasons such as lot size, bank height from the water, limited waterfrontage, upland topography, proximity to neighbors and width of the river.
03. In 2013 the Don Lindly property became available. The property is located approximately at river mile 8.2 and would be close to the midpoint between the Port of Alsea and Barclay Boat Slide. The property is just under 10 acres with more than 1,700 feet of riverfront property and relatively flat. The existing site development included gravel access road and parking, 8 RV spaces, power, water, septic and 80 linear feet of moorage dock and gangway. The river area also had few private homes and docks near the potential boat ramp location. Aerial below is a 2012 image.



04. In 2014, OSMB approved \$73,750.00 in grant funding to Lincoln County to purchase the property with funding assistance from an ODFW federal U.S. Fish and Wildlife Sportfish Restoration grant. Federal land acquisition rules required ODFW to be the property title holder/owner however, they could lease the property to the County to maintain and operate the future recreational boating facility. The County entered into a separate agreement with ODFW and utilized our grant funding as non-federal match. The County also secured additional funding from the Oregon Wildlife Heritage Foundation to cover the property acquisition amount over the appraised value. The ODFW property deed includes the

OSMB grant recorded interest and notice of federal interest in the property. The long-time Parks Director retired and the existing Parks Operation Supervisor took over the role.

05. In January 2015, ODFW and the County entered into a lease agreement allowing the County to develop, manage and maintain the premises as a motorized boating access facility and public park and keep the premises in as good repair as it was at the beginning of the lease. The County opened the site for day use. OSMB staff expressed concern about opening the property for nonboating use and public perception challenges when development happened. The County completed a wetland delineation, OSMB completed the topographic and bathymetric survey work and conceptual designs were developed. An onsite meeting was held in 2016 with permit agencies and interested parties. The conceptual designs were modified to reflect comments and feedback.
06. In January 2017 a public meeting was held at Alsea City Hall in Waldport with more than 20 people attending. Comments and discussion were very supportive of the improvements to include motorized boat ramp and boarding docks, short term tie-up dock for loading and unloading of boats, accessible nonmotorized floating launch, parking, sanitation and seasonal park host. The archaeological survey and report were completed and hydraulic modeling and analysis started.
07. In 2018-2019 the County received Conditional Land Use Permit approval. ODOT conditionally approved the site driveway entrance/exit with placement of a couple additional signs. Hydraulic modeling and analysis were completed including the no rise certification and the joint permit application was drafted. Changes to wetland classifications and mitigation requirements necessitated the need for the County to hire a consultant to complete a DSL approved delineation, identify mitigation and complete the joint permit application.
08. In 2020-2021 a state and federal Kaizen permitting meeting was held to discuss the project and identify permitting agency questions and concerns. The 1200-C erosion sediment control plan and stormwater management plan were completed. Permitting process identified different types of mitigation were needed tidal waters, tidal wetlands, freshwater wetlands and forested wetlands. Some mitigation could be completed onsite but offsite mitigation needed to be explored. The consultant identified potential location within the bay to remove numerous tires.
09. In 2022-2023 the Parks Director retired and a new person was hired. This is the third Parks Director. To address the additional mitigation requirements the parking, maneuver, travel lane area would need to be reduced. As a result of the change in design, OSMB staff recommended a public meeting with the County, ODFW and OSMB to share background, updated conceptual design and update on the process. A virtual and in person public meeting was held March 2023 by the County. Comments were largely in support of keeping the property and use as natural park, dog walking, nature viewing, and bank angling. Oregon Wild was active in sharing information about the meetings and messaging. There was some support of developing accessible fishing dock and kayak launch. The electronic survey was more evenly mixed with support for boating access.
10. In 2024 Lincoln County notified ODFW that they would like to purchase the property from ODFW since they do not intend to build a motorized boating facility. In 2025, Lincoln County notified ODFW they have secured a private donation to purchase the property and can move forward with purchasing the property. The property was purchased primarily

with USFWS federal sportfish restoration funding, so there are multiple processes that must be completed prior to the County purchasing the property from ODFW to comply with federal grant funding requirements for property disposal. The yellow book appraisal that is required for federal funding has been completed and identified a value of \$250,000. This appraisal value is less than the original purchase price of \$330,000 plus fees. ODFW anticipates presenting information to their Commission at the April 2026 meeting for a decision on sale of the property.

