



Rulemaking Public Comments

OAR 250-020-0231: Boat Operations in Lincoln County

Adrian Miller, Weyerhaeuser – May 4, 2026

Weyerhaeuser supports the proposed rules for motorboat operations on the Siletz river by the Oregon State Marine Board. Weyerhaeuser owns and manages a significant portion of land in the Siletz river watershed, including properties adjacent to the portions of the river subject to this regulation.

Efforts to minimize anthropogenic sources of bank erosion have both ecological and financial benefits. In addition to lowering rates of sedimentation, unnatural widening of the channel requires that we place riparian buffers further inland, removing those lands from timberland production.

Unnatural bank erosion can also impact infrastructure such as roads and mitigating these impacts through road relocation or riverbank stabilization measures can be expensive and have additional ecological impacts.

Duff Imholt – May 7, 2026

Outboard motors should continue to be allowed on the Siletz River, upstream from Jack Morgan Launch. The use of lower hp motors has a very minimal impact on River habitat. The proposed regulations are just fine.

Tony Smith – May 10, 2026

Hello. I'm in very much agreement with preventing motors of any size on the Siletz River. They absolutely should be removed from the upper river above town but no motors at all would be fantastic.

Randy Neylon – May 11, 2026

Hello I would like to comment that I am in full support of the proposed rules for the Siletz (6) items a, b, and c and wish to see this implemented and boat motor limitation soon!

Luke Schultz – May 12, 2026

I am writing to express my full support for the proposed rule changes on the Siletz River. For the good of the fishery, the water quality, and the user experience, I believe these proposed rules are all very well justified. I am grateful for the opportunity to comment on this proposal.

Allen Gillette – May 13, 2026

I am writing in strong support of the draft rules limiting motor use on the Siletz River. I have fished the river professionally and recreationally for over two decades, from the gorge to tidewater, and have never used a motor. The conflicts I have had with guide boats running motors have occurred between Moonshine and HeeHee Illahee, and between Ojalla and Morgan.

The proposed rules limiting boats to 15hp and no wake above Jack Morgan will reduce conflict with guides running sleds up from Morgan during the fall fishery. This will not stop lazy guides from sitting on tillers and running laps around folks who row, but should reduce sled plates tearing up critical summer chinook redds in the tailouts of this section.

The complete motor ban above Old Mill will especially reduce user conflict during Winter and Spring seasons. The pushy motors in this section have forced users to look at different rivers, and I am excited to see this rule allow for the river, and it's users, to breathe the way we did before the two strokes took over.

Thank you for being thoughtful in your proposal, and soliciting for and then incorporating public comments. Thank you for not letting the small group of pushy guides control this narrative and process. And thank you for listening to the many other user groups on this matter.

Peter Doerflinger – May 15, 2026

I am a fishing guide and have been drifting the siletz river since 1981. I am in full support of the proposed ban on motors. I do believe that anyone who will use a motor will not respect the no wake rule. In addition, there isn't enough law enforcement to actually enforce this. Personally I don't think that there is any need for a motor above Jack Morgan park, there are a lot of spawning areas, especially when there isn't enough water flow in September and October, between Morgan and Mill Site park. The next question is, are electric motors included in this ban? The improvements in electric motors will still allow the motor lovers to operate as if it were a gas motor. So I hope that they too are included in this proposed rule, otherwise, not much will have been accomplished.

Matt Davis – May 16, 2026

I'm reaching out regarding the recent meetings and proposed rules for motor bans on the Siletz River.

I'm a lifelong Oregonian, fisherman, hunter, and general outdoor enthusiast. I'm not a fishing guide and have no commercial interest in the Siletz river.

I do own a home on the Siletz River and have been fishing the river for 30 years with my friends and family. I run a motorized sled in tide water and a drift boat in the upper stretches of the Siletz River. I also have 30 + years of fishing every other river up and down the coast.

In hundreds of trips on the Siletz River I can honestly say I've never experienced or witnessed conflict on the upper river. The conflict I have witnessed is all in the lower river and due to crowds.

The Siletz generally runs with a high volume of water, in most cases higher and harder than other north coast rivers which makes it inaccessible for many older users without motor assistance. At 57, i've felt the effects of needed help myself :)

Eliminating motors will create MORE conflict, more crowding, and more concentration of boats because drift boats will switch from a drifting style of fishing to an "anchor and camp" on a spot style of fishing. We see this over and over on other coastal rivers.

I truly believe this is a solution looking for a problem. A vocal minority trying to exert power and control over a river that should be managed for all users.

I respect the work the tribes are doing for our fisheries and greatly appreciate it, but they are misguided in thinking this will help with conflict and improve the river.

Greg Niles – May 16, 2026

As a Lincoln County resident who has been fishing the Siletz River since 1989 and guiding since 2012, I would like to share my perspective regarding the proposed motor regulations.

While I support a gas motor ban above Ojalla, I believe smaller electric motors (up to 101 lbs of thrust) should be allowed up to Moonshine Park. Allowing electric motors ensures the state continues to receive necessary funding for boat ramp projects while effectively resolving the gas motor debate. Electric motors have minimal environmental impact and enhance safety by allowing boaters to assist others in need.

Thank you for your time and for considering my input on this matter.

Brad Sharpton – May 16, 2026

I started salmon fishing on the Siletz River during my college days at Oregon State University in the 1980's and still do today. I fish on the Siletz River with my friends every September in a motor boat from the Highway 101 bridge to the Moonshine Park boat ramp.

I am in my 60's and currently reside in Los Angeles, California. I plan on retiring in less than 5 years and move back to Oregon. I hope to continue salmon fishing on the Siletz River in a motor boat with my friends for years to come.

As a senior citizen and speaking for those people who have disabilities, banning the use of motors on the river would make it very difficult or impossible to fish anymore out of a boat.

Sometimes I see a handful of kayakers on the river while I am fishing but I have never witnessed any conflicts between non motor boat and motor boat users.

Please base your decision not as a result of political pressure but on tangible, specific proof that is based on indisputable facts, direct observations, or verifiable data.

Both motor and non motor boat users should have access to the river so I oppose any ban on the use of motors on the Siletz River.

Grant Knowles – May 16, 2026

I am writing to voice my opinion on the upcoming decision on motor usage on the siletz river. I have fished the siletz for the past 10 years, and enjoy the river immensely.

I think limiting motor usage would have a negative impact on the river, both in recreational opportunities and financially. I believe motors should be allowed up to the moonshine boat ramp.

In my experience motors give boaters and fishermen flexibility to share the water most efficiently, which cuts down on potential conflict. In my years of fishing the river I have seen very little conflict between motor users and non motor users. By restricting their usage you would indirectly encourage the use of more anchors, which has the potential to both damage spawning areas as well as congest the most popular holes, raising the likelihood of conflict. Motors also give elderly and disabled fishermen more accessibility to fish and recreate, limiting their usage would impact many potential users.

For these reasons I believe limiting motor usage on the siletz river would be a mistake. I look forward to the meeting on the 21st to continue to voice my opinion. Thank you for your time.

Cory Hibbert – May 17, 2026

I'm writing this message to voice my concern with the possibility of the motor restrictions that have been proposed for the Siletz River.

I'm retired and 66 years old, I have fished the Siletz since the early 1980's. In my early days I rowed the river and never had an outboard motor on my boat. But, now my shoulders aren't what they once were,.. I depend heavily on my 8 hp outboard to navigate the long stretches of slack water, and to help me safely get my boat into the ramps and help hold the boat while I get it secured.

Without the use of my outboard, I can not take my boat out at the ramp at Town, the slide, or Morgan ramp. The long slack water on the town run just destroys my shoulders to row through. 95% of the time there is a strong breeze blowing upstream and for me (and other older guys) this makes rowing very difficult and painful.

I'm not sure why people are saying that motors are causing trouble between boaters on the Siletz, I've never seen a single issue that the tribe is claiming. You'd think in all of these years, if this was true, I would have seen an issue at least once.

I worked for 45 years, dreaming of the day that I could be retired and spend more time on the river I love. I spend my time fishing from Twin Bridges, to Morgan Park. A outboard ban will effectively stop me from getting to fish the river.

I hope when you are making this ruling, you are thinking about the many older people that have serious shoulder issues and pain. I actually think that this ban would go against the federal Disability Act.

Francisco Arenas – May 17, 2026

I am writing to voice my opinion on the usage of motors on the Siletz River. I've done some fishing on that river and the use of motors is helpful to have the accessibility to fish and the use of the river is better managed by different people and their watercraft's.

Without the use of motors in the river would also limit the access of disabled peoples and veterans being able to use the river for recreational purposes. As well as limiting the use to recreate for other peoples.

I believe having the use of motors keeps the fishing moving on the river and also helps to not have anchored boats all along the river at the same "desired" water areas.

Please consider to keep the use of motors on the river as I believe this would help the overall economy of the river.

I look forward to hearing what is formulated in the meeting on the 21st.

Dusty Harrold – May 17, 2026

I am writing to express my strong opposition to the proposed motor ban on the Siletz River.

The Siletz is a vital resource for many anglers, and motors are essential for fishing the river effectively. Restricting motors would force boats to anchor in place, significantly reducing the river's capacity. Currently, motors allow multiple boats to fish "passes" and take turns in areas that would otherwise be limited to a single anchored vessel.

Furthermore, the Siletz has demonstrated its ability to thrive despite high angler pressure, largely due to the broodstock program. This program relies heavily on the assistance of motorized boaters.

While I personally fish the Siletz and use a motor infrequently, I am concerned that a ban

would displace significant fishing pressure to neighboring rivers. Most of these nearby systems lack the advanced hatchery and broodstock infrastructure necessary to support such an influx of activity.

I urge you to deny the Siletz motor ban.

Chris Worley – May 17, 2026

My name is Chris Worley, and as a lifelong angler in the Pacific Northwest, I am writing to share my concerns regarding the current state of the Siletz River.

I have spent a significant amount of time on the Siletz, but I find myself visiting less and less frequently due to the increasing use of motors on drift boats. The shift from quiet, pristine drift boat fishing to an environment dominated by loud engines and the smell of two-stroke exhaust has significantly diminished the experience. The original appeal of the river, listening to the natural surroundings and the sound of the water rushing downstream and the stroke of oars is being lost to motors navigating and holding in the current.

I believe that implementing motor restrictions, or at least a "no fishing from a motor" regulation, would help restore the river's beauty and preserve the traditional drift boat experience.

Thank you for your time and for considering this perspective.

Mark Steinmetz – May 18, 2026

I am writing in opposition to the proposed motor ban on the Siletz River above Mill Park. I appreciate the Board's effort to address increasing user conflicts and protect the long-term health of the river, but I do not believe a complete motor ban is the most reasonable or balanced solution.

The Siletz River has long been a shared resource enjoyed by recreational anglers, guides, families, tribal members, and local residents alike. While there are clearly concerns regarding congestion, upstream travel, and user etiquette, many of the comments submitted to the Board demonstrate that the primary issue is not simply the existence of motors, but rather increasing river use, poor behavior by some users, and a lack of enforcement or adherence to existing etiquette standards.

For many years, the Siletz River has been managed and enjoyed as a shared resource where boaters, anglers, guides, and local residents have worked to balance recreation, safety, and conservation. Existing practices already encourage reduced speeds, respectful interaction between users, and responsible boating behavior above Mill Park. Historically, the focus has been on promoting courtesy, safety, and shared access rather than excluding any particular user group.

I also believe the scientific claims regarding widespread river damage from small motors on the Siletz have been overstated and are not supported by site-specific evidence from this river system. Much of the data referenced by proponents of the ban comes from studies involving large jet boats operating in very different river environments and conditions than those found on the Siletz. Small outboard motors used on lightweight drift boats create minimal wake and operate in a river that naturally experiences significant seasonal flooding, sediment movement, and channel change every winter. There has been no conclusive local study demonstrating that limited recreational motor use above Mill Park is causing measurable harm to salmon habitat, spawning success, or bank stability. In fact, many responsible users already operate at low speeds and avoid spawning areas. Decisions that would significantly reduce public access to the river should be based on clear, site-specific science and measurable impacts rather than assumptions or generalized studies from unrelated waterways.

A complete ban would unfairly impact many responsible users who rely on small motors for safe and practical river access. Small outboard motors are commonly used on drift boats to navigate long, slow-moving sections of river, return safely during changing weather or river conditions, assist older anglers or those with physical limitations, and improve overall boating safety. Eliminating motors entirely would reduce accessibility for many people who may not have the physical ability to row long distances or navigate difficult sections safely.

Additionally, motorized users contribute substantially to local infrastructure and the regional economy. Boat registration fees help fund boat ramps, launches, and river access improvements that benefit all users. Public testimony submitted to the Board also highlighted the importance of these improvements at locations such as Ojalla, Mill Park, and Moonshine Park. Restricting or eliminating motorized access could reduce participation and weaken support for maintaining these public facilities.

It is also important to recognize that many concerns raised during this process relate specifically to high-speed upstream travel and congestion—not simply the use of motors themselves. Several commenters noted that conflicts are primarily associated with repeated upstream runs, large sleds, or aggressive boating behavior. Those issues could be addressed through targeted regulations, horsepower limits, seasonal restrictions, no-wake zones, or enforcement of unsafe operation laws without implementing a full prohibition on motors.

If the Board ultimately determines that additional restrictions are necessary, I would strongly encourage consideration of electric motors as a reasonable compromise rather than adopting a total motor ban. Electric motors provide several important benefits:

- They operate quietly and with minimal disturbance to other anglers and property owners.
- They eliminate fuel discharge and significantly reduce concerns regarding water

quality.

- They produce less wake and bank disturbance than gas-powered motors.
- They allow older anglers, families, and individuals with physical limitations to continue safely accessing the river.
- They generally limit long-distance upstream travel due to battery capacity and lower thrust compared to gas outboards.

Even several individuals advocating for restrictions acknowledged that electric motors can provide a practical middle-ground solution that reduces conflict while still preserving accessibility for many users. A carefully crafted electric-only rule in limited sections of the river would be far more balanced and reasonable than a blanket motor prohibition.

I respectfully ask the Marine Board to avoid adopting a broad motor ban above Mill Park and instead pursue solutions that focus on education, enforcement, safety, courtesy, and reasonable operational limits. The Siletz River has historically been managed as a shared resource, and future regulations should continue to allow responsible access for all user groups while addressing legitimate concerns in a measured and balanced way.

Thank you for your time and consideration.

Jonathan Sassaman – May 18, 2026

I hope this e-mail isn't too late. It's my intention to provide my perspective in favor of continuing the current rules/regulations allowing boats with motors to fish the Siletz river up to the Moonshine Park boat ramps. I'm aware with a bit of the conversations surrounding boats with motors on the Siletz river. I can tell you from a personal and practical perspective, having fished the Siletz from the Bay to Moonshine park (I've never been above Moonshine park), with and without motors, drift boats to a sled in tide-water. I have never had a conflict with another boater (with or without a motor). There is clearly something else going on driving the conversation that is not rooted in motors being a problem. I have observed disabled people fishing, who could not otherwise access parts of the river. There is a safety element in terms moving along the river quicker when necessary. People utilizing anchors, disrupting the river floor, spawning areas, etc... create a far greater risk than small motors.

I simply cannot fathom not being able to safely navigate the river without being able to move upstream and about without a motor. Having never experienced a problem with another boater, another person fishing, with or without a motor, this topic seems to be motivated by those who simply desire to isolate a natural resource for themselves in some way. Only being able to drift one way seems extraordinarily burdensome, especially when the Salmon runs have been strong.

With all due respect, please do not change the rules/regulations associated with motor use on the Siletz river.

Bob Spelbrink – May 18, 2026

My name is Bob Spelbrink and our family owns a home at [redacted], Siletz, OR on the Siletz River.

I am writing to, again, express my opposition to the proposals to change the motor regulations above Jack Morgan Park. By doing so you will restrict public access to any person with even minor disabilities or advanced age. The next boat access upstream is the boat slide and long stairs at Ojalla Bridge that is inaccessible to most persons with a physical impairment and there is no public bank access between Ojalla Bridge and Jack Morgan Park. Several of us, who for many past years have accessed the river above Jack Morgan Park boat ramp, with propeller driven boats, plan on filing an Americans with Disabilities Act (ADA) complaint if OSMB changes the current regulation to one that will deny us access.

Greg Hedrick – May 18, 2026

My name is Greg Hedrick, and I'm writing to express my strong opposition to both the proposed motor ban and the recently adopted rule changes regarding motorized use on the Siletz River.

I have outlined three major concerns that I believe deserve closer review due to the potential impacts and unintended consequences of this proposal.

Issue 1: Economic Impacts to Local Businesses

Eliminating gas motor use would create a significant financial burden for my business. Without motorized access, I would be required to row a large drift boat every day which would reduce the number of days I could realistically guide due to the increased physical demands and recovery time required. In addition, I would no longer be able to safely and effectively guide three clients in many situations. Approximately half of my guided trips consist of three clients, and reducing those trips to two clients would represent an estimated loss of roughly 16% of my income. To add to that, during high water conditions where rowing becomes impractical or unsafe, I would lose 100% of my daily income on those days. Those impacts would also extend to supporting businesses such as shuttle services. I estimate that a motor ban would result in a loss of approximately 20% of my income during the winter steelhead season.

Issue 2: River User Conflict

Concerns regarding conflict between user groups have been repeatedly raised throughout this process. I respectfully ask the board to review more comprehensive data beyond what was presented during earlier meetings. If OSMB is considering eliminating a long-standing user group from portions of the river, it seems reasonable to first establish whether significant conflict actually exists and whether motorized users are truly the source of those conflicts.

Conflict will always exist on shared waterways. In my experience, disagreements are often more related to differing fishing styles and personal preferences than simply the presence of motors. Eliminating motors will not eliminate conflict; it will likely only shift it elsewhere. Removing one user group because another believes conflict would decrease sets a concerning precedent.

Issue 3: Funding and Access Concerns

OSMB has stated that it's facing budget challenges and has indicated that a significant portion of its funding is generated by motorized users through registration fees and fuel tax revenue. The board has made it clear that grants for boat ramp and facility improvements will not be funded for areas without motorized access.

This concern extends beyond funding alone. Previous boat ramp improvements were largely supported by funds generated by motorized users. Under a motor ban, locations such as Moonshine Park could lose eligibility for future improvements.

