

# Oregon State Marine Board



## Board Book

July 30, 2026

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# Item A: Agency Director's Report

## Agency Overview

Director Warren attended the Marine Law Enforcement Academy for both classroom and on water days. The training continues to evolve beyond its already high standards.

Jennifer Cooper researched and procured audio equipment for meetings that should enable the agency to better serve the needs of meeting attendees both in person and online.

Director Warren went with Boating Safety Advocate Tiffany Hager to Grant Elementary in Salem Oregon to observe classroom boating safety education. In one day, Tiffany delivered training to six classrooms with at least 120 students in total. Over half of the students indicated they had been boating at some point in their life. The main messages, wearing a properly fitting life jacket and “throw don’t go”, are reinforced through games, demonstrations and verbal teaching.

The engineering team took Director Warren out to observe and assist with surveying Sunnyside County Park. This is the first step in what will be a long process to potentially improve the boating facilities at the park.

## Boating Safety Program

### Waterways Program

Staff worked to develop a new statewide regulatory sign that informs motorized boaters of requirements. The new sign, titled “Motorized Boat Requirements,” mirrors the format of the existing “Nonmotorized Boat Requirements” regulatory sign. It is bilingual (English and Spanish) and will be installed at motorized boat ramps on Oregon waterways. Staff are currently distributing these signs to partner agencies across the state for installation.

### MOTORIZED BOAT REQUIREMENTS

### Requerimientos Para Barcos De Motor



**CARRY PROPERLY FITTING LIFE JACKETS FOR ALL ON BOARD.**  
Lleve chalecos salvavidas que se ajusten apropiadamente para todas las personas a bordo.



**CARRY A SOUND SIGNALING DEVICE (WHISTLE OR AIR HORN).**  
Lleve un dispositivo de señales de sonido (silbato o bocina de aire).



**CARRY A FIRE EXTINGUISHER IN SERVICEABLE CONDITION.**  
Lleve un extintor de incendios en condiciones de funcionamiento.

**Children 12 years and younger **MUST WEAR** a properly sized USCG approved life jacket appropriate for the activity while underway.**  
**Los niños de 12 años o menos **DEBEN USAR** un chaleco salvavidas ajustado apropiadamente y aprobado por la USCG para la actividad mientras estén navegando.**



**ALL BOATS (GAS, DIESEL, OR ELECTRIC) AND SAILBOATS 12' OR LONGER MUST BE REGISTERED AND TITLED.**  
Todos los barcos (de gasolina, diésel o eléctricos) y los veleros de 12' o más deben estar registrados y tener un título de propiedad.



**CARRY A THROWABLE DEVICE REQUIRED FOR BOATS 16' OR LONGER.**  
Lleve un dispositivo arrojadizo requerido para los botes de 16' o más de longitud.



**NAVIGATION LIGHTS ARE REQUIRED FROM SUNSET TO SUNRISE AND DURING LOW VISIBILITY.**  
Las luces de navegación son requeridas desde el atardecer hasta el amanecer y durante una visibilidad baja.



**BOATING EDUCATION CARD REQUIRED TO OPERATE BOATS GREATER THAN 10 HP.**  
La Tarjeta de Educación de Navegación es requerida para operar los barcos de más de 10 hp.

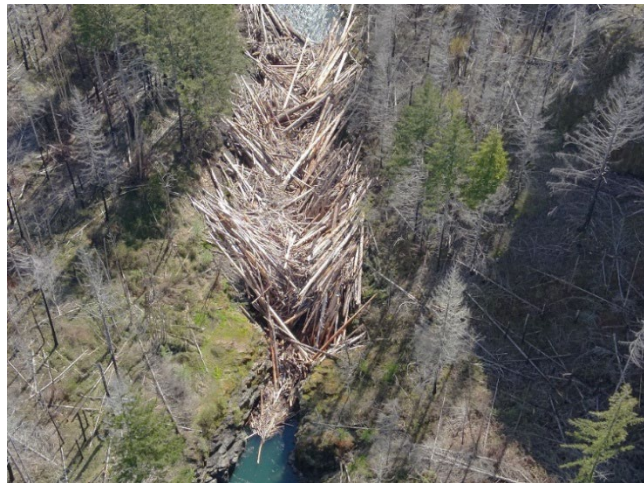


Visit [Boat.Oregon.gov](http://Boat.Oregon.gov) for more information  
Visite [Boat.Oregon.gov](http://Boat.Oregon.gov) para más información.

In May, the Multnomah County Sheriff's Office issued a public advisory regarding significant river obstructions identified on the Sandy River between Oxbow Regional Park and Dabney State Recreation Area. In coordination with Multnomah, Washington, and Clackamas County Sheriff's Offices, the Oregon State Marine Board installed two large "Danger, Stay Right" signs upstream of the obstructions to direct river users toward an alternate channel and away from the channel littered with boating obstructions. During the sign installation, marine deputies were also able to recover a drift boat that had sunk in a strainer earlier in the month.



After the 2020 wildfires, a major habitat restoration effort in the Molalla River Watershed has placed hundreds of trees along the Upper Molalla River to improve fish habitat. The Oregon State Marine Board surveyed the area prior to the December high-water events, as this stretch of river is frequently used by whitewater paddlers. Post-high-water observations indicated that a large number of the restoration-placed trees have moved downstream and naturally accumulated into two large logjams, creating significant boating safety concerns. With collaboration with BLM and ODFW, agency staff developed the signage shown below, now installed throughout the BLM-managed recreation corridor to alert boaters to river hazards.



Waterways Program issued permits for calendar year 2026 thus far:

- Special Use Device Permit: 3
- Waterway Marker Permit: 3
- Marine Event Permits: 78

## Outfitter Guide Program

Since November 1st, staff have issued 1,414 Outfitter Guide registrations in which 678 are designated as Charter Guides, 30 Crew Member registrations, and 24 Charter Boat registrations for 2026. There are currently 33 applications in the queue yet to be worked on and an additional 20 have been processed and are awaiting further documentation from the applicant.

A Guide Advisory Committee meeting was originally set for June but has been pushed back to Fall to accommodate schedules of the busy summer guiding season.

Outfitter Guide program staff and Boating Education staff are participating in cross-training efforts in the Boating Safety section. Administrative staff for both programs have switched and additional staff have become certified in the Oregon State Police's Law Enforcement Database for more flexibility in doing background checks on current and prospective Outfitter Guides, Crew Members, and employees.

Staff have continued to oversee the guide employee module project within OSMB's existing registration system to manage the owner/employee relationships within Outfitter Guide businesses. Feedback from the software provider indicates that the module should be in place by November 2026 for the start of the Outfitter Guide 2027 renewals. Tracking the employees and updating the background checks for thousands of employees should be greatly improved with a new employee module in addition to our operational processes. Processing time will be reduced to promote additional efficiency in processing utilizing technology.

Staff attended the Oregon Marine Law Enforcement Academy in Madras, providing Outfitter Guide enforcement training and instruction to students both in the classroom and on the water during their two-week training.

## Law Enforcement Program

The annual Oregon Marine Board Marine Law Enforcement Academy (MLEA) was held in Madras, Jefferson County, Monday, April 27<sup>th</sup> through Friday, May 1<sup>st</sup> and then from Tuesday, May 5<sup>th</sup> through Friday, May 8<sup>th</sup>. During this 9-day event, 21 students from 14 different agencies successfully completed the academy and are trained to safely and successfully patrol Oregon's waterways. In all, 31 individuals consisting of volunteers, instructors and marine board staff contributed to ensuring the MLEA went off without a hitch. The dates and location for the 2027 MLEA will be announced by October 1<sup>st</sup>.

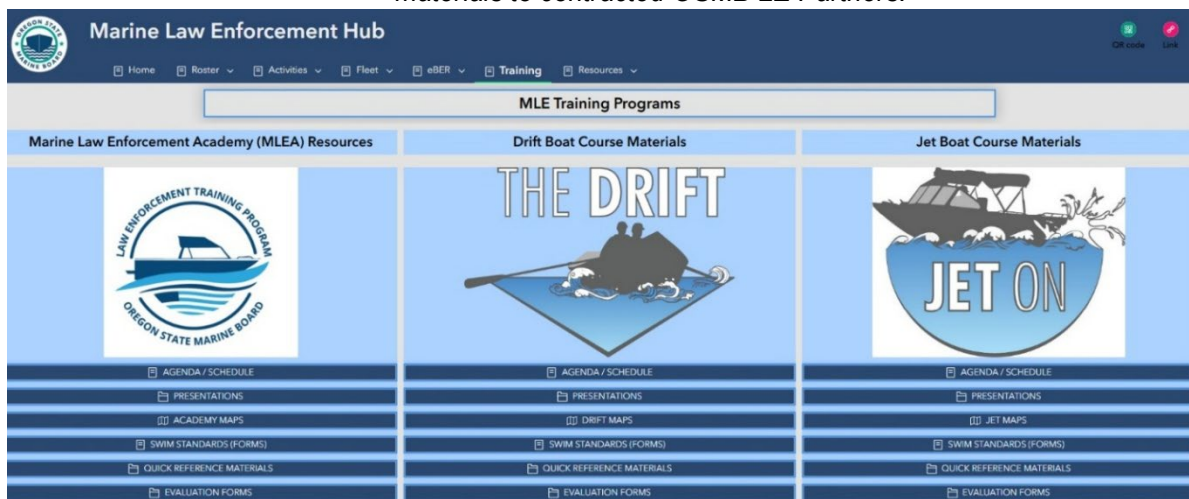


From Sunday, June 14<sup>th</sup> through Thursday, June 18<sup>th</sup>, in conjunction with the Jackson County Sheriff's Office, the Oregon State Marine Board hosted its annual Drift Boat Operation Course. This course is intended to provide law enforcement partners with the skills necessary to patrol Oregon's Waterways on moving water utilizing drift boats, rafts and Cataracts. This year, the river flow was at 2,630 cfs (cubic feet per second) which was higher than years past. This allowed participants to cover more miles of the upper Rogue River and make for longer floats. Ambient air temperatures above 100 degrees made conditions challenging, but in all, 42 participants (19 students, 19 instructors and 4 safety boats) contributed to a successful course.



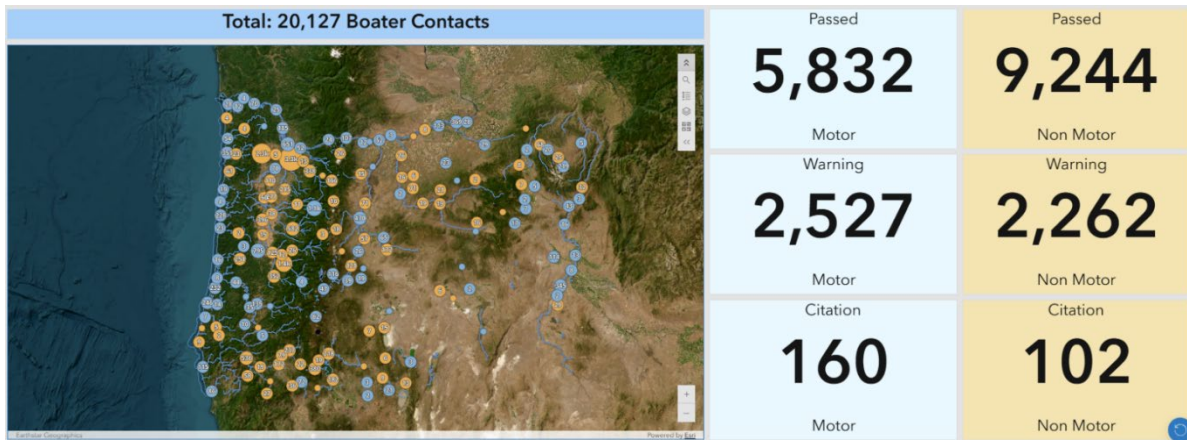
The Marine Law Enforcement "HUB" continues to be an ongoing success. With the collaboration of the OSMB team, the HUB continues to grow, improve and streamline the administrative tasks required of our contracted partners. The Law Enforcement Training Program continues to add training items in the "Training" tab which allows contacted partners to download all training materials at any time for quick reference. Law Enforcement partners have also shared quick reference items that have been added to the HUB and can be referenced among partners.