11. The County has been notified they must repay OSMB the full amount of our grant funding \$73,750.00. We are working through the process and timing of repayment with the County. The funds will be received by OSMB as miscellaneous revenue for the agency.

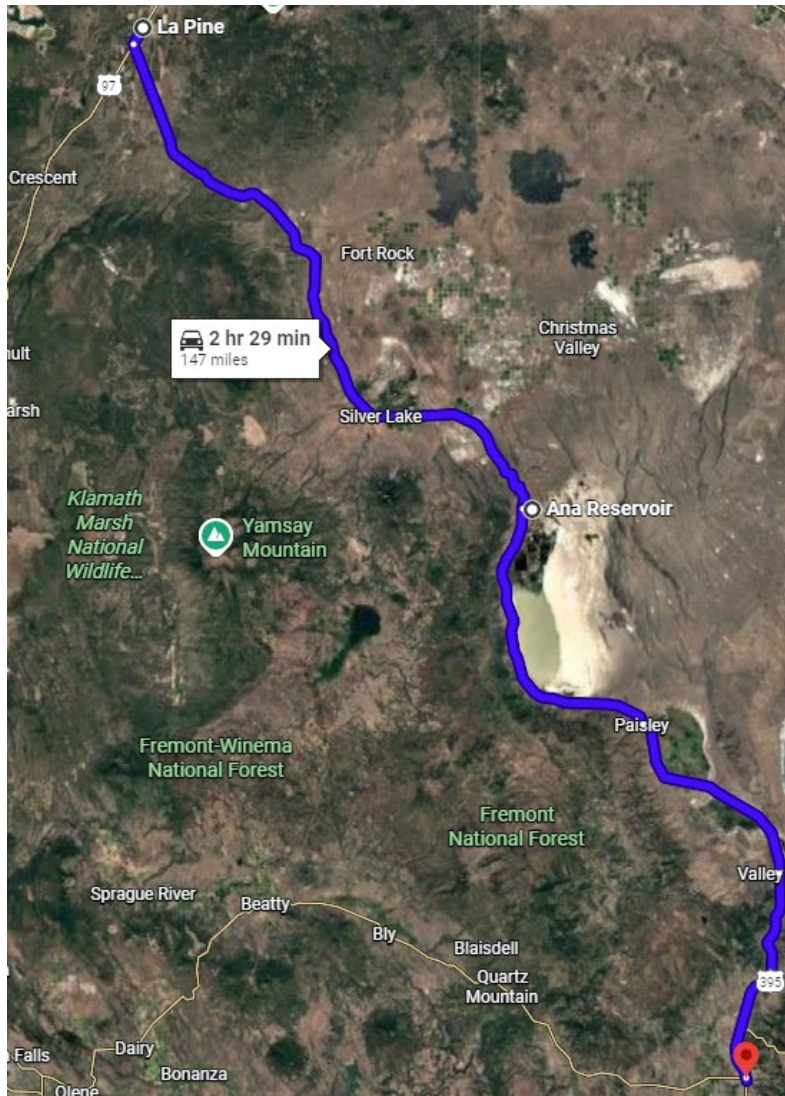
Item F: Boating Safety Team Update

01. Brian Paulsen, Boating Safety Program Manager, will provide the Board with a presentation regarding the Board Safety Team.

Item G: Ana Reservoir Petition

Background

01. On October 24, 2025, the Oregon State Marine Board (OSMB) received a petition from the Summer Lake Irrigation District to request a slow-no wake speed for the entirety of Ana Reservoir.
02. Ana Reservoir is adjacent to Oregon Highway 31, it is in Lake County near Summer Lake, between La Pine and Lakeview. It is approximately 70 miles southeast of La Pine and is 77 miles northwest of Lakeview.



03. Ana Reservoir is approximately 60 to 70 acres; it is owned by the Summer Lake Irrigation District. It is also one of the area's deeper waterbodies which has made it popular for fishing. The district's reservoir frontage property is surrounded by the Summer Lake Wildlife Area, a wildlife refuge operated by Oregon Department of Fish and Wildlife.
04. In 1995 a boat ramp was constructed on the north side of the reservoir.

