



Oregon

John A. Kitzhaber, MD, Governor

State Marine Board

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(503) 378-8587

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February 21, 2012



Senate Environment and Natural Resources Committee
Jackie Dingfelder, Chair
Alan Olsen, Vice-Chair
Mark Hass
Floyd Prozanski
Chuck Thomsen

Dear Committee Chair, Vice-Chair and Members,

The 2011-13 Legislatively Adopted Budget for the Oregon State Marine Board (OSMB) included a budget note that stated, "The Marine Board shall report to the Senate and House Natural Resources Committees during the 2012 Legislative Session on actions taken to comply with the newly designated Willamette River Holgate Channel No-Wake Zone. In particular, the Marine Board will report on the measures taken to enforce the new designation and monitoring results from compliance with the no-wake zone designation during the Summer 2011 Season." This letter and the accompanying survey summary of boaters are provided to give you an overview of the actions taken with respect to the Holgate Channel and the impact those action have had on boating in that region. Please let me know if you would like additional information or testimony to your committee to further explain details or answer questions that you have.

Background

In 2009 OSMB established a slow-no-wake (SNW) zone in the Ross Island Lagoon and in 2011 OSMB established a SNW zone for the southern half of the Holgate Channel. Ross Island is located on the Willamette River in Multnomah County at river mile 15. The Holgate Channel is the secondary channel of the Willamette River and runs to the east of Ross Island.

The formal petition for this issue began in March of 2009. Willamette Riverkeepers, Audubon Society, and Urban Greenspaces Institute initially petitioned the Marine Board to establish a non-motorized area within the lagoon and a SNW zone for the entire Holgate Channel. The petition was later modified to establish a SNW zone rather than a non-motorized area within the lagoon. Staff conducted public meetings and made a recommendation to the Marine Board at the July 2009 meeting. Based on public input, staff recommended a SNW zone for the lagoon and channel south of the entrance to the lagoon.

The staff recommendation was based on an attempt to find a middle ground between the testimony of motorized and non-motorized community. The lagoon is an area where a great deal of habitat and restoration work is occurring and at peak times can become saturated with motorized and non-motorized boats. The channel north of the lagoon is wider and deeper and, at the time, seemed to be a better area for watersports; whereas, the south channel is a bit narrower and has shallow areas and more hazards. There were a number of concerns discussed at the Marine Board meeting, particularly in relation to the Holgate Channel, and the Marine Board voted to not approve the staff recommendation.



In October 2009, the Marine Board, recognizing that they did not adequately address the issues within the lagoon, reopened the issue and approved a SNW zone within the lagoon. The Marine Board also wanted to gain a better understanding of the issues surrounding Holgate Channel so they directed staff to form an advisory group to make a recommendation regarding the channel.

The advisory group met five times, and although they were not able to reach consensus on operations within the Holgate Channel, they did develop a list of generally supported action items. In June of 2010, the Marine Board supported the interim action items and directed staff to bring wording for a proposed rule to the next Marine Board meeting.

At the October 2010 Marine Board meeting, staff recommended a SNW zone for an area south of a point 200' north of East Island to the south end of Holgate Channel. Since most of the area around East Island is already designated as SNW, shallow and narrow, staff's recommendation was based on extending this zone part way while still allowing a portion of the channel to be used for watersports. This recommendation was acceptable to the Marine Board. The rule was opened and a public hearing was held in January of 2011. The rule recommendation was unfavorable to many of the commenters who either felt the restriction unfairly targeted a certain group of power boaters, or felt that the Holgate Channel should be designated a full SNW zone. At a special Marine Board meeting and hearing in February of 2011, staff recommended the current rule, which was adopted by the Marine Board. The rule is as follows:

OAR 250-020-0280
Boat Operations in Multnomah County

- (2) No Person shall operate a boat in excess of slow-no-wake in:
- (a) The Ross Island Lagoon; and
 - (b) The Holgate channel from a line extending northeast from the north side of the Ross Island Lagoon mouth to the east side of the channel, and to a line extending from the southern (upstream) tip of Ross Island due south to the Oregon Yacht Club.
 - (c) This restriction does not apply to commercially operated vessels including those owned or operated for sand and gravel operations, nor to safety launches while accompanying an organized rowing or paddling program, club or school.

Enforcement Efforts

Large signs were placed at the entrance to Ross Island Lagoon in 2010 to note the SNW zone in the lagoon. Those signs were replaced in May of 2011 by signs that depict both the lagoon and south channel as SNW. In July 2011, a large sign was placed at the Willamette Park boat launch, the closest launch to the affected area. During the same month, a floating sign was installed at the south end of the Holgate Channel noting the start of the SNW zone.

On July 22, 2011, a meeting was held with local paddle boat organizations to look at existing signage and educate boaters on how to report violations. Approximately 1,000 leaflets were distributed to local paddling clubs, liveries, boat shops and dealers, parks, law enforcement and the Willamette Jet Boats outlining the regulations.

Multnomah County Sheriff's Office River Patrol conducted 223 patrol hours in the vicinity of Ross Island as compared to 38 hours the previous summer. During these patrols they issued

Results

Anecdotally, the information received by OSMB was mixed. We received reports from boaters with concerns about other boaters not observing the SNW zone, while other reports suggested large improvements over past summers as a result of the regulations.

In an attempt to gather more information regarding user perception of the SNW zone, staff developed a web-based survey which was posted on-line. The survey was open December 20, 2011 through February 1, 2012 and resulted in 248 individual responses. Similar to the anecdotal information received, the survey shows a wide disparity between non-motorized and motorized perception of the rule, enforcement efforts, and results. For instance, one question asked, "Do you feel that the slow-no-wake zones addressed safety and user conflict issues in the Holgate Channel?" Of those who responded, only 28% of motorized boaters responded, yes; while 60% of non-motorized users responded, yes. There is still a great deal of emotion surrounding this rule and the responses seem to follow the user's perception of the rule rather than what is actually occurring on the water. The full survey summary is enclosed with this letter.

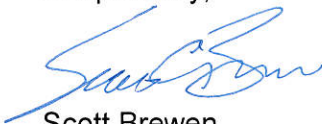
Future Activities

A second floating sign will be placed in the Holgate Channel near the entrance to the Ross Island Lagoon which identifies the SNW area for those approaching the south channel from the north. Once in place, all approaches to all of the SNW areas will be well marked.

Multnomah County River Patrol will continue to be assertive in educating and enforcing the SNW zone and will cite those operators who knowingly and flagrantly violate the SNW zone. As knowledge of the regulation increases and the users get accustomed to the SNW zone, staff anticipates user conflict to decrease. We will continue to ensure education and enforcement are priorities in the coming summer.

Please let me know if you have any questions or would like additional information. I can be reached at 503-378-2617 or by email at scott.c.brewen@state.or.us.

