

Minutes are posted as draft until approved by the Marine Board at its next regularly scheduled meeting.



Meeting Minutes
Oregon State Marine Board
October 22, 2015
Brookings, Oregon

Marine Board Meeting

Chair Val Early called the Marine Board Meeting to order on October 22, 2015, at 8:30 am and welcomed everyone to Brookings. Chair Early thanked Deputy Ted Heath and Gary Early for taking staff out on the river. It was a very nice informational tour of the boating facilities and issues on the Rogue River.

Board Members present: Jas Adams, Val Early, Cliff Jett and Jen Tonneson Excused: Brian Carroll

Staff Present: Director Scott Brewen, Janine Belleque, Rachel Graham, Randy Henry and June LeTarte

Approval of Minutes

Chair Early asked for review and approval of Marine Board Meeting Minutes for:

Grant Board Meeting Minutes June 23, 2015
Board Meeting Minutes June 24, 2015
Board Meeting Minutes September 16, 2015

At the September 16, 2015, meeting in reference to Mr. DeVore's guidance to the Board on Cape Kiwanda, Mr. Adams commented that the minutes should reflect that regardless if a craft is a boat or not:

"... the Board has the discretion ***whether to open rulemaking on a particular topic or not, if it disagrees with the approach of the proposed rule in any respect.***"

No other edits were requested. Mr. Jett made a motion to approve the Board minutes of June 23, June 24, and September 16, 2015. Ms. Tonneson seconded. Motion passed unanimously.

Chair's Comments

Chair Early welcomed Jas Adams to the Marine Board. Mr. Adams was approved at the end of September 2015. Mr. Adams responded that he is pleased to be a member of the Board.

Request for Public Comment None

Item A: Director's Report

Director Brewen announced the fee increase was approved by the Legislature at \$4.50 per foot. The breakeven point was calculated at \$4.81 per foot. This past biennium, the agency has not spent down its ending balance as anticipated. Federal funding continues to be unknown.

Ms. Tonneson questioned what percent of the budget the difference between \$4.50 and \$4.81 represents. Director Brewen responded, if acceptable, he will answer in the Business Services report.

Staff will forward Legislative Concepts in 2017 including the non-motorized boating project, engine kill-switch lanyard wear and changes to the Aquatic Invasive Species (AIS) Prevention Program.

Mr. Adams asked whether the advisory committee will be looking at modifying the definition of boat. Director Brewen said the group will define “non-motorized” craft in statute separate than “boat” and not include those water crafts when used in swim areas, i.e. air mattresses and single inner tubes.

Mr. Adams said that by creating a new category of “non-motorized” craft separate from boat, all the other requirements associated with boat won’t be dragged in, but will allow the Board to regulate their use for safety reasons. Director Brewen agreed. Chair Early asked when inner tubes are latched together are they a “boat” or would they be considered a “non-motorized” craft. Director Brewen said, currently, they would be considered a “boat”.

The BOATs team will be discussing the engine kill-switch lanyard wear requirement. Director Brewen said that the model legislation states that if the boat is equipped with the lanyard feature, it is required to be worn.

Director Brewen will ask the BOAT teams to discuss forwarding mandatory lifejacket wear as a legislative concept.

Ms. Tonneson asked about liveries and their requirement to provide safety education and training for non-motorized clients. She would like the agency to pursue a mandatory level of education. Director Brewen responded that the non-motorized group is looking at this. Ms. Tonneson said “liveries” and “non-motorized users” are two separate issues.

Randy Henry, Boating Safety Manager, said that when a person is renting a boat, without having a mandatory education card, the livery is responsible for administering a dockside safety checklist with the user. Law Enforcement should be auditing the liveries’ checklists. Smaller boat liveries may not be meeting the mandatory safety training requirements.

Mr. Adams asked what changes to the AIS program are being considered. Chair Early asked Rachel Graham, Policy & Environmental Manager, to respond during her staff report presentation.

At Post Season, Director Brewen emphasized the need for better identification of contributing accident factors data. Director Brewen volunteered Oregon to develop a draft concept of risk management factors. There is also a need for a standard reporting format. Mr. Adams commented that all boaters, especially in high use areas, would benefit from knowing the “rules of right-of-way”. Director Brewen concurred; the agency could do a better job on “rules of the road” training.

Director Brewen distributed a template of the new website home page being developed. No Board action required.

Mr. Adams clarified for the Board a point of Robert’s Rules of Order which was raised during a public meeting on rulemaking on Waldo Lake. The Board Chair may make or second a motion on the floor.

Item B: Business Services Program

Director Brewen provided the Business Services narrative as outlined within the staff report. In response to Ms. Tonneson’s question, Director Brewen said the reduction in the footage fee represents \$1.18 million loss in revenue. Chair Early calculated, more specifically, the percentage reduction at 3.5 percent of the budget.

In response to Mr. Jett's question on the decline in AIS revenue, Ms. Graham responded that the drop is probably more associated with the decline in motorized boat registrations as the sale of Tyvek tags for non-motorized craft has been pretty steady.

Mr. Henry reported that law enforcement probably could be doing a better job with enforcement and citation for AIS compliance. Director Brewen commented that there is a lot of growth in non-motorized users but yet the agency isn't necessarily seeing that growth in AIS permit revenue. There is probably only a 50% permit compliance. There may be a disconnect between the retailer and the buyer regarding AIS permit requirements.

Item C: Consideration of Chapter 250 Division 014

Janine Belleque, Boating Facilities Manager, requested the Board's authorization to initiate rulemaking for Division 014; Grants and the Maintenance Assistance Program rules. Staff will be utilizing an advisory committee to formulate changes without having a pre-set draft of proposed rule changes.

The Floatation Encapsulation Rules will be amended and renumbered outside of Division 014. Ms. Graham indicated her staff will also be utilizing an advisory team to address proposed changes. She would expect to return to the Board for rule adoption in the summer of 2016.

Mr. Jett made a motion to initiate rulemaking in Chapter 250, Division 014. Mr. Adams seconded. Motion passed unanimously.

Item C2: City of Harrisburg Matching Funds Request

Ms. Belleque requested the Board authorize the Director to pledge up to \$120,000 (\$60,000 over two biennium) in state funds to match the City of Harrisburg's *Connect Oregon* grant request for boat ramp replacement, gravel removal and mitigation at the Harrisburg boat launch facility. If awarded, the city will be submitting a grant request to the Board for approval. Ms. Tonneson made a motion to authorize the Director to pledge funds if the city is successful in obtaining their *Connect Oregon* grant. Mr. Jett seconded. Motion passed unanimously.

Item D: Consideration of Chapter 250 Division 010, BUII Rules

Mr. Henry withdrew the request to initiate rulemaking to amend BUII rules. Instead, staff will work with the Law Enforcement Advisory Group to conduct training, develop a BUII manual, clarify policy related to implied consent and implement a pilot project regarding field sobriety "Seated Battery" tests. No action taken by the Board.

Item E: Consideration of Chapter 250, Division 030, Scenic Waterways

Ms. Graham requested the Board's authorization to initiate rulemaking to amend rules for the John Day River consistent with the Bureau of Land Management (BLM); and to review and amend rules on other Federal Wild and Scenic Rivers in the Division as needed to ensure consistency between state and federal regulations.

The Board agreed that staff should stay engaged and convey to the BLM and other federal agencies that the Marine Board needs to be included in federal rule discussions as they may pertain to state rules. Mr. Adams clarified that state and federal agencies through a Final Order can declare a policy that could also be put into rule. Notification issues could result if decisions are not published. The better practice would be to codify within a rule.

Ms. Tonneson modified her motion to initiate rulemaking in Chapter 250, Division 030. Mr. Jett seconded. Motion passed unanimously.

Chair Early commended staff on the extensiveness of their program Informational Reports. Having read the reports prior, staff should be prepared to only respond to questions or report new information.

Item F: Policy & Environmental Program Report

Chair Early asked Ms. Graham to respond to Mr. Adams' earlier question on what changes to the AIS program are being considered.

Ms. Graham announced that there was a boat with quagga and zebra mussels stopped at the Ashland Inspection Station on October 17, 2015. The boat was being commercially hauled from Lake Havasu to Washington.

AIS changes being discussed include a regulation to require boaters to clean, drain and dry the watercraft; restricting boating at the request of ODFW for the protection of fish and wildlife (ORS 831.075); authority to quarantine or impound infested watercraft; regulate commercial haulers; expand the uniformed employee requirement; and establish civil penalties in Marine Board rule. Staff will be meeting with the Oregon Department of Fish & Wildlife (ODFW) in January 2016 to discuss other ideas.

Mr. Adams provided background. The Legislature did not want any bills with fiscal impact. Impounding and quarantining boats would have resulted in substantial fiscal impacts. Mr. Adams was a member of the national working group which developed the model state laws, and agrees the clean, drain and dry requirement should be included. The missing lynch pin, is that there is no requirement that the states, who adopt the model state law, would agree to follow, honor and abide by a uniform protocol of inspection and decontamination across state lines.

Chair Early requested that staff review next year's fishing seasons. Inspection stations need to be opened well in advance of the season openers; otherwise the station misses most of the boats coming into the state. Ms. Graham responded that staff is negotiating with ODFW for earlier openings in Brookings and Ashland.

Ms. Graham provided the Policy & Environmental Program narrative as outlined within the staff report. No Board action required.

Item G: Boating Safety Program Report

Mr. Henry provided the Boating Safety Program narrative as outlined within the staff report. No Board action required.

Item H: Boating Facilities Program Report

Richard Gray, City of Portland, was on the telephone to request the Marine Board release the City of Portland from the restrictions as outlined within the Pilot Project at the Duckworth Dock. Due to connectivity issues, Mr. Gray could not hear the Board. The Board did not take any action to lift the restrictions as they still saw use, enforcement and management issues at the dock. Chair Early thanked Mr. Gray for the written report and invited the City of Portland to make their presentation, in person, at the January 2016 Board meeting. Following the City of Portland's presentation, the Board will make a decision on the Duckworth Dock Pilot Project at the April 2016 meeting.

Chair Early made a motion to extend the Pilot Program until April 30, 2016. Mr. Adams seconded. Motion passed unanimously. Chair Early requested the City of Portland be invited to the January 2016 work session, together with a field visit, to discuss the issue. Also, Chair Early requested that staff invite the Columbia River Yacht Club to be present at the tour visit and discussion.

Ms. Belleque provided the Boating Facilities Program narrative as outlined within the staff report.
No Board action required.

Item I: Registration Program Report

Director Brewen provided the Registration Program narrative as outlined within the staff report.
No Board action required.

Other Business

None

Chair Early adjourned the meeting at 12:06 pm.