05. Ana Reservoir is known for its wiper fishing. “Wipers” are a sterile cross between male striped bass and female white base. They have been stocked in Ana Reservoir since 1982. Wipers can weigh up to 19 pounds.



06. The petitioners are requesting new restrictions due to safety concerns of motorboats operating in the small reservoir. They also cite an increase in bank erosion caused by wave action.
07. The public comment regarding a proposed new rule for Ana Reservoir was open December 1 – 31, 2025.

Petition

01. The petition is included in its entirety following the staff recommendations. However, a summary of the request, as provided by the petition is below.

This petition to promulgate is submitted to the OSMB pursuant to Oregon Revised Statute (ORS) 183.390 and OAR 137-001-0070:

- A. Adopt OAR 250-020-0211 (#) Ana Reservoir: A person must not operate a motorboat in excess of a slow-no wake speed.

Public Comments

01. Five public comments were received; three of the five commentors had identified themselves as not residing in Lake County.
02. All the comments were in support of a slow-no wake speed. The themes included:
 - Size of the reservoir: Four of five commentors indicated that they felt the reservoir is too small (approximately 70 acres) for water skiing, jet skiing and speedboat operations. One comment cites motorboat impacts on kayakers and paddle boards.

- Impact on nature: Three commentors mentioned the impact of motorboats on birds and fishing. Two commentors mentioned the impact on the shoreline.

Staff Analysis

01. Lake County has numerous waterbodies, including lakes, reservoirs, rivers and streams. Thirteen Lake County waterbodies have restrictions such as electric motors only or slow-no wake restrictions. In addition, several “lakes” such as Summer Lake and Lake Abert, are shallow water lakes and are only suitable to paddle sports. Some of the shallow water lakes go dry annually.
02. If speed restrictions were placed on Ana Reservoir, the nearest available water bodies for watersport would include Wikiup Reservoir to the north and Drews and Cottonwood Reservoir to the Southwest. These waterbodies are located approximately 80 miles from Ana Reservoir.
03. The petitioners acknowledge that boat wakes contribute to erosion along with the area’s strong winds. So, the requested rule will not eliminate the erosion concerns.

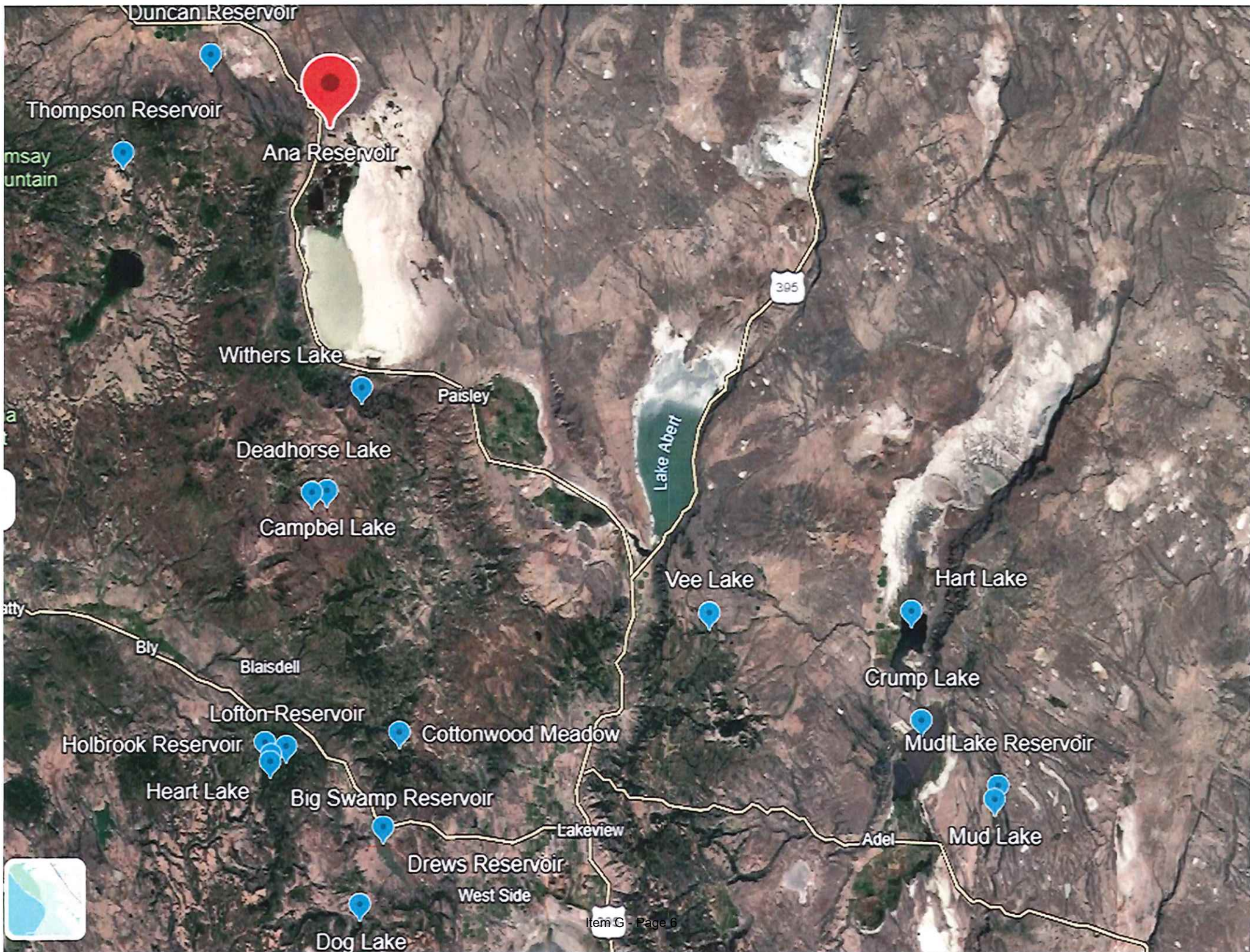
Staff Considerations and Recommendations