Respectfully,



Scott Brewen
Director

Enclosure

cc:

John Borden, LFO
Art Ayre, BAM



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House Agriculture and Natural Resources Committee

Brian Clem, Co-Chair

Sal Esquivel, Co-Chair

Jean Cowan, Co-Vice Chair

Mark Johnson, Co-Vice Chair

Deborah Boone

Bob Jenson

Mike Schaufler

Sherrie Sprenger

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Multnomah County Sheriff's Office River Patrol conducted 223 patrol hours in the vicinity of Ross Island as compared to 38 hours the previous summer. During these patrols they issued 29 warnings for failure to observe the SNW zone. No citations were given during 2011 due to the recent rule change and lack of signage for all parts of the channel.

Results

Anecdotally, the information received by OSMB was mixed. We received reports from boaters with concerns about other boaters not observing the SNW zone, while other reports suggested large improvements over past summers as a result of the regulations.

In an attempt to gather more information regarding user perception of the SNW zone, staff developed a web-based survey which was posted on-line. The survey was open December 20, 2011 through February 1, 2012 and resulted in 248 individual responses. Similar to the anecdotal information received, the survey shows a wide disparity between non-motorized and motorized perception of the rule, enforcement efforts, and results. For instance, one question asked, "Do you feel that the slow-no-wake zones addressed safety and user conflict issues in the Holgate Channel?" Of those who responded, only 28% of motorized boaters responded, yes; while 60% of non-motorized users responded, yes. There is still a great deal of emotion surrounding this rule and the responses seem to follow the user's perception of the rule rather than what is actually occurring on the water. The full survey summary is enclosed with this letter.

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Respectfully,



Scott Brewen
Director

Enclosure

cc:

John Borden, LFO
Art Ayre, BAM

Oregon State Marine Board - Ways & Means Presentation Appendix Table of Contents

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MARINE BOARD, OREGON STATE

Annual Performance Progress Report (APPR) for Fiscal Year (2011-2012)

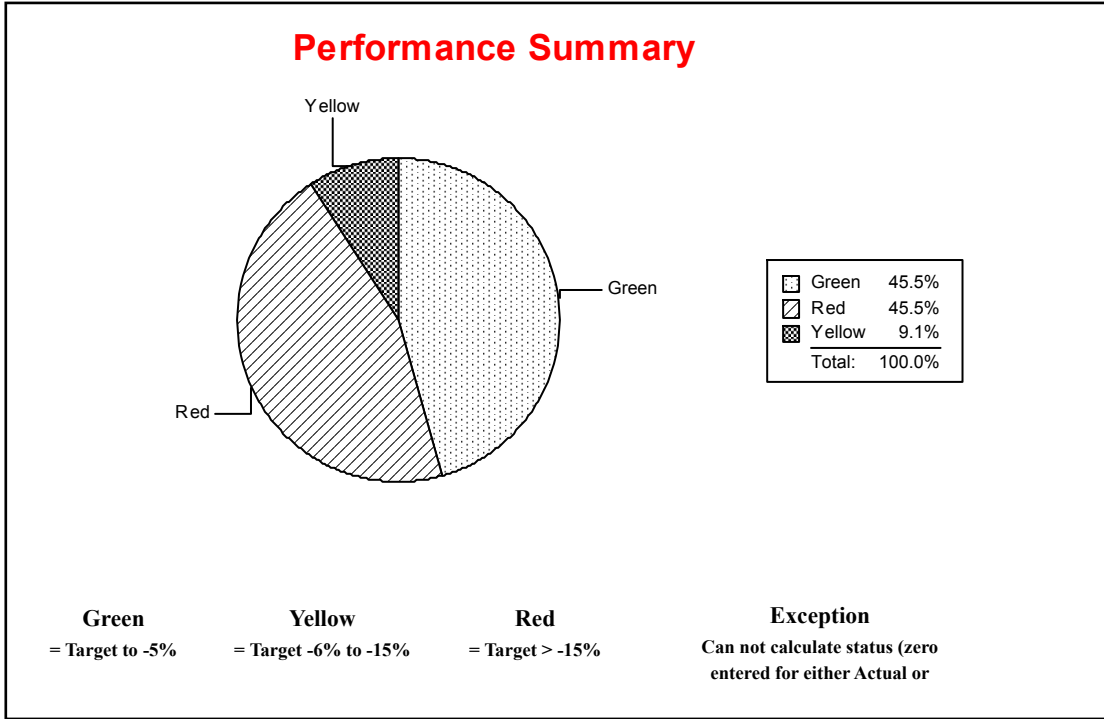
Original Submission Date: 2012

Finalize Date: 12/30/2012

2011-2012 KPM #	2011-2012 Approved Key Performance Measures (KPMs)
1	BOATING SAFETY EXAMINATIONS - Number of boating safety examinations conducted
2	Number of boat patrol hours conducted on the water.
3	Number of Boat operators arrested for Boating Under the Influence (BUII).
4	Boating fatalities per 100,000 registered boats.
5	Percent of inspected boaters who are in compliance with the requirement to carry a Mandatory Boater Education Card
6	Number of gallons of human waste sewage not deposited in Oregon waters as a result of Marine Board facilities.
7	Ratio of matching funds from other sources to Marine Board funds.
8	Average number of days it takes to process and award grant funds.
9	Average number of days it takes to process requests for grant reimbursements.
10	Percent of customers rating their satisfaction with the agency's customer service as "good" or "excellent": overall, timeliness, accuracy, helpfulness, expertise, availability of information.
11	Percent of total best practices met by the Board.

New Delete	Proposed Key Performance Measures (KPM's) for Biennium 2013-2015
DELETE	<p>Title: BOATING SAFETY EXAMINATIONS - Number of boating safety examinations conducted</p> <p>Rationale:</p>

MARINE BOARD, OREGON STATE		I. EXECUTIVE SUMMARY	
Agency Mission: The Oregon State Marine Board is Oregon's recreational boating agency, dedicated to safety, education and access in an enhanced environment.			
Contact: Scott Brewen		Contact Phone: 503-378-2619	
Alternate: Christian Gorud		Alternate Phone: 503-378-2630	



1. SCOPE OF REPORT

The Oregon State Marine Board's performance measures address the key program areas of the agency. They address customer service agency-wide, our Law Enforcement Program, our Boating Facilities Program and our Education Program. While our measures address key program areas, they do not address the administration/business functions such as fiscal, payroll, personnel and budgeting. The Registration Section does not have specific performance measures but is part of the agency-wide customer service performance measurement. The Clean Marina program has internal performance measurements. The Aquatic Invasive Species program was added in 2009 and a

measurement will be proposed for this in consultation with LFO and DAS-CFO staff.