Anyone familiar with the Moonshine Park boat ramp understands that it is already in poor condition and continues to deteriorate. Without future improvements, there is a legitimate concern that safety issues could eventually lead to closure. That would effectively eliminate access to one of the most scenic and valuable stretches of steelhead water in the Pacific Northwest.

Additionally, reducing motorized use would decrease fuel tax revenues that contribute to funding. I use approximately 120 gallons of fuel each winter season while operating on the Siletz.

I respectfully urge the Board to take a closer look at the root causes of the concerns being raised and carefully determine whether the perceived conflicts stem from motorized versus non-motorized use, or whether they are attributed to differing fishing methods and user preferences.

Christopher Douglass – May 19, 2026

As a resident of Waterloo, Oregon & 5th generation Oregonian who fishes the Siletz, I can't support a complete ban on gas or electric motors.

As a military veteran with fishing buddies that have physical limitations as I do, a ban would most likely end our enjoyment of the Siletz. I'm also of the belief that imposing a ban would be detrimental to the professional guides, especially those that have spent decades on that water.

If the statement of Scott Amerman's Facebook post is factual in that the groups who support and authored the ban refuse to sit down and compromise a solution, then their petition must be rejected.

The removal of motors would disqualify the Siletz from any OMB grant funding for improvement projects, so that is another reason why I can't support this proposal of a total ban.

Thank you for your careful consideration of this issue, taking away the Siletz from the public to benefit the few is bad policy.

Rusty Butler – May 19, 2026

My name is Rusty Butler, and I am writing to you as a member of the Confederated Tribes of the Siletz Indians. Having been raised within our tribal community and reservation, I have developed a lifelong connection to the Siletz River. As an avid fisherman and community member, I have observed the river's changing dynamics over several decades, which has prompted me to voice urgent concerns regarding its current state.

In recent years, the volume of watercraft on the Siletz River has increased to unsustainable levels. During peak salmon season, it is now common to observe up to 100 boats on the water daily. The rapid growth of commercial guide services has severely overcrowded the river, leading to noticeable environmental degradation. I have observed a significant increase in garbage, debris, and pollution both within the waterway and along the shorelines. These conditions threaten the ecological health of the river and negatively impact the quality of life for local homeowners and residents.

To preserve the ecological integrity, clarity, and purity of our waters, I am writing to formally advocate for the implementation of strict regulations or prohibitions on motorized watercraft on the Siletz River. Restricting motorboats would mitigate shoreline erosion, protect critical fish habitats, and restore safety and tranquility to this vital resource.

The Siletz River is a foundational asset to our community's heritage and environment. We must act responsibly to ensure it is not compromised by over-commercialization and pollution.

Thank you for your time, consideration, and dedication to preserving our natural resources. I look forward to supporting efforts that protect the Siletz River for current and future generations.

John Wibbens – May 19, 2026

I support proposed rule change to allow small motors from jack morgan park to old mill site and no motors allowed upstream of old mill park.

Dustin Stansbury – May 19, 2026

I am writing to express my opposition to any proposed changes that would further restrict motor boating on the Siletz River.

The Siletz River has long been enjoyed by anglers, families, recreational boaters, and local residents who responsibly use motorized boats to access fishing areas, enjoy outdoor recreation, and experience one of Oregon's unique waterways. Existing regulations already provide a framework for safe and responsible operation while balancing the needs of all river users.

Additional restrictions on motor boating would negatively impact many individuals and families who rely on motorized access to the river. For many anglers, older residents, and those with mobility limitations, motorboats provide an important means of reaching fishing locations and enjoying the river. Limiting access could reduce recreational opportunities, affect local tourism, and impact businesses that depend on boating and fishing-related activity.

Motorized boating has been a longstanding part of the culture and recreational heritage of the Siletz River. Responsible boaters contribute to the local economy through fuel purchases, equipment sales, lodging, dining, and other expenditures that benefit surrounding communities. Changes that unnecessarily restrict motorized use could have unintended economic consequences for the region.

I respectfully urge the Oregon State Marine Board to maintain the current motor boating regulations on the Siletz River and continue supporting reasonable access for all user groups. Any future decisions should carefully consider the interests of anglers, recreational boaters, local businesses, and residents who have responsibly enjoyed the river for generations.

Thank you for your time and consideration of public input on this matter. I appreciate the opportunity to comment and respectfully request that the Board preserve existing motor boating access on the Siletz River.

Byron Orth – May 19, 2026

I am writing to let you know I am against any changes to the use of motors on the Siletz River. I am in favor of the continued use of all motors on the Siletz. I also feel there should be no deadline regarding the use of motors. In all my time on the Siletz River I have not seen one negative interaction with boats with motors. In fact, the motors provide more opportunity for all anglers on the river. Multiple boats with motors can fish the river all at the same time. In comparison to one boat without a motor anchored up, can clog up an entire hole not letting any other boats have a chance to fish. With the great returns of salmon and steelhead the river has had in recent years, it's obvious that there is little to no impact from motor use on the fish. It would be a shame for the marine board to limit motor use for anglers with disabilities and physical limits who depend on them to help them out when they are on the water. This feels like a user group wanting to tell others how they're allowed to use a public resource. The river should be free for individuals to use it how they see fit, and not how one group wants it used. We have been down this road before with groups trying to ban motors on the Siletz, and the Marie Board has voted it down every time. This time should be no different. I am not a guide, just a regular angler who has grown

up fishing the river my whole life, and now show my children how amazing the Siletz River is. Please continue the use of all motors on the Siletz River

Jay Anderson – May 20, 2026

I am writing in regard to recent request for public comment on the Siletz River motor change. I am opposed to changing the motor rule on the Siletz River. I personally started fishing and recreating in the Siletz River basin while attending Oregon State University starting around 2000 and continuing to present. I was immediately awe struck by the Siletz River, its natural beauty, wildlife, fish, and especially the drift boats and people I met on the river. Not long after I purchased my first drift boat and spent many years fishing and enjoying the river. In all my time on the river I never saw conflict with boats with or without motors, I especially did not see conflict directly related to motor use. I have used and witnessed anglers using oar power, electric trolling motors, and outboard motors. I experienced a community that worked well together. I saw boats fishing with all different methods, in fact my fishing progressed from: anchored drift fishing, into pulling plugs, and then side drifting or bobber dogging, some methods I used a motor, others I do not use a motor. I still enjoy all these methods and understand they all have their place and a unique following among other anglers. Shouldn't we all be able to choose our own fishing method and power source individually? Drift fishing, pulling plugs, side drifting, oars, motors, are these not personal choices? I wouldn't want to impose my beliefs on others and make them use one fishing method or propulsion source, we should all be able to choose and make our own decisions within the framework of currently available law and policy.

I would add that motors add value, value in effective fishing, value in grants and money available to the river because of the use of motors, value economically to the river, and value in terms of safety. Safety is everyone's primary responsibility and motors add value and safety to fishing the river. Being able to hold in current or to motor upriver if someone has a situation should not be overlooked. I personally was involved in a river rescue many years ago and without my motor I would have had a hard time effectively rescuing multiple individuals who had become stranded after capsizing their drift boat.

I am in opposition to changing the motor rule on the Siletz River. Thank you for your time.

Micah Kuenzi – May 20, 2026

I'm writing to express my strong opposition to the proposed ban on motorized boats on the Siletz River.

I fish the Siletz occasionally as a recreational angler (client to fishing guide) and it's an awesome river - not just because of the fishing. The scenery is absolutely beautiful, and also the guides here get along very well!

The recent facility upgrades—like the boat slide at Ojalla and the planned improvements at Mill Park and Moonshine—would perhaps not be possible without funds collected through motorboat registrations.

These improvements benefit everyone—whether they run a motor or not—and they are absolutely necessary to keep access safe and functional for guides and clients like myself. Without contributions from motorized boaters, these projects may not happen. And if those users are pushed off the river, there's no longer a reason to invest in improving or maintaining access.

There are stretches of the Siletz that are slow-moving and difficult to row through, especially for long distances. Without a motor, covering that ground could become exhausting for some anglers. For people who aren't in good physical condition or don't have experience rowing, a small outboard motor makes all the difference between having access or not.

The people using small motors on this river aren't tearing it up—they're enjoying it responsibly, often with family or on guided trips, and they're supporting local businesses and infrastructure in the process. Taking away access from those users doesn't solve a problem—it creates one. It's unfair to penalize an entire group of respectful, invested users over concerns that aren't backed by strong evidence.

I love fishing the Siletz, and I care deeply about the health and future of the river. But I also believe in fairness—and this proposed ban feels like a one-sided decision that would hurt responsible users, reduce access, and remove incentives to continue investing in the river's infrastructure.

Please reconsider this proposal and keep the Siletz open to all user groups who respect and care for it.

Garett Hanlon – May 20, 2026

I am writing to express my strong support for the proposed rulemaking regarding boat operations on the Siletz River and its tributaries, specifically the modifications outlined for Oregon Administrative Rule 250-020-0231.

Protecting the ecosystem's health and ensuring the safety of those recreating on the water is important to me, and the proposed changes present a vital opportunity to do both.

I would like to strongly encourage the Oregon State Marine Board to adopt this rule for several reasons:

- **Protecting Salmon Populations and Sensitive Habitats:** Restricting motor access on the upper Siletz River would provide necessary protections for salmon spawning habitats. Peer-reviewed studies have documented that boat motor usage can cause

physical shock and intra-gravel movement, leading to mortality in highly sensitive salmon life stages and posing an additional threat to young salmon.

- **Sustaining Crucial Tribal and Community Resources:** The Siletz River is located within the ancestral lands of the Confederated Tribes of Siletz Indians, serving as both a critical cultural and food resource. The Tribe's Natural Resource staff has invested considerable time and funds into improving aquatic habitats and water quality along the main stem and its tributaries, which benefits not only tribal members but also recreational anglers and communities that rely on it for drinking water. Adopting these rules honors and protects these ongoing conservation investments and efforts.
- **Reducing Bank Erosion and Preserving Water Quality:** Heavy wave action from boat motors accelerates riverbank erosion and loss of essential riparian habitat. Limiting and prohibiting motorized traffic will significantly decrease the rate of this decline.
- **Improving On-Water Safety and Easing Fishing Pressure:** Transitioning to these non-motorized and low-horsepower zones will establish a much safer environment for non-motorized watercraft. It also addresses heavy boat traffic and commercial guiding imbalances, easing the intense fishing pressure that threatens local fish populations, and ancestral foodways.

Because previous voluntary measures, such as placing signs at local boat ramps to discourage gas-powered motors, have proven ineffective, a formal, conservative regulatory approach to conservation is necessary.

I deeply appreciate the Board's consideration of these proposed protections and strongly urge you to adopt the rule changes, to ensure current as well as future generations can continue to enjoy and benefit from the Siletz River.

Kelly Painter – May 20, 2026

I am a guide who operates mostly on the siletz river for my drift boat fishing opportunities. I have been fishing the river since I was a kid both with and without a motor. I am capable of rowing and under lower water conditions I much prefer it to using a motor, but also appreciate the advantages of being able to motor through dead water, and be able to run back up if needed to fish something again. I will continue to fish the river without a motor if necessary, but I don't feel like it is the right move to remove motors.

The conflict that is referred to is in my opinion way overblown, and I much prefer fishing with other boats in turn off of a motor than to be blocked out of a hole because someone is anchored in it. I also think anchors do way more damage to the river bottom than a motor. I would love to have the river to myself and be able to fish it as I please but that isn't reality in our world. In the high water conditions that we face in the winter time, it is extremely difficult to fish without a motor at times.

Boat motor registration is the major source of funding for the marine board, and we have several boat ramps that are clearly in need of repairs and updates. How do we get these projects paid for without that funding?

In the end, I believe people should fish as they see fit. Fishing isn't as good anymore, and that is due to less fish, not because of boats using motors. If saving the fish is our priority then we should spend our time working together to fight for more hatchery fish, predator control, habitat enhancement, better results for Oregon in the PST, etc.

The government shouldn't have to be involved in every single perceived conflict, human beings are capable of handling things on their own. This issue has been brought up many times and has consistently been kept as is and should be this time as well.

Paul Robertson – May 20, 2026

I support the proposed restrictions on motorized watercraft upstream of Jack Morgan Park on the Siletz River due to the ecological sensitivity of this upper watershed habitat and the importance of protecting critical spawning and rearing conditions for salmon, steelhead, and Pacific lamprey. Repeated motorized traffic can contribute to bank erosion, sediment resuspension, and wash disturbance that may destabilize spawning gravels and redds in shallow river systems. In addition to physical impacts, chronic motor noise and vessel activity may disrupt migration, holding, and spawning behavior during sensitive life stages. These upper reaches represent important cold-water refugia and habitat areas that warrant precautionary management to maintain long-term ecological function and watershed resilience.

While a resident of the Lincoln County, my perspective is also informed by direct field experience working within the Siletz watershed during Total Maximum Daily Load (TMDL) water quality assessment efforts by the Oregon Department of Environmental Quality and the Salmon Drift Creek Watershed Council. As part of those studies, I participated in the deployment and retrieval of water quality monitoring sensors during paired seasonal sampling periods and conducted stream flow measurements at numerous sites and tributaries throughout the Siletz system. This work provided firsthand exposure to the complexity, sensitivity, and interconnected nature of these aquatic habitats, particularly in smaller upstream reaches where physical disturbance can have disproportionate ecological effects. I also believe the restriction should apply equally to both gas and electric motors. While electric motors are quieter, they are capable of generating comparable thrust, wake energy, and habitat disturbance in confined river systems. The concern is not solely emissions or sound, but the cumulative physical and behavioral impacts associated with motorized use in ecologically sensitive habitat areas.

Robert Stephenson – May 20, 2026

Hello- as a user of the Siletz river from a motorized boat, I want to provide some feedback back about the proposed rule.

I do not favor the proposed rule and want to state this for the comment period.

I believe the river is safer with motors than it is without motors.

Access to all users groups is available now. ADA compliance and people with disabilities can access the rivers with motors who couldn't if they are required to row a boat.

Please leave the existing motor use rules in place.

John Hoffman – May 20, 2026

I'm a local siletz native and would like to offer my support for the boat motor ban on the siletz river. I'm an avid fisherman and have fished the river since being a young child. The motors have had a huge negative effect on the river... I recently was fishing about a mile above moonshine park and had a drift boat motor pass me headed up river. So yeah I'm opposed!!! Thank you for letting express my feelings

Logan Schuh – May 20, 2026

I am a recreational angler who fishes the Siletz river in a drift boat. I am writing in opposition of a ban on motors. I feel the use of a motor is crucial for boating safety, particularly at takeouts. It also creates less conflict and provides a better overall atmosphere on the river as opposed to the anchor show which will happen if banned. I would like to see the use of a 15hp and under motor allowed from Moonshine park on down. This provides equal access to the resource for people of all capabilities. Not just those that are physically capable to row all day.

Nick Obteshka – May 20, 2026

I am a Homeowner on the Siletz River with approximately 2.5 acres of river front property on a popular stretch of river. I have been fishing the Siletz River for 29 years and out of a drift boat for 27 years of which the majority of that time has been with a motorized drift boat. I moved out here to Siletz because I love this river. The Siletz River is my favorite river. I am very much against a rule change that would affect this privilege to operate my drift boat with a motor. I am hopeful that enough information is gained by the OSMB to understand the significance of this proposed ban and rule change that is in process and hopefully revert back to the original established access for all boaters. The truth is that the original long-standing rule of allowing motorized boats above Jack Morgan Park does not take anything away from anybody. It gives the same options and opportunities to everybody.

A couple of years ago I had sold my drift boat with the intent of simply doing more bank fishing from behind my house and elsewhere. Very soon after I had realized that I had missed having the freedom that a boat had provided me. I missed all of the pristine locations and fishing holes on the river, I missed all of the memories of who had fished with me, how we were fishing, the techniques we were exploring, and the success that came with persistence and effort. I had decades of memories all the way back to when I attended OSU back in college and all of the fun over the years while operating my drift boat with a

motor on the Siletz River. Those memories enticed me to buy a new drift boat from Clackacraft this past July as well as a brand new 9.9 Mercury Outboard 4-Stroke motor from Stevens Marine. I also invested in a brand new 36 Volt Li Time Lithium Battery and onboard charger for my 112 Minn Kota trolling motor as well. In all, that collective investment to me was roughly \$14,500. Not the type of investment for everyone but fishing is important to me and I was willing to sacrifice for that passion I have for fishing the Siletz River. I am not a guide but this investment was for myself, my family and my friends. I go fishing a lot. I enjoy taking people fishing that don't normally get to go fishing or that do not have a boat. I take great pride in allowing the opportunity for those people to catch their first steelhead or salmon on my boat. This past winter, this came true at least a half a dozen times with grandparents/grandkids, father/son/daughter groups of friends that came fishing with me. Part of my passion is to share the outdoors with others. I have made some very good friends over the years on the river as most people are very friendly out there. The fishing guides are always a class act in my presence and always helpful off the river as well in supporting the fisheries side to it as well. The professional fishermen out on the river are at times portrayed poorly by others and usually it is as the result not of their behavior but as the result of their success. This holds true for guided and non-guided fishing boats in all areas, rivers, ocean, etc. Everyone wants to catch a fish too and it can be frustrating on days where nothing seems to work for one party while another party has a successful day. That alone is not a conflict.

Part of fishing involves skill but a lot of fishing involves exploring new techniques or ideas. It involves getting organized and watching others around you. It involves putting on your rain gear or warm clothes. It involves getting to the river at hours much earlier than most would normally choose. The chase that fishing creates can create competition amongst friends as well as strangers. It's all common to fishing everywhere. Everybody has the same opportunities if they are willing to engage in all that is in their surroundings. Good human nature is how people ultimately get along.