*Below – The Marine Law Enforcement HUB continues to be a one-stop-shop for all training materials to contracted OSMB LE Partners.*



As of July 6; over 20,000 boater compliance checks have been logged in the eBER system since the beginning of 2026. The eBER system continues to be a valuable tool amongst our partner agencies as we continue to enhance and improve boating safety.

*Below – A screenshot of boater contacts from January 1, 2026 to July 2, 2026.*



## Oregon State Marine Board Marine Law Enforcement Training Dates

### **2026 Jet Boat Operations Course** (Gold Beach, OR)

Monday, July 20th through Friday, July 24<sup>th</sup>

## Education & Outreach Program

Staff participated and partnered with Marion County Sheriff's Office Marine Patrol at the Ag Fest at the Oregon State Fair Grounds. Staff counted approximately 1,045 visitors to the agency booth over the two-day event. Popular discussions included the Waterway Access Permit, If Found stickers and how to fit a life jacket to a child.

Staff provided instruction during the 2<sup>nd</sup> week of Marine Law Enforcement Academy at the boating incident scenario to educate students on writing boating incident reports and what are best practices in completing investigative reports.

Staff are partnering with a local high school student along with the City of Lake Oswego Recreation and Parks Department. The students' Eagle Scout project is to build a life jacket loaner station kiosk at the Lower Millennium Plaza Park.

Staff designed Fit to Float life jacket awareness bracelets and are available in two different colors, Teal and Lime Green. Staff also resized the original Sasquatch sticker to half the size for the second run at the request of boaters. Additionally, two of the Sasquatch stickers have been redesigned as temporary tattoos. All of these will be available at boating safety outreach events as educational handouts.

Staff provided presentations regarding life jackets and cold water to five classes of 1<sup>st</sup> graders in Albany schools.

Staff attended the Turner Safety Fair at Turner Lake for the community. Those that attended appreciated the information regarding the Waterway Access Permit, life jacket wear and fitting, the need for the whistle on their SUP, the right leash, and the If Found stickers. Turner Police and Fire were also in attendance

## Boating Safety Advocate Program

Across April – June 2026, the Boating Safety Advocate (BSA) team delivered more than 21,000 public contacts through classroom instruction, community events, and pop-up outreach statewide. The Boating Safety Advocate Program attended over 60 outreach and education events this quarter. Outreach included large scale festivals such as Ag Fest, Milk Carton Boat Races and Clackamas River Festival, school-based water safety instruction for grades K–12 across dozens of schools, rural and remote outreach at locations including Wallowa County, Lake Owyhee and Wheeler County, and educational pop ups at high use recreation sites including Millers Landing and Wallowa Lake.

BSA's completed 32 presentations at schools and camps for school aged youth and engaged with over 6,000 students. These presentations focused on life jacket safety, proper life jacket fit, "Reach, Throw, Don't Go" and cold-water immersion lessons. The program also did 5 pop-up outreach events at boating sites and completed 2 specialized instruction events. A new youth focused event for the program to participate in was Chimney Rock Days, an event held in partnership with the Deschutes BLM office, attended by over 300 attendees, aged from 13-18 years old. Another new event was Owyhee Field Days, which was a 2-day event, with over 300 attendees under 13 years old.



BSA's contacted 494 boaters on 30 distinct waterways this quarter with a geographic spread from the coast, the Willamette Valley, Central Oregon, Eastern Oregon and much of Southwestern Oregon. Contacts with non-motorized users accounted for 82% of contacts, and stand-up paddle boards, and recreational kayaks accounted for most non-motorized users. Boater contacts focus on safety, education, and incident prevention.

On May 15, 2026, the Fit to Float life jacket fitting and education event took place at 8 locations from Portland to Medford. As a part of National Safe Boating Week, the event was focused on education of new paddlers on proper life jacket fit and the importance of wearing a properly fitted life jacket when boating. While weather hampered some of the participation at locations, the event received a lot of media coverage, including in Paddling Magazine, multiple news segments, a radio spot, podcast coverage, and social media sharing. The pilot event has received statewide and national attention, and a large paddle sports trade group recently contacted the agency to learn if the concept could be expanded nationally.



## Boating Incidents & Fatalities

As of July 06, 2026, Oregon has had six reported recreational boating fatalities.

- Two fatalities involved a cabin motorboat; one on an open motorboat and another on a personal watercraft. Two involved non-motorized boats (drift boat and a raft).
- Two were on the Columbia River and two on the Willamette River. One on the South Umpqua River and one on Hill Creek Reservoir.
- Only one was wearing a life jacket.
- The six fatalities involved five males and one female.

## Business Services Program

### Budget and Finance

As we approach the mid-way point in the biennium revenues have begun to pick up alongside the beginning of the boating season. Operating revenues from registrations, titles, and education are down -4% from this time a biennium ago but is an improvement from the -10% the agency saw last quarter after renewal season had finished. This puts the agency right back on track to its projections for the 2025-27 biennium. Speaking on

projections, OSMB has been working towards the budget build for the next biennium, 2027-29. This included revising the agency 2025-27 revenue projections that can be seen in the financial report on the far-right column. Minor changes were made across the agency except for fuel tax which has been increased to \$11.17 million (\$10.1 before) to align with the information OSMB has recently received from the OSU fuel consumption study which saw increases across several boat types that will be used in the calculation of the fuel tax later this summer.

Other revenues include Waterway Access Permits that are tracking 64% of budget and are up 78% from a biennium ago. Part of this is from the increase in the AIS portion of the permit but also OSMB is selling more permits at this point compared to the 2023-25 biennium. AIS is also tracking ahead at 55% of budgeted revenues and Guides & Outfitters are just below, at 46% of budget. Overall, agency other funds revenues are tracking at 34%, and should reach 50% after accounting for the FY26 fuel tax which is being worked on throughout the month of July.

Agency spending has ramped up with Administration and Education expending 45% of its budget and Law Enforcement 35%. The agency anticipates facility grant reimbursement to increase as well throughout the next couple months and recipients work through closing their books for the fiscal year. Total spending is at 31% agency-wide, which is still similar to historical levels. Since the agency passes through a significant amount of its budget, most contracts/agreements are being paid out on quarterly/annual basis.

#### *Operation Results for the 2025-27 Biennium*

Data as of June 30, 2026

Dollars in thousands

| <b>Other Funds Revenue</b>                    | <b>Budget<br/>2025-27</b> | <b>Actuals<br/>6/30/2026</b> | <b>% of<br/>Budget</b> | <b>Projected<br/>2025-27</b> |
|-----------------------------------------------|---------------------------|------------------------------|------------------------|------------------------------|
| Fuel Tax                                      | \$ 11,800                 | -                            | 0%                     | \$ 11,171                    |
| Registration                                  | 12,639                    | 6,275                        | 50%                    | 12,548                       |
| Titling                                       | 2,548                     | 1,127                        | 44%                    | 2,454                        |
| Waterway Access                               | 3,558                     | 2,280                        | 64%                    | 3,558                        |
| Aquatic Invasive Species                      | 1,066                     | 588                          | 55%                    | 1,066                        |
| Guides & Outfitters                           | 1,223                     | 561                          | 46%                    | 1,212                        |
| Mandatory Education                           | 405                       | 187                          | 46%                    | 419                          |
| Towed Watersports                             | 29                        | 11                           | 39%                    | 26                           |
| Floating Homes                                | 51                        | 17                           | 33%                    | 50                           |
| Other - Charters, Penalty,<br>Interest, Misc. | 1,187                     | 623                          | 53%                    | 1,631                        |
| <b>Total</b>                                  | <b>34,506</b>             | <b>11,669</b>                | <b>34%</b>             | <b>34,135</b>                |

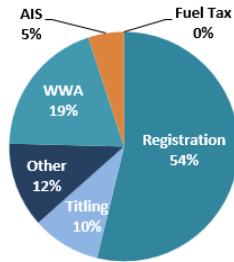
| <b>Other Funds Expenditures</b>            | <b>Budget<br/>2025-27</b> | <b>Actuals<br/>6/30/2026</b> | <b>% of<br/>Budget</b> | <b>Projected<br/>2025-27</b> |
|--------------------------------------------|---------------------------|------------------------------|------------------------|------------------------------|
| Law Enforcement                            | \$ 12,546                 | \$ 4,409                     | 35%                    | \$ 12,546                    |
| Facilities                                 | 8,981                     | 998                          | 11%                    | 8,981                        |
| Facilities - Nonmotorized                  | 2,270                     | 293                          | 13%                    | 2,270                        |
| Administration & Education                 | 10,940                    | 4,935                        | 45%                    | 10,940                       |
| Guides & Outfitters                        | 1,109                     | 420                          | 38%                    | 1,109                        |
| Aquatic Invasive Species                   | 2,650                     | 793                          | 30%                    | 2,650                        |
| <b>Total</b>                               | <b>38,496</b>             | <b>11,847</b>                | <b>31%</b>             | <b>38,496</b>                |
|                                            |                           |                              |                        |                              |
| <b>Surplus (Deficit) in the<br/>Period</b> | <b>\$ (3,990)</b>         | <b>\$ (179)</b>              |                        | <b>\$ (4,361)</b>            |

| <b>Federal Funds Revenue</b> | <b>Budget<br/>2025-27</b> | <b>Actuals<br/>6/30/2026</b> | <b>% of<br/>Budget</b> | <b>Projected<br/>2025-27</b> |
|------------------------------|---------------------------|------------------------------|------------------------|------------------------------|
| USCG Recreational Boating    | \$ 4,823                  | \$-                          | 0%                     | \$ 2,411                     |
| USFWS - CVA & BIG            | 2,213                     | 75                           | 3%                     | 2,213                        |
| <b>Total</b>                 | <b>7,036</b>              | <b>75</b>                    | <b>1%</b>              | <b>4,625</b>                 |

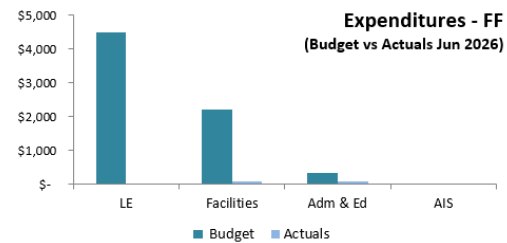
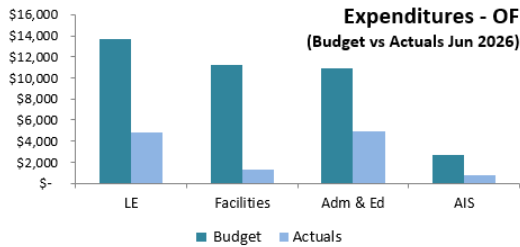
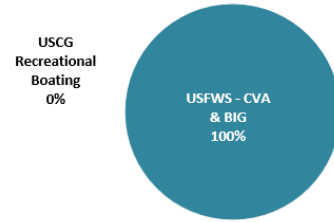
| <b>Federal Funds<br/>Expenditures</b>      | <b>Budget<br/>2025-27</b> | <b>Actuals<br/>6/30/2026</b> | <b>% of<br/>Budget</b> | <b>Projected<br/>2025-27</b> |
|--------------------------------------------|---------------------------|------------------------------|------------------------|------------------------------|
| Law Enforcement                            | \$ 4,490                  | \$ -                         | 0%                     | \$ 2,245                     |
| Facilities                                 | 2,213                     | 92                           | 4%                     | 2,213                        |
| Administration & Education                 | 333                       | 70                           | 21%                    | 166                          |
| Aquatic Invasive Species                   | -                         | -                            | 0%                     | -                            |
| <b>Total</b>                               | <b>7,036</b>              | <b>161</b>                   | <b>2%</b>              | <b>4,625</b>                 |
|                                            |                           |                              |                        |                              |
| <b>Surplus (Deficit) in the<br/>Period</b> | <b>\$ -</b>               | <b>\$ (86)</b>               |                        | <b>\$ -</b>                  |

| <b>Cash Balance</b>                      | <b>Budget<br/>2025-27</b> | <b>Actuals<br/>6/30/2026</b> | <b>% of<br/>Budget</b> | <b>Projected<br/>2025-27</b> |
|------------------------------------------|---------------------------|------------------------------|------------------------|------------------------------|
| Beginning Cash Balance                   | \$ 15,845                 | \$ 19,245                    |                        | \$ 19,245                    |
| Total Surplus (Deficit) in the<br>Period | (3,990)                   | (265)                        |                        | (4,361)                      |
| Transfers and Other<br>Adjustments       | -                         | 0                            |                        | -                            |
| <b>Ending Balance</b>                    | <b>\$ 11,855</b>          | <b>\$ 18,980</b>             |                        | <b>\$ 14,884</b>             |

**Sources of Revenue - OF**  
(Actuals Jun 2026)



**Sources of Revenue - FF**  
(Actuals Jun 2026)



## GIS Coordination

Staff completed and submitted the agency's updated Open Data Plan, ensuring alignment with statewide transparency standards and supporting continued expansion of publicly accessible datasets.