Respectfully submitted,

June LeTarte
Executive Assistant

January 7, 2016

Item A: Director's Report

2017 Legislation

01. The management team met in December and brought forward concerns with existing statutory language and discussed whether changes should be considered for legislative concepts (LC) for the 2017 session. There are three legislative concepts that will likely be ready for Board review in April; Non-motorized Program, Liveries, and AIS. Others may be considered as projects in the Strategic Plan for future consideration for legislation.
02. The Non-motorized Program legislative concept continues to be refined. That concept includes a funding component, education, facilities, and enforcement programs. Additionally, the concept defines non-motorized craft as an object, not defined as a boat, being used upon public waterways. The concept provides regulations for non-motorized craft when being used on streams and rivers
03. One offshoot of building the LC for the Non-motorized Program is the realization that boat liveries need more oversight and assistance. The non-motorized project will address issues for non-motorized liveries but recognizes that there is a greater need to look at having a more consistent program for all liveries statewide.
04. As discussed with the Board in October there are a number of small changes to the Aquatic Invasive Species Program that will be proposed. The AIS program has been operational for more than six years and lessons have been learned along the way. It is a good time to bring forward a legislative concept to discuss the status of the program and ways to improve its effectiveness. The Non-motorized LC will increase revenue into the program by removing the exemption for paddle craft smaller than 10 feet; however, a separate LC will be needed to address the other issues.
05. A number of issues have been brought forward regarding the Boater Education Card (BEC), implied consent laws, BUll impact on BEC, reckless/unsafe boating, and the noise statutes. To address these concerns, a strategic project team could be convened to look more broadly at these issues including penalty guidelines. After which a LC for 2019 may be formulated for Board approval.
06. During the Fall BOATS meetings, BOATs members were asked about engine kill switches and whether Oregon should look at requiring mandatory wear of the kill switch lanyard (as briefed in the Director's report in October). The BOATs teams asked for additional information regarding fatality and casualty statistics for those states that require the use of the kill switch lanyard, which staff agreed to provide. Overall, there was not much support for the team to move forward with legislation. Many of the members felt that there were circumstances where it didn't make sense to wear a lanyard and a blanket wear law could be problematic. However, all of the members agreed that the education they received in the meeting was very beneficial and highly encouraged more education for boaters.

07. BOATs members also discussed the National Boating Safety Advisory Council (NBSAC) resolution to the Coast Guard recommending mandatory lifejacket wear for PWC's (already law in Oregon), human powered vessels, all vessels less than 18 feet, and for any person towed while engaged in watersports. This issue was not discussed with the Paddling BOAT. Among the other BOATs there was general acceptance to the principle, although there were a variety of discussions regarding whether the vessel length requisite should be 18 feet or 16 feet, or certain towed sports such as barefoot skiing, where a lifejacket would be problematic. It was agreed that this would be a good potential project for the next Strategic Plan. Given the significant impact to the Paddling BOAT, it is also important to include them into the discussion.

Federal Sport Fish Restoration and Boating Trust Fund Reauthorization

01. On December 3, the House & Senate approved the conference report to H.R.3763, the Surface Transportation Reauthorization and Reform Act of 2015. President Obama signed into a law the five-year, \$305 billion bill on December 4, 2015.
02. The law includes a complete five year reauthorization of the Sport Fish Restoration and Boating Trust Fund (SFRBTF). This fund provides the federal funding to the U.S. Fish and Wildlife Service for Clean Vessel Act Grants, Boating Infrastructure Grants, and construction grants provided through ODFW. It also provides federal funding administered by the U.S. Coast Guard for Recreational Boating Safety.
03. Under the new law, the Boating Infrastructure Grants (BIG) and Clean Vessel Act (CVA) grants in an effort to find administrative fund efficiencies and to provide states with more flexibility in how they use these funds. No more than 75% can be spent for either program.
04. The funds the USCG receives to administer the RBS Program used to be split into two pots of money but now will be combined into one pot that provides \$7.7M in FY16 for the administration of the Program with a CPI increase each year. These administrative funds are taken off of the top of the Trust Fund prior to percentage distributions to the programs (which aligns as is currently done with the US Fish & Wildlife Service)
05. Within the USCG administrative funding, the law increases the amount of money that must be made available from the \$7.7M pot of administrative funds for Chapter 43 (manufacturer compliance) to \$2.1M (a \$100,000 increase); restricts the amount of money from the \$7.7M pot of administrative funds that can be used to pay for the National Recreational Boating Safety Survey to not more than \$1.5M per year; allows that the USCG can fund this Survey through either a grant project or through a contract.
06. The percentage of funds distributed to the National RBS Program are decreased from 18.5% to 17.315% to counterbalance the USCG receiving its administrative funds off of the top of the Trust Fund (which should have minimal impact on grant amounts).

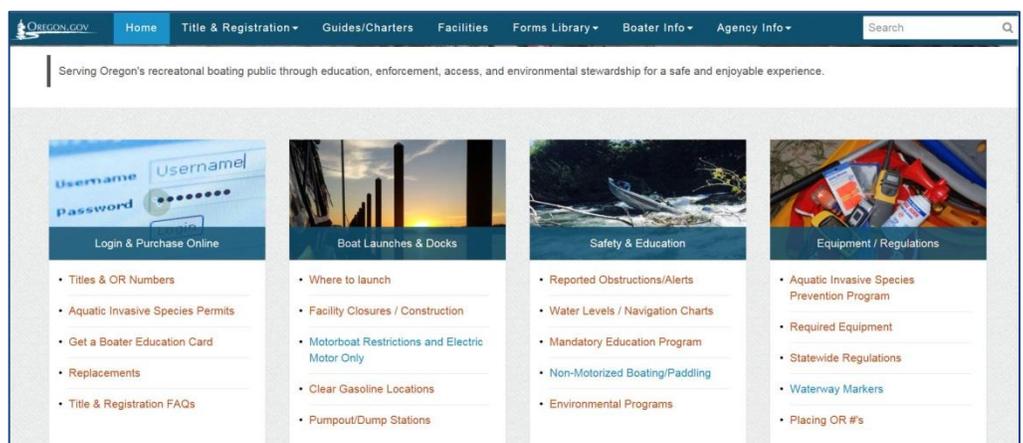
Public Information

Date	Press Release	MP3 Audio File
December 2015		
12/11/2015	Marine Board Seeks Public Comment on Scenic Waterway Rules	Scenic Waterways Input
November 2015		
11/30/2015	Marine Board Seeks Public Comment on Rulemaking for Jefferson County Waterbodies	
11/02/2015	Marine Board Approves Rulemaking, Other Items	
11/6/2015	New Safety Video Emphasizes the Right Life Jacket Fit for Kids	
October 2015		
10/02/2015	Got Boating Pictures?	
10/09/2015	Marine Board Meeting in Brookings October 22	Boating Pictures Audio
10/23/2015	New Ojalla Boat Slide Offers Easy Access to Siletz River	Ojalla Boat Slide Audio
10/29/2015	Boat Oregon Advisory Teams Meeting November 3-5	

Website Redesign

01. The website redesign buildout occurred during November and December after usability testing determined the best information architecture for the top tasks content. The agency moved from 1,634 pages of content to less than 100, with the content most sought after by boaters based on Google analytics and customer surveys. A new process is being developed by the Web User Group to identify what content should “earn” its way back onto the website, in order to keep the information up-to-date, refreshed, and focused on the information boaters are looking for.

02. The goal is to launch the new website in time for the January Portland Boat Show.



BOAT (Boat Oregon Advisory Team) Meetings

01. The third round of meetings of the BOATs occurred November 3 through November 5, 2015.
02. Members agreed to serving three year terms, with the option of rotating out after the second year.
03. The Non-Motorized BOAT also met on December 1, following the same agenda and setting the ground rules in the same manner as the other groups.
04. Agency staff asked members if they would be willing to participate in developing the next iteration of the strategic plan and the interest was strong. Staff will be polling members on some potential dates to do a Boat Oregon Strategic Planning Summit toward the end of March or early April.

Portland Boat Show

01. The agency is located between C and D Halls and will be partnering with SeaGrant to promote floating restrooms and pumpout/dump stations, and SOLVE for the Adopt-A-River program.
02. The Environmental Section is the focus this year, highlighting the Abandoned/Derelict Vessel, Clean Marina, Clean Boater, and Aquatic Invasive Species programs. The agency boat will be the centerpiece, with half of the boat “dressed up” in a derelict condition and the other half contaminated with aquatic invasive species. Staff will test boaters to see if they can identify “What’s wrong with this boat.”
03. Staff will also be available to answer questions about registering or renewing their boats. Additionally, a laptop will be set up so staff can help boaters with any online questions and to showcase the new website redesign launch.



Item B: Consideration of Jefferson County Petition OAR 250-020-0161

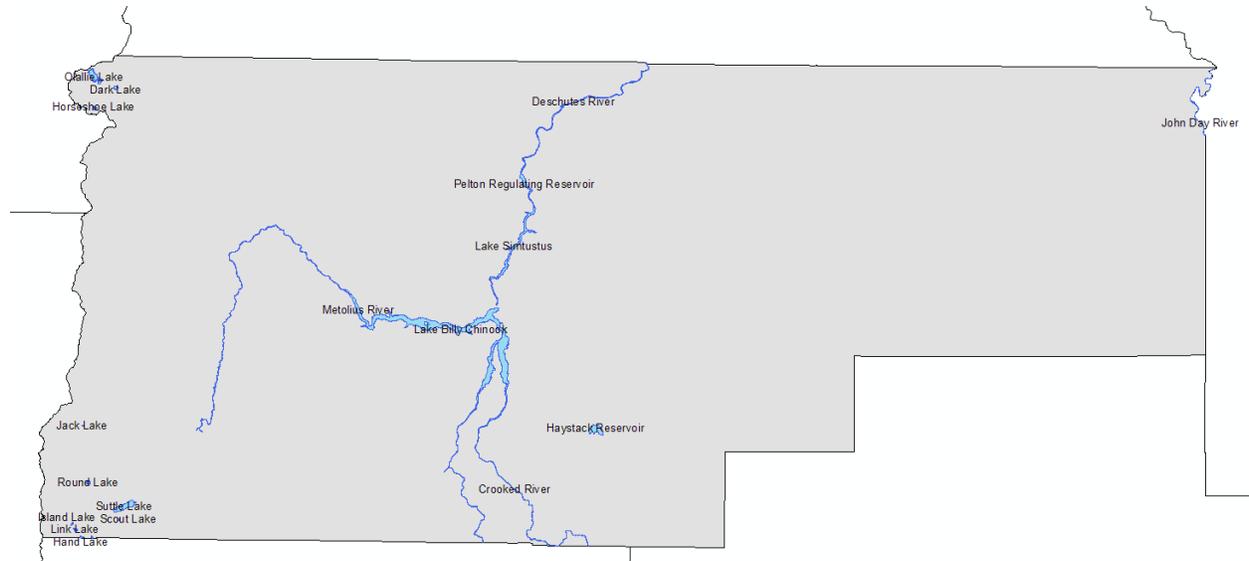
- .01 The Marine Board received a petition on October 14, 2015, requesting adoption of a new rule that would restrict mooring or anchoring on all water bodies in Jefferson County to a maximum of 16 days in one location and would prohibit vessels from being left unattended overnight except in approved marinas and docks. The petition was submitted by Captain Marc Heckathorn of the Jefferson County Sheriff's Office.
- .02 The Board is required by state law to solicit public comment and take action on a petition for rulemaking within 90 days of receiving a petition.
- .03 Under ORS 183.390 and OAR 137-001-0070 any interested person can request that the Marine Board adopt, amend, or repeal a boating regulation through a petition. To be considered, petitions must include the following:
 - a. Name and address of petitioner(s)
 - b. Names and addresses of other interested parties
 - c. The proposed language in full (for new rules) or the existing rule language in full with proposed additions and deletions clearly indicated (for rule amendments).
 - d. An explanation of the petition that includes facts or arguments in sufficient detail to show the reasons for and effects of adoption, amendment or repeal of the rule.
 - e. If the petition requests the amendment or repeal of an existing rule, the petition must also contain comments on:
 - A. Options for achieving the existing rule's substantive goals while reducing the negative economic impact on businesses;
 - B. The continued need for the existing rule; and
 - C. The complexity of the existing rule.
- .04 As the petition included all required elements, it was accepted by staff.