2. THE OREGON CONTEXT

The Oregon State Marine Board partners with Oregon's boaters by efficiently using boater fees to support safety and stewardship on Oregon's waterways and provide modern, secure and clean launch ramps, temporary moorages, parking lots and restrooms. Safety is primarily measured by the number of fatalities, however, this number is statistically small and lagging so we also measure boat patrol hours, boating safety examinations, the percentage of boaters with a boater education card and arrests for boating under the influence as leading measures that impact overall boating safety. One measure of stewardship is the amount of human waste from boaters that is captured through pump out facilities and floating restrooms. Efficiency and customer focus are measured in the ratio of other funds to state funding for the construction of boating facilities and the time to process grant awards and reimbursement. We also gauge customer satisfaction to determine how well we are partnering with our stakeholders to carry out our mission.

3. PERFORMANCE SUMMARY

A number of factors should be taken into account which may have an impact on data presented for each measure. These factors will be discussed for each measure and how these factors influence the conclusions. Anecdotally, OSMB is making satisfactory progress on 6 of 11 performance measures. The Customer Satisfaction Survey continues to exceed the goal with 96.1% "Good and Excellent" overall rating for 2012 for the second year in a row. Another stand-out is KPM #2, where we saw a 5.6% increase in on-water patrol hours, which impacts boating safety. A notable concern is the high number of boating fatalities experienced in 2012.

4. CHALLENGES

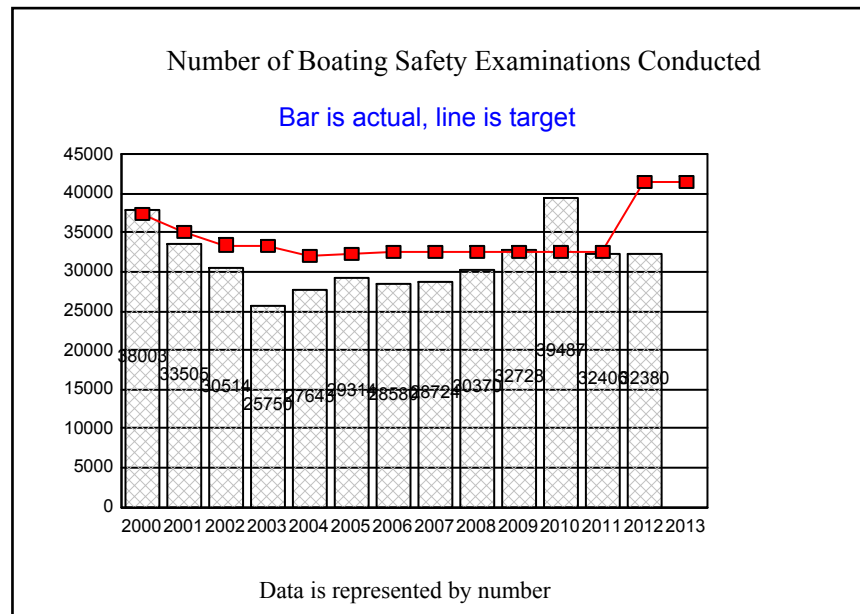
OSMB has only historically tracked registered boat numbers, however, all of our safety measures are impacted by non-registered boats. Registered boat numbers and fuel consumption per boat are declining, resulting in revenue shortfalls, while non-registered boat use appears to be steadily increasing. The economic situation, combined with environmental factors such as fish runs, late snowfall and low water impact boating. Additionally, hot weather during high river flows or low lake levels creates additional hazards for boaters. As boater preference seems to move from motorized to non-motorized boats, a lower percentage of waterway users have received mandatory education.

5. RESOURCES AND EFFICIENCY

The budget for the state fiscal year ending 6/30/12 was \$13,487,000. Law enforcement budgets have remained flat over the past three years, which in real dollars is a decrease over time because of inflationary factors such as pay, benefits, health care, fuel costs, etc. Funding for public information campaigns targeted at boating under the influence and life jacket wear has been eliminated. Significantly reduced

state funding for boating facility construction has resulted in more money coming from other sources, which has greatly bolstered the measure of state funds to matching funds.

KPM #1	BOATING SAFETY EXAMINATIONS - Number of boating safety examinations conducted	2005
Goal	Promoting boating safety	
Oregon Context	Mission Statement	
Data Source	Program activity reports from our providers to the Law Enforcement Program	
Owner	Law Enforcement Program, Randy Henry, (503) 378-2612	



1. OUR STRATEGY

Boating examination reports can only be conducted when requested by the boater or when probable cause exists that a boating violation has occurred. For this reason, law enforcement officers may contact a boater but not conduct a boating safety examination . This is

particularly true for non-motorized boats, unless obvious safety violations exist. This measure, particularly when looked at in conjunction with the other safety measures, gives insight into the compliance demonstrated by boaters on the water.

2. ABOUT THE TARGETS

The targets are tied to patrol hours. An increase in the number of patrol hours increases the exposure of law enforcement officers to boaters which should result in a correlating increase in boating enforcement reports. If there are less patrol hours, then an increase in boating enforcement reports may indicate more visible safety violations and therefore less safe boating. The inverse may be true as well.

3. HOW WE ARE DOING

As the number of motorized and non-motorized boats changes, it would be expected that the number of boating examination reports would follow that trend, whether increasing or decreasing with the numbers. We are seeing decreasing trends for motorized boating enforcement reports which coincides with a reduction of registered boat numbers, while seeing an increasing trend in non-motorized boat enforcement reports, which corresponds to growth in that community. The number of warnings and citations also appears to be following this trend for both motorized and non-motorized boats.

4. HOW WE COMPARE

Of 55 states and territories, Oregon ranked 12th in the number of inspections and examinations based on 2011 data reported to the USCG. Oregon ranks 26th in the number of registered boats, so while we have 1.45% of the registered boats in the U.S., we conducted 1.9% of the inspections and examinations.

5. FACTORS AFFECTING RESULTS

Factors that impacted the ability to achieve the target included boating activity (number of boat use days), types of vessels on the water, environmental conditions, number of law enforcement hours on the water, and competing demands for other marine related duties.