When I explore my own thoughts on fishing techniques and the way everyone shares the river, it is very true that having more people in a small proximity opens the door for misunderstandings and frustrations to exist. Bank fishermen in locations that host lots of fisherman in one hole, for example, can create issues in that space. On a crowded river out of a boat, sometimes it's possible for even good-intended people to rub people the wrong way as well. I would also say that one of the most beautiful things about the way that many fishermen fish the Siletz River is how the fishing techniques being used typically inherently space boats out further apart. This ultimately leads to less conflicts than if we all shared the same holes at the same time. It's proper etiquette for anybody regardless of your fishing technique to respect who is fishing a hole first. Your best approach always is either to utilize a similar fishing method in that same space at that same time (obviously with verbal politeness if you aren't sure) or to simply pull the boat over and wait until they leave if you intend on fishing that spot in a different way. You always have the chance to just skip that water and move on down river as well. Nobody should have to give up on fish in a hole they are already trying to fish for but it is also true that coming down new to a spot that has fishermen already in it, the same politeness to them should apply in how you would hope

for yourself too. As I reflect on how many fishermen fish with a motorized drift boat around me, we always take turns and everyone gets a chance to fish through. Some boats choose to keep moving as to help keep space while some make additional attempts at casting again in the stretch they are fishing. It is true that some people don't quite understand that these particular methods are sharing the river better with everyone. A boat that makes 5 passes in one short section is literally making 5 casts per person fishing. A boat that is anchored in the same stretch conversely may make 50-100 casts in that same spot depending upon how long they choose to stay there. Nothing wrong with either technique but in the case of the OSMB involvement, a motor restriction would mean one cast total as it is not easy to row back upriver. The guy that chooses to anchor would still get 50-100 casts. In the case of this comparison, the ruling would be penalizing a fishing technique that literally builds space between boats and is also sharing the river equally with everyone. I would suggest the boat making 5 casts is not being greedy at all. Once again though, conflict is typically more common when the crowds of people are more within the same space. By banning motors, it is not likely to help at all but rather create more conflict as the result. The individuals petitioning to ban motors are not going to be happy with those results of crowded space and there will still be an elite group of fishermen still catching a lot of the fish.

Now, it is true that there are several topics outside of personal conflict that have been suggested as well for some additional reasons for the OSMB to consider banning motors. I would like to address a few of these topics as I have direct observations relevant to my residence here on the Siletz River.

The topic of erosion has been brought up previously and I will state confidently that a 15 HP or less motor does not influence this in a way to be concerned. I will first share what my experiences have been at my property. The soil everywhere in this area is soft. At the end of my property, I have often accessed the river for bank fishing by scaling down a 4-foot embankment. This has involved many people over time and climbing up and down that portion of bank has led to some erosion. There is direct erosion instantly that is visible when you climb down that small section to the river but ultimately the bank erodes during high water events. The high water will take some of the remaining loose dirt with it. The areas that are not met with foot traffic or animal traffic are very resilient and during those same high water events (12', 16' 24' etc). The water literally buries the land and the volume of water is insane. The space that was previously used for fishing out of a drift boat is buried and the cfs and power of the river is substantial. Much more powerful than anything a boat or motor

could ever contribute towards. When the river is at 20', the cfs is upwards to 13,000 cfs or 97,000 gallons per second. In areas, this can equate to the water moving at 10-15 mph. It has the power to rip the bank apart where it wants to. With all of this being said, the Siletz River has been here for millions of years, geologically speaking. It has been through many incredible high water events over time and generally it is built for these high water events. Every late spring, the water height of the river finally subsides down below 3' and into the summer it is often down to almost 2' in river height. During that time, the rain forest of this

area rebuilds itself and the terrain rebuilds itself. Grasses quickly grow 4-5 feet tall in April and May. Everything grows dense and thick around here. It is untouched by more high water until the following fall and winter so during the summer months it can rebuild for the future once again. Now where there is additional relevance to my discussion on erosion and how it relates to motorized boats is that I see zero erosion everywhere else that I have not walked on, climbed down, etc. Motorized drift boats fish through this section repeatedly from October through May as one of the most popular sections on the river. Take in mind that the banks of the river grow wild all summer and build up this resiliency against the 'wakes' that may wash ashore from the drift boats. With the amount of boat traffic in this stretch of river, the only erosion is in the location from myself climbing down the bank along with the high water events in that same spot. Now additionally, as you navigate the river as a whole, there are sections with erosion. Oftentimes, the landscape in those areas are void of trees, bushes and shrubs that are essential to hold the bank together. It is common that those locations are missing that important part of their structure. Often they may have removed the trees for farming. It is not of truth to blame their erosion by boats using the power of a 15 HP motor or less. So, the summary I have concluded is that unless the bank is tampered with, the banks of the river are generally very resilient on their own.

Another common complaint I have heard thus far is that the motors are noisy. I live directly above the location many people fish heavy with motors and unless I walk down the bank to the river from my house it is mostly muffled in sound. I live roughly equal distance from Highway 229 and the Siletz River and I hear the vehicle traffic much more readily than the boat traffic on the river. Noise from the highway and vehicles traveling at high rates of speed by far creates more noise than the boat motors. Also, the way most people fish, even with a motor, they are typically moving down river soon after they get near my place and they are not a nuisance at all. Additionally, there is a gun range about a half mile from me and the noise from the gun range sounds like canons going off most of the day. I am not offended by that noise although it is much louder than anything the boats can produce. The two highways (Logsden Road and Hwy 229) are the substantial continuous contribution to all noise along the river. The noise complaints are likely only observed by another boater that already simply does not like motors.

I am going to stop there as I am sure you have a lot of information to process and organize. I do appreciate you all at the OSMB and I simply want to continue down the path of fishing my favorite river the way I have fished here since college and to continue to share this resource with everyone. In the end we all just want to catch some fish. Feel free to reach out to me if you have any specific questions.

Dan Paoff – May 21, 2026

I am writing in support of continued motorized access on the Siletz River and to express concern regarding ongoing restrictions impacting motor users throughout Oregon waterways.

Motorized boaters contribute a substantial portion of the funding that supports boating access, facility maintenance, and infrastructure improvements across the state through

registration fees and fuel tax revenue. These funds have historically helped build and maintain many of the public access points currently used by all boaters on the Siletz, including facilities such as Moonshine Park, Old Mill, and Ojalla.

It is concerning to see increasing costs being placed on motor users while access continues to decline. According to current figures, motor users provide the majority of OSMB funding, yet many waterways are already restricted or limited for motorized use. Asking these same users to absorb additional registration fee increases while reducing access creates an unfair imbalance.

Continued motorized access is also critical to securing funding and improvements for local boating facilities. Projects currently being pursued by the Siletz Anglers Association, including upgrades at Moonshine Park and Old Mill, are important public safety and accessibility improvements that benefit the broader community. These projects include needed restroom facilities, ADA access, parking, improved ramps, and safer launching conditions.

The current conditions at some of these facilities are unsafe and in serious need of repair. Maintaining motorized access helps ensure these projects remain eligible for funding and can move forward for the benefit of all users of the river.

I respectfully ask that OSMB continue supporting balanced access policies that recognize the financial contributions made by motorized boaters while preserving safe and reasonable access to Oregon's waterways.

Mike Kelly – May 21, 2026

I am writing this letter to voice my support for motor use on the Siletz. I have been guiding on the coast for 15 years and I have a few things I would like to say.

- I have been fishing the Siletz for 20 plus years (15 as a guide) and the Siletz has the least amount of conflict of any other river I fish on the coast
- All of the boat ramps have either been built with or are funded by Osmb motor registration money
- Ojalla boat was built on the condition that motors would be allowed
- As a guide I stand to feel a substantial amount of economic impact if motor use is removed due to the fact that fishing 3 clients will become near impossible and we will not be able to fish the river when it is high and barley coming into shape. I figure it's will reduce my income as a guide 15-20 percent
- This petition is purely a social issue which is completely out of OSMB's scope of jurisdiction and should be treated as such
- If every river that allows motor use got rid of motors because some people didn't like them there would be no rivers with motor use allowed. Where does it stop ?

- during the MOA process the Siletz tribe said there would be little to no effect to fishermen

If OSMB insists on banning motors I think the logical deadline would be illahee due to better ADA access, handicap parking and the fact that it's already the natural deadline for the chinook fishery which would create less confusion. I would also like to see electric motors allowed above illahee so that we could continue to access OSMB funding for future boat ramp projects at Moonshine park , Logsden and improvements that will be needed at Twin bridges

Rick Hedrick – May 21, 2026

I would like to give you a perspective on motors on the Siletz. As a 73 year old there would be very if any opportunities for me to fish unless motors are allowed I simply don't have the physical ability to row between the launches. Please maintain current access

Shelly Olson – May 21, 2026

I am writing as a member of the Siletz Tribe regarding the proposed boat motor ban on part of the river. I respectfully oppose this ban and hope we can take a more balanced approach moving forward.

From what I have seen and heard, there has not been clear evidence presented showing that responsible motor use is causing measurable harm to the river. Before making a major decision that affects tribal members, families, fishermen, and others who use the river, I believe we should first look at solid data, environmental studies, and open discussion.

I also worry that this issue is becoming more about limiting who gets to use the river rather than working together to protect it. Our tribe has always been strongest when we come together, listen to one another, and search for common ground instead of division.

Rather than an outright ban, I encourage the tribe to consider compromise solutions such as:

- Seasonal protections during sensitive fish runs or spawning periods
- Speed or wake restrictions in certain areas
- Education on responsible boating practices
- Environmental monitoring to gather actual evidence before making permanent restrictions

We all care about protecting the river for future generations. I believe we can do that while still respecting the rights and traditions of tribal members who responsibly use motorboats.

Thank you for taking the time to consider my concerns. I hope we can continue this conversation in a respectful and united way.

Savannah Worman – May 21, 2026

My name is Savannah Worman. Siletz Tribal member #3298 and CTSI employee. I would like to give a comment on the restriction of motorboat usage on the Siletz river. I would like to see a ban in the Siletz river to help promote the welfare of juvenile salmon. Salmon is a keystone food for my people, and I believe that allowing them the chance to flourish would benefit my people greatly. Not only that, but protecting the river from further pollutants and damage will also benefit all of the people in the Siletz area.

Robbie Shimota – May 24, 2026

I am writing to express my opposition to the current hybrid option, part (b), because it is an inequitable solution. The current hybrid option unfairly distributes the most popular winter steelhead boat fishing sections, between Old Mill Park boat ramp and Moonshine Park boat ramp, to nonmotorized users. It does nothing to resolve conflict during salmon fishing, most of which occurs below Old Mill Park boat ramp. If the Oregon State Marine Board is to move forward with motor prohibitions, the Board should consider daily motor prohibitions rather than total prohibition upstream of Old Mill Park boat ramp. Daily prohibitions have been implemented successfully on the lower Deschutes River to resolve tensions between motorized and nonmotorized users. The lower Deschutes, Segment 4 - Macks Canyon to Heritage Landing, follows an alternating Thursday-Sunday ban on motorized boating. This reserves days for nonmotorized users who are aggravated by fishing alongside motorized users to enjoy the resource. It limits but does not remove all opportunity from motorized users.

The lower Deschutes River, Segment 4, has many parallels with the Siletz River. Both are two of Oregon's premier fisheries. Both are loved by diverse user groups. Both are on ancestral land of indigenous peoples, the lower Deschutes for the Confederated Tribes of Warm Springs, whose views must be respected. The revised hybrid option could follow the alternating weekend option used on the lower Deschutes or a non-alternating option like "All motor use prohibited Thursday – Saturday upstream of Old Mill Park boat ramp". It is important to allow some Saturday/Sunday opportunity for both user groups. A somewhat alternating option is preferred because there are an odd number of days in a week. The Oregon State Marine Board should seriously consider revisions to the current hybrid option.

I would qualify my opinion on this current inequitable solution by noting that I am a nonmotorized boater of the Siletz River. I have no quarrel with motorized users. I like many others have a strong emotional connection to the Siletz River. I have never operated nor fished from a motorized boat on the Siletz River. I think motorized boating on the Siletz River upstream of Old Mill Park is lame and lazy. It is not my style of fishing, but just because it is not my preferred method does not mean it should be prohibited. I can safely and respectfully operate around motorized and other nonmotorized users on the Siletz River. The Siletz River is of adequate size and agreeable character for 15hp motorized boat operation downstream of Moonshine Park boat ramp. I have never encountered safety or

respect issues with other users solely because of their motorized operation on the Siletz River. Conflict arises from inexperience or negligence when sharing the river with others. Concerns with river traffic will not be ameliorated by motor prohibitions. ODFW's comments show that low horsepower motor use is not a limiting factor on salmon or steelhead productivity on the Siletz River. Ecological opinions should not influence the Board because this is a user group conflict.

I would also amend part (a) and remove "in excess of slow no-wake speed" because for some upstream travel higher speeds are necessary for safety.

If the Oregon State Marine Board moves forward with motor use prohibitions, a daily prohibition scheme upstream of Old Mill Park boat ramp will provide maximum equity and continued opportunity for diverse user groups.

Steve Jacobs – May 28, 2026

Keep outboard motors out of the Siletz River. Their use disproportionately favors fishing guides and substantially detracts for the traditional art of rowing the river. I am an avid drift boat angler who has fished the river for over 40 years. I have watched the use of outboard powered boats destroy the quality of the fishery.

Fred Yeck – May 29, 2026

I support the proposed prohibition and limitations on motors on the siletz river.

The siletz river can be a peaceful place for bank fishermen and those who drift the river until a boat with an outboard starts going upriver in fishing holes.

The conflicts caused by boats with outboards is just too much considering all the other users.

Further outboard motors damage spawning beds River guides can still operate but just cannot use motors and run over others with their motors There is plenty of room for guides that want to use motors down river.

Michael Eigner – May 29, 2026

My input for motor use would be:

Electric motors only from Moonshine to Mill Park

Mill to Morgan—limit outboards to 9.9hp

Mike Hazen – June 2, 2026

I am writing this email regarding the motor ban on the Siletz River.

As a lifelong angler and someone who grew up fishing the Siletz I recommend keeping the current motor rules in place without any restrictions.

ODFW has claimed motors do not increase harvest or reduce spawning productivity. DEQ has also stated the amount of effluent is very minimal. At this point, it just comes down to regulating guides and individuals who have a passion for sport fishing on the Siletz River.

I am urging the marine board to keep the status quo that has worked for so many years and benefited people of all ages, disabilities and ethnicities.

Jeff Albee – June 2, 2026

I am writing to submit public comment on the proposed rules regarding motorboat use on the Siletz River. I oppose the proposal as currently written.

As an Oregon pioneer and lifelong angler who uses and cares about the Siletz River, I'm concerned that the proposed rules will restrict access for responsible users and further take away access to Oregon waterways.

David Beatley – June 3, 2026

I am writing to formally express my opposition to the proposed prohibition of motorized boats upstream of Jack Morgan Park on the Siletz River.

I have fished the Siletz regularly for more than 20 years and have spent countless days enjoying the river with family and friends. In recent years, I have taken my daughter with me, sharing the same experiences and traditions that have made the Siletz special to me for decades. I hope to continue accessing and enjoying the river with her and others in the future.

I think it's important to express that I support protecting fish populations and habitat. I am passionate about that, but I believe management decisions should be based on demonstrated impacts and sound evidence. The Oregon Department of Fish and Wildlife (ODFW) has identified habitat complexity and the loss of off-channel habitat as key limiting factors for salmon and steelhead in the Siletz Basin while also acknowledging that there are no specific data demonstrating impacts from boat wakes or propellers in this section of river.

Having seen the Siletz near flood stage, I would add my personal experience that the impacts of natural hydrological shifts from winter floods would surely cause more substrate displacement than a low-horsepower motor. I can appreciate and acknowledge the idea that adding restrictions on how we access waterways could have a positive impact on a fishery, but I believe it would be irresponsible to do so without more clear evidence of how significantly it would impact salmonid recruitment on the Siletz.

The proposed restriction would remove a long-standing form of public access without clear evidence that it would meaningfully improve fish populations or habitat conditions. Low-horsepower motorboats have been part of the river's recreational use for generations, allowing anglers, families, older adults, and those with physical limitations to access and enjoy this public resource.

I respectfully ask the Marine Board to reject this proposal. Instead, more emphasis and resources should be directed toward conservation efforts, specifically habitat diversification. Focusing on factors that have been identified as the primary challenges

facing fish populations in the Siletz Basin will have way more significance when it comes to preserving this resource we love.

Mike Ricker – June 3, 2026

I am writing to provide comments regarding the proposed rule change affecting the Siletz River.

I have fished the Siletz River for more than twenty years and, during that time, I have never personally witnessed an incident between motorized boats and non-motorized boats that would justify restricting one group from using the river. In my experience, both groups have generally been able to coexist and share the resource responsibly.

In fact, I would argue that motorized boats often share the river more effectively than boats that anchor in one location for extended periods. Motorized boats typically move through a stretch of water, allowing others an opportunity to fish the same area. It is common for boaters to take turns running productive sections of the river. Additionally, motorized boats generally travel quickly between fishing locations, leaving plenty of opportunities for non-motorized anglers to access and fish those same waters.

From my perspective, this proposed rule change appears to be less about safety and more about restricting access for one group of anglers because another group disagrees with their preferred method of fishing. Oregon's rivers are a limited public resource, and they should remain accessible to all users regardless of whether they choose to fish from a motorized boat, a drift boat, a raft, or from the bank.

I respectfully encourage the Marine Board to consider the long history of shared use on the Siletz River and to avoid adopting regulations that unnecessarily exclude one segment of the fishing community.

Jim Huddleston – June 9, 2026

I am writing to provide my thoughts on the petition by the Confederated Tribe of the Siletz Indians (Tribe) regarding the use of motors above Jack Morgan Park on the Siletz river. My name is Jim Huddleston and I have been fishing the Siletz river for winter Steelhead, summer Steelhead and Chinook salmon since the early 60's. I am also a board member of the Siletz Anglers Association (SAA), and a land owner on the Siletz. I have owned a house on the river 2 miles below Morgan park for 40 years. This letter represents my personal opinion, however in discussions at our SAA board meetings most of the board members are in general agreement. However it is worth noting that the SAA has not adopted a consensus opinion on this issue other than we all agree that motors of some kind should be allowed on the entire river.