Background

- .01 Jefferson County has approximately 6,297.7 acres of boated waterways¹ of which 81 percent are lakes and reservoirs.

Water body Name	Acres	Water body Name	Acres
Cache Lake	6.2	Lake Billy Chinook	3,598.2
Crooked River	130.6	Lake Simtustus	552.4
Dark Lake	24.8	Link Lake	15.3
Deschutes River	429.8	Metolius River	581.1
Hand Lake	9.0	Olallie Lake	194.9
Haystack Reservoir	218.9	Pelton Reservoir	163.4
Horseshoe Lake	15.5	Round Lake	23.3
Island Lake	8.9	Scout Lake	8.1
Jack Lake	3.9	Suttle Lake	264.8
John Day River	48.5	Total	6,297.7

¹ For the purposes of this report, a “boated waterway” includes a water body that has a known access site, is patrolled by the sheriff’s office, or has an administrative rule or statutory restriction.



- .02 As stated in ORS 274.430(1) “All meandered lakes are declared to be navigable and public waters. The waters thereof are declared to be of public character. The title to the submersible and submerged land of such meandered lakes, which are not included in the valid terms of a grant or conveyance from the State of Oregon, is vested in the State of Oregon.”
- .03 None of the lakes in Jefferson County are meandered, therefore the State, through the Department of State Lands, does not assert ownership of the submerged and submersible land under the lakes in Jefferson County. This is an important distinction, since the Department of State Lands, as the “landowner,” requires authorization for any use other than “transient use” of state-owned waterways. Currently, “transient use” is defined in OAR 141-082-0255 Definitions (77):

“Transient Use” means any commercial use of state-owned submerged and/or submersible land which is of a short or intermittent duration, and not more than fourteen (14) consecutive days in any one (1) location or area; or any non-commercial use of state-owned submerged and/or submersible land which occurs for less-than or equal-to thirty (30) calendar days during any contiguous 12-month time period, within a distance of five miles.
- .04 If the lakes in Jefferson County were state-owned, then anchoring or mooring a boat on the state-owned bottom for more than 30 days during any contiguous 12-month period, within a distance of five miles would require authorization from the Department of State Lands or the boat would be considered trespassing.
- .05 Since the lakes in Jefferson County are not state-owned, if there is not a local and special area rule adopted by the Marine Board to prohibit long term anchoring, mooring, or leaving a boat unattended on a waterway, then there is no state law that prohibits such activity.

The Great Escape

- .01 “The Great Escape” is a 40’ vessel that was anchored in Lake Billy Chinook for almost three years. During the years the vessel was anchored out on the lake it was not clear if the vessel was operational. However, Jefferson County Sheriff’s office did document that that “this boat would go months and months without a person on it. It had broken free from its anchor at least five separate times and garnished literally hundreds of calls to [Jefferson County Sheriff’s Office], state parks, and PGE over that time.”
- .02 The owner of the vessel told the Sheriff’s Office that she was not able to find moorage in a marina because there are no slips large enough to accommodate her vessel. The vessel specifically went to Lake Billy Chinook to be used for wedding cruises because, as a foreign-built vessel, it cannot be used for commercial purposes on a federally navigable waterway (per Coast Guard regulations), and since Lake Billy Chinook is not federally navigable it is not under the jurisdiction of the Coast Guard. (Note: This vessel is part of the reason why, in the 2013 legislative concept “charter vessel” was defined as any boat carrying 7 or more passengers for hire and an inspection process was established for “charter vessels” when a USCG inspection is not required.)
- .03 More information on “The Great Escape” can be found here:
<http://www.bendbulletin.com/localstate/3399535-151/big-lake-billy-chinook-boat-cause-for-conversation#>

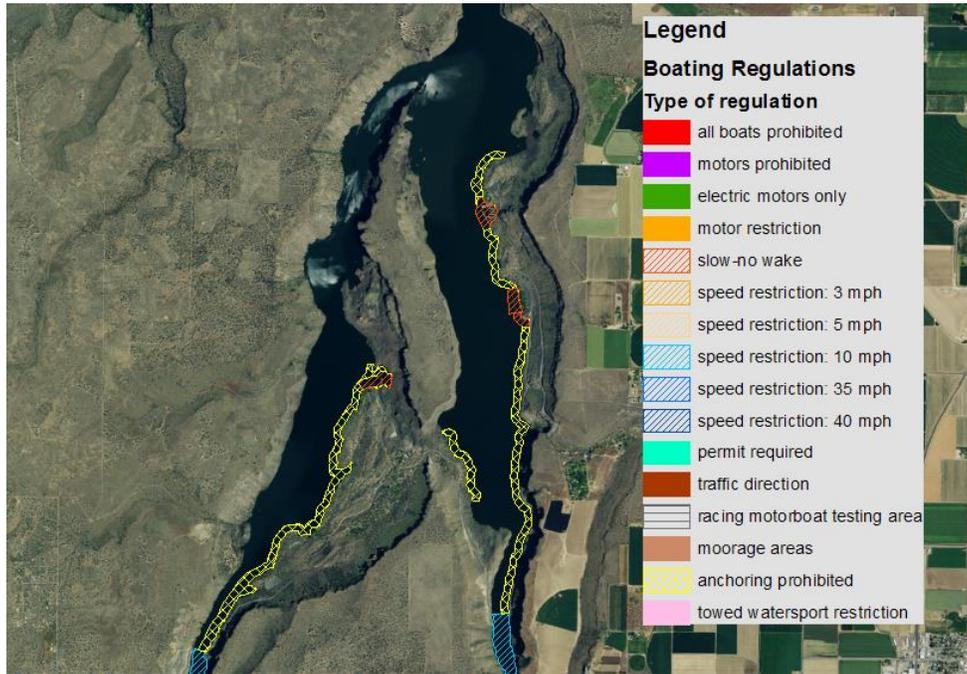
Prior Marine Board rulemakings regarding restrictions on anchoring or mooring

- .01 In 1968 the Board adopted new rules in Jackson County in which five “moorage areas” were designated on Willow Lake, Howard Prairie Lake, and Emigrant Lake and moorage for more than 48 hours, outside of these five areas, was prohibited without a permit from the Jackson County Parks Department. This rulemaking was at the request of the Jackson County Parks and Recreation Commission and the reasons given for the restriction of moorage outside of the moorage areas were:

“Boats are left at Howard Prairie Lake, outside of the Howard Prairie Resort Marina, on a permanent basis. These unattended boats are moored at various shore locations around the lake. Some of these moored and unattended boats create the following problems which interfere with the safety and enjoyment of the public in general:
 - a. Loss of access on the shore by the public where boats are moored for extended periods.
 - b. Real danger of someone falling over mooring lines extending from the boat to the onshore tree or anchor- especially at night.
 - c. Esthetic loss experienced by those who camp at our developed areas and object to the shoreline being covered with boats on a semi-permanent basis.
 - d. Interference with construction and maintenance by Park Department personnel.”
- .02 In 1986, at the request of the Oregon Parks and Recreation Division (now OPRD), the Board adopted a rule to prohibit anchoring or mooring a boat in certain areas of Lake Billy Chinook between 10 pm and 5 am. The purpose of the rule was to prohibit “boat camping” by the large houseboats on the lake outside of permitted moorage areas, as this had become an increasing problem. The shoreline in much of the park was “day-use only,” so Parks wanted to see the adjacent water be restricted similarly.

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The final rule designated the no-anchor zone to be within 200 feet of three stretches of shoreline within Cove Palisades Park. The current anchoring overnight prohibited zone is 136.1 acres, which is 3.8% of Lake Billy Chinook.



Map showing the Deschutes River and Crooked River arms of Lake Billy Chinook

- .03 There are two anchoring prohibited zones in Multnomah County related to sediment caps in North Portland Harbor and on the Willamette River. The anchoring prohibitions are necessary to protect the engineered caps from damage as the caps are designed to permanently isolate contaminated soils and prevent the contaminants from being disturbed.

Summary of Petition

- .01 The petition requests that a new rule **(8)** be added to the Special Area rule for Jefferson County:

250-020-0161 Boat Operations in Jefferson County

(1) No person shall operate a motorboat for any purpose on the following lakes:

- (a) Scout;
- (b) Round;
- (c) Jack;
- (d) Island;
- (e) Cache;
- (f) Hand and
- (g) Link.

(2) Suttle Lake:

- (a) No water skiing or motorboat operation in excess of 10 MPH to be permitted on Suttle Lake between the hours of 8 p.m. and 9 a.m., standard time, each day;
- (b) No water skiing or motorboat operation in excess of 10 MPH to be permitted on Suttle Lake between the hours of 9 a.m. and 8 p.m., standard time, each day, except within the signed and designated fast boat area, water skier dropoff zone, and water skier take-off lanes, at the west end of the lake;

(c) Operating any boat which is equipped with a toilet is prohibited on Suttle Lake, unless such toilet has an approved device to render waste harmless, or unless such toilet is rendered inoperative by having the discharge outlet effectively sealed.

(3) Lake Simtustus:

(a) No person shall operate a motorboat in excess of a "slow—no wake" speed in the area within 300 feet of the moorage and extending to the opposite shore;

(b) No person shall operate a boat for any reason within the restricted tailrace area enclosed by the log boom approximately 1200 feet down-stream of Round Butte Dam;

(c) No person shall moor a boat to the log boom or operate a boat for any reason within the restricted intake area enclosed by the log boom located approximately 200 feet upstream of Pelton Dam;

(d) Boat access in the areas closed by subsections (b) and (c) of this section is permitted for federal, state, local and tribal government agencies and Portland General Electric employees or their agents for official business only.

(4) Lake Billy Chinook:

(a) No person shall operate motorboat in excess of 10 MPH in the following areas:

(A) On the Crooked River Arm above the Crooked River Bridge.

(B) On the Deschutes River Arm above the Deschutes River Bridge;

(C) On the Metolius River Arm from a point approximately 1,000 feet upstream of Street Creek, as marked.

(b) No person shall operate a motorboat in excess of a "slow—no wake" speed within the buoyed areas at:

(A) Cove Palisades State Park Marina;

(B) The Crooked River Launching Ramp;

(C) The Lower Deschutes River Day Use Area;

(D) The Upper Deschutes River Day Use Area;

(E) Within 300 feet of a designated swimming area;

(F) Within a cove at Chinook Island (Metolius Arm) as marked;

(G) Within the cove at Camp Perry South (Metolius Arm) as marked.

(c) No person shall operate a boat inside the log boom enclosure around Round Butte Dam.