All mobile data collection forms for the summer season have been reviewed and updated. A full seasonal refresh of mobile forms used across field programs has been conducted, improving data consistency, addressing logic issues, and ensuring readiness for high volume summer reporting.

The Permit and Planning database and workflow have been refined. Staff implemented improvements to database structure and workflow steps to increase clarity, and better support permit review and planning activities.

The BOOM map has been updated to align with OAR report information. Staff is refreshing the BOOM map weekly to incorporate the same key data elements presented in the OAR report, ensuring consistency across platforms and improving the clarity and accessibility of facility information.

## 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 |
|------------|-----------|-------------|----------------|-------------|--------------|-----------------|
| June 2026  | 8         | 15,556      | 33.42% (5,188) | 1.75% (271) | 0.12% (18)   | 0.00% (0)       |
| May 2026   | 7         | 9,468       | 40.31% (3,798) | 2.59% (244) | 0.14% (13)   | 0.00% (1)       |
| April 2026 | 5         | 3,332       | 48.26% (1,605) | 2.74% (91)  | 0.00% (0)    | 0.00% (0)       |

### *Media Monitoring*

The agency's Your News media monitoring service captured media stories via traditional radio, television and print using Boolean search terms for relevant results.

The following analytics include April 1 through June 30, 2026. Total story count = 193 (TV = 90, Radio = 29, Web = 74).

Total calculated ad value - \$53,983.51; Total TV/Radio Audience = 1,344,895; Total calculated publicity value = \$161,950.53 and Total unique visitors = 6,446,382

Story topics included: Siletz River rulemaking public comments, Board work session and additional public comment opportunity, abandoned derelict vessels, waterway access permit program reform (ballot petition from Let Us Paddle to eliminate program), boating safety/life jacket wear, cold water immersion and drowning, low water risks and cold water safety, quagga mussel detection on Prineville Reservoir, Let Us Paddle petition to recall Waterway Access Permit Program, Waterway Access Permit options and benefits, stewardship and for compliance and Operation Dry Water enhanced patrols July 3-5th.

### *Agency Website Accessibility for WCAG 2.1 AA - Update*

Digital accessibility work continues using the SiteImprove platform to identify key metrics for readability, contrast, links, alt text for images, plain language, translatability, styles, etc.

In March and April, files were submitted to Allyant (CommonLook PDF) for professional remediation. During that timeframe, the Web User Group learned how to remediate Word documents and were encouraged to take advantage of an online course, "Digital Accessibility for the Web" offered through the state's Workday Learning platform, developed by the Oregon Health Authority.

Forty-nine forms and applications, critical for agency operations, were submitted on March 11, 2026, for professional remediation. Forty-four files were received on May 22, 2026, and immediately imported to the website.

Another job submitted on April 2, 2026, comprised of larger files from Boating Safety and Outfitter Guide Program, with complex tables, graphics and formatting. The job was completed on May 18, 2026, and files were immediately imported to the website.

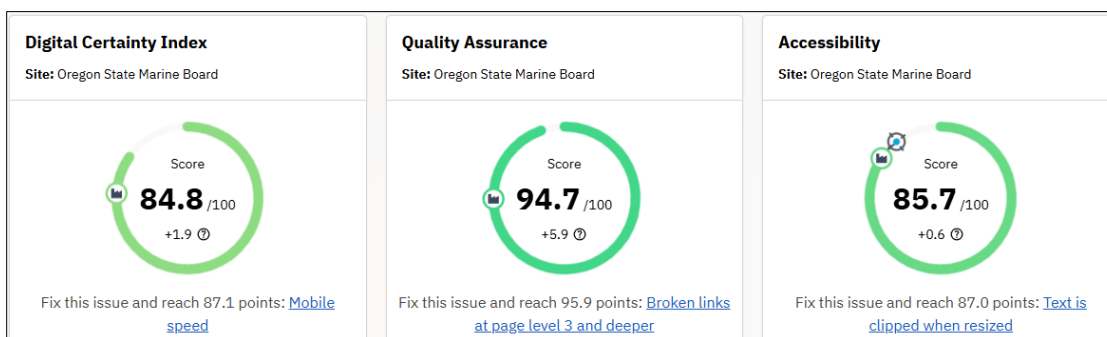
During the timeframe awaiting professional remediation, the PIO restructured Boat.Oregon.gov to include an Archive Directory accessible from the home page top navigation, and **digital files meeting the exception criteria were moved and re-linked to the archive page**. An archive hyperlinked button was also added where applicable to alert the public.

**The federal and state deadline to comply with WCAG 2.1 AA was April 24, 2026. On**

April 17, the state was [notified the deadline would be moved to April 24, 2027](#). This decision helped buy states more time to comply.

The PIO and Executive Assistant will coordinate an agency-wide MS Word hands-on training for Accessible Documents in September. The training will focus on digital accessibility using MS Word's built-in accessibility tools in a checklist format to make the learning process and operations smoother. The training will also cover how to convert documents to accessible PDFs. Additionally, the PIO will develop a new digital accessibility section in the agency's Style Guide.

### *SiteImprove quarterly website analytics for WCAG 2.1AA*

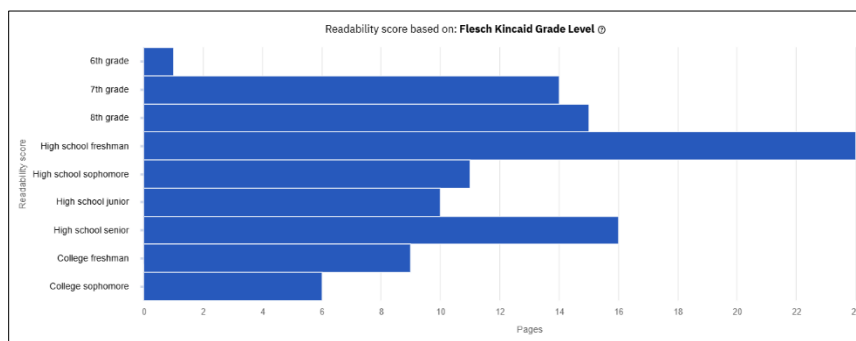


The PIO will focus July and August to re-work most popular website pages for readability (plain language standard).

The last website content scrub for readability was in 2022, where most pages achieved the Flesch-Kincaid Grade Levels of 6<sup>th</sup>–8<sup>th</sup> grade, per digital accessibility standards.

Flesch Kincaid Grade Level is a readability test designed for English text. The test uses polysyllabic words and long sentences. It was developed to make it easier for parents and teachers to place reading content into appropriate reading age brackets for children. A score is returned which gives an indication of difficulty. This score can be related to the approximate US grade level needed to comprehend the text and include digital content.

Below is a Siteimprove graphic of the current website readability scores for the top website pages:



The length of the content on a webpage and the way it is formatted can also affect the overall score. Some elements, like lists and tables, can make it particularly difficult to identify content.

Additional work to the website throughout the boating season includes:

- Fix broken links in PDFs (10 currently identified), reimport
- Fix broken links on web pages
- Compress image sizes for improved loading speeds, remove orphaned images
- Ensure all images, graphics and videos are tagged to improve search engine optimization (SEO)
- Ensure uniformity of the CSS (Cascading Style Sheet), a fundamental stylesheet language used to control the visual presentation, layout and design of web pages written in HTML code and in accordance with the agency's branding style guide. Some pages also require manual code changes to ensure colors, fonts, text sizes and spacing are uniformly consistent throughout the site.

#### *The Future of Boat.Oregon.gov*

During the winter of 2025, the E-Governance Board was informed by the DAS E-Governance Program and Tyler Oregon that Microsoft's plans to retire SharePoint 2016, which required all state agencies to migrate their websites to the next supported iteration, SharePoint SE. The agency's website, as previously reported, migrated the first week of January 2026, with relatively minor hiccups.

Also during the winter of 2025, agencies learned that **Microsoft would stop supporting SharePoint SE in 2028**. A team of web administrators, designers and E-Governance Board members participated in a sub-group led by DAS EIS to investigate what systems other states use. Three were identified for further exploration and general support for WordPress as a content management system (CMS). The PIO has been administering [WordPress blog site](#) since 2013.

Staffing changes during 2025 also occurred in DAS, E-Governance Program, and E-Governance Board. The new DAS E-Governance Program Manager, Penn Brimberry, would like to explore platform options once again. Brimberry will be talking with Tyler Oregon to develop another work group to test various CMS platforms. **The E-Governance Board is interested in how various systems manage security from both the administration/authoring interface and for the general public.** It's also critical to have the CMS designed to meet the usability needs for web authors who are not designers/code experts to enable features, ADA templates, accessibility tools, and branding for the State of Oregon, among other state contract requirements of Tyler Oregon.

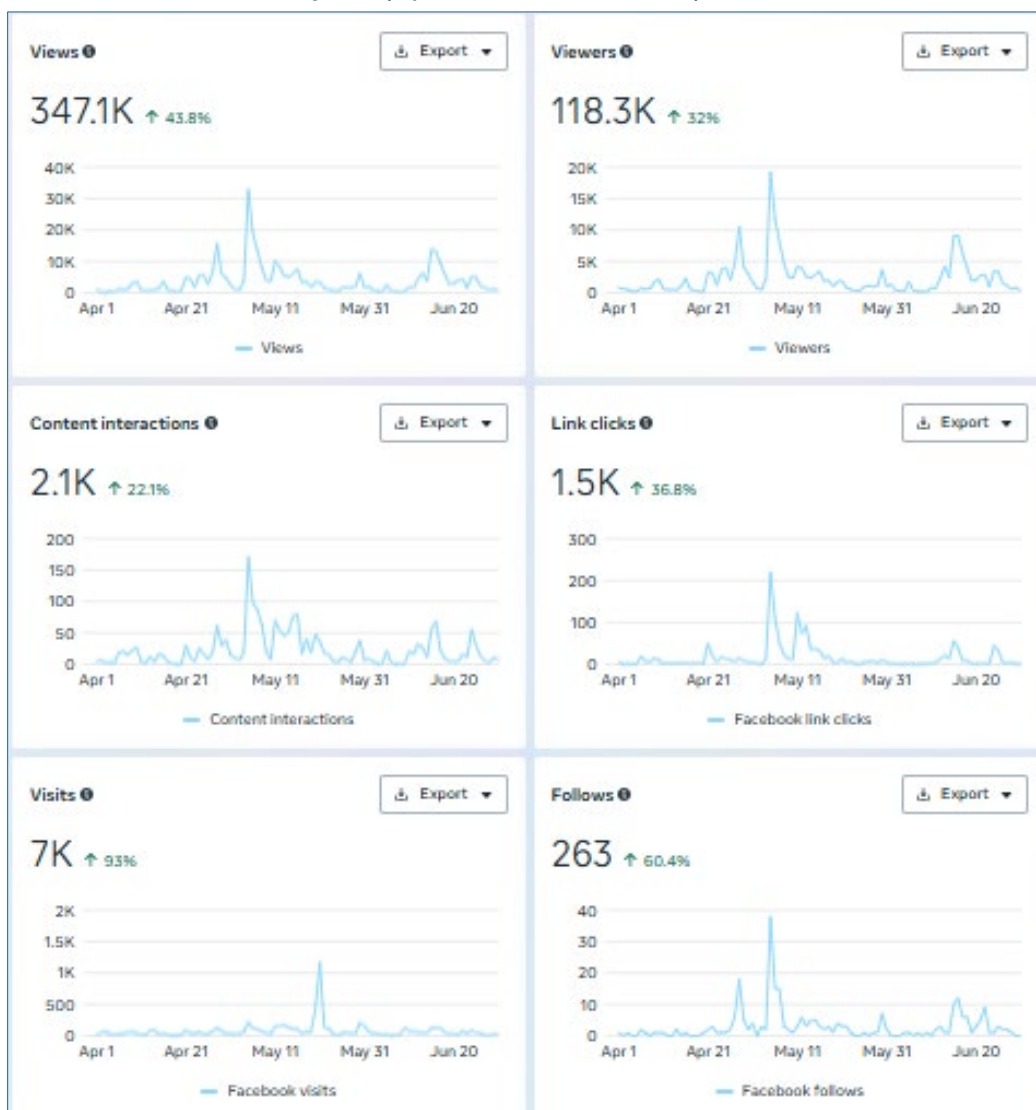
DAS EIS manages the agency's website domain vanity URL redirects and Security Certificate renewals (https) on behalf of the agency (since 2019). There are several vanity

URLs to specific programs and content facilitated through Tyler Oregon that must also be redirected when the state reaches the point of selecting and procuring a new CMS.