I am currently 73 years old and still actively fish the river year-round. It is very possible that I am the oldest current user who has continuously fished the Siletz Moonshine to Morgan for the past 60+ years. I was not able to attend the January Board meeting but I watched online and heard all of the testimony. I also watched all of the RAC meetings online. Two

things I did not hear presented in those meetings are 1) a good description of the historical fishing methods on the Siletz and 2) a good understanding of the use of electric motors as an alternative. I think it is important when considering this request to have a sound understanding of the historic evolution of motor usage on the Siletz. My experience fishing this river for so many years has provided me with a somewhat unique historical perspective. I also think it is important and beneficial to view this issue by separating the river into two sections, which is currently being proposed in the hybrid alternative. My recommendation is to make the top section from the public boat ramp at Moonshine park to the town of Siletz (Hee Hee Ilahee) and the second section being from town down to Morgan park public launch. The reason is twofold: first fall chinook fishing is limited to below the town of Siletz and the fall chinook season has different considerations than the winter steelhead season and second, the city water intake is located just below town and much of the concern noted by the local community has to do with possible contamination from gas motor usage. The two sections also fish differently, are different sizes and have different gradients. The section from Moonshine down is a class 3-4 white water river depending on flows and from town down it is more like a class 2 with mostly wider and lower gradient flows. Hee Hee Ilahee is a preferred break point because it is a better ramp with better facilities than Old Mill.

Historic Perspective above town

The use of motors to fish for winter steelhead above the town of Siletz is a relatively recent phenomenon. From my experience fishing this section for over 60 years it is only during the last 15 years or so that gas motors have been heavily used. So clearly, gas motors are not necessary to successfully fish the river above the town of Siletz. The first motors used on the Siletz above town were actually electric motors.

Prior to that time the dominant fishing technique was to anchor up on the best water and fish anchored. Boats would rush down river at first light to “secure” their favorite spots. In the mid to late 90’s a technique called side drifting became popular. In sidedrifting the boat operator moves the boat slowly down river with the current as the passengers fish. It became very popular because it was very effective and you could cover more good water during a day. It wasn’t long until we all figured out that you could do the sidedrifting technique with an electric motor to control the boat which allowed the boat operator to fish and run the boat at the same time. This was a really big deal for a recreational fisherman like myself because now I could fish without dropping anchor. It also allowed every boat to fish all of the water because boats were not anchored up in the best spots. It actually reduced conflicts. However electric motors had some problems. First they required heavy lead acid batteries (a 36 volt electric required 3 12 volt batteries weighing close to 200 pounds) and second the batteries typically could not get you through a full day of fishing without losing considerable power. So it wasn’t long for most everyone to switch from electric to gas. The switch to gas created some new problems. The difference in power is very significant and now boats with gas motors could travel significant distances up stream and some operators could and did launch and motor literally miles up river. This created new conflicts both with bank anglers and with users who launched higher up and were

coming down only to find boats that had motored up from far below. It also led to more conflicts with local land owners and the town of Siletz who were concerned with bank erosion from wakes, noise and pollution. Most every home owner on the Siletz soon posted signs reading "Gas motors discouraged".

My Position on motors above town

When you consider the list of issues noted by the petitioners most if not all are associated with gas motors not electric. Therefore, I think an obvious compromise solution would be to restrict the use of motors above the town of Siletz to electric only. Electrics would allow boaters to continue to fish the same way they do with gas motors and would allow those with limited rowing ability due to handicaps to still fish this section. Electric motors would minimize up river travel and associated conflicts, eliminate noise issues, erosion concerns and water contamination concerns. It is an obvious win-win. Electrics also do not harm spawning beds because they do not have the power to push a drift boat up through gravel tailouts. Electrics should be limited to 36 volt which is what is normally used with a drift boat. As noted previously the main reasons boaters switched from electric to gas motors were weight and reliability. The electrics required almost 200 lbs., of lead acid batteries and the batteries at the time often did not get you through a day of fishing. Current battery technology has changed that. Lithium Ion batteries weigh much less (1/3) and perform much better and are longer lasting than lead acid. A 36 volt electric has similar power to a 2-3 hp gas motor. So much less than the current 10-15 hp gas motors currently being used. Eliminating all motors above town would result in most if not all recreational fishermen to go back to anchoring which will actually increase conflicts and degrade the overall fishing experience on the Siletz. Guides could still row their customers down the river fishing the same bobber dogging/side drifting techniques but anchored boats would be "in their way" all day long.

Below town

Historically the use of motors below town was more prevalent primarily because of the large sections of slow water. Most motors were "kickers" on drift boats though and only used to move downstream through slow sections. They were not normally used for upstream travel. This changed in the mid 90's when motorized boat traffic started to increase above Morgan park primarily during the fall chinook fishing season but also for winter steelhead following the same evolution pattern as above town. From about 1995 or so to present the number of boats launching at Morgan park in the fall and travelling upstream large distances has increased dramatically. This has created conflicts with fisherman coming downstream and with adjacent land owners with concerns for bank erosion and damage to fish habitat and spawning grounds. My personal concern is the impact on spawning chinook salmon. I have owned property on the Siletz below Morgan for 40 years and have personally witnessed boat traffic during that time that most likely has a negative impact on chinook spawning beds. Fishing is restricted above Ojalla bridge in the fall to minimize the impacts to spawning summer chinook but there are no restrictions below the bridge and chinook historically spawn all the way to tide water. At our location just below Cedar creek we historically had 2 -3 pairs of fall chinook spawning in the tailout,

however since about 2015, those spawning pairs have disappeared. There is no way for me to know if boat traffic is the cause however I have personally witnessed on numerous occasions motor boats “grinding” up through that tailout in low water, churning up spawning gravels and sending a cloud of silt downriver. I have witnessed the same in the shallow above our property. So clearly upstream motor boat traffic in the lower Siletz is impacting spawning beds in negative ways. I think it is up to ODFW to weigh in on this issue but from my experience and perspective it cannot be good for spawning chinook salmon to have motors grinding through their spawning beds.

My position on motors below town

I understand the current proposal is to limit gas motors below town to 15 hp. I support and agree with that recommendation.

I appreciate the opportunity to comment and look forward to the next step in the process. My sincere hope is that a solution can be reached that addresses the concerns of all impacted users and lovers of this great river.

Michael Darcy – June 15, 2026

I fully support the new recommendations for the Siletz River. I think the recommendations can do for the Siletz River what Tom McCalls regulations did for our Oregon beaches. Keep a few rivers pristine.

Joshua Benjamin – June 18, 2026

I am writing this email as I am avid sportsman that has been fishing the Siletz River in Lincoln County for over 30 years. I have used an 8 hp motor on my drift for as long as I can remember and I see no harm in using a motor on my boat in the Siletz River. I use such a small motor on my drift boat; it does not cause damage to the river or river bank. The huge rain storms we get in the winters and the run off from cars on the roads cause more damage to the river than the small boat motors most of us fisherman use on our drift boats. I can understand a horse power restriction above Jack Morgan Park, but to limit all motors above Jack Morgan park is just wrong. There are long stretches of river especially between Old Mill Park and Jack Morgan Park where a motor is helpful to power through. I also understand that motors being allowed on the river also helps access funding from the Marine Board for improvements to boat ramps and facilities and with no motors being allowed this funding access from the Marine Board is not possible. Why is it now that one group all of a sudden want's motors taken off the river above Jack Morgan Park. It's simple this group wants to restrict access and by taking away motors on the river this restricts access from some who need a motor to navigate down the river. Like I stated above I support motors being allowed on the Siletz River from Moon Shine Park all the way down the river to the bay, but I also see where limiting the size/horse power motors above Jack Morgan Park to 9.9 HP and less could be an acceptable compromise. Thank you for your time and if you have any questions, feel free to reach out.

Scott Amerman – June 18, 2026

It's sad to be attack and have the work SAA has done questioned, "Saying there is no proof". So I'm sending proof and have ccd Angela.

Here is a letter from Mayor willie with the city of Siletz. He can be contacted at Worman, William K [redacted]

Willie can confirm our \$50,000 donation to city of Siletz and offer of more once we need matching funds for OSMB are needed.

He can also talk about the project we have in the works with the city of Siletz on at Illahee park with an acclimation and holding pond there.

He can also talk about how we put a work crew together to do brush removal and open up old mill park so surveying etc could be done.

He also can elaborate on reaching out to SAA about issues with parking in the main street in Siletz. And how we found a community solution.

About us installing filet table at illahee doing plumbing work there and also providing a filet table for old mill park. Currently in storage awaiting park upgrades

Attached is an email from Kelly Lincoln county parks [redacted]

Attached it photos of us re graveling the boat ramp and repairing the boat ramp at Morgan. You can discuss this with Kelly

Attached is an email of us offering them 50-100k for moonshine park project. Them thanking us and declining money

Please contact Kelly about the work we did at moonshine, our donation offer, the work we have done at Morgan, our offers to place fish cleaning tables and a concrete pad at Morgan park. our offers to pay for trash cans services at some of the LC parks and filets table for itchwit park

Attached is photos of our road repair done at Palmer creek. Dylan from odfw can verify this work. [redacted]

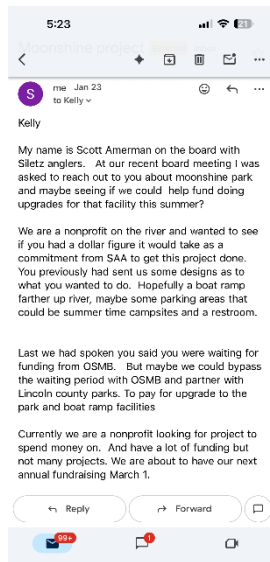
He can discuss our work with Illahee and odfw on donations of tanks and batteries for transporting broodstock fish. He can also verify our work with Palmer creek and the roads leading into it. The \$21,000 dollar project we did for odfw there

Dylan can also confirm we talked with him about getting odfw funds for old mill boat ramp and about working with odfw on moonshine boat ramp

And attached is an email from Chris Knudsen talking about how many times SAA has asked for more smolts for the Siletz and our work with them
Retired odfw member of the RAC

Attached photo of moonshine project with Lc park, the old mill project etc

Stan from the tribe talked about our offers of funding for their rock creek hatchery facility.
The work we have done with them



215 W. Buford Ave,
Siletz, Oregon 97380
PO Box 318
Siletz, Oregon 97380



Phone: (541) 444-2521

Fax: (541) 444-7371

To Siletz Anglers Association Board,

Thank you so very much for the donation and support to the City of Siletz for Old Mill Park road repairs. I have been working to rebuild Old Mill Park and the boat launch at Old Mill Park for some time and I am thrilled that we are finally looking to move this forward.

Your donation will be vital in getting the road repaired. Your donation will be used, in combination with money from the City of Siletz and grant dollars from the State of Oregon.

Our plan is to dig this road out beyond the shifting section of earth, rebuild the road base, build it all back up to grade, and replace the blacktop. We will also be removing large heavy trees that pull at the skirt of the road to make a more stable road base.

Our contractor will be following a construction plan to fix this road, based on a geo survey that was conducted last year.

Marine Board has committed to full attention and effort to fund the park and boat launch improvements once the road has been fixed and can reasonably guarantee ramp access.

We could not have pulled the money together this year without your support. We truly appreciate the support and partnership that has been built over the last few years.

Sincerely,

Mayor Will Worman
City Of Siletz Oregon

Fred Yeck – June 19, 2026

I am in support of NO motors of any type allowed above Jack Morgan Park on the Siletz River. Motors create excessive traffic on the river which is already over crowded during fishing seasons. No motors above Jack Morgan would reduce traffic which would be beneficial to the river system.

Steven Perakis – June 19, 2026

I write to show my support for a complete motor ban on the Siletz River upstream of Jack Morgan Park. I think the current interim proposal does not go far enough to ensure safety and reduce conflict throughout the river.

I have fished the Siletz since the 1990s, a lot. I fish it more than all other rivers combined, whenever I can. I use a drift boat in the river and a motorized sled in tidewater. I am a motorized boater. However, I have seen in-river use of motors (electric and gas) create conflict and safety concerns. I therefore support a complete motor ban in the river.

Motorboat use has exploded. In the 1990s, it was rare to see a motor. Now they're the rule, not the exception. While most motorized boaters are courteous, not all are skilled or paying attention enough to avoid close calls. Running a motor in moving water on a drift boat - with no keel - is not easy. Things happen fast.

The Siletz is a very narrow river in most places. I've had some close questionable calls with unsafe motorized boats over the years, it seems at least once a year, and it has gotten worse.

I have seen motorized boats running upstream through very shallow riffles, grinding their props / skegs / prop guards through the gravel, to get to the tailout above. I have witnessed this above Moonshine (not a typo) and in the lower river below Ojalla. Grinding upriver through gravel can not be safe, for people or the river.

There is no justified need for motors on a small river like the Siletz. The longest placid stretches on the entire river (such as above Old Mill, above Crawfords Riffle, and above Morgan) take only 15 minutes to row through. I've timed it.

Banning motors will not affect state revenue. People will still use their motorized boats on larger rivers, lakes, and estuaries where motors are needed and more appropriate. Anyone with enough physical capacity to launch a boat would also be able to row it down river, no need for a motor. With a motor ban, people will row, and they'll have the same opportunity to fish and recreate as always. A motor ban won't change usage numbers or reduce opportunity. It will, however, will change the experience for the better.

Jay Yelas – June 23, 2026

I have several comments regarding the proposal to ban motors above Morgan Park on the Siletz River. I am a recreational angler, have been a part of the RAC since last July, and I have attended every meeting in person. I would like to first comment on the RAC process, then later address the river motor rules.

There was no justice in the RAC process. It was established during RAC meetings that 81% of the river users utilize motors on the river above Morgan Park. A small, but very vocal minority of river users, who oppose motors, solicited the Siletz Tribe to help push their agenda. During the RAC meetings, both sides shared valid, heartfelt points supporting their position. The resulting staff recommendation to ban all motors above Morgan Park was preposterous. There is no way a reasonable person could listen to all the testimony shared in the 5 RAC meetings and recommend that the minority of river users get 100% of what they were petitioning for. Additionally, the staff recommendation wasn't even ADA compliant. Handicapped and elderly river users can't use the Ojalla boat slide, so for them to use the 11 miles of river between Old Mill boat ramp and Morgan Park would require them to row a boat 11 miles. Your staff recommended this to you! Clearly the staff making the recommendation was extremely biased and had made up their mind on the recommendation before the RAC process ever started. Perhaps political pressure from the Tribe, job security, or incompetence factored into the staff recommendation. The staff recommendation was absurd. I felt like the entire RAC process was a gross waste of my time. I gave up 7 days of work to attend all the meetings. Very frustrating for me.

One suggestion I have to make this RAC process and resulting staff recommendation more just for future petitions is to have more people a part of the staff recommendation. That would help water down one biased person, and result in staff recommendations that aren't an embarrassment to the board.

Moving on to the river, it was well documented in RAC meetings that the Siletz has less conflict than many other rivers in Oregon. It is a pleasure to fish there because everyone gets along well. Motors also allow users to assist other boaters in distress, or whose equipment had failed. Removing motors will make everyone anchor in the good fishing holes, making the river more congested and increasing conflict. Anchors drag through spawning beds will cause more harm than motors. ODFW has stated that the salmon run on the Siletz is the best of any river on the coast. Motors don't affect fish populations.

I urge the board to consider a balanced approach. Rather than imposing drastic restrictions, we should explore manageable solutions. Since the vast majority of river users use motors, any change to the existing rules should be small. The concerns raised by a small minority should not dictate the accessibility and enjoyment of the majority. I agree with the Siletz Anglers Association's proposal of 15 hp gas motors from Morgan Park to Hee Hee Illahee boat ramp, and electric motors only from Hee Hee Illahee to Moonshine Park. Electric motors are quiet and environmentally friendly and represent a viable

compromise, enabling access for those who need it. There is also a precedent of electric motors only on the Wilson River and Trask River above a certain boundary. Electric motors are a great solution that preserve access rather than restrict it. If you rule no motors above Hee Hee Illahee, it will restrict access for the disabled and elderly. There is no reason to do that.

Logan Ellis – June 26, 2026

I would really encourage you to watch this video.

[Video submitted by Logan Ellis](#)

One of my clients made this video back in the winter during steelhead season. First off, it shows how big the river is when we are fishing it. This was about a 7ft 3500 CFS on river gage. Watch closely how much water there is (about 3 feet higher than when you toured the river), how the rapids and river waves are bigger than any wake our drift boats are making. Our drift boats in higher water hardly make any to little no wake at all. When we use motors on the drift boats, water is typically higher so as you can see in this video there is very little to no disruption to the river.

Secondly, this video shows that everyone is wearing life jackets, not just in my boat but everyone else's boats. The claim from the tribe about all of us not wearing lifejackets is false and insulting.

Lastly, this video shows how the broodstock program works that I have mentioned and despite many times now. You can see, we catch a wild steelhead. Keep them alive in the broodstock livewell tank and then drop them off at the cage in the river at the boat ramp at twin bridges this particular day.

I really encourage you the board to not take away motors, at a minimum allow to keep electric motors above illahee park similar to the Wilson and Trask rivers where you can have gas motors up to a point then electric above. There is absolutely no reason we cant have electric motors. They don't have any pollution, are smaller horsepower and can't re run holes or rapids. Another viable option is do a river height restriction. A 5ft level or higher allowing motors would work great. When the water is above 5ft, there is no way any motor is hitting the bottom in any spots or disrupting the river. Like I have said before, any given day on the river. There is at least 80% of boats using motors. Please do not remove motors for a small percentage of people who want them gone. Like member Withee had mentioned as he was finishing his term, be creative and don't have motors taken away. Don't block access to the river for people who may not be able to row and need a motor.

Brandon Lindsay – June 26, 2026

I support the use of engines on the river

Peter Shanks – June 26, 2026

I have been a user of the Siletz River for many years, I started off fishing the river with local guides who use their motor to fish for steelhead and salmon. I then bought a drift boat with a motor to continue to fish the river I learned from the local guides. The current use of the river with motorized drift boats works well. It has allowed me to gain access to the river with elderly friends and family, and use it with my kids and their friends. I am writing this email/letter asking and encouraging you to keep motor usage legal so that all users will continue to have access to this great river. Motor usage has allowed me and many others to gain access and enjoy many days on the river. I have personally used my motor to aid in other fishermen who have missed the boat ramp and pulled them to both the Morgan Park and Old Mill. I have other friends who have helped with their motors when a drift boat has sunk. I even helped using my motor when a drift boat sank at the island hole on the Moonshine run.

A total ban based on emotions and not data driven seems like an excessive step towards removing access to the river. Once removed, it will never be returned. Marine Board funding comes from registered boats with motors, I struggle to understand how funding will be impacted with this ban. Is there an option to meet in the middle?

Matthew Hollis – June 27, 2026

I am writing to express my support for removing motorized boat use on the Siletz River and managing it as a non-motorized-only fishery.