6. WHAT NEEDS TO BE DONE

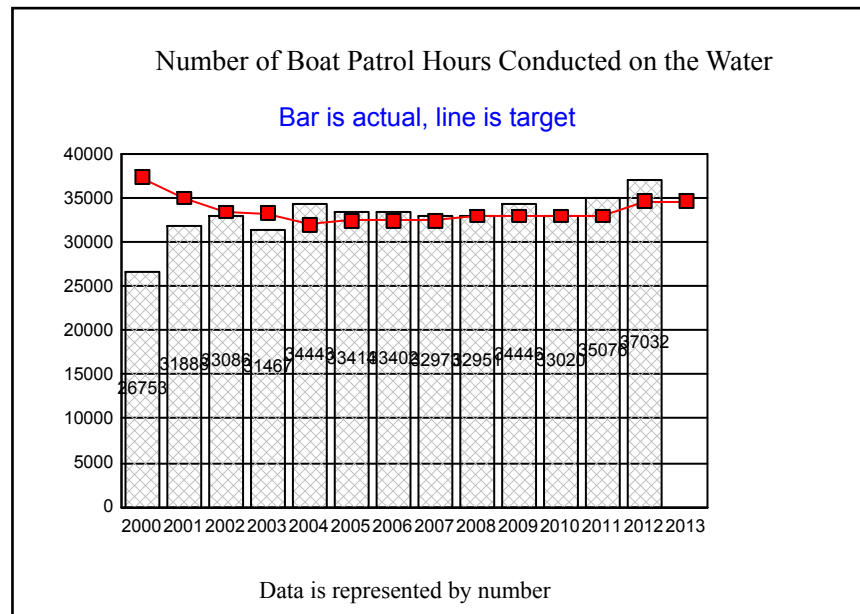
The target of 41,500 examinations does not take into account the steady decline of registered boats in Oregon. Oregon ranks high nationally for the number of examinations conducted. However, as revenues continue to decrease as a result of being tied exclusively to

registered boats, yet boating continues to increase as a result of continued growth in non-motorized boating, we can expect less exposure time by law enforcement due to less funding for patrols and therefore likely fewer boat examinations.

7. ABOUT THE DATA

The reporting cycle is by state fiscal year and supported by strong reporting data. This has been monitored for two decades. Reliability is checked by frequent comparison to other Oregon service providers, hand check of boat examination documents and field evaluations/audits.

KPM #2	Number of boat patrol hours conducted on the water.	2005
Goal	Promoting boating safety	
Oregon Context	Mission Statement	
Data Source	Program activity reports from our providers to the Law Enforcement Program	
Owner	Law Enforcement Program, Randy Henry, (503) 378-2612	



1. OUR STRATEGY

Deputies and Troopers conduct patrols on Oregon water bodies to enhance the safety of the boating public. The Marine Board contracts with service providers (counties and State Police) to provide an amount of patrol depending on the need for patrol presence (boat use and related problems) and to the

level that can be afforded based on revenue. Patrol, especially on-water patrol is key to enhancing safe boating on Oregon waters. The level of boat patrol is primarily tied to funding.

2. ABOUT THE TARGETS

The greater the number of program hours (that can be provided through combined funding), the more on-water patrol hours will be provided. Given the amount of funding for special payments (marine service contracts) is unchanged, our actual number of boat patrol hours can be expected to remain at about 32,500.

3. HOW WE ARE DOING

The Marine Board works diligently to increase the efficiency of our service providers and maximize the amount of patrol hours they provide. In fiscal year 2011-12, on water patrol hours exceeded 37,000 hours, an increase of 2,000 hours from the previous fiscal year thanks to an aggressive effort to find efficiencies within the contracted programs.

4. HOW WE COMPARE

Although Oregon's program differs some from other states, we are able to compare data based on what is reported to the USCG in 2011 data. Oregon was 20th in the total number of recreational boating safety hours, but 11th in terms of on-water hours. This reflects a higher percentage of time that our officers are on the water conducting patrols versus shore patrols, launch ramp checks, or other shore-side enforcement. Oregon ranks 26th in the number of registered boats so while we have 1.45% of the registered boat in the U.S., we conduct 2.5% of the on-water patrol hours

5. FACTORS AFFECTING RESULTS

Factors that impacted the ability to achieve the target include boating activity (number of boat use days), weather, salary and fuel cost, water levels, boater compliance, and other related marine duties. The number of on-water patrol hours is directly related to the level of funding for patrol services.

6. WHAT NEEDS TO BE DONE

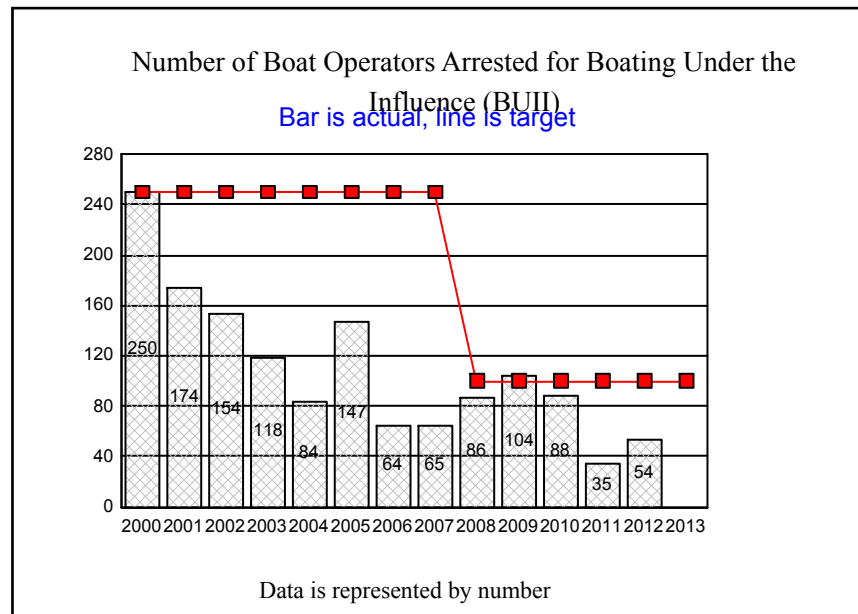
Oregon is certainly a leader in on-water patrol hours. What is not shown in the numbers is an increasing necessity for those patrol hours to be as effective and efficient as possible. Under our new allocation formula with Oregon's sheriffs, we are allocating more resources at the times and locations where boater

density is the greatest. It is likely that under our current budgetary constraints that on-water patrol hours will not increase, so it is important to improve the effectiveness of those hours.

7. ABOUT THE DATA

The reporting cycle is state fiscal year and supported by strong reporting data. We have been monitoring this and similar data for two decades. Reliability is checked by frequent comparison to other Oregon service providers, hand check of boat examination documents and field evaluation/audits.

KPM #3	Number of Boat operators arrested for Boating Under the Influence (BUII).	2005
Goal	Promoting boating safety	
Oregon Context	Mission Statement	
Data Source	Program activity reports from our providers to the Law Enforcement Program and the annual survey provided by Intercept Research Corp	
Owner	Law Enforcement Program, Randy Henry, (503) 378-2612	



1. OUR STRATEGY

Boating under the influence of intoxicants is a major threat to safety on Oregon’s waterways. While drinking in a boat is still legal, the seriousness of an intoxicated person operating a boat is as significant as a person driving a car while intoxicated. Significant effort is made by the agency to train and equip

marine deputies and troopers to detect and apprehend BUII violators.