(5) No person shall beach, anchor or moor a boat within 200 feet of shore in the following areas at Lake Billy Chinook between 10 p.m. and 5 a.m.

(a) Crooked River Arm:

(A) East shore — between a point approximately 1,000 feet north of the cove Marina, as marked, and the Crooked River Bridge;

(B) West Shore — From the State Park boundary north approximately 2,000 feet, as marked.

(b) Deschutes Arm: East Shore — Between a point approximately 2,000 feet north of the northernmost boat launch, as marked, and the Deschutes River Bridge;

(c) This prohibition shall not apply to any leased or rented space within established marinas or moorages.

(6) No person shall operate or provide for others to operate a boat on Lake Billy Chinook which is equipped with a marine toilet, unless the toilet has a holding tank or is rendered inoperative so as to prevent any overboard discharge.

(7) Haystack Reservoir. No person shall operate a boat in excess of 5 MPH in the following areas:

(a) In the western cove inside a buoy line approximately 500 feet from shore, as marked;

(b) In the southern cove inside a buoy line extending from south of the boat ramp on the east shore to a point south of the southeast peninsula, as marked.

(8) For all water bodies in the county no boat shall moor in a location for more than 16 days without moving at least 5 river miles from the original location. No boat may return to the same location within the same calendar year. No vessel shall be left overnight unattended except in approved marinas and docks.

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- .02 The petitioner states the reasons for the new rule is to prevent long term mooring of boats on all lakes in Jefferson County (but primarily on Lake Billy Chinook and Lake Simtustus), ensure boats are not left unattended, and preserve unrestricted water access for all users.

Public Comment

- .01 OSMB sought public comment from December 1, 2015 until December 20, 2015. In addition to sending notice to the interested parties list, notice was sent to State Parks, Department of State Lands, Oregon Department of Fish and Wildlife, US Bureau of Land Management (BLM), US Forest Service (USFS), Confederated Tribes of the Warm Springs Indian Reservation, Portland General Electric (PGE), City of Culver, Jefferson County Commissioners, Cove Palisades Park concessionaire, and the Oregon Senate and House Representatives for the districts including Jefferson County.
- .02 The comments which favored the petition liked its concept but had issues with the proposed rule language. Specifically there were concerns about rental houseboats, boats (such as paddle craft) associated with campers onshore and unintended consequences for boats belonging to homeowners on the Metolius Arm of Lake Billy Chinook.
- .03 The comments in opposition to the petition generally were concerned with impacts on rental houseboats on Lake Billy Chinook. Commenters pointed out the language, as submitted, does not exclude rental houseboats which can be rented weekly by different parties. Other commenters felt that these restrictions were reactionary to the extreme situation of “The Great Escape” and would unfairly restrict boaters from using the lakes in Jefferson County.
- .04 No comments were received from public agencies, the Tribes, or PGE.

Options

The Board may direct staff to initiate the rulemaking process or deny the petition.

Analysis

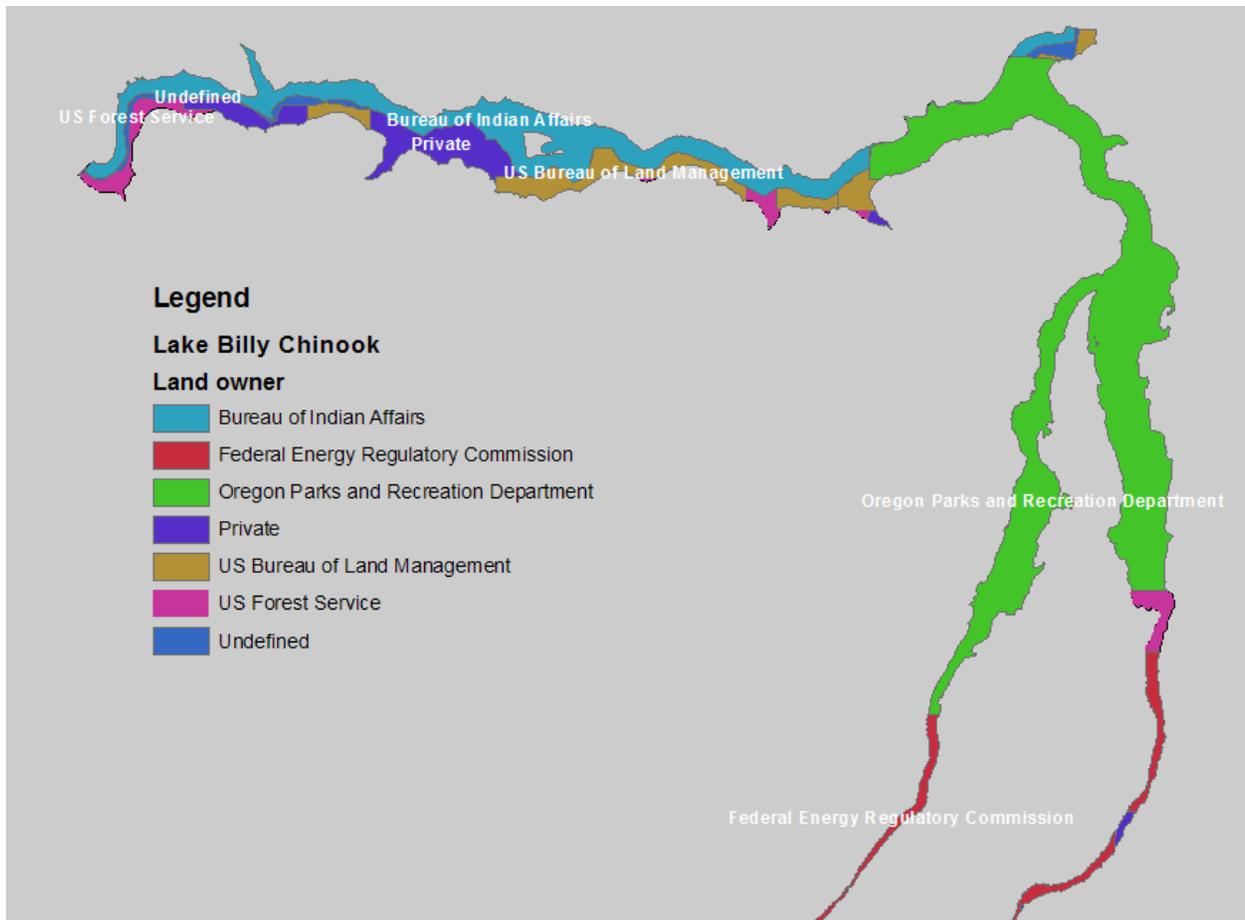
- .01 ORS 183.390 does not provide guidance on how an agency should review petitions for the promulgation of new rules. Staff is providing analysis on relevant areas suggested by ORS 183.390 for the review of petitions requesting amendments or repeal of rules:
 - a. The Board’s authority to promulgate rules;
 - b. The nature of complaints or comments received concerning the rule from the public;
 - c. The extent to which the rule overlaps, duplicates or conflicts with other state rules or federal regulations and, to the extent feasible, with local government regulations;
- .02 **The Board’s authority to promulgate rules:** In the 1967 session of the Oregon Legislature, the Board was specifically given the authority to designate moorage areas on lakes and reservoirs which are under the jurisdiction of a public agency. This was codified as ORS 488.600(2) now ORS 830.175(2). Since that authority was granted the Board has promulgated rules designating moorage areas on Lakes in Jackson County and on Lake Billy Chinook in Jefferson County.

Further, outright prohibitions on anchoring, such as done in two areas of Multnomah County, are authorized by the Board's authority under ORS 830.175(1) (emphasis added). "The State Marine Board, upon consideration of the size of a body of water and traffic conditions, **may make special regulations consistent with the safety and the property rights of the public** or when traffic conditions become such as to create excessive congestion, **relating to the operation of boats in any waters within the territorial limits of any political subdivision of this state**. The regulations may include, **but need not be limited to**, the establishment of designated speeds, the prohibition of the use of motorboats and the designation of areas and times for testing racing motorboats."

- .03 **The nature of complaints or comments received concerning the rule from the public:** In just the past three years Marine Board staff members have received several complaints about vessels anchored out on central Oregon lakes for entire seasons (or longer in the case of the Great Escape). This phenomenon has also been observed at Cultus Lake (a state-owned waterway) and on Elk Lake (a non-state owned waterway) in Deschutes County. Some of these vessels are traditional boats or houseboats, others are hybrid structures: <http://curtsdreamboats.com/index.html>. In the case of the boat on Cultus Lake, the matter was referred to the Department of State Lands for enforcement. For the Elk lake boats, there is no restriction on boat operations (including anchoring or mooring).

The nature of the comments received from the public specifically on the proposed rule was for the most part supportive of the intent, but there was great concern over the particular wording of the restriction. Some commenters proposed alternative language which could be considered in rulemaking.

- .04 **The extent to which the rule overlaps, duplicates or conflicts with other state rules or federal regulations and, to the extent feasible, with local government regulations:** The reason that Jefferson County Sheriff's Office brought this request forward was that the Sheriff's Office, nor the Marine Board, could find a law that prohibited long-term moorage or unattended moorage on the lakes in Jefferson County. In the case of the Great Escape, the boat was originally moored on the portion of Lake Billy Chinook bottom owned by The Confederated Tribes of the Warm Springs Indian Reservation. The Tribes apparently asked that the boat be moved and the owner complied. However, the other areas of Lake Billy Chinook are owned by BLM, US Forest Service (USFS), and PGE, and none of those agencies had enforceable policies that allowed or prohibited long-term moorage.



Ownership of the bed of Lake Billy Chinook (based on 2011 GIS file from State GIS Library)

Staff Recommendation

Staff recognizes the issues of the proposed rule language which were brought forward during the public comment period. There is a need for clarification of intent. As such, staff recommends the Board initiate rulemaking to consider a restriction on long-term anchoring and unattended moorage on the lakes in Jefferson County. As directed, staff will convene a rules advisory committee to draft rule language and will invite resort and rental businesses from Lake Billy Chinook, representatives from the Tribes, State Parks, PGE, BLM, and the US Forest Service to assist in rule language development.

Item C

Placeholder

Consideration of Rules

Division 30 - Scenic Waterways

Rule Caption: Amend designated wild and scenic waterway boating rules for consistency with federal regulations.

The public comment period for this topic ends December 31. The staff report will be finalized and provided prior to the January 7, 2016 meeting.

January 7, 2016

**Item D: Consideration of Permit Condition Extension Facility Grant No. 1535
Bullards Beach State Park – Boarding Dock Replacement Project**

01. The Board approved the facility grant for Bullards Beach State Park at the June 23, 2015 Board meeting. The Board's approval was conditional based on State Parks having their permit approvals by the January 2016 Board meeting. This condition allowed the agency the potential to recover the awarded amount of \$322,500 and apply it to Round 2 grant considerations. The previous June 2015 staff report is attached for reference.
02. State Parks has been diligently pursuing permitting approvals. They have received the Coos County Planning Department permit. The Department of State Lands has indicated that they will require no permit as the project is categorized as a maintenance exemption. The Corps of Engineers has completed consultation with National Marine Fisheries. The delay in the issuance of the Corps permit is related to Bullards Beach State Park's location in an area with significant archeological considerations. As part of the permit, the Corps is requiring a Memorandum of Agreement (MOA) between the Corps, State Parks, Tribes and State Historic Preservation Office (SHPO).
03. The process to obtain signatures from all parties on the MOA and then the issuance of the Corps permit has resulted in State Parks requesting an extension of 60-days to March 7, 2016, to receive all permit approvals.
04. State Parks has received the final design and is preparing to advertise for bids. They are on schedule to award a contract allowing for fabrication of the docks and installation during the in-water work window.