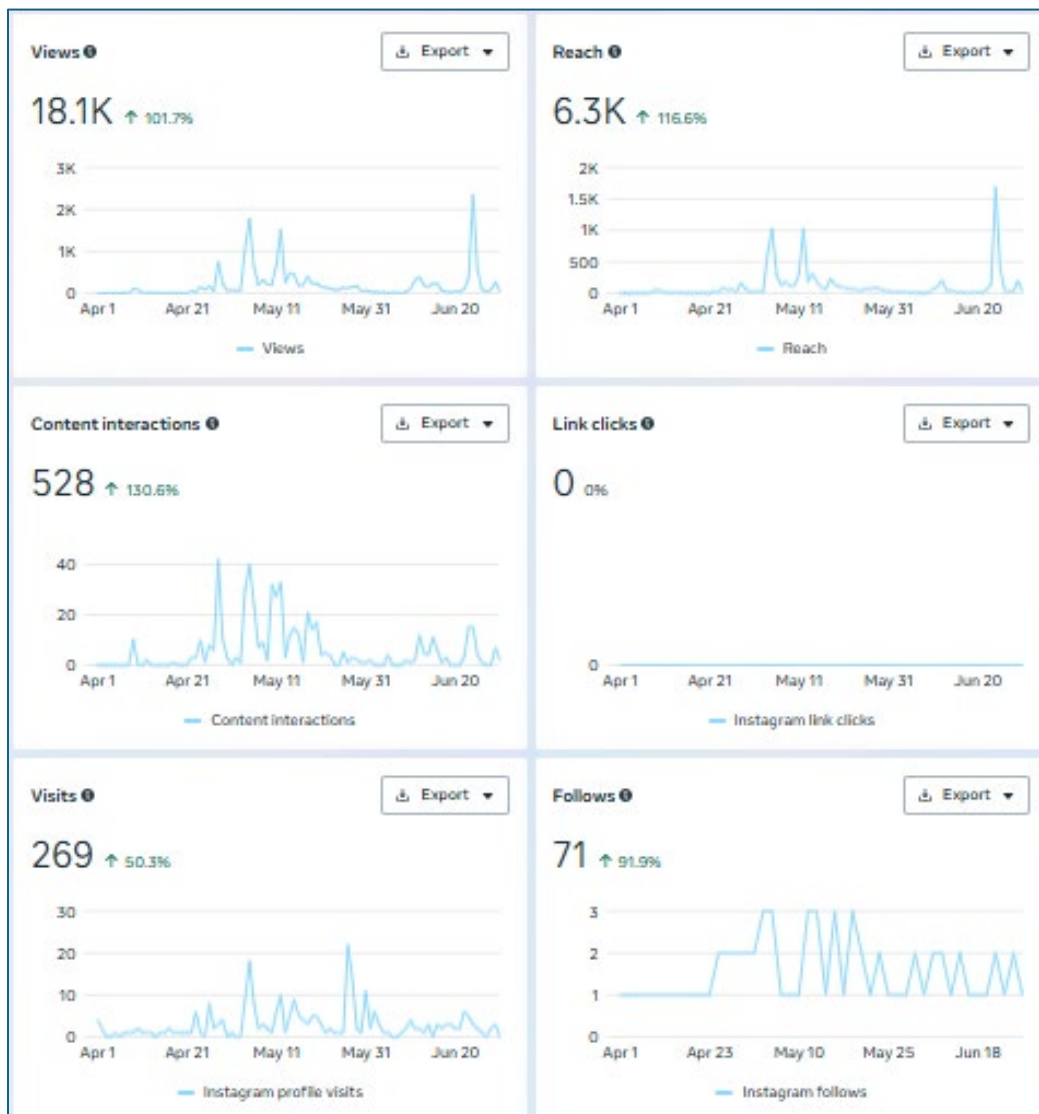
- [Boat.Oregon.gov/map](https://Boat.Oregon.gov/map) (Boat Oregon Online Map)
- [Boat.Oregon.gov/obstructions](https://Boat.Oregon.gov/obstructions) (Boat Oregon Reporting Tool/Hub)
- [Boat.Oregon.gov/guides](https://Boat.Oregon.gov/guides) (Outfitter/Guide and Charter page)
- [Boat.Oregon.gov/wap](https://Boat.Oregon.gov/wap) (Waterway Access FAQ page)
- [Boat.Oregon.gov/store](https://Boat.Oregon.gov/store) (Boat Oregon Store for online sales)

It's advised pausing any immediate plans for a website redesign until a new CMS is identified, tested, procured, and training provided by Tyler Oregon for content editors. If Tyler Oregon continues to be the state's website contractor, they will develop training and potentially site migrations, depending on the CMS selected by DAS.

#### *Social Media – Facebook Analytics (April 1 – June 30, 2026)*



### Instagram Analytics (April 1 – June 30, 2026)



### Direct Email Communications

The annual Clean Marina Newsletter was distributed on April 3<sup>rd</sup> with a distribution of 157 individuals in the Clean Marina program.

The Summer Excrement Gazette, a collaboration with OSU Sea Grant, CVA Program, was distributed on June 16th via MailerLite to facility maintenance personnel and Clean Marina managers.

### PIO Decommissioning (Retirement)

The Public Information Officer (PIO), Ashley Massey, will weigh anchor and raise the sails to catch the westerly winds at the end of October, marking 30 years of public service for the State of Oregon.

The agency's PIO joined the Marine Board in 2003 and served as the Mandatory Education Coordinator (now titled, Boating Safety Education Coordinator) for three years before being promoted into the role in 2006.

The agency's first PIO position was established in 1989, served by Carol Mitchell until 1999. Randy Henry then joined the agency and served in the role until 2005. Jyll Smith served from 2005 to 2006, and Ashley Massey was promoted into the role.



Massey started her state service in 1996 as an Evidence Technician and was promoted to Forensic Scientist with the Oregon State Police, Implied Consent Unit. This is where she was first exposed to the Marine Board as its contracted representative to calibrate, test, certify and testify as an expert witness on behalf of the agency's Marine Law Enforcement BUII program on the CMI Intoxilizer models 1400 and 5000. These instruments use infrared spectrophotometry to detect EtOH molecules. Massey also led the scientific approval process for the Draeger 7410 EPAS portable fuel cell breath testing instrument (electroplate with specificity for EtOH oxidation) and proved its accuracy and precision for evidentiary purposes in court via blood/breath correlation studies. She helped develop the marine law enforcement training and certification for marine officers to use in the field for both the Intoxilyzer 1400 and Draeger Fuel Cell instrumentation.

Massey has served in the agency's Public Information Officer role for 20 years. In that timeframe, journalism, printing, media relations, public relations, marketing and advertising (traditional legacy and digital), partnering, the advent of social media and YouTube influencers and policy have evolved considerably, especially since the birth of the digital age.

When Massey first started in the PIO role, less than half of the state used email or had internet capability. The primary mode of communication was through the telephone or fax. The Marine Board was the first state agency to build a website (developed by Randy Henry).



By 2007, the [E-Governance Board](#) was created by other agency public information officers, and the state's first website content management system was procured (TeamSite) by DAS. Massey championed migrating to the state CMS and the agency's first website redesign. In 2009, she became a member of the E-Governance Board and from 2013-2019 served as its Vice-Chair. During that time frame, she championed a social media sub-group, who created the state's first [Social Media Best Practices](#) guidance which was approved by DOJ in 2019 and adopted by DAS in 2020. Massey served as the Chair from 2019-2024, developing its first charter, mission, voting process and improved transparency. She continues to be a voting member and digital accessibility sub-group member.

Other career highlights include:

- Contracts with Gard Communications who developed award-winning campaign materials aligned with TV and radio Public Service Announcements. Massey wrote the theme and scripts for two PSAs earning the agency a Telly and Houston Telly awards.
- Grant's Getaways for segments contracted through Travel Oregon (with coordination/partnering with OPRD, ODFW). Of the decades-long program run, three segments promoting recreational boating safety included Massey's children. She also contributed on all topics related to recreational boating (access, laws, etc.) and scriptwriting. [Trout Fishing With Kids](#) earned the Grant's Getaways TV program its first (of many) Emmy Award.
- [KGW morning program](#) with Drew Carney, in partnership with the US Army Corps of Engineers for a National Safe Boating Week segment demonstrating cold water shock, the stages of hypothermia and why everyone should wear a life jacket.



The function of the agency's public information and outreach has changed considerably in the last 20 years. In 2007, the agency was among the first to use social media via Twitter and YouTube. By 2009, Facebook and WordPress (blog), and in 2015, rounded out social media platforms with Instagram. Navigating changing technical variables, economic challenges, how people consume and digest information, and public engagement have been key components in plotting the best course for strategic communications. Since 2018, Director Warren and the management team have been integral collaborators in developing messaging using the agency's communication tools with the continuing strategic goal of modernizing delivery.

## Boating Facilities Program

Josh Henderson accepted an Archaeologist position with Oregon Military Department. We are recruiting to fill the Environmental Permitting position and hope to have someone onboard by September.

Cycle Three grant opportunity is extended to August 17, 2026. The Board will consider grant applications at the October Board meeting. This funding cycle is estimated to have \$700,000 of motorized funding and no waterway access nonmotorized funding available.

In early May staff met with representatives from Oregon Kayak and Canoe Club to discuss community outreach, club collaboration and Bull Run bridge replacement. Staff anticipate having a joint presentation with ODFW on waterway access permits: aquatic invasive species and nonmotorized boating grants at their August or September meeting.

On May 19 staff presented at the Oregon Recreation Park Association ranger training on “Improving Boating Access with Support from Boaters and Waterway Users”. The presentation included information about agency grant programs, strategies to connect with boaters and other waterway users, advocacy for improvements and funding partnerships.

On May 15 staff attended the Willamette Water Trail meeting and discussed boating access status, demand for accessible access, communication, shared messaging, life jacket loaner stations and had the group participate in the Wear Your Lifejacket to Work photo.

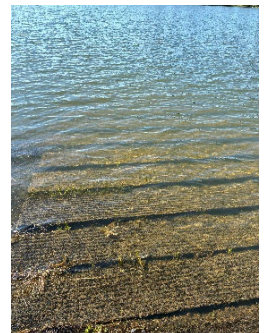


### Non-grant boating access site updates

On May 12. Staff met with Confederated Tribes of Umatilla Indian Reservation (CTUIR) Economic and Community Development Office Manager at Indian Lake Campground (Lake Hiyúumtipin) to discuss nonmotorized boating access and life jacket loaner station. The lake is located approximately 19 miles southeast of Pilot Rock. The 80 acre lake is located in the Blue Mountains at elevation 4,200.



The park has several vault toilets distributed between the day use area, boat access and campground and the lake is electric motor. There are annual fishing tournaments that draw small motorboats, row boats and a variety of nonmotorized boating activities. CTUIR would like to add a nonmotorized boat launching dock that also includes dock space for angling. Staff also discussed replacing the small plank boat ramp with a solid push in place concrete boat ramp. Staff provided 30 life jackets for the life jacket loaner station the park host is building.