2. ABOUT THE TARGETS

The targets assume consistent numbers of boats, consistent behavior by boaters and consistent on-water patrol hours over the years. Recent experience indicates that overt drinking and boating is no longer embraced in the boating culture. Likely, this has resulted in fewer people drinking while boating or more covert, and less noticeable drinking. Additionally, with fewer registered boats on the water, there would be a corresponding decrease in BUII citations. Whatever the reasoning, there are fewer contacts by marine patrol officers that indicate intoxication by the operator. It is likely that the revised targets will need to be further revised downward if the trend continues.

3. HOW WE ARE DOING

The target was lowered in 2008, but over the last several years the Marine Board has not reached the adjusted target. This likely has some connection to reduced overt alcohol consumption as a result of enforcement, penalties and education. However, these results can also be attributed to less focus on BUII by law enforcement officers. To this end, the Marine Board continues to focus training on BUII, has purchased new breath testing instruments to replace the outdated ones, and promote a targeted BUII campaign (Operation Dry Water) that is a nationwide effort to keep waterways safe during the Fourth of July weekend.

4. HOW WE COMPARE

Of 55 states and territories, Oregon ranked 26th in number of registered boats and 23rd in the number of boat operators arrested for BUIIs in 2011. Oregon has 1.45% of all boats in the U.S. and conducted 1% of the BUII arrests.

5. FACTORS AFFECTING RESULTS

Boating alcohol education, patrol presence (saturation patrol efforts) and officer training and commitment affect results.

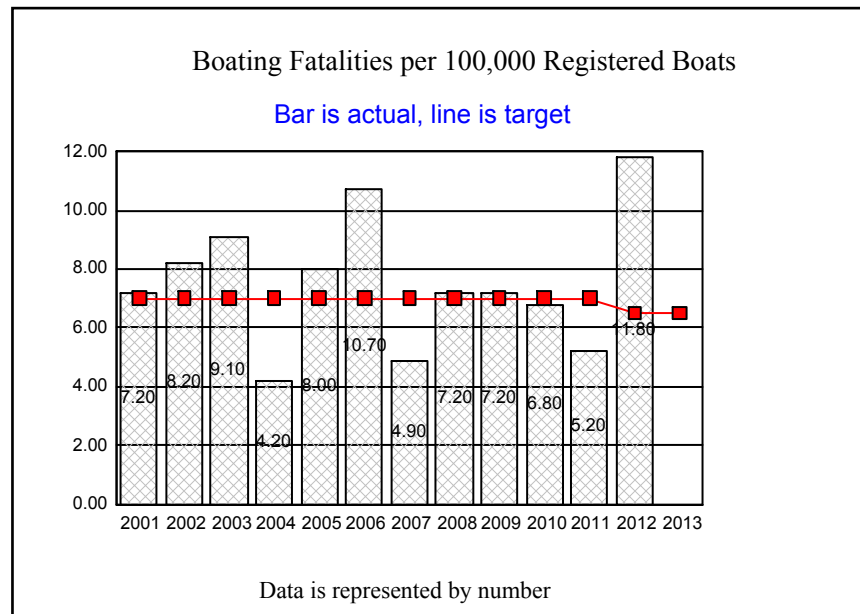
6. WHAT NEEDS TO BE DONE

Continue efforts to hold service providers accountable for maintaining reasonable levels of BUII enforcement efforts by seeing to it that marine personnel attend training, target problem areas for extra patrol and monitor the number of field sobriety tests administered as well as the number of BUII arrests that are made.

7. ABOUT THE DATA

The reporting cycle is the Oregon fiscal year and is supported by strong reporting data. OSMB has been monitoring this and similar data for two decades. Reliability is checked by frequent comparison to other Oregon service providers, hand check of boat examination documents and field evaluation/audits.

KPM #4	Boating fatalities per 100,000 registered boats.	2005
Goal	Promoting boating safety	
Oregon Context	Mission Statement	
Data Source	US Coast Guard accident reports	
Owner	Education Section, Randy Henry, (503) 378-2612	



1. OUR STRATEGY

Oregon has a every variety of boating opportunities ranging from unpredictable coastal waters to world-class whitewater rivers. Water stays cold year-round, weather is variable and difficult to forecast, and exciting fishing opportunities sometimes push boaters past their skill limits. Reaching and educating our boaters

is critical. The agency has one of the most progressive mandatory education programs for motorized boaters in the country. The agency also has a voluntary online paddling education course that started online this past year.

2. ABOUT THE TARGETS

The Board set a target of 7 fatalities per 100,000 registered boats. While any recreational boater fatality is a concern, there is an inherent risk in boating, particularly in Oregon's variety of waters. We have seen a long-term downward trend in boating fatalities since the Board came into existence in 1959 and began implementing education and regulatory reforms. The current target reflects the improvements that have been made. Oregon has only exceeded this target 4 times in more than 40 years, and this year saw a significant spike upward in total deaths. See "Factors Affecting Results" for a description of why these numbers lack clarity.

3. HOW WE ARE DOING

In 2012, we calculate that there were 11.8 deaths per 100,000 registered boaters. The number is misleading, though, because it does not reflect the large growth of non-registered, manually powered boats. A 2011 Oregon State Parks survey shows that non-registered, manually powered boats now spend more time on Oregon's waters than registered boats, and contribute on average about half of the boating fatalities. Historically, non-motorized boats were a fraction of overall use and caused little influence in the "deaths per 100,000" calculation. In the last five years alone, non-motorized use levels have doubled and significantly skew the calculation. When looking at 10-year trends, Oregon lost on average about 31 boaters per 100,000 registered boats in the 1970s; about 23 per 100,000 in the 1980s; and about 15 in the 1990's. Mandatory Boater Education, implemented in 2003, continues nudging the rate downward for registered boats, but the Mandatory Boater Education Program applies only to registered motorboat owners, not manually powered boats. Counting all fatalities – registered as well as manually powered boats – the 10 year average from 2003-2012 is 7.6 fatalities per 100,000 registered boats. When manually powered boat fatalities are removed, the number drops to 4.4 fatalities per 100,000 registered boats.

4. HOW WE COMPARE

Oregon has historically exceeded the national average due to the proximity to the ocean, whitewater rivers, longer boating season and year-round cold water. Over the most recent five year period from 2007 to 2011, Oregon ranked 33rd of 56 states and territories. Since Oregon ranks 26th in the number of registered boats, this is higher than should be anticipated. However, Oregon ranks 21st in the nation for the number of motorized boater deaths per 100,000 motorboats. This large shift shows the impact of non-registered, manually powered boats on Oregon's statistics.