Staff Recommendation

Staff recommends the Board approve the 60-day time extension to March 7, 2016, to allow State Parks time to receive all permit approvals. In the event that the permit approvals are still not received by this extension date, the grant can be cancelled and the funding reallocated at the scheduled grants Board meeting.

June 23, 2015

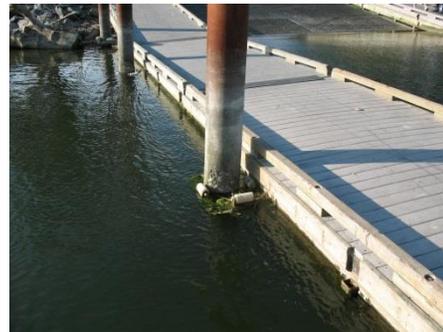
Item No. E Consideration of Individual Application Grant No. 1535

PROJECT IDENTIFICATION

Applicant Name: OPRD
Applicant Contact: Barbara Lee, Program Development Coordinator
Project Name: Bullards Beach State Park, boarding docks replacement

GEOGRAPHIC LOCATION

GPS Location: Latitude: 43.1477500; Longitude: -124.40094
Waterbody and mile: Coquille River, river mile 3.3
Location: Located 2 miles north of Bandon on Hwy 101, north side of Coquille River Bridge.



NEED

Bullards Beach State Park boat docks are located in brackish water and subject to harsh coastal weather. These conditions have resulted in the docks losing floatation, dock hinges and pile hoops corroding, and bull rails are cracking. The docks were originally installed in 1991 and have received two small grants to repair and refurbish the docks.

The existing pressure treated wooden docks are not ADA accessible. State Parks is concerned that some of the docks will not be able to be re-installed because of the deteriorating condition. This project will replace the deteriorating docks and hardware with aluminum style docks that will use existing piling.

<i>Nearby Facility</i>	<i>Rivermile-Location</i>	<i>Site Attributes</i>
Rocky Point	2.0 Miles Northeast (Upstream)	Concrete ramp, docks, paved parking, & vault toilet
Port of Bandon	2.0 Miles Southwest (Downstream)	Concrete ramp, docks, paved parking, flush restroom, marina, pump/dump, marine fuel



SUPPORT AND USE

Oregon State Parks & Recreation (OPRD) has estimated that there are 9,000 launches per year. The 2011 Triennial Survey identified 37,204 use days for the Coquille River in Coos County.

2011 Triennial Survey Data*	use days - 2,459
2011-17 Six-Year Plan	Motorized - Medium Priority

Oregon State Parks has identified the type and percentage of boats using the facility.

Type of Boat	Percentage of Use
Fishing boats	80%
General pleasure boats	15%
Sailboats	0%
Ski boats	0%
Cruisers or Yachts	0%
Personal watercraft	5%
Kayak, canoe, other paddlecraft	0%

Type of Support	Source of Support
2 letters	Coos County Board of Commissioners
1 letter	Port of Bandon

APPROACH

Oregon State Parks and Recreation (OPRD) will follow state procurement practices to receive bids and select a contractor. OSMB staff engineers and OPRD will cooperatively review and evaluate bids prior to award. The contractor will complete the project as designed by OSMB staff engineers, follow best management practices for working in-water and maintain compliance with issued environmental regulatory agency permits.

OPRD will monitor and inspect the contractors work and OSMB staff will conduct periodic progress inspections and a final inspection.

EXPECTED RESULTS

Improved safety for boaters launching and retrieving their boats, reduce maintenance costs and boater complaints.

OBJECTIVES

Replace 280 feet of pressure treated wooden dock with aluminum docks for recreational boating use.

USEFUL LIFE

The aluminum docks have an anticipated useful life of 20-30 years based on the documented useful life of the aluminum floating restroom barge.

20-YEAR GRANT HISTORY

<i>Biennium</i>	<i>Scope</i>	<i>OSMB State & Federal Funds</i>	<i>All Match</i>	<i>Total Project Cost</i>
95-97	Emergency flood repair to boarding docks	\$10,300-OSMB		\$10,300
97-99	Boarding Docks	\$40,000-OSMB	\$12,433-OPRD	\$52,433

BUDGET NARRATIVE

The budget is developed utilizing statewide and regional unit pricing that OSMB staff have collected and maintained. State Parks acknowledges that these docks are for the use of recreational boaters and that fishing, crabbing and diving are prohibited activities under the terms of our agreement. State Park understands they will have administrative costs for procurement, inspecting, monitoring and managing the contractors.

MATCH AND PARTNERS

<i>Source</i>	<i>Amount</i>	<i>Percentage</i>
State Parks In-kind administration	\$4,400	1%
States Parks Cash	\$107,500	25%
OSMB Cash	\$322,500	75%
<i>Match Total</i>	<i>\$111,900</i>	<i>25.8%</i>
<i>OSMB Total</i>	<i>\$322,500</i>	<i>74.2%</i>
<i>Grand Total</i>	<i>\$434,400</i>	<i>100%</i>

FEES

OPRD currently does not charge a fee for use of Bullards Beach State Park. The owner does not anticipate modifications to the user fees.

OPRD currently receives \$5,275 in Maintenance Assistance Program (MAP) funding which they match with a minimum of \$2,110 in resources.

TIMELINE

The project timeline is not complete since it is uncertain the in-water permits can be obtained this biennium. The critical in-water work window is listed below.

January 2016	Permit approvals received
February 1	60-day procurement process
April 1	90-day lead time for docks to be fabricated
July 1 to September 15	In-water work period

STAFF RECOMMENDATION

State Parks has not initiated the permit process and during discussions with staff they believe they can receive permit approvals within six-months. Staff is hopeful but cautious that State Parks will receive their permit approvals within that timeframe. However, due to the large dollar amount of this grant we recommend that if permits have not been approved by the January 2016 Board meeting, that the grant is automatically canceled. This will allow staff to include the funds for Round 2 grant applications.

Staff recommends that the Board conditionally authorize Facility Grant 1535 upon State Parks receiving permit approvals by the January 2016 Board meeting. If permit approvals have not been received the grant will be automatically canceled. The authorized grant is in the amount \$322,500 in state boater funds to match \$111,900 of applicant cash and administration for a total project cost of \$434,400.

January 7, 2016

Item E: Boating Facility Program Report

Boating Facility Updates

01. The deadline for Round 2 grant applications is January 15, 2015. Currently, Round 2 grant consideration is scheduled to be held during the April 2016 meeting. Based upon recent high water, significant debris and the potential for additional extreme weather conditions, staff is postponing the grant consideration meeting to a later date. The delay will allow staff time to evaluate damage, assist if necessary with FEMA claims, coordinate with permitting agencies and prioritize needs. Photos attached.
02. Portland General Electric is moving forward with their compliance actions for their FERC relicensing. Significant conceptual design planning for Sandstone Bridge (Clackamas River) and Harriet Lake boating access improvements is underway. High level concepts for Gone Creek (Timothy Lake) boat ramp and parking are being reviewed.
03. The City of Oregon City received a technical report for Clackamette Park boat ramp evaluating the feasibility of repairing the existing boat ramp as a long-term solution, identification of an area within the park to relocate the boat ramp with a 20-25 useful life, and provide a concept for short-term (last 3-5 years) repairs of the existing boat ramp that could be made while relocation permitting is being pursued. Since 1995, the Marine Board has provided five grants to the City for the boat ramp, flush restroom, parking, docks and hydrological analysis for a total of \$334,353. Match was provided by the City and ODFW in the amount of \$187,729.
 - a. The completion of the hydraulic analysis of the existing boat ramp indicated that the river is likely to continue migrating southward, eroding the ramp. Additionally, a gravel bar located directly across from the ramp is continuing to grow and as a result the river's main flow is being directed at the ramp. The analysis indicated that a long-term solution at the existing ramp location is not feasible.
 - b. There is an area approximately 350-feet downstream from the existing boat ramp that is located sufficiently downstream of the gravel bar to be beyond its hydraulic influence and a portion of the south bank is protected by rock riprap revetment that should prevent the southward migration of the channel. Four concepts were presented to the City and Marine Board ranging in price from \$878,200 to \$964,700. The concepts included the installation of docks, which staff would not support due to exposure of debris during high water events and cost. The existing parking and restroom would continue to serve the boat ramp.
 - c. The short-term repair of the existing ramp is estimated at \$100,000 and is expected to last the 3-5 years needed to obtain permits and funding if the relocation is pursued. The rip rap would be salvaged for use on the new ramp and potentially some of the concrete precast planks.
 - d. Staff will be meeting with the City of Oregon City to discuss the different options, budget, permitting and timing on January 14, 2015. Preliminary discussions with ODFW have indicated they are supportive of the relocation of the boat ramp.

04. The City of Warrenton has been pursuing the replacement of the Warrenton Marina since 2007. A portion of the marina will serve recreational non-homeport boats 26-feet or longer staying up to 10-days within a 30-day stay. These docks would be eligible for federal Boating Infrastructure Grant (BIG) funds. Staff will be meeting with the City to discuss how the BIG eligible dock fits in with their construction phasing timeline, terms and conditions of the federal funding, match and when an application should be submitted for the nationally competitive federal funding.