On May 21 staff attended the City of Oregon City open house for Clackamette Park redesign. Public comment and discussion showed support of the master plan design to relocate the boat ramp and RV park. Staff will continue to participate and monitor progress for the boating access improvements.

Sunnyside Park on Foster Reservoir was surveyed by staff and Director Warren participated in the field survey work. The U.S. Army Corps of Engineers will be doing dam repairs in the future pending funding. The work will require the reservoir to be lowered. In discussions with Linn County, we want to utilize this time to make significant renovations of the boating access when water levels are lowered. The majority of boating facility amenities are more than 40

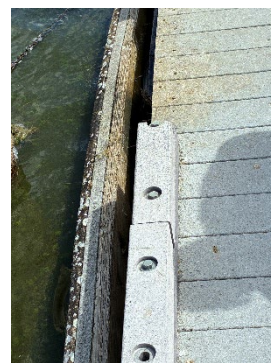
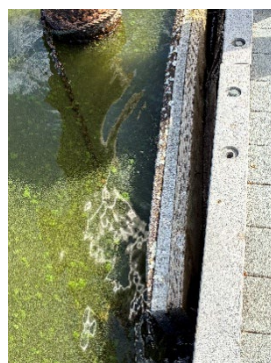


years old and need to be renovated. Staff are working closely with Linn County and communicating with Corps to align design, permitting and construction.

Marion County Parks notified staff that they are presenting information to the Commission in support of moving Packsaddle boating access improvements forward. Packsaddle Park was damaged in the 2020 fires however the facility was still usable after clean up.

On June 18 staff met with Metro to discuss Blue Lake, Farmington, Chinook Landing and Oxbow Park boating access improvements. Metro has been working on planning, community outreach, and design for future grant applications. Staff anticipate Metro will apply for 2027-29 Cycle 1 grant funding for Chinook Landing, Farmington and possibly Blue Lake. It is unlikely that Metro will apply for grant funding for Oxbow Park at this time.

On June 30, staff met with the Bureau of Land Management (BLM) at Chickahominy Reservoir to discuss dock and parking improvements. The development is approximately 30 years old. The docks have significant areas of rot and damage. Staff anticipate the BLM will apply for a 2027-29 Cycle 1 grant to replace the docks and a Small Grant to repair and crack seal the parking area this biennium.



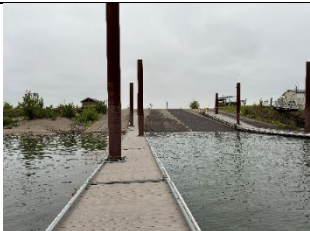
Staff met with U.S. Army Corps of Engineers (Corps) on July 2 at Takelma boating access on Lost Creek Reservoir. The facilities are more than 50 years old and the site needs to be renovated. Staff are completing a site assessment and recommendations for the Corps to utilize during their priority and budget process. Takelma boating access is the low water facility on Lost Creek Reservoir.



Staff will be meeting with Port of Cascade Locks on July 14 to look at Government Cove located on the Columbia River as a potential accessible nonmotorized boating access. The Port is working on the development of an RV park, trail enhancements and other recreation improvements.

## 2025-27 Boating Facility, Waterway Access and Small Grant Updates

| Grant Number | Recipient, Location and Scope                                                                   | Status                                                                                                |
|--------------|-------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| 1725         | USFS Siuslaw National Forest: Sutton Lake boat ramp and boarding dock replacement.              | Bid has been awarded. Work is scheduled to take place in August-September.                            |
| 1743         | Douglas County: Cooper Creek East and West boarding dock replacement & parking area resurfacing | Work completed at Cooper Creek East, Cooper Creek west work scheduled and docks are being fabricated. |

| Grant Number | Recipient, Location and Scope                                                                                        |  | Status                                                                                |
|--------------|----------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------|
|              |                                     |  |    |
| 1745         | Willamette Riverkeeper: Discover Your Willamette River: Paddling Recreation Program                                  |  | Work underway, nearing completion.                                                    |
| 1748         | Adventures Without Limits: Paddlesports Access for Underserved Communities                                           |  | Work underway                                                                         |
| 1749         | Metro: M. James Gleason boarding dock repairs                                                                        |  | Completed and final reimbursement issued                                              |
|              |                                    |  |                                                                                       |
| 1750         | City of Depoe Bay: Depoe Bay boat launch parking repair and resurfacing                                              |  | Work is completed awaiting final reimbursement request.                               |
|              |                                   |  |  |
| 1751         | Port of Astoria: East Mooring Basin boarding dock replacement                                                        |  | Materials ordered and dock fabrication slated to commence soon.                       |
| 1752         | USFS - Deschutes National Forest: Suttle Lake boarding dock replacements Link Creek, Blue Bay, South Shore & Day Use |  | Contract under review.                                                                |
| 1753         | Lower Columbia Estuary Partnership: Big Canoe Explorer Project                                                       |  | Work is nearly completed.                                                             |
| 1754         | City of Maupin: Maupin City Park consultant services                                                                 |  | Consultant hired and work is underway.                                                |
| 1755         | ODFW: Moonshine Falls accessible parking                                                                             |  | Work completed. Final reimbursement request submitted                                 |

| Grant Number | Recipient, Location and Scope                                                       | Status                                                                                                                                                         |
|--------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
|              |    |                                                                                                                                                                |
| 1756         | ODFW: Pioneer Park West accessible parking                                          | Work completed. Final reimbursement request submitted.                                                                                                         |
|              |    |                                                                                                                                                                |
| 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 is completed and the Park District is preparing to advertise for bids.                                                                                  |
| 1759         | Washington County Parks: Eagle Landing consultant services.                         | Work is nearly completed.                                                                                                                                      |
| 1761         | OPRD: Luckiamute Paddle Access consultant services                                  | Consultant hired, work anticipated to be completed in August.                                                                                                  |
| 1763         | City of Warrenton: Hammond Marina replace center boarding docks                     | Contract for dock fabrication awarded. Dock installation anticipated in November/December.                                                                     |
| 1764         | Lane County: Howard Buford Nonmotorized consultant services                         | Preliminary design is completed. Submission for approval planned in upcoming weeks.                                                                            |
| 1765         | LEAP: Adaptive Rafting Pilot Program                                                | Work underway. Phase 1 is completed and Phase 2 underway.                                                                                                      |
| 1767         | Clatsop County: Carnahan Park Archaeological Survey and Wetland Delineation         | The Archaeological Survey and Wetland Delineation are complete. Awaiting final processing by Department of State Lands and State Historic Preservation Office. |
| 1768         | Tillamook Co: Netarts Landing parking area repairs and surfacing                    | Work is completed. Awaiting final reimbursement request.                                                                                                       |
| 1769         | Oregon State Parks: Sandy Beach short-term tie-up hydraulic and structural analysis | A consultant has been hired and work is underway.                                                                                                              |
| 1771         | Washington County Parks: Eagle Landing nonmotorized access construction             | Work in progress to prepare for bid.                                                                                                                           |

| Grant Number | Recipient, Location and Scope                                                                       | Status                                                                                                    |
|--------------|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| 1773         | City of Coos Bay: Empire debris boom & boarding dock piling repair                                  | The City has solicited bids.                                                                              |
| 1774         | Bureau of Land Management: Lower Deschutes River Composting Toilet                                  | Work is underway                                                                                          |
| 1775         | Lane County: Orchard Point boarding dock replacement                                                | Project was bid and is awaiting Board of Commissioners approval. Dock fabrication will begin late summer. |
| 1776         | Bureau of Land Management: John Day River safety and education sign replacement                     | Sign design is anticipated to be completed by September 2026.                                             |
| 1778         | City of Gold Hill: Gold Hill Sports Park Archaeological Survey                                      | Work is underway.                                                                                         |
| 1781         | Columbia Crossings: Replace six pumpout dump stations at Jantzen Bay, Tomahawk Bay, and Hayden Bay. | Work is underway to prepare for replacement.                                                              |
| 1782         | Wallowa County: Replace boarding and ski docks at Wallowa Lake County Park                          | Work is underway, preparing advertise for bids.                                                           |
| 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 is close to completion.                                                                              |
| 2526-04      | City of Hillsboro: Rood Bridge Park Life Jacket Kiosk                                               | Completed and final reimbursement issued                                                                  |
|              |                  |                                                                                                           |
| 2526-05      | Lake County: Ana Reservoir bank stabilization                                                       | Work completed, final reimbursement request in process.                                                   |
|              |                  |                                                                                                           |

| <b>Grant Number</b> | <b>Recipient, Location and Scope</b>                                                 | <b>Status</b>                                                                                                   |
|---------------------|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| 2526-06             | Columbia Slough Watershed Council: You Can Canoe the Slough-Paddle Education Program | Work is completed. Awaiting final reimbursement request.                                                        |
|                     |     |                                                                                                                 |
| 2526-07             | Linn County: Nonmotorized dock for floating restroom                                 | Dock received and modification to attach to the floating restroom scheduled to be complete by end of the month. |
| 2526-08             | Linn County: Boat Trailer                                                            | Completed and final reimbursement issued                                                                        |
| 2526-09             | Pelican Marina: Pumpout hose and valve                                               | Completed and final reimbursement issued                                                                        |
| 2526-10             | Team River Runner: Veteran's Rogue River Expedition                                  | Completed and final reimbursement issued                                                                        |
| 2526-14             | Oregon State Parks: Hadley's Landing gangway dock replacement                        | State Parks is issuing a contract to complete the work. Work is anticipated to be completed by fall.            |
| 2526-15             | Tillamook County: Netarts Landing consultant services                                | A consultant was hired and work is underway.                                                                    |
| 2526-16             | Port of Coos Bay: Charleston Inner Basin restroom renovation                         | Work is underway nearing completion.                                                                            |
| 2526-19             | Lane County: Armitage Park boat trailer parking slurry seal.                         | Work completed. Awaiting final invoice to submit reimbursement request.                                         |

## Environmental and Policy Program Updates

### Abandoned and Derelict Vessels

OSMB fielded calls regarding ADVs in Clatsop, Columbia, Multnomah, and Lincoln counties. OSMB funded ADV removal in Columbia County and have budgeted for removal in Clatsop County.

### Aquatic Invasive Species Prevention Program

It was announced on June 23<sup>rd</sup> via a joint agency news release from the OSMB and ODFW that a single quagga mussel was found on the beach at the Prineville Reservoir. All of the intensive monitoring and searching since the find has resulted in negative results, adding to the mystery of the situation. Please see the full press release for all the details.

ODFW boat inspection seasonal stations are all now open and inspecting boats (Brookings, Klamath Falls and Umatilla) and are open seven days a week during daylight hours. Ashland and Ontario stay open as they operate year-round. ODFW was able to hire a full seasonal crew this summer and expand their staff numbers as per the approved legislative POP and increased funding from the OSMB.

Staff attended the summer meeting of the Oregon Invasive Species Council, where the recent quagga mussel find at Prineville Reservoir was a hot topic.

Staff completed the 1 ½ yearlong project with the OISC workgroup to rewrite and update the states rapid response plan for an invasive freshwater mussel incident. No sooner than just a couple of weeks after finalizing the new draft plan, the incident at Prineville Reservoir came to light. Staff continue to meet regularly with the other key state and federal partners to implement the plan and look for more evidence of additional mussels which has not been found at the time of this report.

## Clean Marina Program

Staff has been busy in the field this summer and so far and at the time of this report, have completed 13 marina recertifications, three spot checks and one preliminary evaluation at the Columbia River Yacht Club who is interested in joining the program.

## Boating Policy

The Southern Resident Orca (SRO) Workgroup met to discuss a potential meeting with on-water professionals, such as guides and charter captains. The workgroup is led by Oregon Department of Fish and Wildlife and includes: OSMB, Oregon State Police, Oregon Park and Recreation Department, Department of State Lands, and Department of Environmental Quality. ODFW is exploring if the Southern Resident Orcas needs additional protection by expanding its boater buffer zone. The [State of Washington](#) has a 1,000-yard buffer between boats and SROs.

Phil and Director Warren presented an overview of OSMB to the Oregon Sustainability Board. OSB is to identify, evaluate, and recommend sustainability policies—proposing legislative, regulatory, or policy changes to state agencies, the Governor, the Legislative Assembly, private entities, and other stakeholders.