01. Lake County Sheriff’s Office Marine Patrol indicated he is not aware of conflicts between motorboaters, paddlers and anglers. He stated it is a popular boating location; the sheriff’s office is planning to add a second life jacket loaner station at the reservoir. The water quality is exceptional, compared to other nearby waterbodies. Most of Lake County recreational boating waterbodies have restrictions and any potential boating restrictions on Ana Reservoir would further limit boating opportunities in Lake County.
02. Staff recommend that the Board deny the petition to amend 250-020-0211 to restrict Ana Reservoir to slow-no wake speeds.

Citizen Rule Petition Guidance Form - Oregon State Marine Board

1	<p>Petitioner: please provide your name, address, telephone number, and email address</p>
2	<p>Please list the names, addresses, telephone numbers, and email addresses of any other people who you know are interested in your petition</p>
3	<p><u>If you are proposing a new rule:</u> You must provide your proposed rule language below in full. You may find it helpful to read a few existing rules to get a feel for how rules are written.</p> <p><u>If you are proposing changes to an existing rule:</u> Provide the full text of the existing rule below. Underline or otherwise call attention to any new language you wish you add, and put a line through any language you wish to remove.</p> <p align="center">The full text of existing Oregon Administrative Rules can be found here: https://secure.sos.state.or.us/oard/ruleSearch (Rules related to the Marine Board are located in Chapter 250)</p>

4	a) Explain the reasons behind the proposed rule changes.		
	b) Describe in detail the effects that the proposed rule changes would have.		
5	Describe any potential economic impacts your proposal could have on businesses.		
6	Is the existing rule still needed?		
7	Are you proposing to change or repeal the existing rule due to concerns about complexity?		
8	Does the existing rule overlap, duplicate, or conflict with other state or federal rules or local government regulations?		
9	Since the adoption of the existing rule, have there been changes in technology or economic conditions that contribute to the need to change or repeal the rule?		
10	The petition must be signed by or on behalf of the petitioner		
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Petitioner Signature:	Date:		