Facility Advisory Committee

01. Staff has established a Facility Advisory Committee (FAC) to provide guidance, feedback and review to staff on boating facility designs, concepts and policies. This is the first time an advisory committee has been utilized in Facilities. A few of the immediate items the FAC will address include reviewing grant application criteria, identification of criteria to reflect a boater's perspective of importance; review and recommend facility signage standards for language, graphics, and placement; provide feedback on new design concepts such as incorporation of non-motorized access into motorized facilities, boat-in camping, and mooring buoys. Staff received amazing support from stakeholders and has a waiting list of interested parties. The FAC has twenty members. Committee members include representatives from:

BOAT Team-Outdoor Sportsmen

BOAT Team-Watersports

Trout Unlimited

Oregon Bass Nation

Umpqua Fishermen's Association

Non-affiliated Boaters

Marine Patrol

BOAT Team-Cruising

BOAT Team-Non-Motorized

Oregon Bass and Panfish Club

Salmon Trout Enhancement Committee

Northwest Steelheaders Association

Accessibility Advocate (ADA)

Park District, City, County and Port

Permitting Coordination Update

01. In February 2015, staff met with ODFW, DLCD, DEQ, OPRD and DSL to discuss application of ODFW's Residential Dock Guidelines on public recreational dock permits and review by NMFS on dock leases and public licenses. Facilities has monitored and commented on the application of non-applicable dock guidelines on public facilities with growing frustration and voiced concern with NMFS non-traditional review of leases and licenses.
02. Many components of the guidelines are not achieved at public recreational facilities and resulted in longer permit processing times, higher costs and conflict with permit terms and conditions and designs. The meeting goal was to have consensus regarding the application of the residential dock guidelines and NMFS review. This past summer, ODFW completed draft guidelines for residential docks and staff provided comments on the revised guidelines in August 2015.
 - a. On October 27, 2015, staff met with ODFW to discuss concerns and comments on the revised guidelines. It was apparent that the definition and use of boating facility terminology by permit reviewing agencies was inconsistent and often misunderstood. As a result staff provided definitions and photos to assist a permit reviewing agency understand facility structure form and functionality. Length dock shading, grating, light penetration and achievable percentages were discussed at great lengths.
 - b. ODFW pledged to have their staff only apply the residential dock guideline to residential docks and coordinate with DSL to apply them in the same manner. An updated dock guideline is anticipated by spring 2016.
03. As a result of the October meeting with ODFW, facilities' staff was invited to attend the December 2015 Kaizen Project Agency Coordination Meeting, comprised of state and federal permitting agencies. The group has monthly 2-hour meetings or conference calls to discuss permitting issues, large-complex projects, rules, policies or other topics.
 - a. Doug Baer, Environmental and MAP Coordinator, presented information on different types of docks, materials, construction and purpose. Additionally, he provided information on the inconsistency in which docks are reviewed, terms and conditions applied, and type of permit issued. An interactive dialog on the challenges it creates for the agency to efficiently assist potential grant recipients followed.
 - b. The Kaizen Project will be a good forum to discuss new or large boating facility improvement projects. Facilities' involvement in the Kaizen Project group may result in some permit efficiencies and better representation for boating facility owners on the impact of permitting rules, policies or guidelines.

04. In response to requests to simplify and expedite the process for approving maintenance dredging projects, Department of State Lands has convened a Rulemaking Advisory Committee (RAC) to explore whether a new type of permit could or should be created specifically aimed at maintenance dredging permits. Doug Baer is representing the Marine Board. Committee members include representatives from:

Legislature	State Marine Board
Governor's Office Regional Solutions Team	Association of Oregon Counties
Oregon Department of Fish & Wildlife	Department of Environmental Quality
Business Oregon-Infrastructure Finance Authority	Roseburg Forest Products
Port of Bandon	Port of Newport
Columbia River Estuary Study Taskforce	Port of Astoria
AMEC Environment & Infrastructure Consultants	

- a. Maintenance dredging projects are currently approved under Individual Permit rules, which allow 120-days for processing. Creation of a General Permit rule (OAR 141-093) for maintenance dredging could reduce that time to 40-days. In addition, the General Permit is intended to provide more certainty to the applicant by clarifying the minimum application requirements and disclosing the standard permit conditions up front. Comparable to an Individual Permit, however, DSL can still modify or add conditions to ensure protection of water resources. Other than the abbreviated review process, all the same information requirements and DSL review standards remain the same as for an Individual Permit. The application fee and the five-year maximum term of the permit would remain unchanged.
- b. The first RAC meeting, in early December 2015, was spent introducing the concept and providing background information. DSL reviewed current regulatory processes and dredging issues. The committee learned how permit types differ and how the idea for a dredging permit came to be. Draft rule language prepared by an ad hoc work group earlier this year was also introduced to the RAC for review.
- c. The RAC's future tasks will analyze dredging related issues and concerns while weighing environmental protection standards and requirements to determine what might fit within the limitations of a General Permit. For example, activities with predictable outcomes that do not result in cumulative or long-term harmful effects to the waterway, maybe applicable. If it is determined that an expedited permit process is feasible and potentially useful, the RAC will then craft rule language for DSL and recommend its adoption. The anticipated timeline calls for rule development in spring with public hearing in the summer and publication of the final rule in September 2016.

2015-17 Grant and Project Construction Status

Grants in Progress

1527	Metro, Chinook Landing dock installation	Bids have been received and a contract awarded. Installation of boarding docks is scheduled for mid-January.
1529	Lane County, Hendricks Bridge hydro analysis and permits	Hydro analysis has been completed. County Planning is reviewing the modified design for no-rise flood impact. The County is scheduling a meeting with users to discuss the design and permit process.
1530	City of Lebanon, Cheadle Lake flush restroom	Restroom has been ordered. City is completing engineering work for treatment plant connections. Installation of restroom late fall 2016.
1531	BLM, North Gerber Reservoir Park	Final design package sent to BLM for advertising.
1534	State Parks, Schwitter Landing debris boom replacement.	Permits have been secured. Short-term tie-up to be repaired in spring 2016. Debris boom to be installed fall 2016.
1535	State Parks, Bullard Beach boarding dock replacement	Final design package sent to Parks. Permits received from Coos County. OPRD Requesting a time extension past the January deadline.
1536	State Parks, Indian Creek boat ramp, parking and docks	A contractor has been selected and demolition has been completed. Weather allowing the construction is to be completed by spring 2016.
1538	City of Rainier, Pumpout/dump station replacement and cameras	Final design package sent to City.
1539	City of Albany, Bowman Park flush restroom	Restroom ordered and working with City planning for certificate of elevation for the floor height (floodway requirement).
1547	Union County, Thief Valley boarding docks	Final design package sent to County. County soliciting for bids January 2016, for summer in-water work period.

The following are high water photos we have received. To help with perspective on the amount of flooding we have included a reference photo and identified common item within each photo.

Grave Creek-Rogue River, Josephine County- Circled in both pictures is the same restroom.



Knight Park-Salmon River, Lincoln County- Circled in both pictures is a the sign post.



Templin Beach-Umpqua River, South Fork, Douglas County- Circled in both pictures is the same restroom.



Lafayette Locks Park, Yamhill River, Yamhill County- Circled in both pictures is the same kiosk.



Roger's Landing, Willamette River, Yamhill County - Circled in both pictures is a stop sign in parking area.



Boones Ferry, Willamette River, Clackamas County- Circled in both pictures is the same boarding dock



Hebb Park, Willamette River, Clackamas River- Circled in both pictures is the kiosk at top of the ramp.



North Riverside Park, Willamette River, Polk County- Circled in both pictures is the top of the ramp.



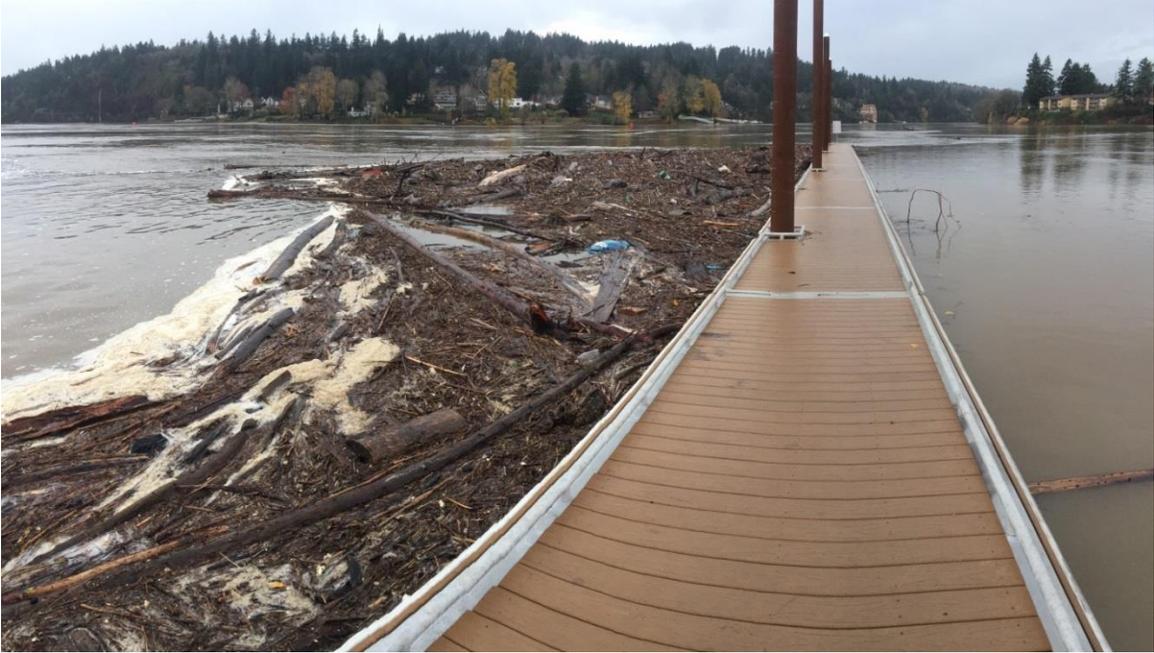
Buena Vista, Willamette River, Polk County- Circled in both pictures is the kiosk at the top of the ramp.



Stayton Bridge, Santiam River, North, Linn County- Notice the difference in bridge clearance



Milwaukie Riverfront Park, Willamette River, Clackamas County-Debris accumulation on the docks.



January 7, 2016

Item F: Policy and Environmental Section Report

Aquatic Invasive Species Prevention Program

01. Staff is strategizing with the non-motorized boat committee on how to incorporate the AIS permits into the structure of a proposed future non-motorized program.
02. The summary report documenting the management and surveying for the invasive tunicate *Didemnum vexillum* on the Oregon coast is being finalized.
03. The 2015 AIS Program annual report, co-authored with ODFW, will be ready for public distribution by February 1, 2016.
04. ODFW and staff are meeting to plan the implementation of the 2016 AIS boat inspection program. The agencies are also looking at updating the program regulations for the development of legislative concepts to be taken to the 2017 legislature.

Abandoned and Derelict Vessels (ADV)

01. Due to three large ADV removals early on in the 2015-2017 biennium, as well as the more “typical” removals of smaller recreational vessels, there is less than 1/3 of the total budget remaining for future boat removal projects. The Marine Board will continue to remove boats that fit the program’s criteria as funding allows but it is very likely funding will run out well before the end of the biennium. The Department of State Lands’ new Waterway Enhancement Funding may be ready for dispersal starting in January 2017 (which will include removing ADV).
02. A grant proposal to remove the sunken fishing vessel (FV) Western from Coos Bay was finalized and submitted for NOAA’s Community-based Marine Debris Removal grant opportunity. NOAA will announce their grant decision in May 2016. If the Marine Board does not receive this grant, the agency will be unable to finance the removal the FV Western.
03. Planning is underway for the creation of an Abandoned and Derelict Commercial Fishing Vessel Task Force with participation from Oregon coastal ports, vessel owners, and other relevant community stakeholders. The task force will strategize and implement actions that may help prevent future abandoned and derelict commercial fishing vessels. OSMB will organize and lead this group but hope to have the participants propose and support their own ideas for prevention tactics. The expected outcomes for this group are to:
 - a. Increase communication and collaboration between coastal ports, law enforcement, state agencies, and other stakeholders on ADV issues;
 - b. Devise and build consensus around strategies to prevent commercial ADV’s in ports, marinas, and on state waters;
 - c. Complete an inventory of existing and at-risk commercial fishing ADV’s along Oregon’s coast;
 - d. Identify funding mechanisms to remove and recycle fishing vessels at the end of their service.