Over the years, boat traffic has increased significantly due to motorized use, and it has reached a point where it is negatively affecting the quality of the fishing experience and overall enjoyment of the river. The increased congestion, and frequent motor traffic have changed the character of the river and created concerns for anglers and those using traditional non-motorized boats.

Returning the Siletz River to non-motorized boat-only use would help restore a quieter, and more enjoyable environment while reducing disturbance to fish and wildlife. It would also help preserve the unique character of the river and the traditional fishing experience that many people value.

Thank you for considering my comments and for your commitment to protecting the Siletz River for future generations.

Byron Orth – June 27, 2026

I am writing you to express my concern over the possible motor ban on the Siletz. I am against banning motors on the Siletz. There are no current conflicts on the river involving motors. Please don't take access away from a large user group due to one group wanting things their way. Please don't be fooled by the tribe claiming there are miles of water to use motors below Morgan Park. The water below Morgan Park is not fished in the winter, and is

not used by fisherman in the winter months. The gas motor I use on my drift boat helps me get my kids out on the water and make the day more enjoyable for them. Please don't take motors away on the Siletz.

Daniel Jackson – June 29, 2026

I am writing to voice my displeasure and disagreement with the attempts to remove gas motors from use on the siletz river. I believe this is an attempt to appease a small group of people who want to remove chances and freedoms of the people who actually use and support the river.

I think removing gas motors will disengage the fishermen who support and finance the preservation of the species of fish that inhabit and reproduce in this river system. I know that removing motors will result in the drift boats anchoring in the areas that the steelhead inhabit tearing up the spawning beds and river bottom.

I have personally seen motors being used to get people out of dangerous situations like boats being hung up in debris or pulling anchors off of rocks.

I think the ones driving this only want to limit the options of those who can use motors and that the use of motors isn't what's affecting fish populations.

Gas motor use on the siletz should be allowed to persist and to remove this option is not going to benefit the fish or the people who use the river and will directly and negatively affect the people who live in the town of siletz.

Steve Rush – June 29, 2026

Myself and a couple friends have been fishing the upper Siletz from moonshine down for years. It is a fast and narrow river in spots. Without the use of a motor it is unfishable for myself for sure along with most other people. Sounds like a few individuals may want a private river but trust me the motors are not an issue. I've seen land owners close all access off to boat launches ect and that never comes back. Please let us have this small win for now because if it's voted on and we lose it's forever! That is so sad because this is the best river I've ever been down.

Steve Rush – June 29, 2026

Please don't take our motor rights away on the Siletz. It is the most beautiful fun fishery that I've ever been on. Without the use of a small outboard it would be horrible. The people that want it stopped will start complaining about us anchoring. Yes there will be a lot of people sitting in there view and than they will try to stop that. If they win that's it it will never come back. We use them in the dead of winter. I have seen a handful of people out there watching. Don't keep giving it's killing the sport.

Stew Stone – July 2, 2026

I am opposed to restricting the use of gas or electric motors on the upper portions of Siletz River.

I have fished the coastal rivers since 1970. I attended Oregon State University for 4 years studying fisheries and wildlife science. I've owned & operated several drift boats and motor boats. I use to fish the coastal rivers 30 to 40 days each year during the winter steelhead seasons. At the age of 72, it's more difficult to row a boat all day than it was in my 20s and 30s and even 40s. I'm fully aware of the popularity of and concerns regarding environmental protections of air, water, plants and earth. I work with these issues almost on a daily basis in land development and railroad operations.

The new initiative to ban the motors lacks credibility and facts to back up the claims about erosion, pollution, safety issues and fishing advantages. Consider who is leading the charge to ban motors upriver. Tribal interest, and a few property owners who feel as though they still own the river. The waterways are owned by the state, and the public owns the state, not government or special interest groups.

Strongly urge you to consider protecting the recreational use of the river in the broadest form as opposed to narrowing it.

There is more erosion caused in one day of high water flooding than a lifetime of motorized boat wakes on the banks of the upper river.

There is no verifiable evidence of motors causing Pollution concerns. Fisherman / boat operators are not refueling on the river banks. Electric motors don't produce any emissions. Majority of fisherman care more about the environment of the river than the general public because they utilize the river and want to protect it.

Safety issues are no more of an issue than boat operators and passengers in boats using paddles and oars. Most guides who operate their boats with motors provide life vests to their fisherman to wear and the law requires life vests for all passengers to be in the boats.

Any claims of advantages provided to boats with motors can be equalized by those who claim to be at a disadvantage to simply get the training to be comfortable using a motor. A motor provides boat operators the ability to only move thru slow water but also fish the same drift two or three times without anchoring. Boats the anchor not only obstruct other fishermen who are traveling downstream but they also can lock down a fishing hole/drift for hours making hundreds of casts as opposed to the motorized boat that drifts thru the hole/drift two or three times before moving downs to the next fishing spot.

Guides who use motors have been instrumental in the broad stock program, whereby voluntarily transferring wild fish caught to the strategically located Fish & Wildlife Dept cages for transfer to hatchery for recruitment.

Those volunteers carry an additional 100 to 200 pounds of water in their recovery tanks and wild fish and without the assistance of motors creates additional physical effort in maneuvering boats downstream. This could result in a reduction of wild fish recruitment and health of the fisheries.

Matthew Lux – July 6, 2026

I am writing to formally express my profound concerns regarding the proposed motor ban on the Siletz River. As a member of the Confederated Tribes of Grand Ronde (CTGR), identified by roll number 1057, I believe it is crucial to consider the multifaceted implications of such a policy on various segments of our community and the broader region.

Firstly, implementing a motor ban would severely restrict accessibility for individuals with physical limitations. Many elderly or disabled community members rely on motorized vessels to navigate the river, allowing them to participate in recreational activities that contribute significantly to their quality of life. A prohibition on motors would effectively disenfranchise these individuals, excluding them from enjoying a vital natural resource that should be accessible to all.

Secondly, the economic repercussions for the town of Siletz and surrounding areas warrant serious consideration. The local economy benefits substantially from the patronage of fishing guides and recreational anglers who frequent the river. These visitors contribute directly to local businesses, including gas stations, restaurants, and supply stores. A motor ban would undoubtedly lead to a significant decline in visitor numbers, resulting in a substantial loss of revenue for these establishments and potentially impacting local employment and tax bases.

Furthermore, the decrease in river usage could also jeopardize the financial resources necessary for the ongoing maintenance and upkeep of crucial public infrastructure, such as boat launches and access points. These facilities require consistent funding to remain functional and safe for all users, and reduced activity could lead to neglect and deterioration.

Finally, speaking as a tribal member, I wish to emphasize the importance of making decisions concerning our shared waterways through a truly comprehensive and equitable process. While inter-governmental collaboration between state agencies and tribal governments is invaluable, it is equally vital to ensure that policies are developed based on a thorough assessment of the impacts on **all** stakeholders and the broader public interest. It is imperative that we strive for solutions that are fair, inclusive, and sustainable for the entire community, transcending any single group's preferences and focusing on balanced outcomes for all who cherish and utilize the Siletz River.

I respectfully urge you to reconsider the proposed motor ban and to engage in a more thorough evaluation of its potential adverse effects on accessibility, local economic stability, and the diverse interests within our community.

Dan Fisher – July 6, 2026

I am writing to advocate for maintaining motor usage on the Siletz River to ensure all users continue to have access to its public waterways.

While I understand the discussions regarding banning gas motors above Old Mill, I propose that electric motors still be permitted up to Moonshine Park. Restricting motor usage on such a significant body of water limits how people are able to fish and enjoy the river. By allowing motors to Moonshine Park, we can continue to collaborate with the Marine Board to develop and maintain accessible boat ramps for everyone.

I believe we can find a balanced middle ground that satisfies all parties involved. Thank you for your time and for considering this request.

Jeff Hamel – July 6, 2026

I am writing concerning the use of motors on the Siletz River. I understand that there are further restrictions that could be soon be law.

I am a 59 year old native Oregonian. I have fished the Siletz River my entire life.

I understand the conflict that exists on the river and have seen it escalate over the years. In the past it seemed like everybody could get along, but now it has come down to rule making.

While I am predominately a driftboat and oars only guy, I can see the benefit of using a motor. At the very least some sort of electrical motor to aid in holding the boat in a position while still being able to fish.

I know that especially when fishing other people it can be difficult to hold the boat in fast moving water, especially when the river level is up and there is a lot of water.

Gas motors seem to have no trouble being used in the lower river. Electric motors in the upper river above Illahee Park seem to be used without problem.

I believe we should keep some motor use. Please don't completely close it down as it will not be a fair opportunity for all, especially as we age, it is harder to do all the rowing.

I have fond memories of fishing with my kids, especially with some of the better guides who know how to use a motor well. I leave you with a great video of a trip I took with my son, his

friend and a good guide friend Scott. Without a simple motor we would not have caught so many steelhead.

[Jeff Hamel Video](#)

You can see in this video, that holding in that fast water would have been very difficult without a motor.

Don't completely close it. Leave it open at least for electrics. What can that possibly hurt?

Stew Stone – July 7, 2026

I am opposed to restricting the use of gas or electric motors on the upper portions of Siletz River.

I have fished the coastal rivers since 1970. I attended Oregon State University for 4 years studying fisheries and wildlife science. I've owned & operated several drift boats and motor boats. I use to fish the coastal rivers 30 to 40 days each year during the winter steelhead seasons. At the age of 72, it's more difficult to row a boat all day than it was in my 20s and 30s and even 40s. I'm fully aware of the popularity of and concerns regarding environmental protections of air, water, plants and earth. I work with these issues almost on a daily basis in land development and railroad operations.

The new initiative to ban the motors lacks credibility and facts to back up the claims about erosion, pollution, safety issues and fishing advantages. Consider who is leading the charge to ban motors upriver. Tribal interest, and a few property owners who feel as though they still own the river. The waterways are owned by the state, and the public owns the state, not government or special interest groups.

Strongly urge you to consider protecting the recreational use of the river in the broadest form as opposed to narrowing it.

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There is no verifiable evidence of motors causing Pollution concerns. Fisherman / boat operators are not refueling on the river banks. Electric motors don't produce any emissions. Majority of fisherman care more about the environment of the river than the general public because they utilize the river and want to protect it.

Safety issues are no more of an issue than boat operators and passengers in boats using paddles and oars. Most guides who operate their boats with motors provide life vests to their fisherman to wear and the law requires life vests for all passengers to be in the boats.

Any claims of advantages provided to boats with motors can be equalized by those who claim to be at a disadvantage to simply get the training to be comfortable using a motor. A

motor provides boat operators the ability to only move thru slow water but also fish the same drift two or three times without anchoring. Boats the anchor not only obstruct other fishermen who are traveling downstream but they also can lock down a fishing hole/drift for hours making hundreds of casts as opposed to the motorized boat that drifts thru the hole/drift two or three times before moving downs to the next fishing spot.

Guides who use motors have been instrumental in the broad stock program, whereby voluntarily transferring wild fish caught to the strategically located Fish & Wildlife Dept cages for transfer to hatchery for recruitment.

Those volunteers carry an additional 100 to 200 pounds of water in their recovery tanks and wild fish and without the assistance of motors creates additional physical effort in maneuvering boats downstream. This could result in a reduction of wild fish recruitment and health of the fisheries.

Representative Kevin Mannix – July 8, 2026

I am writing to respectfully express my opposition to imposing a restriction on the use of gas or electric motors on the upper portions of the Siletz River.

I understand the importance of protecting Oregon's natural resources and ensuring that our rivers remain healthy and accessible for future generations. However, restrictions on public use of our waterways should be based on clear evidence of a demonstrated need and should only be adopted when necessary to address a specific problem.

Oregon's rivers are valuable public resources, and decisions regarding their use should carefully consider the interests of all Oregonians who enjoy and depend on them for recreation. Additional restrictions should not be imposed without strong justification that the restriction will provide a meaningful public benefit.

I respectfully ask the Marine Board to carefully evaluate whether this proposed restriction is truly necessary and to avoid adopting rules that unnecessarily limit responsible recreational use of Oregon's waterways.

John Barth – July 8, 2026

I am writing to respectfully ask the Oregon State Marine Board to preserve the use of small motors on the Siletz River, particularly above Old Mill. If the Board believes additional restrictions are appropriate, I encourage you to consider a compromise. Rather than prohibiting motors entirely above Old Mill, consider limiting gas-powered motors to 15 horsepower between Morgan Park and Illahee while allowing the continued use of small electric motors upstream to Moonshine. This approach addresses concerns about noise while preserving safe and equitable access to one of Oregon's great public waterways.

One of the guiding principles expressed at the beginning of this rulemaking process was to find creative solutions that preserve public access. I believe allowing electric motors is

exactly that type of solution. It balances differing recreational interests while ensuring the river remains accessible to the broadest range of Oregonians.

The current rules have served the Siletz River well since 1987—nearly forty years. During that time, motorized and non-motorized users have successfully shared the river. The vast majority of fishermen on the Siletz use motors. I have fished the Siletz for many years and have not experienced the widespread safety, congestion, or user conflicts that would justify removing motor access. While disagreements occasionally occur on any river, my experience has been that people overwhelmingly respect one another and enjoy the river together.

To help illustrate why these motors are so important, I have included a video that I personally recorded during a day of steelhead fishing. Rather than simply describing how we use an electric motor, I invite you to watch the video and experience the river from the perspective of those of us who spend countless days on the water.

As you watch, please notice how quiet the electric motor is. It produces very little noise and allows us to move through the river with minimal disturbance. In many situations, it is quieter than rowing, where repeated oar strokes create continuous splashing and boat movement. Electric motors also eliminate concerns about fuel emissions and greatly reduce environmental impacts associated with larger gas-powered motors.

Please also notice the size, speed, and power of the river during steelhead season. These are not small, calm waterways. They are dynamic rivers with heavy current that require constant boat control. A small electric motor allows precise adjustments that help keep anglers positioned safely and efficiently without repeatedly dropping and retrieving an anchor.

Watch how the person operating the boat can safely multitask while maintaining complete control. With one hand on the motor, the operator is able to:

- Control the boat's position in the current.
- Tie fishing rigs.
- Rebait hooks.
- Land fish with a net.
- Assist other anglers.
- Make small steering corrections as conditions change.

These are practical advantages that contribute directly to safety on the river. By comparison, rowing requires both hands and constant physical effort, making many of these tasks difficult while maintaining boat control.

Most importantly, motors keep the Siletz accessible to everyone—not just those physically capable of rowing a drift boat all day. Veterans like myself, older anglers, individuals with

shoulder, back, neck, or other physical limitations like myself, families with children, and many others rely on motors to safely enjoy this public resource. Public waterways should remain accessible to all Oregonians regardless of age or physical ability.

Removing motors may also create unintended consequences. Boats that cannot precisely maneuver with a motor will rely much more heavily on anchors. Anchors repeatedly contact and drag across the river bottom by design, while also encouraging boats to occupy productive water for extended periods. This can increase user conflicts by creating the appearance that anglers have claimed a particular section of river. In contrast, motors allow boats to move efficiently, giving more anglers the opportunity to fish throughout the day.

If the Board believes additional regulation is necessary, I respectfully ask that it begin with the least restrictive approach. Reducing allowable horsepower is a far more balanced solution than eliminating motors altogether. Even better would be preserving electric motor use above Old Mill and extending that access to Moonshine. Electric motors are quiet, produce no exhaust emissions, create virtually no noise pollution, use plastic propellers, and provide exceptional boat control while limiting upstream travel. They represent an ideal middle ground that addresses environmental concerns without sacrificing public access.

I also ask the Board to carefully consider the proposed boundary at Old Mill. For many of us, the vast majority of our steelhead fishing occurs upstream during the winter months between December and April. Restricting motors at Old Mill would effectively eliminate access to much of the water we fish throughout the steelhead season. If a boundary is deemed necessary, I respectfully ask that it be moved farther upstream to Illahee or preferably Moonshine.

Finally, I would encourage the Board to recognize that this issue has been considered multiple times over the years. Previous reviews have consistently resulted in maintaining motor access while allowing different user groups to coexist. Before changing a rule that has functioned successfully for nearly four decades, I ask that the Board carefully weigh whether such a significant restriction is truly necessary.

The Siletz River belongs to all Oregonians. We all value clean water, healthy fisheries, safe boating, and respectful recreation. I believe preserving the use of small electric motors—and considering modest horsepower limits rather than outright prohibitions—is the best way to balance those shared goals while maintaining access for everyone.

Thank you for your time, your consideration, and your continued service to Oregon's boating community. I respectfully ask you to watch the attached video and experience the river for yourselves. I believe it demonstrates how quietly, responsibly, and safely these small electric motors are used every day by people who deeply care about the future of the Siletz River.

Please review this video:

[John Barth Video](#)

Jerry Hendricks – July 12, 2026

I'm writing to the OSMB and asking you to keep motor usage legal on the Siletz. Motors help more people enjoy the Siletz. Many people simply cannot row a drift boat, especially during the high water winter months, making it impossible to fish for winter steelhead.

Motors make the river safer, it's nearly impossible to rescue a boat in distress without a motor.

There is no documented negative effect on fish populations from motor use.

There are only a few vocal people who are trying to dictate how the majority can use the river.

Please rule that motors (15 HSP or less) can be used from Moonshine Park and below.

Craig Selvidge – July 13, 2026

I am a 74 year old disabled 40 year resident of Lincoln County. It is my understanding that OSMB is trying to prohibit use of outboard motors on the upper Siletz River. **I strongly appose this notion.** I have been fishing from the second bridge above the town of Siletz, downriver to Storm and Morgan park since I have lived in Lincoln County. I cannot row a boat much less afford a guide to row me. To take away my right and privilege to fish this stretch of public water without the help of an outboard motor would again be another example of overreach from a government agency. I also dread fishing the tidewater section where at times 200 boats or more will be present. I have property on the Salmon River. That fishery has been destroyed by fish and game and the Marine Board over the past 20 years. Please don't take another fishery away from me by denying me access to the upper Siletz River without an outboard motor.

I can understand if you are trying to control the few guides that fish upriver daily. You might consider a horse power limit of maybe 25HP. But don't lock the long term resident out. Just not fair. I also understand the issues during steelhead season with outboard motors below Moonshine park. The residents along the river on that upper stretch of river should understand living on an open waterway. Maybe limit the use of outboard motors to anytime after 8:AM allowing the river residents to enjoy their mornings. Maybe electric motors as in the past? I do not fish that stretch anymore but it would be nice if the residents and the fishermen get along.