Water Body	Location from Ana	Restrictions	Details
Thompson Reservoir	Lake Co., 37 miles west	No operations >10 mph	
Hart Lake	Lake Co., 115 miles SE		
Big Swamp Reservoir	Lake Co., 115 miles South	Electric Motors Only	
Campbell Lake	Lake Co., 124 miles SE	Electric Motors Only	
Cottownwood Meadow Lake	Lake Co., 105 miles South	Electric Motors Only	
Deadhorse Lake	Lake Co., 46 miles South	Electric Motors Only	
Dog Lake	Lake Co., 34 miles North	Electric Motors Only	
Duncan Reservoir	Lake Co., 20 miles NW	Slow-no wake	
Heart Lake	Lake Co. 116 miles South	Electric Motors Only	
Holbrook Reservoir	Lake Co., 113 miles South	Electric Motors Only	
Lofton Reservoir	Lake Co., 114 miles South	Electric Motors Only	
Crump Lake	Lake Co., 112 miles SE	No restrictions, periodic closures for low water levels	
Mud Lake	Lake Co., 114 miles SE	Electric Motors Only	
Mud Lake Reservoir	Lake Co., ~115 miles SE	None	135 sq acres
Vee Lake	Lake Co., 76 miles SE	Electric Motors Only	
Withers Lake	Lake Co., 29 miles South	Electric Motors Only	
Drews Reservoir	Lake Co., 100 miles South	None	4754 acres

Item H: Upper Rogue River Rule Report

Background

01. At the January 23, 2025, Board Meeting, the Board approved final rules related to the Upper Rogue River between Fishers Ferry County Park and the Willaim L. Jess Dam, (Lost Creek Dam). The rule restricted the use of motors in excess of 15 hp upstream of Dodge Bridge Park, and all tributaries between Fishers Ferry County Park and the Lost Creek Dam. Below Dodge Bridge County Park, recreational boaters are restricted to 15 hp motors in the event of water flows below 1350 CFS otherwise they were not impacted in that section of the river. Finally, Charter Boats may only operate between Fishers Ferry County Park and Tabel Rock Road Bridge between May 8 and September 10.
02. This rule was the result of approximately two years of work and information gathering by several state agencies including Oregon State Parks, Oregon Department of Fish and Wildlife, Department of State Lands and OSMB. The rule was designed to minimize conflict between the large commercial jet boat tour operator (Charter Boats) and other river users and landowners.
03. At the time the Board passed the rule, they directed staff to conduct a review of the rule at one year, two years and then a five-year review. The one-year review is to look at the effectiveness of the rule implementation process and effectiveness of the rule, the two-year review will look at the rules impact to river safety, and finally the five-year will look at the long-term effectiveness of the rule.

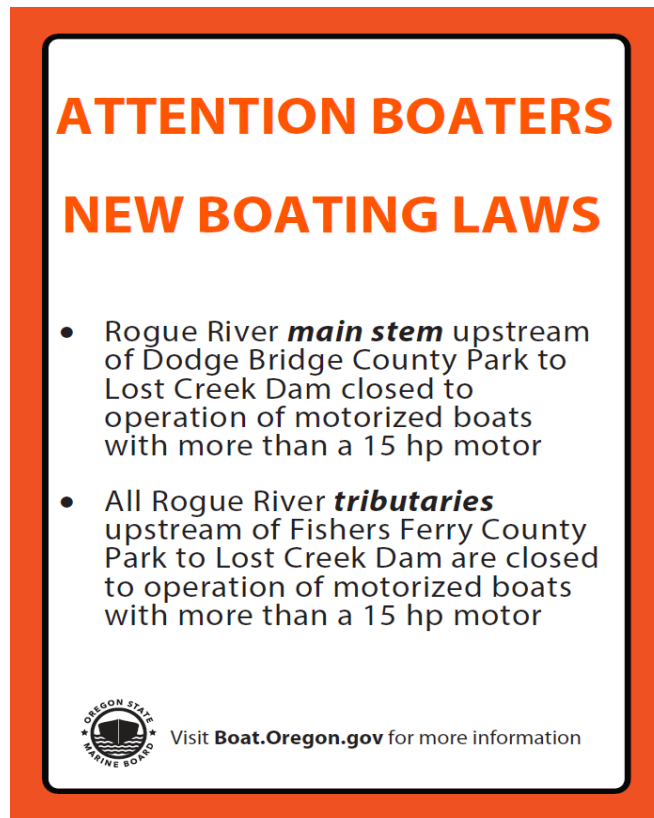
Rule implementation

01. The first step was to inform the public of the new rule. This was a very controversial rulemaking process with many communities and groups watching the Board meeting online, so once the Board made its decision there were immediate social media postings declaring the rule was approved. On January 24, 2025, OSMB issued a press release informing the media of the new rule language and posted the new rule on social media. By the February 1 effective date of the new rule, staff installed signage at all eight boating access locations between Fisher Ferry County Park and the Lost Creek Dam and updated the Boat Oregon Online Map.