January 7, 2016

Clean Marina Program

01. Staff hosted two Clean Marina workshops to update managers and staff members from certified Clean Marinas and pledged Clean Marinas on Marine Board changes, AIS prevention, abandoned/ derelict vessel issues, small oil spills, and to discuss the facilities successes and challenges. There were 12 participants at the November 10, 2015, Newport location and 26 participants at the November 17, 2015, Portland location. The most successful aspects of the meetings were the participant roundtable discussions and networking. Participants shared their challenges and successes related to many different issues which helped prompt learning across marinas. Staff were also able to create a list of action items for follow-up and provide information, as possible, to address some of the challenges discussed. A meeting evaluation survey was sent to participants after the meeting. Overall, the feedback was very positive. Participants learned new information they could use in their work and appreciated the opportunity to get together. The roundtable discussion opportunity was especially well-received. Due to its positive feedback, staff intends to offer training on a regular basis.
02. Staff provided technical assistance to two marina facilities this fall – one that had a change in management and staff (Port of Cascade Locks) and one which was seeking to become Clean Marina certified by this spring (Promontory Park in Estacada). Two other marinas are newly pledged to be Clean Marinas and are scheduled for preliminary site visits this winter/spring (Pac Mar Marina and South Channel Marina – both in Portland).
03. Staff served on a search committee with Oregon Sea Grant Staff to assist in recruiting, interviewing, and hiring a new staff person (with Sea Grant) to do Boater Education on the Clean Vessel Act (using pumpout/dump stations). The candidate will focus on the north and central coast, as well as the Portland Metro area, and will work with Marine Board staff, especially as the position relates to Clean Boater and Clean Marina issues.

GIS Projects

Staff members are assisting with transitioning OSMB's datasets to ArcGIS technology and creating new maps and mapping applications for staff and external users to access and interact with boating-related data. This includes mapping boating facilities (launches, tie up docks, etc.), boating regulations (motor restrictions, speed restrictions, etc.), certified Clean Marinas, locations of pumpout/dump stations, and clear gasoline retailers. Existing datasets from external sources, such as NOAA's nautical charts and markers such as "river miles," can be added to Marine Board maps and apps to add additional information.

The draft "Boat Oregon Web App" is available here:

<http://geo.maps.arcgis.com/apps/webappviewer/index.html?id=841da68081294bb2a6b50f93b1a12f05>

January 7, 2016

ITEM G: Boating Safety Program Report

Boating Safety Program

01. A revised Memorandum of Agreement (MOU) with the US Coast Guard (USCG) has been finalized and signed. The “Federal/State Recreational Boating Safety Cooperative Agreement” lists basic guidelines for communication, cooperation, jurisdictions, and notes specific responsibilities related to accident reporting, BUII enforcement, public education and training, and other activities. The only significant change to the MOU from previous years relates to event permits for regattas and marine parades and events which fall under state or federal permitting authority. The language now states that when the USCG determines an event on federally navigable water does not require a permit from the USCG, they will forward that information to the Marine Board for additional consideration.
02. Based on input from the BOAT Sportsmen advisory committee and after careful reading of statute and administrative rule, staff has modified the application process for marine events to better serve small organizations.
 - a. Specifically, ORS 830.375 directs the state to permit regattas, boat races, marine parades, tournaments or exhibitions.
 - b. OAR 250-010-0095(2) further clarifies that a permit is required for events that “introduce extra or unusual hazards to water safety on waters of this state.”

Concerns voiced by small fishing clubs noted that 10 bass boats on a large, busy lake probably doesn't meet the criteria of OAR 250-010-0095(2) and, as written, the application process doesn't allow the agency to consider otherwise. Rather, it simply requires any activity to be permitted, which involves gaining written approvals from numerous county, state and federal entities. To address these concerns, staff will still require the event organizer to file a permit but the first reviewer, the county sheriff marine patrol, will note, in their professional opinion, if the event introduces “extra or unusual hazards” to the waterway. If they believe it does, the permit will go through the additional review process. If it does not, the permit will return to the Marine Board for approval.

03. With the exception of three outstanding counties, first quarter county reimbursements have been processed. This reimbursement total represents 27% of the contract funds for 2015/16. This amount is lower than normal since the first quarter (July, August, and September) tend to be the busiest boating season in the fiscal year.
04. There have been no reported boating fatalities since October 1, 2015. The year-end count stands at 16 boating fatalities for 2015.

Outfitter / Guide

01. There are 1,308 active guides. Earlier this year, 63 non-boating guides took advantage of the new June 30 expiration date. Staff mailed 1,236 renewal letters and applications on November 1. To date, 243 guide renewals for 2016 have been processed complete. There are approximately 70 additional files on hold waiting for various pieces of documentation, and another 50 in the approval process. Ninety-six guides renewed their guide licenses online.
02. The approval process has been streamlined. As all the guide information has been entered into the new computer system all that is required is updating information and scanning applications and certifications. If a guide applies online, they are able to upload their documents and certificates directly into the system. The system is now able to capture guide boat information, decal and passenger information.
03. Stricter enforcement of the requirement for Red Cross equivalent First Aid & CPR certification (and denial of online CPR certifications) has resulted in the majority of non-compliance. A newsletter was sent out in October 2015 reminding the guides of this requirement, as well as, the renewal cover letter accompanying the applications. While there have been some complaints, the majority of guides are supportive that this requirement is now being actively enforced.
04. The Outfitter Guide program has taken the following adverse actions:
 - a. Three suspensions issued including one administrative hearing where the suspension was upheld. Two suspensions are pending administrative hearing.
 - b. Two conditional registrations were issued.
 - c. The Tradewinds charter boat cases are still pending.
 - d. The disposition of the five charter licenses and operator certifications are focal points of a pending settlement.

Boat Procurement

01. The purchase of a 22-foot center counsel diesel jet has been approved for Clackamas County. The boat which will be built by River Wild Boats will cost \$88,700. The Marine Board will be contributing \$55,000 towards the purchase. This will be the first boat purchased under the new State Price Agreement format.
02. Deschutes and Douglas Counties boats are in the development and bidding process. The two counties will be purchasing 18-foot "mini jets." The projected price (based on the State Price Agreement) should be around \$38,000 per boat.
03. In addition, the agency, with review by the Law Enforcement Advisory Group, has approved the purchase of two personal water crafts (PWCs) for Clackamas and Morrow Counties. The Marine Board will be contributing \$42,000 towards the purchases. Two of the PWCs will be low-cost Sea Doo Sparks (\$7,000), which are almost half the cost of the standard high performance PWC. These will be carefully evaluated in the coming year to ensure viability as a law enforcement platform.

Law Enforcement Training

01. Staff is developing a new law enforcement training strategy that uses efficiencies to expand training opportunities for BUII enforcement and other key skills. Specifically, staff is identifying alternate components of the annual Marine Law Enforcement Academy that can be completed electronically as pre-requisites thus reducing the two-week training to one week. Savings will be used to fund short, specific regional training opportunities to expand alcohol and drug detection, accident investigation and other training and ensure that marine officers are keeping their skills up. This action, combined with potentially moving our advanced Jet Boat Training to the off-season, will reduce burden on our key marine enforcement officers. Changes will be rolled out this spring.
02. *PWC Train the Trainer Course* was completed in Oregon City on October 26 – 29, 2015. Eight students successfully completed training, and the curriculum was updated based on the review by the course instructor. All marine programs conducting PWC patrols will be required to attend the basic operator's course in Oregon City.
03. *Swift Water Rescue Technician 1* will be held January 28-30, 2016. *Swift Water Rescue Technician 2* will be held February 3-5, 2016. These trainings will be hosted by Clackamas Fire District #1. On-water operations occur on the Clackamas and Sandy River. Ten students are expected to attend each session.
04. Advanced Roadside Impairment Detection Enforcement (ARIDE) Training was held on November 19-20, 2015. The training was conducted at DPSST and instructed by OSP Sgt. Greg Plummer. 18 marine LEOs attended and completed the training. Special emphasis was placed on 7 classifications of drugs and their effects, including marijuana.
05. 2016-2017 *Jet Boat Operations Course* planning and familiarization: Core boat instructors will be meeting in Grants Pass in early January to determine an alternate location for training. The Josephine County Sheriff's Department has offered to host the class; instructors will be evaluating Rogue runs from Grave Creek to Griffon Park.

Education

01. Since January 1, 2015, Education has processed:
 - a. 11,578 applications for new Boater Education Cards;
 - b. 3661 applications for Boater Education Card replacements; and recorded
 - c. 51 Boat Oregon classroom courses with 525 graduated students.
02. The first Water Wits K-12 school program training was held at Straub Environmental Center on November 7, 2015. Twelve teachers attended and sixteen class-room kits were distributed.
 - a. Course materials were distributed to educators for use in classrooms statewide. This program introduces science, stewardship, and safety into the curriculum, replacing outdated school programs with a more hands-on approach.
 - b. Topics of discussion included life-jacket use, cold water immersion, habitat management, and clean waterways.



January 7, 2016

Item H: Business Services Program Report

2013-15 Budget

01. The Operation Results for the old biennium are complete. In the Legislatively Approved Budget for 2013-15, the plan was to spend down cash balances by close to \$3.0 million and the actual result was a \$2.7 million decrease. The budgeted cash draw-down was planned because of the budget reductions in the 2011 Legislative session subsequent request to spend ending balance as an one-time expenditure. This in part led to the 2015 session fee increase, the first general pricing change in twelve years.
02. **Other Funds** revenue was 94% of the original budget but expenditures were 93%. Only boat registrations and Guides & Outfitters exceeded expectations. Gas tax was 10% lower for the biennium. Admin and Education programs spent close to 99% of budget. The cash balance is \$5.90 million compared to the revised goal of \$5.91 million (off 0.2%).
03. **Federal Funds** revenues and expenditures must match at biennium end and they comprised almost 77% of their budgeted amounts.
04. **AISP** revenues exceeded the projected amount but were far under the budget estimate. Expenditures drew down cash balance to \$377k compared to the revised goal of \$394k (off 6.7%).

2015-17 Budget

01. The agency is 22% through the biennium when these financial reports were generated. In general, revenues are behind due to delays in the registration renewal process, and in part because of waiting until July to get \$4 million in fuel tax revenue. Internal budgeting is set and revisions are occurring as estimates change.
02. **Other Funds** registration and title revenue through the first six months are down close to \$2 million compared to this time two years ago. To offset this shortage, federal billing was accelerated and provided an extra \$360k to offset registrations and titles. Expenditures are normal.
03. **Federal Funds** will likely underspend on the RBS grant because the awards are declining to about \$1.7 to \$1.8 million per year vs. 2.0 million. This isn't expected to change with the passage of a federal budget. It's caused mainly from shrinking national fuel tax receipts impacting the trust fund as a result of fewer registered boats.
04. **AISP** Revenue budget is optimistic at \$150k over the prior biennium actual results. Expenditures will have to be lower than budgeted because of the above and the beginning balance is \$36k less than planned. This punctuates the need for revenue enhancement in the 2017-19 biennium.