## Legislative Concepts

Staff submitted two legislative concepts for the 2027 Legislative Session. These include a fee modification proposal and requesting civil penalty authority for registration enforcement. Both concepts have received initial approvals. The concepts are assigned to a Legislative Counsel Attorney for drafting. Once the concepts are drafted, they will be assigned to the Governor's Office for final approval. Drafting is anticipated to begin in August/September.

## Registration Program

### Team Updates

The additional staffing we brought on in 2025 continues to support stronger service levels and a more consistent workflow. As we move through the busy summer season, our turnaround time for new titles has increased from the one week timeframe we achieved last quarter to an average of five weeks. This increase reflects the higher transaction volumes we anticipate annually during this period. Phone coverage and scheduling flexibility remain solid, and our in house document scanning still plays a key role in keeping service levels better than years past. Due to the elevated transaction count, we have begun outsourcing a portion of our scanning to help with minimizing customer wait times. Even with seasonal demand at its peak, we remain focused on maintaining our overall title processing time at no more than eight weeks and expect turnaround times to shorten again as volumes normalize later in the year.

### Processing Times

Processing times for transactions vary as to the type of transaction as shown below. These times reflect our time to complete the transaction once physical documents arrive in our building. Any request to expedite a title is completed within 48 hours.

| <b>Transaction Type</b> | <b>Online</b> | <b>By Mail or In Person</b> | <b>Boat Registration Agent</b> |
|-------------------------|---------------|-----------------------------|--------------------------------|
| Registration Renewal    | 1 week        | 1 week                      | 4 weeks                        |
| Titles (transfer, new)  | 4 weeks       | 5 weeks                     | 5 weeks                        |
| Floating Homes          | 1 week        | 1 week                      | 1 week                         |

Once transactions are completed, decal files are sent to our vendor for printing twice per week. Registration decals are printed within 2-3 days and mailed shortly thereafter. With our current timelines, customers should have their decals and/or titles in approximately 6 weeks from the time we receive their application.

### Current Efficiency Projects

**Title Printing at DAS Printing & Distribution:** As stated in the prior report, this export process is complete except for survivorship. Once we have the formal price quote for the Online Agent Portal, we will see about including this fix so we can move forward and print titles at DAS instead of in house.

**Website / Boat Oregon Store:** Our vendor has finished the final updates, and we are now testing the completed product.

**Online Agent Portal:** We are waiting on the formal price quote to determine the feasibility of this project.

## Future Efficiency Projects

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.

Various options are still being explored regarding 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

As expected, our 2025 boat data show 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

## Boat Statistics

| Items Printed                   | Nov 2021 -<br>Oct 2022 | Nov 2022 -<br>Oct 2023 | Nov 2023 -<br>Oct 2024 | Nov 2024 -<br>Oct 2025 | Nov 2025 -<br>Oct 2026 |
|---------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Boat Titles (initial, transfer) | 16,427                 | 19,556                 | 20,877                 | 16,720                 | 9,868                  |
| Replacement Boat Titles         | 488                    | 434                    | 424                    | 422                    | 274                    |
| OR Title Transfer Late Fee      | 826                    | 931                    | 852                    | 753                    | 496                    |
| Replacement Reg Card Only       | 249                    | 184                    | 222                    | 190                    | 142                    |
| Repl Reg Card & Decals          | 1,432                  | 1,415                  | 1,544                  | 1,459                  | 1,009                  |
| Livery Registrations            | 365                    | 334                    | 308                    | 344                    | 326                    |
| Dealer Registrations            | 35                     | 66                     | 34                     | 78                     | 45                     |
| Floating Property Titles        | 390                    | 323                    | 268                    | 236                    | 117                    |

## Boat Registrations by Expiration Year

| 12/31/2024 | 12/31/2025 | 12/31/2026 | 12/31/2027 | TOTAL   |
|------------|------------|------------|------------|---------|
| 17,722     | 33,503     | 61,849     | 33,624     | 146,698 |

| <b>Completed Transactions by Month</b> | <b>Titles</b> | <b>Repl Titles</b> | <b>Late Fee</b> | <b>Repl Reg Card</b> | <b>Repl Reg &amp; Decals</b> | <b>Livery Reg</b> | <b>Dealer Reg</b> | <b>FP Titles</b> |
|----------------------------------------|---------------|--------------------|-----------------|----------------------|------------------------------|-------------------|-------------------|------------------|
| Nov-25                                 | 1,219         | 16                 | 52              | 3                    | 41                           | 24                | 4                 | 14               |
| Dec-25                                 | 1,811         | 19                 | 67              | 3                    | 50                           | 105               | 0                 | 21               |
| Jan-26                                 | 862           | 22                 | 55              | 4                    | 57                           | 48                | 0                 | 6                |
| Feb-26                                 | 983           | 24                 | 69              | 9                    | 69                           | 52                | 3                 | 23               |
| Mar-26                                 | 1,244         | 44                 | 71              | 21                   | 135                          | 19                | 20                | 12               |
| Apr-26                                 | 1,266         | 49                 | 59              | 21                   | 140                          | 34                | 4                 | 17               |
| May-26                                 | 1,389         | 52                 | 58              | 44                   | 269                          | 31                | 0                 | 11               |
| Jun-26                                 | 1,368         | 48                 | 65              | 37                   | 248                          | 13                | 14                | 13               |
| Jul-26                                 |               |                    |                 |                      |                              |                   |                   |                  |
| Aug-26                                 |               |                    |                 |                      |                              |                   |                   |                  |
| Sep-26                                 |               |                    |                 |                      |                              |                   |                   |                  |
| Oct-26                                 |               |                    |                 |                      |                              |                   |                   |                  |
| <b>Totals Nov-25 to Oct-26</b>         | <b>10,142</b> | <b>274</b>         | <b>496</b>      | <b>142</b>           | <b>1,009</b>                 | <b>326</b>        | <b>45</b>         | <b>117</b>       |

## Item B: Siletz Rulemaking

### Siletz River Petition History

The current rule restricting the use of jet pumps to propel a boat up stream of Jack Morgan Park boat ramp was put in place in 1988. The goal of the rule was to restrict the use of larger boats from traveling upstream. Since that time there have been a total of 4 separate petitions, including the current petition, to place further restrictions on the use of motors upstream of Jack Morgan Park. Those petitions were submitted in 2001, 2007, and 2013. All three of these petitions were closed without making amendments to the above rule. The current petition was submitted February 20, 2025, by the Confederated Tribes of the Siletz Indians.

### Siletz River Description

The subject area of the rule petition begins at Jack Morgan Park which is at river mile 24.5 and continues to the headwaters which is identified as river mile 73.8 on the Boat Oregon Online Map. In this section there are six public boating facilities which include Jack Morgan Park, Ojalla Bridge Slide, Old Mill Park, Hee Hee Illahee, Twin Bridge Boat Ramp and Moonshine Park Ramp. There is an additional private access facility known as the Powerhouse Hole above Moonshine Park.

### Conflict Overview

The current conflict primarily coincides with the ODFW salmon and steelhead fishing seasons and primarily begins with the first rains of the fall and continues to late spring. The area of conflict is generally the 28-mile stretch between Moonshine Park Ramp located at river mile 52.5 and Jack Morgan Park. During this time, the majority of boating is motorized drift boats with small 5-15 hp motors, a few larger boats that use motors above 25 hp, and non-motorized drift boats and fishing rafts and pontoons.

Noncontroversial boating activities include whitewater paddling in the upper reaches of the river during high spring flows, and recreational paddling in low summer flows. There is no conflict with boating activities below Jack Morgan Park that had been requested to be addressed in this rule process.

### Law Enforcement Data

Below is the contact summary for the past 3 years. The most interesting numbers are the total contact between motorized and nonmotorized boats above Jack Morgan Park. It indicated that there is significantly more contact with nonmotorized users, likely because of the number of nonmotorized users compared to motorized users.

#### Jack Morgan Park - Upstream (BERs) - All Agencies

M = Motorized, NM = Nonmotorized

| Year | M Pass | M Warn | M Cite | NM Pass | NM Warn | NM Cite | Total |
|------|--------|--------|--------|---------|---------|---------|-------|
| 2023 | 1      | 1      | 0      | 19      | 0       | 0       | 21    |
| 2024 | 2      | 0      | 0      | 59      | 2       | 0       | 63    |
| 2025 | 4      | 0      | 0      | 34      | 2       | 0       | 40    |

#### Jack Morgan Park - Downstream (BERs) - All Agencies

M = Motorized, NM = Nonmotorized

| Year | M Pass | M Warn | M Cite | NM Pass | NM Warn | NM Cite | Total |
|------|--------|--------|--------|---------|---------|---------|-------|
| 2023 | 277    | 60     | 6      | 51      | 11      | 0       | 405   |
| 2024 | 599    | 62     | 5      | 55      | 7       | 0       | 728   |
| 2025 | 41     | 7      | 1      | 6       | 0       | 0       | 55    |

#### Lincoln County Sheriff's Office (BERs) - Siletz River

M = Motorized, NM = Nonmotorized

| Year | M Pass | M Warn | M Cite | NM Pass | NM Warn | NM Cite | Total |
|------|--------|--------|--------|---------|---------|---------|-------|
| 2023 | 164    | 22     | 1      | 68      | 11      | 0       | 266   |
| 2024 | 408    | 48     | 5      | 101     | 9       | 0       | 571   |
| 2025 | 32     | 3      | 0      | 40      | 2       | 0       | 77    |

#### Oregon State Police (BERs) - Siletz River

M = Motorized, NM = Nonmotorized

| Year | M Pass | M Warn | M Cite | NM Pass | NM Warn | NM Cite | Total |
|------|--------|--------|--------|---------|---------|---------|-------|
| 2023 | 0      | 0      | 0      | 0       | 0       | 0       | 0     |
| 2024 | 0      | 1      | 0      | 0       | 0       | 0       | 1     |
| 2025 | 13     | 4      | 1      | 0       | 0       | 0       | 18    |

## Rule Process

OSMB received the current rule petition on February 20, 2025. The petition was sent out for public comment on March 21, 2025. At the April 2025 Board meeting the Board voted to open rulemaking and directed staff to convene a Rule Advisory Committee, “RAC”, to understand the concerns of interested parties and explore the opportunity for a mutually agreeable solution. The RAC convened in July 2025, and 5 public meetings were held. The first 4 meetings were in-person with an online option. The public was also available to attend and provide comments at the close of the official RAC meeting. The RAC was made up of 8 members, representing the Tribe, motorized and nonmotorized fishing guides and recreational fishers, landowners and ODFW. While the RAC was not able to find a mutual solution, the members were given the opportunity to rank a series of rule options. There

was no consensus option amongst the RAC members, but the hybrid rule was a potential option.

At the April 23, 2026, Board Meeting, the Board approved the following proposed rule:

(6) Siletz River:

- a) No person shall use a motor in excess of 15 horsepower and in excess of slow-no wake speed to propel a boat between Jack Morgan Park boat ramp and Old Mill Park boat ramp.
- b) All motor use is prohibited upstream of Old Mill Park boat ramp.
- c) All motor use is prohibited on all Siletz River tributaries upstream of Jack Morgan Park boat ramp.

## Fiscal and Economic Impact

The Siletz River is a popular seasonal destination for salmon and steelhead angling. The fishing season is 4-5 months dependent upon water levels and Oregon Department of Fish and Wildlife regulations. The proposed rule applies to approximately 29 miles of river, with 11 miles allowing the use of 15 or less horsepower motors, and 18 miles prohibiting the use of motors. Additionally, the proposed rule will also prohibit the use of motors on more than 60 miles of tributaries upstream of Jack Morgan Park. Approximately 15-20 fishing guides regularly guide on the river while operating a boat.

Without the use of motors, fishing guides could be negatively impacted based upon the guide's ability to carry the same number of anglers and the number of days they can safely row the river. Motorized guides indicated that they could lose 20-30% of their seasonal income for guiding on the Siletz River. That impact can potentially be reduced by adapting their guided fishing trips to the proposed rule.