I might add that I have rescued powered and non powered watercraft on numerous occasions over the years that have been broke down or shot by the ramp in fast water and

didn't have axillary power to make it back to the ramp. Those folks may have been in danger had I not been there with my power boat for the tow or rescue.

It seems we give and give. We get back very little. Fishing licences continue to go up. Now it is daily use and parking permits. Rules and more rules. In my years at the coast, I have yet to see the benefits of more government agency oversight. This seems to be another example.

Please don't ban the use outboard motors on the Siletz Upper River above tidewater.

Grant Scheele – July 15, 2026

I have been to every RAC meeting and spoken at every public speaking meeting that I have been allowed.

It looks like you are intent on closing the upper Siletz river to all motors.

I don't understand why you are going to shut the upper river Winter Steelhead off to the vast majority of current users. What in the petition leads you to believe this is necessary?

From what I understand the board is only allowed to make change if a person can prove there is a safety or congestion concerns. The petitioners have failed to show there is an issue with either.

I can only ascertain that you are coming up with this conclusion because you don't really understand what is going on during Winter Steelhead season. And the reason you don't understand what is going on is because you refused to educate yourself by floating the river during Winter Steelhead season. Because of this, I am deeply disappointed with you as a board.

How can you possibly think you are in a position to shut down a section of river to the vast majority of the current users enjoy without seeing it for yourself.

You must be making the decision on the testimony of the anti-motor crowd which for the most part been mostly lies. The river is not crowded with lots of drama but because you refused to float it, you were not able to see this. That just isn't fair.

Please reconsider and at least postpone your decision until you can see the river as it really is on your own.

Sean Flaherty – July 15, 2026

I am writing to ask you to keep motor usage legal on the Siletz River and not adopt the proposed prohibition on all motor use upstream of the Old Mill Park boat ramp.

There are currently **no safety, congestion, or conflict concerns** on the Siletz River. It has the least congestion, least conflict, and least issues of any river in the state. The existing rule has worked well since 1987.

Data from the tribe shows only **162 boats over 26 days**. This very low level of use demonstrates there is no overcrowding or high-traffic problem on the Siletz. By comparison, you could easily see that many boats (162) in just **one hour within a couple-mile stretch in tidewater areas**. I am attaching a photo showing typical busy conditions in tidewater sections to illustrate the contrast.

Restricting motors would unnecessarily reduce public access to the river without addressing any actual problems here. I urge the Board to maintain motor access for all users. If any changes are considered, please look at measured middle-ground options such as allowing electric motors or a reasonable horsepower limit rather than a broad prohibition.



Daniel Widmer – July 15, 2026

I appreciate the opportunity to provide comments regarding the proposed restrictions on motorized boats on the Siletz River.

Like everyone involved in this discussion, I care deeply about the long-term health of the Siletz River and its fishery. I support responsible stewardship and understand the importance of protecting salmon and steelhead habitat. However, I respectfully believe that eliminating motorized access is not the best solution and would create new challenges while reducing public access to a river that belongs to all Oregonians.

One of my greatest concerns is accessibility. Motorized boats allow elderly anglers, veterans, individuals with disabilities, and others who may not be physically capable of

rowing to continue enjoying the river. Removing both gas and electric motors would unintentionally exclude many people from accessing a public waterway that they have responsibly used for years.

From my experience on the Siletz, there are very few issues involving congestion, safety, or conflicts between motorized and non-motorized users. Compared to many rivers in Oregon, the Siletz has relatively light boat traffic and has historically accommodated different fishing methods successfully. This appears to be a concern raised by a relatively small number of users rather than a widespread problem affecting the river as a whole.

Motorized boats also improve safety. Many local boaters have used their motors to assist stranded anglers, retrieve drifting boats, help canoeists and kayakers, or rescue people who were unable to safely return to a launch after equipment failures or changing river conditions. Removing motors would eliminate an important safety tool that has benefited many river users over the years.

I am also concerned that banning motors may actually increase user conflicts. Without motors, more anglers will likely anchor in productive fishing locations for extended periods, creating greater congestion and disputes over fishing holes. Anchors themselves repeatedly contact and drag along the river bottom, including spawning gravels, every time they are deployed and retrieved. This should also be considered when evaluating potential environmental impacts.

The proposed Old Mill boundary is another concern. If restrictions are adopted, the boundary should be reconsidered. A more reasonable compromise would be moving the restriction farther upstream to Illahee or even Moonshine Park. Many anglers primarily fish below Old Mill only during the fall Chinook season, while much of the steelhead season occurs farther upstream. The current proposal would remove access to a significant portion of the river during much of the fishing season.

It is also worth recognizing that this issue has been reviewed by the Oregon State Marine Board on multiple occasions over the years. Previous boards have consistently determined that maintaining motorized access was the appropriate balance. While public input is always valuable, repeated requests from a small group should not outweigh the interests of the broader public without compelling evidence that current motor use is creating significant safety or environmental problems.

Rather than adopting a broad prohibition, I respectfully encourage the Board to consider measured alternatives that address concerns while preserving public access. These could include:

- Limiting horsepower rather than eliminating motors entirely.
- Allowing electric motors throughout the affected reach, as they produce virtually no noise, emissions, or fuel pollution.
- Retaining motorized access at least as far upstream as Moonshine Park or Illahee.

- Collecting additional scientific data before implementing permanent restrictions.
- Continuing education and enforcement of existing boating regulations instead of creating new prohibitions.

Electric motors, in particular, represent an excellent compromise. They provide accessibility for those unable to row while minimizing noise, emissions, and environmental impacts. They offer a practical middle ground that addresses many concerns without denying access to thousands of responsible anglers.

Finally, motorized recreation contributes to funding through registration fees and fuel taxes that help maintain Oregon's boating infrastructure, including boat ramps and public access sites. Preserving reasonable motorized access also helps ensure continued investment in these important public resources.

I respectfully ask the Marine Board to seek balanced solutions that protect the river while preserving fair and equitable access for everyone. Conservation and public access do not have to be opposing goals. Thoughtful compromise can achieve both.



Colin Brown – July 15, 2026

I'm writing to the OSMB and requesting that you keep motor usage legal so that all users have access to the Siletz. It is my understanding that there is consideration for a ban on the Siletz for all motor boats. As part of their contention that the Siletz tribe is using to eliminate motors on the Siletz is due to crowding on the river caused by the motor boats. It is my understanding that that their proof was 24 hour footage for 26 days that showed a total of 162 boats on the river during that period. This is less than 7 boats per day. I do not think this demonstrates anywhere near the amount of boats that would constitute overcrowding. I do not think it is fair to all the people who use the river to boat and fish to lose their privileges based on this kind of contention. In that regard, I ask that you vote against banning motors on the Siletz.

Jerome Freeman – July 15, 2026

I am writing to express my thoughts regarding the access to the Siletz River and the ongoing discussions surrounding motor usage on its waterways. As a regular user of the Siletz, I believe it is essential to maintain access for all, especially considering the positive history and current practices surrounding motor usage.

The existing rule regarding motor use has effectively served the community since 1987- almost 40 years. During this time, it has become clear that a significant majority of users rely on motors, with approximately 85% of users utilizing them. This underscores the importance of keeping access open for all individuals, regardless of their physical capabilities.

The current state of the Siletz is one of harmony; there are no significant safety, congestion, or conflict issues reported. In fact, the Siletz stands out as one of the least congested rivers in the region. The concerns raised by a small minority should not dictate the accessibility and enjoyment of the majority who use motors responsibly.

Removing motors from the river could lead to increased social and environmental conflicts, particularly with anchoring practices that can cause more harm to spawning areas than motor use does.

Furthermore, the proposed deadlines concerning motor restrictions, particularly around Old Mill, seem inequitable. The fishing opportunities below Old Mill are significantly limited compared to those above it, particularly during the critical fall chinook season. Ensuring equitable access throughout the river is vital for all anglers.

Historically, the Oregon State Marine Board (OSMB) has recognized that the concerns raised by a few do not reflect the experiences of the majority. The board has consistently ruled to maintain legal motor usage, understanding the importance of motor access for recreational enjoyment. With 82% of Oregon waterways already subject to motor restrictions, it is crucial to evaluate how far we are willing to go in limiting motor access.

I urge the board to consider a balanced approach. Rather than imposing drastic restrictions, we should explore manageable solutions such as:

- Limiting horsepower instead of outright bans.
- Allowing the continued use of electric motors, which are quiet and environmentally friendly.
- Ensuring motor access is maintained at Moonshine Park to secure future funding opportunities for essential boat ramp repairs.

Electric motors represent a viable compromise, offering minimal environmental impact while still enabling access for those who need it.

Thank you for considering my input on this matter. I hope that the board will take a thoughtful approach that prioritizes access for all users of the Siletz River.

Greg Hedrick – July 15, 2026

I am writing to respectfully ask the Board to preserve motor access on the Siletz River while considering reasonable compromises that balance access, conservation, and the interests of all river users.

For nearly 40 years, the current motor regulations have allowed a wide variety of recreational users to enjoy the Siletz River with relatively few documented conflicts. Before making a permanent change to these long-standing rules, I encourage the Board to carefully consider whether the proposed restrictions are proportional to the actual problems occurring on the river.

One of the Marine Board's most important responsibilities is ensuring public access to Oregon's waterways. Motors provide access for many people who otherwise could not safely or realistically enjoy the river, including older Oregonians, individuals with physical limitations, families with young children, and others who rely on motorized assistance. Restricting motors would reduce access for many of these users while favoring only those who are physically capable of rowing long distances in varying river conditions.

I also encourage the Board to consider electric motors as a practical compromise if changes to the current rules are deemed necessary. Electric motors address many of the concerns commonly associated with gasoline-powered motors. They operate quietly, produce no exhaust emissions, greatly reduce noise, and typically use smaller plastic propellers that minimize potential bottom contact. Electric motors provide accessibility without many of the impacts often associated with traditional outboards and represent a

balanced solution that allows continued public access while addressing environmental and social concerns.

If additional regulation is necessary, I respectfully ask the Board to pursue incremental changes before implementing permanent motor prohibitions. Options such as horsepower limits, allowing electric-only motors, or selecting a more appropriate upstream boundary would allow the Board to evaluate whether smaller changes effectively address concerns without permanently eliminating public access.

I am also concerned about establishing Old Mill as the upstream deadline. For many anglers, the majority of steelhead fishing opportunities occur upstream of that location during the winter months. Moving the deadline to Old Mill would eliminate access to a substantial portion of the river that has traditionally been available to motor users for decades. If a boundary adjustment is necessary, I encourage the Board to consider alternatives such as Illahee or Moonshine Park that better preserve historic recreational opportunities while still addressing concerns.

Finally, motorized boating contributes directly to the funding that supports boat ramps, access sites, and other boating infrastructure across Oregon. Maintaining reasonable motor access on the Siletz will help preserve funding opportunities for future improvements to facilities that benefit all users, regardless of how they choose to recreate on the river.

The Siletz River has long supported a variety of recreational uses. I respectfully ask the Board to preserve that tradition by choosing a balanced approach that protects access, considers all user groups, and carefully evaluates less restrictive alternatives before making permanent changes.

Ryan Yeaman – July 15, 2026

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The Siletz River has long supported a variety of recreational uses. I respectfully ask the Board to preserve that tradition by choosing a balanced approach that protects access, considers all user groups, and carefully evaluates less restrictive alternatives before making permanent changes.

Patrick Flaherty – July 16, 2026

I am writing to express a growing concern shared by many motorized boaters across Oregon regarding the direction and priorities of the Oregon State Marine Board (OSMB). For years, motorized vessels have provided the overwhelming majority of the agency's funding. The fees, registrations, and requirements placed on motorboats sustain the programs, staffing, enforcement, safety initiatives, and infrastructure that benefit *all* users on

Oregon's waterways. Yet despite this, OSMB continues to operate at a deficit this biennium, while simultaneously entertaining or supporting efforts that reduce contributions from other user groups.

Paddleboards, kayaks, and small non-motorized craft have repeatedly pushed to repeal or avoid their fees, even though they rely on the very services funded by motorized users. Safety patrols, launch facilities, signage, education programs, and rescue operations do not distinguish between motorized and non-motorized users—yet only one group is consistently expected to pay for them.

At the same time, motorized boaters are seeing more and more waterways restricted, reduced, or outright removed from motor use. Time and again, rivers and lakes are designated as “paddle-only” or “row-only,” with motorized users pushed aside despite being the primary financial supporters of the system. If OSMB truly represents *all* users, then the pattern of removing motorboats from waterways while expanding access for non-motorized craft is deeply concerning.

If the Marine Board believes in equitable access, then it must acknowledge the imbalance it has created. When will there be a river designated as motor-only? When will motorized users—who fund nearly everything—be given the same exclusive access that paddle users routinely receive? Why is one group continually restricted while another is continually accommodated?

Oregon's rivers are public. They belong to everyone. Management should reflect that reality rather than favoring one category of recreation over another. Motorized boaters are not asking for special treatment—we are asking for fair treatment. We are asking for recognition of the financial burden we carry, the contributions we make, and the right to access the waterways we help fund.

It is time for OSMB to adopt policies that respect all users equally, ensure balanced access, and acknowledge the essential role motorized boaters play in sustaining Oregon's marine system.

Riley Olson – July 16, 2026

I believe there still should be no change on the siletz river.

This seems to be hard will parties involved. For that we should have some sort of compromise. I think we should do old mill to Morgan with gas motors and electric above. This would make all user groups some what happy.

I still believe this is more of social issue. People are trying to control how we fish and use the river.

Austin Vinyard – July 16, 2026

I am writing the osmb because I stand for pro boat motors on the siletz. It allows all types of people to navigate the river whether you have physical limitations or guiding or taking family out to do fishing. It also allow boat if in a sticky emergency to have a easy time getting out of the danger. The anchors cause more damage to nesting beds the a motor ever would. The anchor is ment to drop to the bottom and and drag or dig in. I have fished siletz a lot and have never had a motor drag the bottom. The anchor does way more damage to the nesting beds of fish. In fact the miss manage of the odfw is way our fish population has drop in the 20 years. Not because of boat motors! Please consider the common sense side of things that its not the boat motors causing issues! Thank you!

Nick Obteshka – July 16, 2026

I have previously written two letters in addition to testifying twice along with many others in hopes to protect against loss of access rights to motor usage on a boat on the Siletz River above Jack Morgan Park. This support represents the vast majority of the fishermen on the Siletz River and is a favored way for many of us to go fishing. I am a Homeowner on the Siletz River and am disappointed in how this has evolved from a community standpoint, aside from the involvement of the OSMB. I am certain that the majority has never intentionally caused any conflicts and any discretion or misunderstanding with any individual(s) should be solved differently than to take away or attempt to take away a privilege from all.

A personal concern that I have with the interpretation from part of the most recent testimony of the petitioners is that their view was that they are acting in good faith to share the river miles below Jack Morgan Park with motorized boats and they portrayed this as a kind gesture and didn't budge for any sort of compromise beyond the original complaint they constructed. The river miles below Jack Morgan Park very quickly transition into tidewater and becomes an estuary and is not the same type of river down there for all fishing seasons to qualify the lower river miles below Jack Morgan Park as a solely acceptable compromise. The truth is that the river miles that all user groups are striving for involves the river miles above Jack Morgan Park.

Another truth is that the user group in favor of the continued allowance for use of a motorized boat above Jack Morgan Park did provide two possible compromises while identifying Hee Hee Ilahee as a recognizable landmark to all and is also common to the salmon fishing deadline in the fall as well as its position as the half-way mileage point between Jack Morgan Park and Moonshine Park. Anything less than the half-way point would be an unfair compromise from my perspective with two user groups that disagree with each other. My personal hope would be that we don't have to give up anything above there and at the very least utilize electric motors as an additional topic to consider as we work our way upstream from Hee Hee Ilahee. An electric motor of 112 pounds thrust or less can also affectively address many topics that have been previously discussed. The

compromise options presented by this user group were well thought out and very considerate to many or all variables and user groups involved.

With that, I appreciate the time and effort the Board has devoted to evaluating the proposed changes affecting motorized boating on the Siletz River above Jack Morgan Park. Decisions involving public access to Oregon's waterways deserve careful consideration because they affect a wide range of recreational users who have responsibly used the Siletz River for decades.

Before adopting any restrictions, I respectfully ask the Board to experience the river firsthand. Several individuals, now including myself, have expressed an offer and willingness to take Board members on the river to observe actual boating conditions, interactions between users, and the practical realities of navigating the sections of river above Jack Morgan Park. There is no substitute for firsthand observation when evaluating how the river is used and whether the concerns that have been presented accurately reflect typical conditions described.

There should be no pressure directed towards the Board to simply make a decision based on a schedule. Making the correct and righteous decision should come with the best information possible, every time. This access right is very important to all of us and deserves this level of approach to make the best decisions possible. I will also add that the user group that is in favor of continued allowance of motor use above Jack Morgan Park has no problem with any delays as there is nothing to hide and we are all proud to show you the river in the sense that this is all based around and how we choose to experience the Siletz River. I would say the opposite to anyone trying to pressure you into a timeline to make a decision solely on timeline or impatience. Fishing involves patience and so should this process and everyone involved. The loudest voice in the room that provokes any sort of pressure should be regarded in caution as that tactic should not be tolerable, nor do you deserve that treatment.

Additionally, throughout this process, numerous concerns have been raised regarding motorized boating by the petitioners without supporting evidence or a clear message that has remained consistent. While every concern deserves to be heard and considered, many of the claims presented in support of restrictions appear to require further objective evidence before they become the complementary basis for permanently limiting public access to the Siletz River and how it is shared by all. Significant regulatory changes should be supported by clear, measurable facts demonstrating both the existence of the problem and that of the proposed restriction will affectively address it.

Experiencing the river firsthand would allow the Board to evaluate how frequently conflicts occur between user groups, whether motorized boaters are operating in a manner that is consistent with existing regulations, whether concerns are widespread or isolated, and whether targeted management or enforcement could adequately address specific issues without eliminating long standing motorized access. The difference in fishing methods can

be experienced as well as that has been a major talking point by the petitioners. The anchoring versus motor affects to the river can be observed as well. Ultimately, the experience is what is needed to fully understand this entire debate of motors on the Siletz River.