5. FACTORS AFFECTING RESULTS

Because manually powered boat fatalities are now about half of all fatalities, the Marine Board has implemented a first-in-the-nation online boating course directed specifically to non-motorized boats. We actively enforce life jacket requirements on waterways preferred by non-motorized boats, and have implemented a non-motorized advisory group to help explore improved relationships with this boating constituency to identify how best to manage this growing user group with the ultimate goal of reducing fatalities.

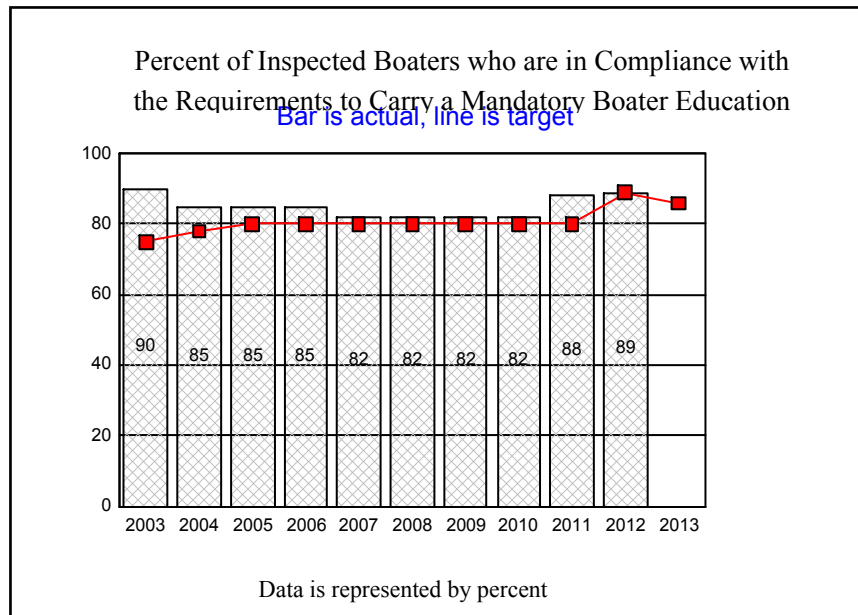
6. WHAT NEEDS TO BE DONE

Mandatory boater education is functioning well, but we need to improve education and outreach to non-motorized boaters. This will require a sustained engagement effort to identify resources and partnerships to better reach this diverse constituency. This work is underway.

7. ABOUT THE DATA

This data is based on a calendar year. Use levels related to non-motorized boats are from the Oregon Statewide Comprehensive Outdoor Recreation Plan survey conducted in 2011 by the Oregon Parks & Recreation Department. Comparative data with other states is provided by the U.S. Coast Guard.

KPM #5	Percent of inspected boaters who are in compliance with the requirement to carry a Mandatory Boater Education Card	2003
Goal	Promoting boating safety	
Oregon Context	Mission Statement	
Data Source	Information on applicatons processed, program activity data submitted by our law enforcement providers, contacting other states with similar programs , and the Triennial survey	
Owner	Education Section, Randy Henry, (503) 378-2612	



1. OUR STRATEGY

Our goal is to have as many of Oregon’s recreational boaters carrying the required Boater Education Card as possible – simply put, we want high compliance. Our strategy is to educate people about the advantages of boater education, provide access to quality educational opportunities, and then ensure compliance

through meaningful law enforcement.

2. ABOUT THE TARGETS

Mandatory Boater Education was passed into law in 1999 and phased in by age-group from 2003 through 2009. The program is fully phased in and expectations for good compliance are high. When originally researched, the highest compliance found was 80% in Connecticut. Because we have exceeded this level, we have raised the target to 86%.

3. HOW WE ARE DOING

Compliance has been quite good since program introduction and increased to 88% in 2011 and 89% in 2012. These numbers are based on compliance checks by marine officers during the course of the boating season. Extensive outreach about the new requirement and the option of completing a home study before the official phase-in contributed to successful compliance.

4. HOW WE COMPARE

A comprehensive list of recently calculated compliance estimates among states with similar programs is not currently available. However, 89% compliance for a recreational operating permit is considered to be among the highest.

5. FACTORS AFFECTING RESULTS

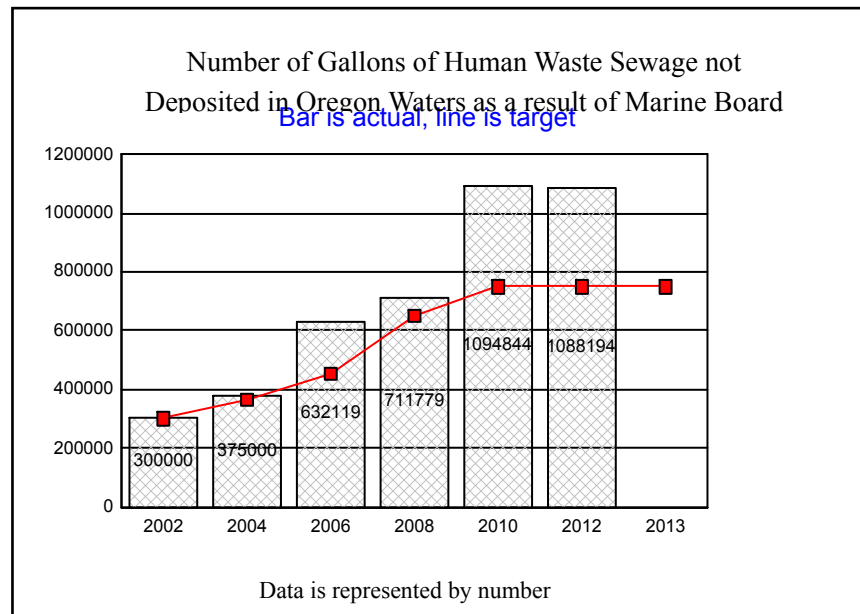
The Marine Board offers classroom education through volunteer instructors, on-line courses and equivalency exams through the Sheriff offices. So many options are available to boaters to meet the boater education requirement. We also work closely with partners such as the US Coast Guard Auxiliary and US Power Squadrons to ensure convenient access to courses across the state.

6. WHAT NEEDS TO BE DONE

OSMB will continue to educate Oregon's boaters about the mandatory boater education requirement, will continue to improve curriculum and training, and will work to improve compliance through the boating law enforcement partnership.

7. ABOUT THE DATA

KPM #6	Number of gallons of human waste sewage not deposited in Oregon waters as a result of Marine Board facilities.	2002
Goal	Quality access for boaters that protects and enhances the environment	
Oregon Context	Mission Statement	
Data Source	Maintenance Assistance Program activity reports, Site inspections, Personal contacts with private Marinas and Federal agencies	
Owner	Facilities Program, Wayne Shuyler, (503) 378-2605	



1. OUR STRATEGY

To reduce human sewage waste that is released into our waterways. This is done by funding boat waste collection facilities and tracking use.