Fishing guides that do not use motors could be positively impacted by the proposed rule if they are not restricted on locations they can row. Additionally, there may be increased demand for guides to provide guided trips to the anglers that the motorized guides cannot accommodate.

There is no indication that the number of anglers using the Siletz River will be significantly impacted, resulting in minimal economic impact to the local communities.

No state agencies, units of local government, or members of the public will be economically affected by these rules. The Lincoln County Sheriff's Office Marine Patrol and Oregon State Police Fish and Wildlife Division will be responsible for enforcing the motor restrictions. Small businesses primarily consisting of approximately 15-20 seasonal fishing guides have indicated they could lose 20-30% of their seasonal income from guiding on the Siletz River. Minimal administrative costs will be incurred by businesses to comply with the

rule. No additional costs for equipment or labor will be incurred by businesses to comply with the rule.

## Public Hearing

On May 21, 2026, staff held a public hearing on the proposed rule at the OSMB office with a hybrid option. Staff received testimony from 37 individuals, many of the commenters had previously submitted comments at different times in the rulemaking process.

As with prior opportunities for comments, the commenters were primarily equally divided, with 16 in support of the petition and 21 in opposition of the petition. Most commenters did not articulate their position on the proposed hybrid rules.

Those in favor of the motor restrictions have consistently argued that motors have a negative impact on the environment, create unfair fishing opportunities and have a negative impact on traditional tribal uses of the river. It was noted that this hearing saw greater attendance by tribal members that had not previously commented.

Those opposed have consistently argued that motors allow greater access for individuals with physical limitations that would have difficulty rowing for extended periods of time and consecutive days and that the wishes of a few should not dictate the rule for the majority. Several guides commented on the fiscal impact on their businesses. Additional guide commented on the potential impact to the ODFW brood stock program and the difficulty to participate if motors were prohibited.

## Work Session and Board Public Comment Meeting

On June 17, 2026, the Board held a Work Session and a Board Public Comment meeting at the Port of Newport office in Newport, Oregon. The Board Invited the Siletz Anglers Association (SAA), the Confederated Tribes of Siletz Indians (CTSI), and the Oregon Department of Fish and Wildlife (ODFW) to present to the Board at the Work Session.

Prior to the three presentations, staff provided background information on grant history and potential improvement status for the six boating access sites from Jack Morgan Park to Moonshine Park.

The discussion was opened with a presentation from SAA. They presented many of the same concerns that have been provided throughout the rulemaking process. However, they proposed two options, the first was to limit motor horsepower to 15 upstream of Jack Morgan Park. The second option was to limit motor horsepower to 15 between Jack Morgan Park and Hee Hee Illahee, and only 36-volt electric motors or less upstream of Hee Hee Illahee. SAA identified approval of \$50,000 to support improvements at Old Mill Park.

CTSI presented second. CTSI analyzed 160 videos with boating activity captured over a 26-day period, in fall 2025. The information identified that guides, drift boats, motors on boats and motors with 10 horsepower or less were the most common in this section of river during the 26-day period. They also provided information on life jackets being worn and the use of engine cut-off switches was also shared. Consistent with the petition, CTSI was not in favor of motors above Jack Morgan Park but did identify there are tribal fishing locations in the river between Old Mill Park and Hee Hee Illahee Park. CTSI identified they have grant writers and other resources that could assist with boating access site improvements.

ODFW presented information consistent with their letter provided to the Board at the April Board meeting. They also answered various questions and provided comments on the brood stock program.

## Basis for Staff Recommended Rule

When making its recommendation, staff considered the factors below:

### **User Conflict**

The current rule of no jet pump drive to propel a boat upstream of Jack Morgan Park boat ramp went into effect in 1988. The intent of the rule was to limit upstream boat traffic. In 2001, 2007, and 2013, OSMB received rule petitions to place various restrictions on the use of motors above Jack Morgan Park. In 2025, the Board received the current rule petition to place restriction on use of motors above Jack Morgan Park. The past petitions indicate there is an on-going user conflict, and it is likely this conflict will continue unless a rule change is implemented. Pursuant to ORS 830.195, the Marine Board may regulate and restrict boating activities to prevent boating user conflicts.

The current proposed rule is a hybrid between a total motor ban above Jack Morgan Park and making no changes to the current rules. The compromise does not restrict either user group from using any portion of the river, it limits the section where motors can be used.

### **Boating Safety Concerns**

OSMB records indicate multiple incidents that a drift boat equipped with a small gas-powered motor capsized on the Siletz River upstream of Jack Morgan Park. The weight of gas-powered engines attached to the transom of a drift boat negatively alter the handling characteristics, especially in moving water, whitewater and back rowing operations. Historically, boating downstream Jack Morgan Park is done with boats that were specifically designed for use with motors. The handling characteristics are less of a concern below that location.

### **Enforceability and Education**

In implementing new boating regulations, it is important that rules are easy to understand and easy to enforce. Jack Morgan Park has been a historic rule boundary; boaters are aware that the rules above and below are different. Retaining this boundary will minimize confusion as to where the new rules apply. A second boundary line at Old Mill Park will also be created. While a single boundary is ideal, Old Mill is a well-known and popular take out for the “town loop” it is unlikely this will create significant confusion.

### **Consistency in Boat Operation Regulations**

In the central coast, most coastal streams of similar width, depth, access, and season boat usage have motor restrictions above tidal influence. The recommended option would bring the Siletz River regulations in line with the Wilson, Trask, and Nestucca Rivers.

## **ADA Accessibility Requirements for Boating Facilities**

At the Work Session there was substantial discussion about accessibility and Americans with Disabilities Act, “ADA” accessibility standards for boating facilities. This statement represents the working understanding of staff related to the ADA requirements for boating facilities; it is not intended as legal advice and should not be relied on for ADA compliance requirements.

The current version of the ADA standards applicable to boating facilities and can be found at: <https://www.access-board.gov/ada/guides/chapter-10-boating-facilities/>. ADA guidelines require an accessible route to connect accessible buildings, facilities, elements, and spaces on a site. For boating facilities on the Siletz River, this typically includes features, such as restrooms, parking spaces, and access between those features and the top of the launch ramp. The ADA requirements are triggered only when a facility is designed, constructed or modified. An existing facility is not required to be modified for the sole purpose of complying with ADA requirements.

There are specific ADA exemptions related to slope requirements for water level dependent features, such as the slope of the boat launch ramp. There are no ADA standards for recreational or small commercial boats or loading or unloading from a boat.

The term accessibility was also used to address the ability of a person to operate a boat due with respect to physical limitations. Specifically, by restricting the use of motors certain people would not be able to row a boat for extended periods of time or consecutive days, and limit access to the water. While it is important to the Marine Board to create opportunities for all individuals, there is no current ADA rules that address motor requirements for boats.

## Staff Recommendation

Staff recommend that the Board finalize the proposed rule from the April 30, 2026, Board Meeting, as set forth below.

### (6) Siletz River:

- a) No person shall use a motor in excess of 15 horsepower and in excess of slow-no wake speed to propel a boat between Jack Morgan Park boat ramp and Old Mill Park boat ramp.
- b) All motor use is prohibited upstream of Old Mill Park boat ramp.
- c) All motor use is prohibited on all Siletz River tributaries upstream of Jack Morgan's Park boat ramp.

Potential modifications could include changing the boundary line, further reduction in horsepower limits, and delaying the implementation date to January 1, 2027, at this time staff is not recommending these changes.

During the work session there were several comments related to the inadequacy of Old Mill Park due to the current condition of the boat ramp and parking facilities. As stated in the intro to the work session, there are plans in place to upgrade Old Mill Park to address those concerns. Moving the motorized/nonmotorized dividing line downstream to the Ojalla Park boat slide, potentially creates safety issue with the boat slide not being ideal for motorized boats. If the divide was moved to Jack Morgan, this would represent the original petition and there would be no compromise included in the rule, which potentially creates additional conflict. Moving the dividing line upstream to Hee Hee Illahee is also problematic. While the condition of Hee Hee Illahee boating facilities are good in comparison to the majority of sites, there is tribal fishing access downstream the boat ramp and this rule line is not likely to reduce conflict.

Another potential change is reducing the motor limit to 10 horsepower in place of 15 horsepower proposed. The 15 hp limit was selected by staff for consistency in our rules. A drift boat is limited by the US Coast Guard Capacity Plate to 10 hp, which is the primary type of boat used on the Siletz. Small skiffs can access the lower river downstream near Jack Morgan Park. Skiffs are not subject to the same 10 hp US Coast Guard limit as drift boats, but they are subject to the slow-no wake speed limit, so the change would not have any significant impact on the final rule.

Finally, we have heard that the rule implementation date could be moved to January 1, 2027. This would help minimize impacts to fishing guides clients already scheduled for the fall salmon fishery. Additionally, it would allow guides to make any adjustments to client bookings for the winter and spring 2027 steelhead season.

## Next Steps

Upon approval of the final rule, staff will file the final rule with the Secretary of State. Staff will develop signage and media releases to educate the public on the rule changes.

Staff will conduct a standard one-year review to determine the effectiveness of the rule implementation process and update the Board on rule compliance and any other challenges identified.

## Item C: Aquatic Invasive Species Program Update

On June 6, 2025, a single adult quagga mussel was discovered at Prineville Reservoir, this is the first invasive mussel found in an Oregon waterbody.

The discovery triggered the activation of the Oregon Invasive Freshwater Mussel Rapid Response Plan. The plan was developed in partnership between ODFW, OSMB, and a small work group of AIS experts. Under the plan, ODFW is the lead agency for response command and OSMB provides assistance as needed. Portland State University Center for Lakes and Reservoirs, (“PSU”), is the lead for conducting field investigations and collecting water samples.

In this incident, PSU was conducting regular inspections of Prineville Reservoir, and they found a single adult quagga mussel near the Powder House Cove boat ramp. It was found in a sandy area about 3 feet above the current water level. PSU reported the discovery to ODFW, and ODFW active the response plan. PSU inspected approximately 1 mile of shoreline, and 6 docks at various boat ramps. They also inspected 2 Crook County Marine Patrol boats, and 2 floating restrooms. They performed 57 veliger (larval stage mussels) tows and collected water samples for Environmental DNA sampling. Two U.S. Fish and Wildlife Service divers performed underwater inspections of the dam face, areas around the boat docks and ramps and various ropes and pilings used by the floating restrooms and docks. Based upon these inspections, no additional evidence of mussel presence was detected.

On-going bi-weekly monitoring and testing will continue throughout the summer for Prineville Reservoir, Lake Billy Chinook, and other nearby lakes. Monitoring will be ongoing for some time into the future, the frequency and duration may increase and will be determined based upon the results of summer monitoring. This fall there will be a review of the response plan and any “lessons learned” will be incorporated into the plan.

### Clean, Drain, Dry

OSMB is working to strengthen the Aquatic Invasive Species prevention program through the use of boat cleaning stations.

Under the current AIS program, the primary focus is preventing the introduction of invasive species through boat inspection stations. With funding from the Waterway Access Permit, ODFW is working with various local governments to develop additional boat inspections stations that are waterbody specific. The first of these inspection stations is planned for Lake Owyhee.

We have identified that there are currently limited facilities that are designed to accommodate boat cleaning stations without adverse impact to parking, traffic flow or use of the boat ramp or paddle launch. There is currently a boat cleaning station at Tenmile Lake County Park. This station was completed in 2013 and was a substantial project that

includes two boat trailer bays, cold water hoses, an underground water collection tank, a filtration system and a settling pond. While this is a great facility, it will be difficult and expensive to duplicate statewide.



*Tenmile Lake County Park boat cleaning station*

We are looking to create a pilot project for installation of small self-contained boat cleaning stations at waterbodies that are known to have invasive plants or invertebrates. We have identified [CD3 Systems](#) as a supplier of these types of stations. They offer both fixed stations and portable stations. We anticipate using the portable stations so we can evaluate a variety of sites to understand recreational boater preferences for locations within a site or at a waterbody. As an example, should the portable cleaning station be located near boat ramps, paddle launches, or in common areas that can accommodate both user groups, and to meet the needs of the facility owner or agent.