The Siletz River has supported motorized boating under its existing rules for many years. Restricting that access is a significant policy decision that should be based on direct observation and compelling evidence rather than assumptions or anecdotal accounts alone. If, after personally observing river conditions and reviewing objective evidence, the Board determines that changes are necessary, the public will have greater confidence that the decision and that Oregon State Marine Board used the best available information and wasn't set solely on an anticipated timeline. I respectfully urge the Board to even consider the current long-standing regulations as a possible final decision outcome as well, once experienced and further evaluated.

Oregon's waterways belong to everyone, and any reduction in public access should meet a high standard of justification. Taking the time to see the river as it is actually used would demonstrate the Board's commitment to making fair, informed, and balanced decisions on behalf of all stakeholders.

Thank you for your consideration and for your continued service to the boating community of Oregon. We all just want to catch some fish!

Joshua Tacchini – July 17, 2026

I have followed the Siletz River rulemaking proceedings closely because the Siletz is my "home water"—the river I choose to recreate on more than any other. As a passionate boater who enjoys fishing, floating, and exploring, I have spent years developing and improving boating access sites for both motorized and non-motorized users across Oregon. I am concerned that approving the tribal petition to ban motors on the upper Siletz would unnecessarily eliminate opportunities for responsible motorboaters.

The Board has an opportunity to balance interests by acknowledging the Tribe's concerns while preserving public access. A **horsepower restriction (e.g., 15 hp or less)** would address issues related to large, high-powered boats and wakes, while still allowing safe, practical use of the river by most motorboaters and anglers **with no adverse effects on safety or congestion**. Smaller motors can safely navigate normal river flows and maintain most current fishing opportunities. This compromise asks both sides to give a little while protecting long standing recreational access.

The tribal petition lists six main reasons for a motor ban. I respectfully address them below:

1. Bank Erosion: The petition cites "heavy wake action." However, USGS gauge data shows flows on the Siletz vary dramatically—from 50 cfs to over 30,000 cfs annually. Most

motorized boating occurs between 3–8 feet on the gauge. Winter storm flows are powerful enough to erode banks and transport mature trees downstream. Boat wakes are not a significant contributor to erosion under normal conditions.

2. Sedimentation and Water Quality: Sedimentation is primarily driven by high winter flows and natural erosion, not recreational boating. Rivers are sediment transport systems; small gravel and sediments are essential for spawning habitat and the aquatic food chain that supports fish. This process occurs naturally and boat motors do not significantly contribute to it. The tribal "study" with the video of turbid water from a boat motor is likely disturbed algae and dissipated quickly.

3. Impacts to Salmon Spawning Habitat: Research from other regions shows salmon redds are often protected by cobble and can be multiple feet deep. Prop strikes in the gravel are rare and operators actively avoid damaging their motors. ODFW has not identified boating as a substantial impact to salmon in the Siletz.

4. Safety for Non-Motorized Users: Small motors operating at low speeds (<5 mph) do not pose a meaningful safety risk. Many motorboaters have actually assisted non-motorized users in emergencies. Personal choices, such as not wearing a life jacket, do not justify restricting others' legal access.

5. Unfair Advantage to Commercial Guides: "Fairness" is subjective. Many anglers, including myself, have sold larger boats and now occasionally fish with guides. Tribal members are also free to hire guides or use motors. Restricting access does not create fairness.

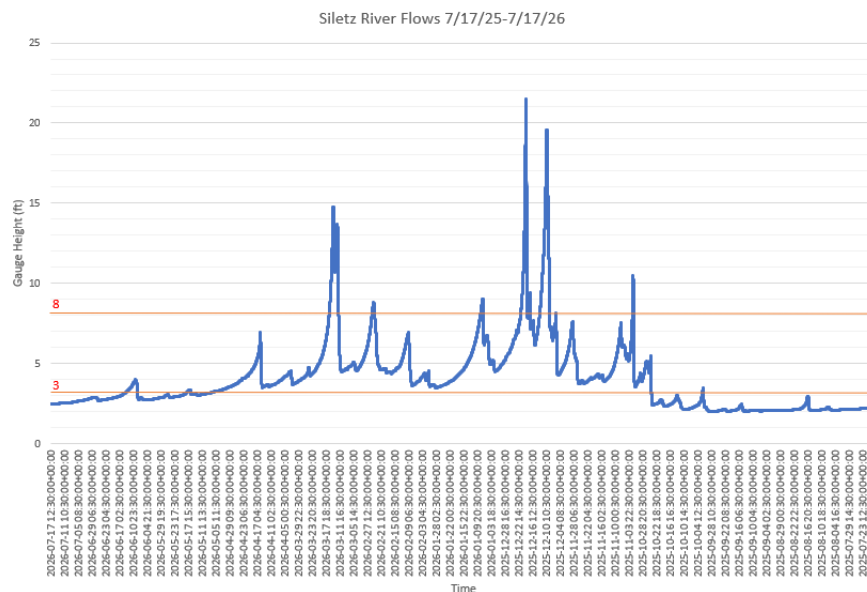
6. Heavy Boat Traffic and Fishing Pressure: The Tribes' own camera study documented an average of only **6.3 boats per day** in the relevant section—hardly heavy traffic. Anchored boats often create more localized fishing pressure than boats making passes. Fishing pressure is best managed through ODFW regulations, not broad motor restrictions.

Different species occupy different river sections at different times of year. Motor use (primarily 8 hp motors on drift boats) is concentrated in specific seasons and flows, as shown by correlating USGS gauge data with current ODFW regulations (links below). Motorized use in the upper river is naturally limited by water levels. In general motorboats utilize the upper river from 4-8ft on the gauge. Observing the annual river flows, you will notice that motor use in the upper river (above Morgan park) only occurs between late October and early May(ish). During that timeframe winter storms bring flows over 8ft and several times a year the flow will exceed 18ft. Flows under 4ft typically occur during the summer and the use transitions to the "splash and giggle" crowd seeking relief from the summer heat. Flows over 8ft are often avoided by all users, although I could imagine whitewater kayakers enjoying the big waves. These flows typically occur in the winter when the weather is terrible. My Aunt and Uncle built a house on the river just below Twin Bridge in 2007 and can't recall seeing anyone running the river in those high flows.



ODFW Regulation Updates

USGS Water Monitoring



I rarely experience conflicts on the Siletz. Boaters generally show courtesy—motoring around anchored boats and bank anglers. When fishing is good, users get along. The long-term solution is increasing fish abundance through habitat and hatchery efforts, not limiting access.

I personally prefer drifting in my own boat and rarely use my 8 hp motor on small rivers. However, I support preserving opportunities for those who choose to use motors responsibly. I enjoy providing ways for boaters to access Oregon waterways. It excites me to explore places where access is missing or degraded to provide opportunities for boaters. It disappoints me when those opportunities are lost. A 15 hp limit would address many of the Tribe's concerns while keeping the river accessible to Oregon's boaters.

I urge the Board to reject a full motor ban and instead adopt a reasonable horsepower restriction. This approach protects both the resource and recreational opportunities for all Oregonians.

Anonymous Siletz Tribal Member and Elder– July 17, 2026

I am writing this letter anonymously in fear of retaliation from my own Tribe, the Confederated Tribes of Siletz Indians. The purpose of this letter is to show that not all Tribal Members are in support of the motor ban on the Siletz River. I DO NOT support a motor ban on this river. The implications of this could have negative impacts in multiple ways. Safety is the number one concern. Motors can help get people to safety quicker if anything were to go wrong while on the river (i.e. a medical emergency, getting to someone who went overboard, etc). Economic impact to the Siletz community is another negative impact. With a motor ban, it would significantly decrease the Guide and Client traffic in the town of Siletz. The Guides and Clients support the local economy/businesses by purchasing food, drinks, fuel, local shuttle services, etc. Losing The Guide and Client traffic would also decrease the support(s) they provide financially and environmentally with and to the facilities all along the river. Again, I DO NOT support the motor ban on the Siletz River. I also do not believe all Tribal Members support a motor ban on the Siletz River. Tribal Members who do support it have probably not considered the negative impacts that would be associated with it as mentioned above. Thank you for considering not banning motors on the Siletz River.

Cam Ellis – July 17, 2026

My name is Cam Ellis, and I am writing in opposition to the petition to prohibit motorized watercraft upstream of Jack Morgan Park on the Siletz River.

I previously submitted written comments on April 5, 2025 (attached below for reference), testified virtually during the January 2026 Oregon State Marine Board meeting, and most recently provided in-person testimony at the June 17, 2026 meeting in Newport.

Throughout this process, I have not seen any scientific evidence, data, or studies demonstrating that motorized watercraft have created safety concerns, congestion, navigation conflicts, or damage to property or the fishery. This lack of evidence is one of several reasons I respectfully believe the Marine Board should continue permitting motorized watercraft on the Siletz River.

In addition to the lack of supporting evidence, I offer the following reasons for continuing to permit motorized watercraft on the Siletz River:

1. Broodstock Program

My son, Logan Ellis, is a fishing guide with an active presence on the Siletz River. In addition to guiding, he is committed to promoting a sustainable and thriving fishery for future generations. He is an active participant in the broodstock hatchery program and, in 2026, contributed 37 fish to the program—nearly half of the program’s annual goal. Using a motor

is essential to his success because it allows him to safely transport the additional weight of a live tank and efficiently travel between collection and release locations.

2. Economic Impact

- a. Loss of income: The Siletz River is one of Logan's primary guiding rivers and provides a significant portion of his livelihood. A motor ban would reduce his income by approximately 33% during the winter steelhead runs. He typically guides three clients per trip, but under certain conditions, eliminating motor use would reduce that capacity to only two clients. Based on approximately 60 guided trips with three clients per trip at approximately \$300 per client, this represents a potential annual revenue and income reduction of approximately \$18,000. Because most of the operating costs associated with a guide trip are incurred regardless of whether two or three clients are aboard, much of this lost revenue would translate directly into lost income.
- b. This impact extends beyond a single guide and affects many other guides as well who rely on the Siletz River as an important source of their livelihood.
- c. The economic impacts of a motor restriction extend beyond individual guides. Both guides and anglers visiting the Siletz River support local restaurants, fuel stations, grocery stores, lodging providers, and other businesses throughout Lincoln County and the surrounding communities, including Newport. For example, Logan regularly stays overnight in Newport and supports local lodging and restaurants while guiding on the Siletz River.
- d. In addition, boat registration fees and gas taxes paid by motorboat owners help fund boating access facilities, maintenance, education, and enforcement that benefit all river users.

3. Potential for Increased Conflict

I believe prohibiting motors could actually increase user conflicts and create additional safety concerns for several reasons:

- a. Boaters will likely launch even earlier and compete to reach fishing locations first, increasing congestion at launch sites and on the river.
- b. Increased reliance on anchors may have a greater impact on the riverbed than limited motor use.

4. Additional Considerations

- a. Motors are generally used during higher water conditions, not when river levels are low.
- b. Motors allow boaters to safely navigate to boat ramps that can otherwise become difficult or unsafe to access during higher water conditions. I have personally witnessed motors being useful when trying to navigate into the JackMorgan boat ramp.

Thank you for providing the opportunity to submit public comment. I appreciate the Marine Board's commitment to making decisions based on objective data and the statutory criteria established for evaluating boating restrictions. I respectfully ask that any decision

regarding motorized watercraft on the Siletz River be based on demonstrated evidence that those statutory criteria have been met, rather than on differing user preferences or social conflicts. Based on the information presented throughout this process, I do not believe the evidence supports restricting motorized watercraft upstream of Jack Morgan Park.

I respectfully ask that the Board continue permitting motorized watercraft throughout the Siletz River rather than limiting access to certain sections or user groups. This decision has the potential to permanently restrict access to the river for many users and should be considered with that long-term impact in mind.

While I do not believe the original request to prohibit motorized watercraft is supported by sufficient evidence, I recognize that compromises have been discussed. If the Board determines that a compromise is necessary, I would support establishing a horsepower limit of 9.9 to 15 horsepower for motorized watercraft upstream to Moonshine Park, which would continue to allow safe navigation while minimizing speed and wake.

Angela Sondena – July 17, 2026

I am writing today to express my surprise and disappointment in seeing that the Board Book for the July 30, 2026 OSMB meeting lists “potential modifications” to the Siletz River Rules to include a delay in implementation of the new rule until January 1, 2027.

Throughout this 1.5 year process, this delay in activation has never been discussed with the petitioners, the Rulemaking Advisory Committee, or with the public. Neither the Board nor OSMB Staff have discussed this delayed implementation concept in open public meetings. I also do not recall seeing this idea proposed in any submitted public comments. To the contrary, there has been general agreement that any new rules should be implemented prior to the fall rains when motorized use ramps up. That’s one reason a decision is scheduled for the board meeting on July 30, 2026. A decision on July 30, 2026 will allow sufficient time to notify all river users and ensure appropriate planning can occur prior to higher water conditions in late September or October. A delay is unnecessary and would subject river users to further harm from uncontrolled motorized use. To implement such a significant change at this late stage in the rulemaking process would constitute a violation of the public trust. It is certainly not supported by the Confederated Tribes of Siletz Indians or our citizens.

William Murphy – July 18, 2026

My name is William Murphy, I am a member of the Coquille tribe. I am a Tribal elder, and I have been a member of the natural resources advisory Council for our tribe for nine years. I worked with ODFW on the emergency salmon declaration and have helped with the salmon restoration on the Coquille River. I have fished rivers up and down the Oregon coast for more than 45 years. The last three decades, I have primarily fished the Siletz river. Starting in lower tide water in August and working my way up river as the fish move. With that being said, my opinion speaking from this position is there is no reason to ban motors or limit horsepower on motors on the Upper Siletz River.

Running section of river takes experience and horsepower to be done successfully with minimal or no impact to salmonids . Keeping the propeller only above Morgan park is also a natural deterrent,

jet pumps will run in shallow waters which WILL impact salmonid species in a significant negative way. The number of boats on this section is negligible even on its busiest days, I know because I am there personally all the time during salmon season. I have been in the other parts of the river and had to work around over 200 boats in a single day. It is never crowded on this section. Also People that live on this section would have limited access to get their boat home.If a motor restriction were to be enforced this would also restrict if not eliminate access for older and handicapped anglers to this section of the river. The Ojalla boat slide is NOT usable for handicapped anglers or elders. I am 62 and I am getting ready to sell my 200 foot rope I bought to launch there because it is a young man's boat ramp, built for some of the public,but not all. Removing or limiting access to is not necessary on this public waterway . The tribe does not have sufficient evidence to support the claims they are making and in my opinion,trying to exercise red privilege to make this a private public waterway. I do NOT support any change in the regulations. I believe motors SHOULD be ran above Morgan Park because they have Little to no impact.

Bob Spelbrink – July 18, 2026

My name is Bob Spelbrink and our house is on the bank of the Siletz River, near River Mile 34, below the town of Siletz. I am 78 years old and have lived on and fished the Siletz River from an outboard motor powered boat since 1978. Once again, I want to remind you that if you change the current motor regulation above Jack Morgan County Park (River mile 24.5) you will restrict public river access to that area. The next public boat access facility upstream, at Ojalla Bridge, (River mile 31) is a drift boat slide and a long, steep stairway that is not usable by many of us. I, and many of my older friends, have had to give up using it and most folks with any physical handicap are not able to use it either. There is also no public, river bank access in this area because it is all private land.

Any change to motor regulations should be upstream of Ojalla Bridge. That would be a good compromise that would not exclude any user groups or handicapped individuals.

An example of a regulation that would not exclude any current user group or handicapped person would be 1) "No Jet pumps above Jack Morgan County Park" and 2) "15 hp limit above Ojalla Bridge".

Representative Court Boice – July 18, 2026

I'm State representative Court Boice, chair of our Oregon Coastal Caucus and State Marine Board (OSMB) member 1996 thru 2004.

During my tenure, as I recall, we were asked to remove motors from the Siletz River. After extensive research of historical motor usage on the Siletz, we voted in 2001 to keep the 1987 ruling related to historical motorized use in place. My votes were based on the basis that there was no reason to impose restrictions.

Last May, I testified at the Tillamook OSMB meeting but couldn't share the full context of all I know about this issue in the two-three minutes allowed. I'd like to elaborate more now about our decision during the rules-making process 25 years ago. When voting to keep motor usage legal, we also determined that a horsepower restriction wasn't warranted either based on the following facts at that time which remain pertinent and true today and I write hoping to connect the importance of Multiple Use for Oregonians.

- Most on the Siletz used and continue to use motors.
- There was no conflict with the Siletz that was exclusive to that unique waterway. That is important to note as it remains accurate today.
- There are still no documented safety issues. On the contrary, boats with motors continue to create safety benefits.
- Today, as in 2001, some users need motors for accessibility; removing motors could eliminate users with physical disabilities. OSMB members recognized this even before the expanded ADA guidance for accessible design in 2010 following the 2008 amendment to the Americans with Disabilities Act.
- As an OSMB member, I believe that our charge: was and remains to provide safe places for all user-groups, motorized and non-motorized, to access the public rivers.
- In 2001, as now, current motor usage regulations provide safety and access to the public waterways of the Siletz for all.
-

It was important for me to understand the impact of any rule change our Board made. I see the Siletz as a large river with long distances between fishing holes where motors are often needed in some form. We reviewed regulations on rivers with comparable CFS flows and rivers in the surrounding area. The nearby Nestucca river to the north already had motor bans from November 1 to April 1 for those seeking a motor-free fishing environment.

As I recall, our members also considered the economic impact on both the local economy and impacts related to OSMB revenue. We concluded that removing motors from the Siletz would have a significant negative impact outweighing any perceived social or safety concerns. As a board, providing access to all user groups meant we must protect motor usage where it was safe and appropriate to do so.

It is not in Oregon's best interest to ban motor usage on many of our rivers. I believe this petition should be rejected, however, if our current Board disagrees, I strongly encourage you to take a middle-ground approach because once usage rights are removed, they will likely never return.

Many Oregon rivers have horsepower restrictions or only allow electric motors rather than full motor removal. These options have worked reasonably well, especially since the only objections to electric motors generally involve preferred fishing styles. Electric motors are quieter than rowing with oars and tend to have less environmental impact. Further, they still require registration and provide river access to more users. Perhaps Allowing 15 hp

motors between Morgan and Moonshine rather than a complete motor ban is another approach that could stand for decades.