Effectiveness of the Rule

01. The primary purpose of the rule was to minimize user conflict in that section of the river. To determine effectiveness, we look at the nature of the comments received by OSMB staff, social media comments and the nature of law enforcement contacts.
02. Upon approval of the rule, there was an immediate series of emails from the petitioners and local communities thanking the Board for approving the rules. Throughout the summer there were sporadic emails again in support of the rules. Since November, there has been a large barrage of emails in support of retaining the current rules. I suspect there was some confusion that this agenda item could result in revocation or changes to the approved rules. We have not received any negative comments related to rules. It appears that the Charter Boat operator adapted their business model and has limited their operations to the sections of river between Fisher's Ferry County Park and Table Rock Road Bridge.


03. During 2025, law enforcement made 82 contacts with motorized boaters. Of these contacts 73 boaters were fully compliant, 8 received warning related to registration requirements, and 1 PWC was issued a citation for operating in a prohibit area. 1,988 contacts were made with nonmotorized boats, with 1,948 fully compliant, 42 received warnings for waterway access permit, sound signaling device, or no PFD. No citations were issued.
02. Based upon staff findings, it appears that the boating public was adequately informed about the new rules and complied with those rules. It also appears that conflict between the Charter Boat operations and other river users has been significantly reduced. At this time, staff recommends no further action. Staff will perform the two-year and five-year review as previously requested by the Board.



ATTENTION BOATERS

NEW BOATING LAWS

- Rogue River **main stem** upstream of Dodge Bridge County Park to Lost Creek Dam closed to operation of motorized boats with more than a 15 hp motor
- All Rogue River **tributaries** upstream of Fishers Ferry County Park to Lost Creek Dam are closed to operation of motorized boats with more than a 15 hp motor

 Visit Boat.Oregon.gov for more information

Item I: Waterway Access Permit Rulemaking

Background

01. At the October Board Meeting the Board Approved Draft Rules which identified specific waterways that would be exempt from the requirement to obtain a Waterway Access Permit.
02. The draft rule went out to the public for comment; staff also reached out directly to several local paddling organizations.
03. We heard from 3 paddling organizations, which included American Whitewater, Willamette Kayak and Canoe Club, and Lower Columbia Canoe Club. American Whitewater and Willamette Kayak and Canoe Club commented on the criteria used to establish the exemption, specifically that the exemption would apply only to Class IV whitewater and not Class III whitewater. They believe there needs to be consistency between the definition of whitewater. They referred to ORS 704.070 and OAR 250-016-0075 which sets safety requirements for guides operating in Class III whitewater. During negotiations with American Whitewater in the 2025 Legislative Session, OSMB determined that the criteria for the exemption needed to include only technical whitewater section of rivers without access to improved boating facilities. In discussion with various OSMB staff, we determined that if we allowed the lower-classed waterways there is a much higher likelihood that those sections would include an improved access point. To comply with the intent of HB 2982 to increase fees for the AIS funding, our goal was to make the exemption available only to remote waterways where the general public would not likely venture. This was communicated with American Whitewater, and based upon these discussions, American Whitewater removed their objection to HB 2982.
04. Willamette Kayak and Canoe Club's comments were generally in line with American Whitewater; they also included additional river sections that they thought should be subject to the exemption. Using the same criteria, OSMB added additional waterways for the whitewater exemption.
05. Lower Columbia Canoe Club was the outlier. They opposed the exemption and felt that all paddlers should be subject to a requirement to obtain a Waterway Access Permit. They felt the need to prevent the spread of aquatic invasive species justified the need for the permit. They also suggested that Oregon consider a parking pass system similar to the Washington State Discovery Pass, that funds AIS prevention through a parking fee. While worth consideration, that would require a change to state laws. Finally, they agreed that if we were going to have a whitewater exemption it should be limited to Class IV whitewater.
06. We received 6 comments from the general public: 4 where opposed to the Waterway Access Permit requirement for any nonmotorized boat, 1 believed that there should not be an exemption for whitewater, and 1 thought Class III whitewater should be included.
07. Based upon these comments, staff increased the list of exempt waterways but did not make any changes to the rule language or change the criteria to determine the exempt waterways.