*Portable CD3 Systems Mobile Trailer*

The goal is to identify 2-3 waterbodies statewide that are known to have invasive plants or invertebrates. Once we identify the waterbodies we will work with the facility owners or managing entity to identify a location and have them help select the features of the

cleaning station that will meet their needs. OSMB will purchase the units along with a small inventory of necessary supplies and replacement parts. We will consider providing the facility owner or agent with some additional funding for operating expenses of the cleaning stations.

Our goal is to have stations deployed by next spring. Based upon the outcome of the pilot project, we will evaluate the effectiveness of the cleaning station and consider creating a specific grant program for future installations.

# Item D: Personal Floatation Devices Rule Making

## Background

The U.S. Coast Guard Boating Safety Division conducted an on-site desk review of the Oregon State Recreation Boating Safety Program on December 17<sup>th</sup> and 18<sup>th</sup> 2024.

The Coast Guard identified minor deficiencies in the OSMB regulation related to Personal Floatation Devices, “PFDs”. Specifically, The Coast Guard updated the performance rating system for PFDs. The new language will include “approved by the U.S. Coast Guard.” In addition, the language should allow for new labeling regarding levels/performance and approved activity.

The Coast Guard no longer uses the term “inherently buoyant” and now uses the term “foam filled.” They requested that we update the effective dates of equipment requirements for Charter Boats and Charter Guides.

Based upon these deficiencies in rule language, our U.S. Coast Guard Recreational Boating Safety Grant is in conditional approval status until such time the deficiencies are corrected.

## Impact of Rule Change

The purpose of the rule is to ensure uniformity between state and federal boating laws. The changes are technical in nature and we do not anticipate any negative impact on Oregon boaters.

## Board Authority

Pursuant to ORS 830.110, the Board has authority to cooperate with federal agencies to promote uniformity of the laws relating to boating and their enforcement.

## Rule Changes

Below is a section-by-section summary of the changes to each rule. Bold text is used to identify language that is added, and italics and parenthesis are used to identify language that has been removed.

### **Division 10**

### **STATEWIDE RULES**

### **250-010-0010**

### **Definitions**

As used in OAR Chapter 250, unless otherwise required by context:

(18) "Throwable Personal Flotation Device (PFD)" means a PFD that **is approved by the U.S. Coast Guard, in serviceable condition and** intended to be thrown to a person in the water. A PFD marked as Type IV or Type V with Type IV performance is considered a throwable PFD; unless specifically marked, a wearable PFD is not a throwable PFD.

(27) "Wearable Personal Flotation Device (PFD)" means a PFD that **is approved by the U.S. Coast Guard, in serviceable condition, the right size for the person and approved for the activity. A wearable PFD** is intended to be worn or otherwise attached to the body. A PFD marked as Type I, Type II, Type III, or Type V with Type (I, II, or III) performance is considered a wearable PFD. **A PFD that is marked with performance levels 50, 70, 100, 150, or 275 is also considered a wearable PFD.**

## **Division 10**

### **STATEWIDE RULES**

#### **250-010-0154**

##### **Personal Flotation Devices**

(1) (c) Each PFD is used in accordance with any requirements in its owner's manual, if the approved label (*makes reference*) **refers** to such a manual.

(3) A person must not operate a boat on the waters of this state with a child age 12 and under, unless the child is wearing a U.S. Coast Guard approved personal flotation device, of the appropriate size, while the boat is underway. For the purpose of ORS 830.215, a personal flotation device shall not be considered "readily accessible" for children age 12 and under unless the device is worn while the boat is underway. The PFD must be worn at all times by a child age 12 and under whenever the boat is underway and the child is on an open deck or open cockpit of the vessel. The following circumstances are (*excepted*) **exempted:**

(4) A person must not operate a personal watercraft (PWC), as defined in OAR 250-021-0020, unless each person operating or riding on the vessel is wearing a(n) **foam filled** (*inherently buoyant*) U.S. Coast Guard approved wearable PFD that does not have a limitation or restriction on its approval that would prevent its use on a PWC.

## **Division 15**

### **OCEAN CHARTER VESSELS**

#### **250-015-0010**

##### **Equipment Requirements for Charter Boats and Charter Guides**

(1) (b) Personal Flotation Devices as prescribed in Title 46 CFR 180.71 – 180.72, effective (01/01/2016) **01/06/2025.**

(h) Life Saving Equipment Markings as prescribed in Title 46 CFR 185.604, effective (01/01/2016) **10/31/2008**.

(3) (e) Personal Flotation Devices as prescribed in Title 46 CFR 25.25-5, effective (01/01/2016) **01/06/2025**.

(f) Personal Flotation Device Lights as prescribed in Title 46 CFR 25.25-13, effective (01/01/2016) **09/30/1997**.

(g) Retroreflective Material for Personal Flotation Devices as prescribed in Title 46 CFR 25.25-15, (01/01/2016) effective **09/30/1997**.

(h) Life Ring as prescribed in Title 46 CFR 25.25-5(b)(3), effective (01/01/2016) **12/06/2024**.

(i) Lifesaving equipment accessibility as prescribed in Title 46 CFR 25.25-9(b), effective (01/01/2016) **09/10/2014**.

## **Division 21**

### **PERSONAL WATERCRAFT RULES**

#### **250-021-0030**

#### **Operating Rules**

(1) A person must not operate a personal watercraft unless each person operating or riding on such vessel is wearing a(n) **foam filled** (*inherently buoyant*) **U.S.** Coast Guard approved wearable personal flotation device (*PFD*) as defined in OAR 250-010-0010.

## **Fiscal Impact**

The proposed rule updates rule language for consistency with U.S. Coast Guard rules. These changes are not anticipated to have a fiscal impact on the public, local government, or state agencies. While the Coast Guard changed its PFD performance rating, it does not require small businesses to purchase new PFDs or make any other changes that could have an economic impact on small businesses.

## **Board Options**

The Board can open rulemaking on the proposed rules to amend the provision of the OAR's as set forth above. The Board also has authority to deny rulemaking or to make any modifications to the proposed rules as they determine appropriate.

## Staff Recommendation

Staff recommend that the Board open rulemaking on the proposed rules as written above. These changes are prescribed to meet U.S. Coast Guard requirements and are necessary to ensure future approve of the U.S. Coast Guard Recreational Boating Safety Grant.

# Item E: Snake River Reciprocity for Outfitter Guides

## Background

The issue of guide reciprocity on the state boundary water of the Snake River between Oregon and Idaho has been brought forward by Oregon State Police, Oregon Department of Justice and the Guide Advisory Committee. Their recommendation is to have consistent rules for both the Columbia River boundary with Washington, and the Snake River Boundary with Idaho.

Under OAR 250-016-0080(6) and OAR 250-016-0085(5), an Oregon registered or licensed guide can only launch, pick up, discharge of a client for any purpose on the Oregon side of the Columbia River, unless the guide is also registered or licensed in Washington. Similarly, a Washington guide can only use the Washington side of the Columbia River unless they are licensed or registered in Oregon.

There is not currently a rule in Oregon that prohibits an Idaho registered or license guide from using the Oregon side of the Snake River. Idaho does have a rule that prohibits an Oregon registered or licensed guide from using the Idaho side of the Snake River.

Without the proposed rule, Idaho guides can float the Snake River and make use of overnight camps on Oregon soil. Idaho guides can launch rafts from the US Forest Service Hells Canyon Dam launch facility in Oregon. Idaho guides can carry clients and gear in jetboats from Idaho and drop off their clients in Oregon.

Creating a similar reciprocity rule as OAR 250-016-0080 or 250-016-0085 for the Snake River would eliminate enforcement and compliance challenges.

## Impact of New Proposed Rule

The purpose of the rule is to ensure uniformity between Oregon and Idaho for Outfitters and Guides. We believe the changes will apply only to Outfitters and Guides and we do not anticipate any negative impact on Oregon boaters.

## Board Authority

Rulemaking authority initiated by the Board will be consistent with authority in ORS 704.025(3) and 704.500.

### **704.025 Reciprocity for certain licensees of other states; rules.**

(3) The board may adopt rules that exempt persons who provide outfitting and guiding services on the Snake River from the registration and fee requirements in ORS 704.020 if:

(a) The person conducts outfitting and guiding services on the waters of the Snake River where that river forms the boundary line between the State of Oregon and the State of Idaho;

(b) The person possesses a valid Idaho license, permit or registration that allows the person to provide outfitting and guiding services;

(c) The board determines that the licensing, permitting or registration requirements of the State of Idaho are comparable to those of Oregon; and

(d) The State of Idaho provides similar reciprocity for holders of valid Oregon Outfitter and Guide registrations.

(4) The purpose of subsection (3) of this section is to avoid the conflict, confusion and difficulty of an attempt to find the exact locations of the state boundary in or on the waters of the Snake River while providing outfitting and guiding services.

## Proposed Rule

### **250-016-00xx Reciprocity Provisions for Outfitters and Guides on the Snake River**

(1) The purpose of this rule is to give Outfitters and Guides operating on the Snake River where that river forms the boundary line between the State of Oregon and the State of Idaho the opportunity to share in reciprocity between Oregon and Idaho regarding the registration of Outfitters and Guides. Reciprocity avoids the conflict, confusion and difficulty of attempting to find the exact location of the state boundary in or on the waters of the Snake River while operating on the Snake River.

(2) ORS 704.025(3) provides that the State Marine Board may adopt rules that exempt persons possessing a valid Idaho license, permit or registration from the Outfitter and Guide registration required under Chapter 704, if the Board determines the license, permit or registration requirements of Idaho are comparable to those of Oregon.

(3) The Marine Board finds that an Idaho Outfitters and Guides Licensing Board's licensed Outfitter or Guide is comparable to an Oregon Outfitter and Guide registration for the carrying of passengers for hire on the Snake River where that river forms the boundary line between the State of Oregon and the State of Idaho.

(4) The reciprocity provisions of this rule and those of the State of Idaho, do not authorize the launching, pick-up or discharge of passengers for any purpose in a state other than the state where the Outfitter and Guide is registered or charter vessel is licensed.

## Fiscal Impact

The proposed rule language will require Outfitters and Guides to be registered in Oregon. There will be a fiscal impact on Idaho Outfitters and Guides to operate in Oregon. There is a potential positive impact on the Oregon State Marine Board by requiring Idaho guides to be

registered in Oregon. These changes are not anticipated to have a fiscal impact on the public, local government, or other state agencies.

## Board Options

The Board can open rulemaking on the proposed rules to amend the provision of the OAR's as set forth above. The Board also has authority to deny rulemaking or to make any modifications to the proposed rules as they determine appropriate.

## Staff recommendation

Staff recommend that the Board open rulemaking on the rules proposed as written above. These changes are prescribed to bring clarification regarding Outfitter and Guide operation on the Snake River.

## Next Steps

Upon opening rulemaking, staff will open a 30-day public comment period for the amendments. A public hearing will be held if 10 or more people request a hearing or a group representing more than 10 people request a hearing. Due to the nature of the changes, staff do not anticipate the interest in holding a public hearing. Staff will provide the comments to the Board for their review prior to the October 29, 2026, meeting.

## Item F: Board and Vice Chair Elections

Election of Board Officers for July 2026 – June 2027

| Board Member   | Term Ends                      |
|----------------|--------------------------------|
| Laura Jackson  | June 2027 (end of second term) |
| Steven Lambert | June 2027 (end of first term)  |
| Dax Messett    | June 2028 (end of first term)  |
| Fiona Wylde    | June 2029 (end of first term)  |

Nomination and vote

## Item G: 2027/2028 Board Meeting Date and Locations

Upcoming Board Meeting dates for 2027/2028:

### **2027**

January 14 – Salem

April 22 – Salem

June 24 – Salem

October 28 – St. Helens or Scappoose

### **2028**

January 27 – Salem

April 27 – Florence

July 20 – Enterprise, LaGrande, or Wallowa Lake

October 26 – Eugene

## Item H: Board Meeting Timelines

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.

| Month        | Topic                                                |
|--------------|------------------------------------------------------|
| October 2026 | Free Waterway Access Days                            |
| October 2026 | WAP Rules                                            |
| October 2026 | Mini Jets Update                                     |
| October 2026 | Boating Technology Changes                           |
| October 2026 | AIS Program Update                                   |
| October 2026 | Non-Governmental Outreach Programs and Grant Funding |