2. ABOUT THE TARGETS

Targets are based on the estimated amount of marine sewage that is expected to be properly disposed of in facilities funded with federal Clean Vessel Act grants and state grants provided by the Marine Board. OSMB requires annual maintenance logs to be submitted by facility operators to track waste volume and facility usage and maintenance. Using historical data of the gallons of waste collected, OSMB estimates the additional capacity added by facility installations.

3. HOW WE ARE DOING

The actual performance in 2008 (711,779 gallons) exceeded the target (650,000 gallons). Based on the actual performance, the target levels have been adjusted to 750,000 for 2010 and beyond.

4. HOW WE COMPARE

There are no public or private industry standards for this measure. Washington and California track data similar to Oregon's, but these states serve far more boaters and have a significantly higher number of large boats than Oregon, so comparisons are not meaningful.

5. FACTORS AFFECTING RESULTS

Results are dependent upon reporting compliance by owners of public and private boat waste collection facilities. Boaters utilization of pump-outs is related to convenience, location, and concern for water quality and the environment.

6. WHAT NEEDS TO BE DONE

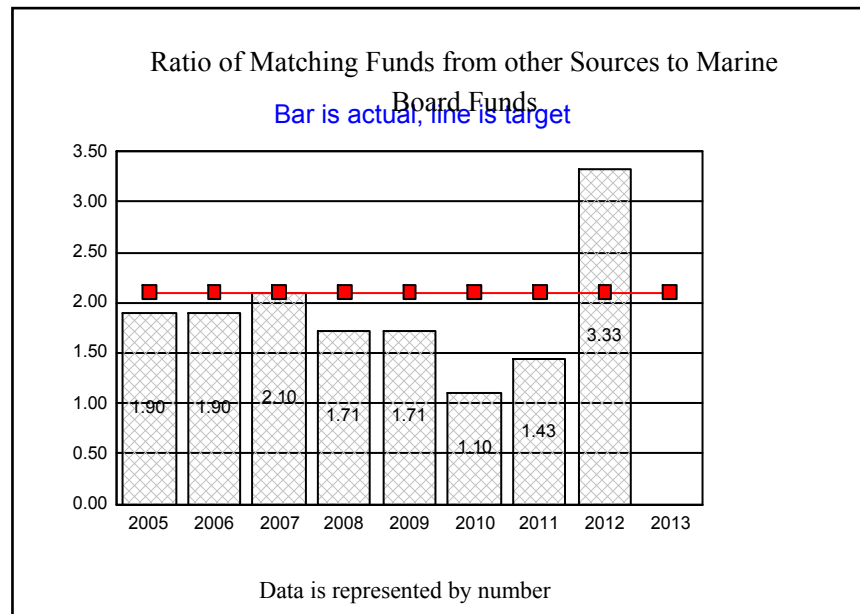
The Marine Board needs to continue funding boat waste collection facilities and tracking use. The Board will continue to provide information on the location of the waste disposal sites in agency boating publications, web site, and marina specific brochures to encourage boaters to properly dispose of waste.

7. ABOUT THE DATA

Pumpout usage is tracked by built in flow meters in each functioning unit. Marina operators and other managers with pumpouts included in the Marine Board's Maintenance Assistance Program report data from flow meters to the Board each biennium. Reports are typically received by the Board in September of each

even year. Marine Board staff performs spot audits to verify the accuracy of data provided and inspects boat waste collection facilities.

KPM #7	Ratio of matching funds from other sources to Marine Board funds.	2005
Goal	Quality access for boaters that protects and enhances the environment	
Oregon Context	Mission Statement	
Data Source	Grant applications, cooperative agreements, grant billings and payments.	
Owner	Facilities Program, Wayne Shuyler, (503) 378-2605	



1. OUR STRATEGY

To leverage Oregon State Marine Board funds with funds from other sources to allow more projects to be funded.

2. ABOUT THE TARGETS

The measure indicates whether the agency is able to attract other sources of funding to maximize state funds derived from fees paid by boaters. The measure is a ratio of outside funds to state boater funds.

3. HOW WE ARE DOING

The actual performance in 2012 (3.33:1) exceeded the target (2:1).

4. HOW WE COMPARE

There are no public or private industry standards for this measure. In comparison with neighboring states, Oregon has been particularly successful in attracting federal funds. For instance, in FY 2006, Oregon obtained \$1.8 million in federal Boating Infrastructure Grants or 16% of the funding available nationwide. By comparison, California secured 12%, Washington 2%, and Idaho 0%.

5. FACTORS AFFECTING RESULTS

The ability to attract supplemental funding depends upon quality projects and staff effort of grant applicants to complete grant applications. Federal funding is often nationally competitive, requiring attractive projects that meet national priorities and a solid administrative track record with prior grants.

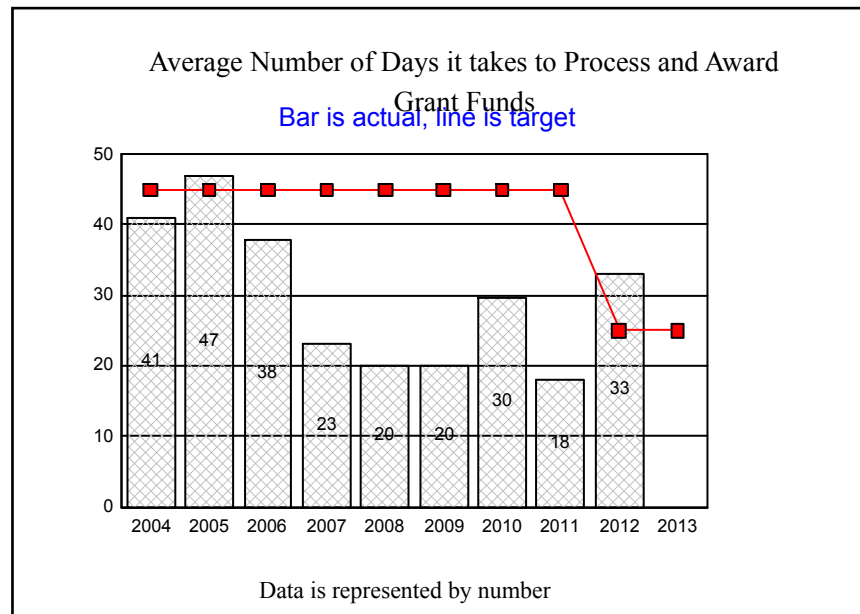
6. WHAT NEEDS TO BE DONE

The Marine Board needs to continue to select potential projects and identify potential matching funds and secure federal grants to make state appropriated funds go further.