Staff Recommendation

01. Staff recommends that the Board approve the amendment to OAR 250-016-0760 to create a whitewater exemption as stated below:

250-010-0760

(f) Nonmotorized boats less than 10 feet in length engaging in whitewater recreation activities while operating on Whitewater Exempt Waterways as identified on OSMB's Boat Oregon Online Map.

(1) Division 010 incorporates by reference the current Boat Oregon Online Maps Whitewater Exempt Waterway layer. Therefore, persons must consult the current Boat Oregon Online Maps Whitewater Exempt Waterway layer to determine all applicable whitewater exempt waterways.

(2) Changes to exempt waterways may be adopted in this rule division from time to time.

Item J: Siletz River Rulemaking

Background

01. Staff has sought input from interested parties through the Rule Advisor Committee, (“RAC”) process. The RAC is made up of river users, including guides and recreational fishermen, landowners, and the Tribal Community. There is also an ODFW staff member on the RAC. The original rule petition requested that the Board prohibit the use of all motors above Jack Morgan Park. In general, the RAC Tribal members, the landowner, and a fishing guide agree that this would be the preferred rule. The remaining RAC members generally feel that the current rules are adequate and no changes are needed. This is roughly a 50/50 split of opinion. ODFW has not taken a position of the rule petition but have identified that the Siletz River currently has a strong run of salmon and steelhead.
02. The area of conflict is between Jack Morgan Park and Moonshine Park. This stretch is used primarily during late fall to early spring by anglers going after salmon and steelhead, when the flows are high enough that fish are migrating and present in the river. During late spring to late summer flows are minimal and river use is more for swimming and paddling, there were no issues addressed by the RAC related to these activities. Below Jack Morgan Park, the river becomes larger and is tidally influenced, the RAC members do not think any changes are required in this section of the river. Above Moonshine Park, the river is primarily used for whitewater paddling when flows allow or swimming and wading.
03. The RAC members in favor of banning all motors, are concerned about the continued overall health of the river. They voiced concerns about erosion, damage to spawning redds, water quality, safety, and user conflict due to the use of motors. The RAC members who don't feel a rule change is required point to the accessibility for all users if motors are prohibited, and the current fish runs remain strong with the use of motors. While all these arguments have merit, OSMB has authority to make rules for boater access and safety and to reduce conflict.
04. One of the main conflicts is the different fishing method used. Nonmotorized fishermen tend to anchor in a fishing hole, and motorized boaters like to drift down the hole and motor up to re-drift the hole. By dividing the sections of river into a motorized and nonmotorized we can limit this conflict. This option also provides a viable section of the river for people with some limitation that would not allow them to use oars to row a boat. By placing a HP restriction on the lower section of the river, it will prevent boaters from launching at Jack Morgan Park or downstream and then running up large sections of the river where most other boats are anchored or drifting downstream, thus improving safety.

Staff Recommendation

01. The potential rule options for the Board to consider are:
 - Restrict all motors above Jack Morgan Park (Petition Request)
 - Restrict motor horsepower, or type, in specific sections of the river and designate certain areas as nonmotorized only.
 - No rule changes at this time.

02. Staff requests that the Board provide guidance to staff to move forward to draft a proposed rule based on any of the above options or other considerations as the Board determines appropriate so that staff can develop and present a Proposed Rule for the Siletz River at the April Board Meeting.

Item K: Executive Session ORS 192.660(2)(i)

01. The Board will meet in executive session pursuant to ORS 192.660(2)(i) for the agency Director's annual review.

Item L: Board Meeting Timelines

01. Staff will be working off the following timelines for future Board Meeting topics. The Board may direct staff at any time to change the timeline or topic.

April 2026	Mini Jets Update
April 2026	Free Waterway Access Permit Days
July 2026	Non-Governmental Outreach Programs and Grant Funding
July 2026	Boating Technology Changes