Program Operations

01. Business Services – The Key Performance Measure report for 2015 should be completed in late January.
02. Effective November 1, 2015, Kristy Smith was hired to fill the agency's Contracts and Procurement position. This was an internal promotion. This position was previously held by Janine Belleque in Facilities; the position was moved to Business Services. The purpose of the position is to focus on making purchases, contracts, and grants more efficient, unburden program staff, improve accuracy, and to follow per best practices and DAS standards.
03. Recruitment to fill the General Ledger Accountant Technician position will follow.

Oregon State Marine Board
 Operation Results for the 2015-17 Biennium
 At December 11th, 2015

OTHER FUNDS

REVENUE:	Budget 2015-17	Actual at 12/11/15	Percent of Budget
UNREFUNDED FUEL TAX	\$8,031,919	\$0	0.0%
REGISTRATION	\$12,459,512	\$920,476	7.4%
TITLING	\$2,311,935	\$77,938	3.4%
CHARTERS	\$36,024	\$2,150	6.0%
GUIDES & OUTFITTERS	\$544,768	\$72,052	13.2%
MANDATORY EDUCATION	\$270,998	\$64,220	23.7%
SPORTFISH RESTORATION GRANT	\$142,000	\$0	0.0%
OTHER - PENALTY, INTEREST, MISC	\$186,757	\$29,422	15.8%
TOTAL:	\$23,983,913	\$1,166,259	4.9%
EXPENDITURES:			
ADMINISTRATION & EDUCATION	\$5,660,530	\$1,253,389	22.1%
CHARTERS	\$31,738	\$3,258	10.3%
GUIDES & OUTFITTERS	\$394,391	\$62,180	15.8%
LAW ENFORCEMENT	\$10,143,756	\$1,129,373	11.1%
FACILITIES	\$7,806,305	\$1,076,948	13.8%
ABANDONED BOATS	\$150,000	\$93,950	62.6%
TOTAL:	\$24,186,720	\$3,619,098	15.0%
CURRENT REVENUE v. EXPENDITURES *	(\$202,807)	(\$2,452,839)	

* Starting cash balance is \$5.91 million, operating budget deficit from the decrease to \$4.50/foot o

FEDERAL FUNDS

REVENUE:			
US COAST GUARD REC. BOATING	\$4,158,609	\$420,786	
USFWS CLEAN VESSEL ACT	\$2,305,915	\$4,109	
USFWS BOATING INFRASTR. GRANT	\$1,000,000	\$0	
TOTAL:	\$7,464,524	\$424,895	5.7%
EXPENDITURES:			
ADMINISTRATION & EDUCATION	\$216,626	\$47,697	22.0%
LAW ENFORCEMENT	\$3,941,983	\$408,114	10.4%
FACILITIES	\$3,305,915	\$79,899	2.4%
TOTAL:	\$7,464,524	\$535,710	7.2%
CURRENT REVENUE v. EXPENDITURES	\$0	(\$110,814)	

AQUATIC INVASIVE SPECIES PROGRAM

REVENUES:	\$1,581,126	\$153,638	9.7%
EXPENDITURES:	\$1,994,348	\$268,885	13.5%
CURRENT REVENUE v. EXPENDITURES **	(\$413,222)	(\$115,247)	

** Offset by \$344,860 beginning cash balance.

+/- 22.1% of the biennium has elapsed

Oregon State Marine Board
 Operation Results for the 2013-15 Biennium
 At December 11th, 2015

OTHER FUNDS

REVENUE:	Budget 2013-15	Actual at 12/11/15	Percent of Budget
UNREFUNDED FUEL TAX	\$10,042,450	\$9,093,952	90.6%
REGISTRATION	\$8,541,450	\$8,579,055	100.4%
TITLING	\$1,515,285	\$1,260,865	83.2%
CHARTERS	\$33,914	\$25,875	76.3%
GUIDES & OUTFITTERS	\$470,976	\$490,140	104.1%
MANDATORY EDUCATION	\$326,550	\$289,175	88.6%
SPORTFISH RESTORATION GRANT	\$121,000	\$139,000	114.9%
OTHER - PENALTY, INTEREST, MISC	\$252,000	\$105,739	42.0%
TOTAL:	\$21,303,625	\$19,983,801	93.8%
EXPENDITURES:			
ADMINISTRATION & EDUCATION	\$5,626,536	\$5,563,747	98.9%
CHARTERS	\$133,403	\$75,573	56.6%
GUIDES & OUTFITTERS	\$448,964	\$313,643	69.9%
LAW ENFORCEMENT	\$10,292,736	\$9,583,383	93.1%
FACILITIES	\$7,647,448	\$7,012,151	91.7%
ABANDONED BOATS	\$150,000	\$90,494	60.3%
TOTAL:	\$24,299,087	\$22,638,990	93.2%
CURRENT REVENUE v. EXPENDITURES *	(\$2,995,462)	(\$2,655,190)	

* Offset by use of \$2.534 million of \$5.1 million increased cash balance Feb 2012.

FEDERAL FUNDS

REVENUE:			
US COAST GUARD REC. BOATING	\$4,201,864	\$4,197,643	
USFWS CLEAN VESSEL ACT	\$2,248,523	\$992,705	
USFWS BOATING INFRASTR. GRANT	\$1,000,000	\$520,830	
TOTAL:	\$7,450,387	\$5,711,178	76.7%
EXPENDITURES:			
ADMINISTRATION & EDUCATION	\$209,895	\$205,673	98.0%
LAW ENFORCEMENT	\$3,991,969	\$3,991,969	100.0%
FACILITIES	\$3,248,523	\$1,513,535	46.6%
TOTAL:	\$7,450,387	\$5,711,177	76.7%
CURRENT REVENUE v. EXPENDITURES	\$0	\$1	

AQUATIC INVASIVE SPECIES PROGRAM

REVENUES:	\$1,673,616	\$1,426,968	85.3%
EXPENDITURES:	\$1,915,378	\$1,797,000	93.8%
CURRENT REVENUE v. EXPENDITURES **	(\$241,762)	(\$370,032)	

** Offset by \$724,679 beginning cash balance.

+/- 99.9% of the biennium has elapsed

January 7, 2016

Item I: Registration Program Report

- .01 As of December 25, 2015, actively registered boats with registration expiring 12/31/2015, 12/31/2016 or 12/31/2017 total approximately 157,720. The attached Registration Statistics Reports reflects completed transactions by credential type and pending, posted transactions by status.
- .02 Boat Registration Renewal Notices and their password letters were mailed to boat owners at the first of the year. Normally, the notices are mailed before the end of the year, but mailing had to be delayed due to required fixes to the BOATS system as a result of the fee increase and the \$0.50 charge that the system could not process. Already 836 boat owners have renewed boat registrations expiring 12/31/2015 and been issued new registration expiring 12/31/2017.
- .03 On January 1, 2016, agency phone hours were restored to 8 am to 5 pm Monday through Fridays for registration staff.
- .04 Staff continues to process agent, cash batches and boat transactions. All transactions for brand new boats have been processed through December 2015. Agent batches with transactions requiring deficiencies letters received in August 2015 are being reviewed as of this report. Cash batches are up to date for all transaction types through September 2015.
- .05 Both agent and cash batches include a mix of transaction types. Oregon title transfers with or without registration may include lost documents, boats from non-titling states, boats without any documentation, death, divorce, repossession or other legal processes. Mixed batches must be worked together to allow agent account reconciliation.
- .06 There are 77 active Boat Registration Agents statewide. Agents were mailed new temporary permit books and updated fee schedules in October and asked to return all old books.

Project Update

There are currently 26 open tickets submitted by to the NIC Oregon E-Government Program Service Desk. The manager and team leader submit, document, discuss, and test resolutions with NIC and subcontractor, MicroPact (formerly Iron Data Systems).

REGISTRATION SECTION STATISTICS

MARS YTD through June 2014	2009-10	2010-11	2011-12	2012-13	2013-14
Title Transfers (title, card)	15,135	14,839	15,209	15,154	7,318
New boats (title, decals/card)	8,867	8,402	8,776	8,132	4,276
Registration (decals/card)	73,917	71,365	69,877	68,716	62,775
Replacement Titles	389	418	448	449	227
Replacement Reg Card	657	552	438	499	233
Replacement Reg/Decals	2,346	2,349	2,240	2,178	1,218

BOATS YTD Nov 1 - Oct 31	2014-15	2015-16
Boat Titles (initial, transfer)	18,417	
Boat Registrations *	103,300	
Replacement Boat Titles	457	
Replacement Reg Card	217	
Replacement Reg Card & Decals	1,618	
Livery Registrations	189	
Dealer Registrations	49	
Floating Property Titles	261	

* Calculated at an average \$54.50 rate rather than actual count.

Online Boat Registration Renewals by Month	MARS BOATS						
	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
November	6,020	6,966	8,295	7,915	7,557	5,599	97
December	2,924	3,178	4,085	3,572	3,756	3,998	
January	2,448	1,935	1,979	1,935	2,051	2,288	
February	1,232	1,092	1,262	1,054	991	1,269	
March	1,423	1,034	866	1,321	2,764	1,625	
April	1,530	1,695	2,914	2,372	1,722	1,365	
May	1,649	1,315	2,148	2,080	1,551	1,722	
June	1,452	1,502	1,467	1,537	1,609	1,968	
July	1,134	1,097	1,300	1,357	221	1,048	
August	420	537	640	387	376	417	
September	101	147	160	148	113	160	
October	0	40	47	56	32	84	
Totals	20,333	20,538	25,163	23,734	22,743	21,543	97

Boat Transactions 12/23/15	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	
Posted in BOATS	220	186	138	83	50	45	Pending Deficiencies
Ready to Post in BOATS		9	9	4	3	5	Need review
	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	
Posted in BOATS	45	68	134	179	206	381	Pending Deficiencies
Ready to Post in BOATS	5	11	18	27	28	63	Need review
	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	
Posted in BOATS	364	128	60	36	41	39	Pending Deficiencies
Ready to Post in BOATS	60	35	23	24	12	20	Need review

Boat Registrations by Model Year

**MARS data
Registered Boats with expirations
12/31/2012 through 12/31/2014
by Model Year**

MARS decommissioned April 2014

<i>Model Year</i>	6/5/13	3/10/14
2014	n/a	284
2013	630	1,575
2012	1,660	1,866
2011	1,850	1,745
2010	1,797	1,696
2000-09	44,038	40,945
1990-99	44,617	41,682
1980-89	33,344	30,956
1970-79	27,812	25,198
1960-69	11,427	9,949

**BOATS data
by
Model Year**

*Excludes exempt boats:
(eleemosynary, state and federal)*

<i>Model Year</i>	6/2/15	12/24/15
	Registration Expiring 12/31/11 - 12/31/16	Registration Expiring 12/31/14 - 12/31/17
2016	n/a	148
2015	373	2,007
2014	1,934	2,326
2013	2,088	2,167
2012	1,996	1,953
2011	1,938	1,805
2010	1,907	1,706
2000-09	46,462	41,789
1990-99	49,478	43,352
1980-89	38,106	32,314
1970-79	33,516	26,499
1960-69	14,032	10,537
1950-59	2,183	1,664
1930-49	211	172

Notes:

Data migrated from MARS to BOATS included all boats with registration expiring 12/31/2011 through 12/31/15. Boat Registrations with registration expiring 12/31/2014 cannot be included in the year end count.