I proudly served OSMB for 8 years and have continued to monitor rulings made; I hope I understand your position and the challenges you face as much as anyone. I also know that complaints about motor usage does not mean a valid issue necessarily exists.

We worked hard to make informed decisions during my tenure and I'm proud of our work. The Siletz is a beautiful waterway that provides access to diverse groups without conflict. The motor usage rules have stood the test of time. Like the people I served with, I know you understand the weight of your responsibility to keep Oregon's public waterways safe and accessible. I'm asking you not to ban motors on the Siletz River and please maintain access to all users on the Siletz.

William Lane – July 19, 2026

I want to be on record as supporting the ban of motors above Morgan Park on the Siletz river. As a life long resident of Siletz I have witnessed the change motors have made on the river. I have fished the Siletz since the 1950's. At one time you might have seen 5 drift boats all day between the Green Thumb Park and Morgan Park. Now you might see that many in one stretch of the river. Currently the river is filled with motor boats and very few actual Drift Boats. Once you put a motor on any boat it becomes a motor boat. I have watched over the past 10 years how these motor boats continually fish up and down long stretches of the river. This puts an actual drift boat at a huge disadvantage. In addition with modern electronics fish can be identified and the boat operator can sit in a hole for an extended amount of time and return to the same location if the fish doesn't bite. Any river has a limited amount of places to actually fish, either from a boat or as a bank fisherman. The Siletz is no different. Having the ability to travel up and down long portions of the river puts all other anglers at a disadvantage.

I do not understand why the Marine Board allows some of the Guide organizations to hold so much sway over it. It appears these groups primary purpose use of the river is for the Yankee Dollar. Their focus is not the health of the river or fish but to put money in their pockets via more customers on the river. I see absolutely no with traditional Drift boats using oars versus motors above Morgan Park. Return to the real experience of Drift Fishing the Siletz River.

Scott Amerman – July 19, 2026

You are tasked with the heavy decision of who will be allowed access to the Siletz river public waterways in the future. Like those before you, you've been asked to remove access, access which will be gone forever if removed. Previous boards have looked at the unique nature of Siletz river motor usage and have chosen to protect this access. I'm asking you to do the same.

For the past 50 years the Siletz river has been where I spend up to 150 days a year, over 1/3 of my life, like my father before me and my grandmother, a polio survivor, before him. Like many other users of the Siletz, I have physical limitations that require a motor for safe access to the river. Removing motors will remove access to a place that is a key part of my life story, my family's story. I'm not alone.

The Siletz is a large river with long sections between fishing holes. Motors are used during heavy flow when safe navigation would otherwise require physical requirements that exceed many river users. When rule making opened, Board Member Withee made it very clear that he opposed removing access through a no-motor solution because of his lived experience. He asked you to find creative solutions that would maintain access for all users, not just those able to row for six hours.

Motor usage makes the Siletz river safer. I've shared stories with you of people we've saved using our motors.

The proposed rule will remove steelhead fishing for those who rely on motors for access. The Siletz usage is unique. Fish are planted at Moonshine Park so 95% of all steelhead fishing happens above Old Mill. A closure from Old Mill up would provide motor access in the lower river on a very limited number of days and it wouldn't be where the fish are.

Motors are not creating congestion on the river. When OSMB members asked about usage in the river Logan provide data from the winter. During the workshop data was presented for the peak fall fishery above between town and Morgan during the time of year when motor usage is heaviest, 26 days of camera footage showed 162 boats (an average of 6.2 boats per day) observed in an 11 mile stretch of river. That's about 1 boat every mile and half or so of river. Unlike tidewater where you can easily see 200 plus boats in one hour within a mile up or down of Coyote Rock RV park on a busy September day.

I'm not surprised. Over the past 25 years, when I've fished between Morgan park and Moonshine park, usually I can't see another boat or fisherman as far as the eye can see. The Siletz between Morgan and Moonshine is the most conflict free river I've fished in Oregon and Washington.

The OSMB mission is access for all which requires ADA compliance, something that up to this point the OSMB has been dedicated to. There is a compromise here where access for all could be maintained.

- A HP restriction between Morgan and Moonshine OR
- A split allowing motor usage between Morgan and Illahee or Old Mill and electrics only above that to Moonshine

I'm including a client's video of me using an electric motor on the Siletz between Moonshine and Twin bridges to show how an electric motor allows river access with

minimum impact. Just so the board can understand what an electric would look like on the Siletz.

[Scott Amerman Video](#)

Either option above would maintain funding which comes from gas motor usage in the form of gas tax, boat registration allowing OSMB to continue to fund restrooms, parking lots, and desperately needed current and future boat ramp upgrades. Your mission requires money. Remove motor users and you significantly reduce your funding base. But removing motors also blocks our ability to get OSMB funds for projects

Fishing the Siletz has been a huge part of my life but it's not my legacy. I want my legacy to be the work I've done to preserve this river and access to it for all so others can also enjoy the beauty of Oregon's waterways and build treasured family memories. That is why I'm asking you to maintain motor usage on this river.

Rob Stephenson – July 19, 2026

I am writing to you today to formally request the Oregon State Marine Board keep motor usage legal on the Siletz River. It is vital that we maintain fair, equal access to this public waterway for all users, not just a select few.

The current rules have worked remarkably well since 1987. For nearly 40 years, the vast majority of people on the Siletz—roughly 85% of river users—have relied on motors. At the start of this rulemaking process, Board Member Withee made it clear that the goal should not be to strip away public access, but rather to find *creative solutions*. Completely removing motors goes entirely against that sentiment.

Please consider the following points regarding why motor access must be preserved:

- **Equal Access for Everyone:** Motors are an equalizer. They ensure that elderly folks, young children, and people with physical limitations can still enjoy the river. The river should not belong only to those who are physically able to row a boat.
- **The Siletz is Exceptionally Safe:** There is no safety crisis or major congestion on the Siletz. In fact, it has the least conflict of almost any river in the state. This is a social issue driven by a small minority trying to dictate how the majority uses public water. Furthermore, motors make the river *safer*. Motorized boaters routinely pull swimmers out of the current, tow disabled watercraft, and rescue rowers who have snapped ropes or passed a boat ramp.
- **A Ban Will Make Environmental and Social Issues Worse:** Opponents claim motors damage the river, but anchors drag through vital spawning gravel by design. Additionally, banning motors will force everyone to anchor. Anchoring creates a

false sense of "ownership" over a fishing hole, which causes far more fights and user conflict than a motorized boat making a few clean passes. Notably, Oregon rivers that allow motors consistently show better fish returns than those with bans.

- **The Proposed "Old Mill" Deadline is Completely Unfair:** Moving the deadline to Old Mill takes away more than half the river. Motorized anglers only fish below Old Mill for one month during the fall Chinook run. The real fishery happens over five months (December through April) above Illahee and Moonshine Park during the winter steelhead season when the river is huge. The deadline should remain much higher up, at Illahee or Moonshine Park.
- **Protecting Funding and Precedent:** The OSMB has researched this exact issue multiple times in the past. Every single time, past boards have ruled to keep motors legal because they recognized that a few loud, repeated complaints do not represent the majority. Furthermore, motor users heavily fund our boat ramps through registration fees. Stripping away motor access threatens the future OSMB funding desperately needed to repair our upstream ramps.

A Common-Sense Compromise:

If the board feels compelled to act, please take small, measured steps instead of a massive, permanent ban. Once a right is taken away, it is never likely to be re-addressed. Please consider a reasonable middle ground, such as restricting horsepower or explicitly leaving electric motors legal. Electric motors have no noise, no pollution, cause no bottom damage, and allow people who physically cannot row to still safely enjoy the river.

Bill Machugh – July 19, 2026

I introduced myself to you at the previous public hearing in Tillamook. As a refresher, I am Bill MacHugh and I served on the Marine Board in the mid 1980's when the current regulations on the Siletz were approved. At that time, I was an avid Siletz River fisherman, I owned a jet boat, and at, or about that time I owned the property where the Ojalla Boat slide is today. I knew this river extremely well and I would like to think my input helped shape the existing rules which have withstood time and challenges for almost 40 years.

I respectfully urge the Board to reject the proposed rule change because the existing regulations have served the public well for nearly four decades, have been reaffirmed during multiple previous reviews, and remain consistent with the Board's responsibility to promote multiple use of Oregon's waterways.

Very little has changed regarding the public input we received when this issue came to us. I believe I am the last surviving commissioner from those hearings, and I do not believe any of the previous staff have given input, I have. In those 38 years our regulations have been challenged three times. During each of those challenges similar testimony was given to what you have received and heard. In each of those challenges the commissioners decided

the status quo was the best option. Unlike previous petitions, this proposal is supported by an organized entity with significant institutional resources. Regardless of who submits a petition, however, the Board's decision should rest on the facts and its statutory responsibilities.

Let's look at the facts:

1. User conflicts are common on virtually every heavily used waterway in Oregon.
2. Conflicts between boaters and shoreline property owners exist on virtually all
3. boatable bodies of water in Oregon.
4. The Oregon constitution states that our waterways are owned by all the people of Oregon.
5. The Marine Boards Policy number 1 states "It is the policy of the Marine Board to promote multiple use and enjoyment of the waterways of the state for a variety of boating activities. **The board recognizes and will uphold to the extent practical the universal right of the public to navigate and use the waters of the state for boating**"

USER CONFLICT:

For over 60 years I have traveled Oregon and boated a vast number of our waterways. From the Rogue River to the southwest, The Columbia from Astoria to Umatilla, Jet boated and drifted the might Sanke, drifted the small Owyhee, and fished a very large number of vast lakes. The one consistent; user conflicts, either real or perceived exist in everyone one of them. The regulations we passed in 187 have helped but despite that regulation and all the education and public outreach conducted by staff some conflicts happen almost every day. Differences in how people use public waterways inevitably create occasional conflicts. Regulations can reduce those conflicts, but they cannot eliminate them entirely. No matter what you decide, the Siletz River conflicts will continue.

CONFLICTS BETWEEN BOATER AND SHORELINE LANDOWNERS:

As mentioned in the previous section, traveling across our great state conflicts exist, to varying degrees between boaters and shoreline landowners. Boat wakes are a very common issue, as is noise, trespass, garbage, all kinds of things. Once again, it is human nature. "What I think and want is correct and you are doing something different than how I think it should be." It is way beyond the commission's scope to solve this.

OREGON'S CONSTITUTION STATE THE WATERWAYS OF OREGON ARE OWNED BY EVERYONE

This item is indisputable, as it should be. No human being has more rights to our waters than another. No city, county, or corporation has more rights than another. It doesn't matter

if you are a shoreline property owner or live hundreds of miles away: We all have equal rights and consequently say about our waters.

MARINE BOARD POLICY NUMBER 1

The Board's responsibility is not to eliminate every disagreement among users. Its responsibility is to balance competing uses while protecting the public's right to navigate Oregon's waterways.

CONCLUSION.

This proposed rule making change should once again be rejected. History clearly shows us that user conflicts are human nature. You could spend the remainder of your terms working for a perfect solution to the perceived user conflicts and when your task is completed conflicts will remain. I have given this issue significant time, research, and input and the only real conclusion I have found is the status quo is working as well as any regulation the marine board has. It has withstood the test of time and challenges by a minority of residents.

Curt Currey – July 19, 2026

My name is Curt Currey and I have guided on the Siletz for 22 years between Moonshine Park and Morgan Park with a motorized drift boat. Since the Marine Board voted to ban jet boats above Morgan Park in 1987 the same core group of Siletz river front land owners, now joined with the Confederates Tribes of Siletz, have proposed the same motor ban above Morgan Park time and time again. Each proposal has been denied. The basis of their arguments are safety, congestion, conflict, poor etiquette, intimidation, water quality and the wellbeing of all that lives beneath the surface of the Siletz River. Yet when asked to support these arguments they provide no support. One thing they consistently communicate is their personal dislike of motor usage. They dislike how many times a motor enables a boat operator to fish the fishing hole in front of their property. They dislike how motors make boat operators and anglers more efficient and at times more successful. They dislike how some guides choose to also fish while navigating down river while their clients also fish. They dislike how motors enable boaters to motor not only down river but also up river from the boat ramps on the Siletz to access fishing holes.

This all comes down to the simple phrase, “I DON’T LIKE IT!” If the board votes to ban motors or to alter the current motor use rules, when asked to explain the ruling, what will be the explanation of the decision? Since there is nothing supporting improved safety, improved health of the creatures that live in the river, or water quality improvement it must be to eliminate conflict.

I heard in one of the many meetings addressing the motor ban that if their wasn’t conflict their wouldn’t have been so many proposals for a motor ban between 1987 and 2026. Is the reason conflict or the simple fact that the people making the proposals consistently have communicated that they personally do not like motor use above Morgan Park?

Regarding conflict caused by motor use on the Siletz, the premise is if motors are banned or restricted above Morgan Park there will be less conflict. If this is true then one would believe the Nestucca River during its months where motors are prohibited, conflicts happen less frequently than they do on the Siletz. Due to the lack of supporting conflict data we'll never know. However, motor conflict or motor "dislike" on the Siletz will be replaced with anchor conflicts or anchor "dislike." Motors making nine passes on a hole in front of a home will be replaced with several boats anchoring in that hole for extended periods of time allowing anglers to make far more presentations to fish than even the motorized boat that made nine passes in the hole. And in a year or two the same group of land owners along with the Confederated Tribes of Siletz will be proposing an anchor ban. Then a couple years after that they will be proposing a boating ban. All because of the phrase, "I don't like it."

You as a board member may not like or may disagree with the use of motors above Morgan Park as well. The question is, does "I don't like it" warrant change or compromise? And when asked what was the reason for the rule change, is "some people didn't like motors so we made the change" an answer that represents all of Oregon, its tax payers, its voters and its visitors?

I urge you to not compromise with a hybrid motor plan. I urge you to not remove motor use above Morgan Park. Please support the current motor use policies that have been successfully in place since 1987. "I don't like it" doesn't warrant a change.

Micah Kuenzi – July 20, 2026

I am writing to respectfully ask the Board to preserve motor access on the Siletz River while considering reasonable compromises that balance access, conservation, and the interests of all river users.

For nearly 40 years, the current motor regulations have allowed a wide variety of recreational users to enjoy the Siletz River with relatively few documented conflicts. Before making a permanent change to these long-standing rules, I encourage the Board to carefully consider whether the proposed restrictions are proportional to the actual problems occurring on the river.

One of the Marine Board's most important responsibilities is ensuring public access to Oregon's waterways. Motors provide access for many people who otherwise could not safely or realistically enjoy the river, including older Oregonians, individuals with physical limitations, families with young children, and others who rely on motorized assistance. Restricting motors would reduce access for many of these users while favoring only those who are physically capable of rowing long distances in varying river conditions.

I also encourage the Board to consider electric motors as a practical compromise if changes to the current rules are deemed necessary. Electric motors address many of the

concerns commonly associated with gasoline-powered motors. They operate quietly, produce no exhaust emissions, greatly reduce noise, and typically use smaller plastic propellers that minimize potential bottom contact. Electric motors provide accessibility without many of the impacts often associated with traditional outboards and represent a balanced solution that allows continued public access while addressing environmental and social concerns.

If additional regulation is necessary, I respectfully ask the Board to pursue incremental changes before implementing permanent motor prohibitions. Options such as horsepower limits, allowing electric-only motors, or selecting a more appropriate upstream boundary would allow the Board to evaluate whether smaller changes effectively address concerns without permanently eliminating public access.

I am also concerned about establishing Old Mill as the upstream deadline. For many anglers, the majority of steelhead fishing opportunities occur upstream of that location during the winter months. Moving the deadline to Old Mill would eliminate access to a substantial portion of the river that has traditionally been available to motor users for decades. If a boundary adjustment is necessary, I encourage the Board to consider alternatives such as Illahee or Moonshine Park that better preserve historic recreational opportunities while still addressing concerns.

Finally, motorized boating contributes directly to the funding that supports boat ramps, access sites, and other boating infrastructure across Oregon. Maintaining reasonable motor access on the Siletz will help preserve funding opportunities for future improvements to facilities that benefit all users, regardless of how they choose to recreate on the river.

The Siletz River has long supported a variety of recreational uses. I respectfully ask the Board to preserve that tradition by choosing a balanced approach that protects access, considers all user groups, and carefully evaluates less restrictive alternatives before making permanent changes.

Matt Halseth – July 20, 2026

The allegations of conflict and habitat degradation are completely false. As a person that has spent roughly 50 days per year on the Siletz River I have not seen anything that has warranted the removal of motors due to conflict as there truly is none.

The habitat degradation is purely from riverside land use-abuse. It's blatantly clear that landowners and logging companies have been the root cause of any habitat loss on the Siletz river-not gas motors.

Removal of gas motors removes money for projects on the Siletz river, increases public safety concerns and would bring a reduction in opportunity for less abled people that enjoy the Siletz waterway.

A last fact- ruling in favor of a less than 10% user group over the other 90% would truly show that the board has failed in their duty to rule in fairness and equal opportunity for river users.

Jared Cornman – July 20, 2026

I'm writing to ask you to please keep motor usage legal on the Siletz River. The current rule has worked well for nearly 40 years. The Siletz is conflict free, is without congestion and has no safety concerns.

Many users like me can only access the river through motor usage. Removing motors would effectively remove me and many others. Please find a way to leave us access to the river without having to row a boat for 8-10 miles. The average drift length on the Siletz.

If you must make a rules change please take small measures like a 15 hp restriction. By taking a small step change if the rule isn't working in the future it can be looked at in the future. Even allowing electric motors would allow access to all user groups.

Gary Whetstone – July 20, 2026

I'm writing to the OSMB and asking you to keep motor usage legal so that all users have access to the Siletz River and its public waterways.

Gas Motors or even electric motors will keep access open to all users not just river users physically able to row a boat.

I agree that some sort of a horsepower limit is appropriate above Jack Morgan Park.

I feel that at the very minimum the deadline for no motor use should be moved to Illahee park. Furthermore, if there are to be no gas Motors above Illahee, then please consider a compromise of allowing electric motors from old mill or Illahee, wherever the gas motor deadline may be.

Again, I am opposed to a motor ban or restriction on the Siletz River and am asking the board to consider a compromise.