7. ABOUT THE DATA

Grant information is kept in agency files and in federal financial assistance data bases. Data for federal grants are available on a federal fiscal year. State grant funds can be tracked annually or by the biennium.

KPM #8	Average number of days it takes to process and award grant funds.	2005
Goal	Providing excellent customer service	
Oregon Context	Mission Statement	
Data Source	Agency grant files and Board meeting minutes	
Owner	Facilities Program, Wayne Shuyler, (503) 378-2605	



1. OUR STRATEGY

To be responsive to grant applicants and to process applications and award grant funds in a timely manner.

2. ABOUT THE TARGETS

The measure indicates how responsive, in terms of days, the agency is in processing grant agreements and awarding grant funds. The target is based on actual grant records and the agency desire to improve and continue to provide excellent customer service.

3. HOW WE ARE DOING

The actual performance in 2012, 33.0 days. The target is 25 days.

4. HOW WE COMPARE

There are no public or private industry standards for this measure.

5. FACTORS AFFECTING RESULTS

The Marine Board awards grants with state boater funds and in combination with other funding sources, including federal funds. The agency has greater control in processing grants consisting entirely of state funds and less control over processing grants where other agencies, especially federal granting agencies play a significant role in processing grant funds. Most delays occur in grants with federal funds, where the Marine Board has little control.

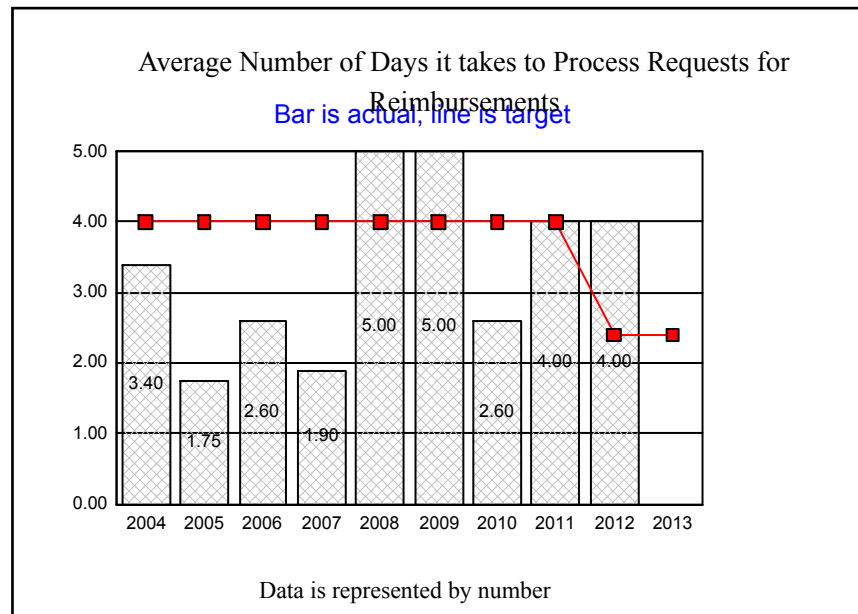
6. WHAT NEEDS TO BE DONE

The Marine Board needs to continue to process grant agreements and award funds in a timely fashion. While the measure of 33.0 days is commendable, the Board should continually review procedures and practices to determine if this can be reduced further.

7. ABOUT THE DATA

Grant information is kept in agency files and in financial assistance data bases. Data for federal grants are available on a federal fiscal year. State grant funds can be tracked annually or by the biennium.

KPM #9	Average number of days it takes to process requests for grant reimbursements.	2005
Goal	Providing excellent customer service	
Oregon Context	Mission Statement	
Data Source	Agency grant files and Fiscal Records	
Owner	Facilities Program, Wayne Shuyler, (503) 378-2605	



1. OUR STRATEGY

To be responsive to grant applicants and to process reimbursement requests in a timely manner.

2. ABOUT THE TARGETS

The measure indicates whether the agency is responsive to grant recipients and can process requests for reimbursements of grant funds in a reasonable time period. The target is based on actual grant files and the agency desire to continue to improve and provide excellent customer service.

3. HOW WE ARE DOING

The actual performance in 2012 is 4.0 days. The target is 2.5 days.

4. HOW WE COMPARE

There are no public or private industry standards for this measure.

5. FACTORS AFFECTING RESULTS

Processing requests for reimbursement requires agency staff time and the State Accounting system (SFMA). The ability of agency staff to process requests also relies on the accuracy and eligibility of supporting documentation supplied by the grant recipient. Requests for additional information or clarification of material submitted can cause delays in processing. OSMB fiscal processes have added additional managerial authorization before making payment which is cause for some of the increased processing time.

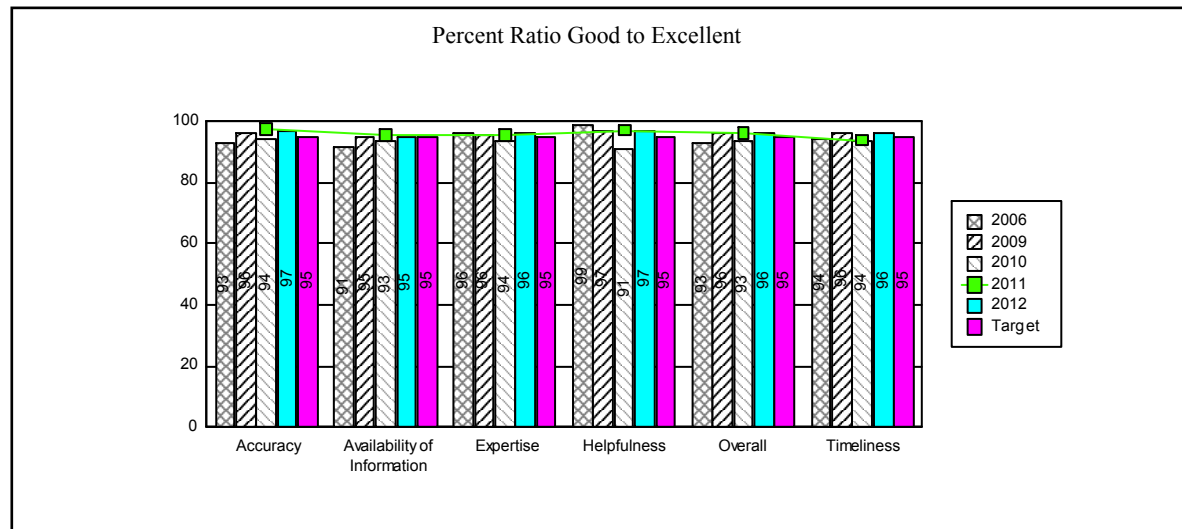
6. WHAT NEEDS TO BE DONE

The Marine Board needs to continue to process reimbursement requests and voucher payments in a timely fashion. The agency continually reviews and refines procedures and practices to improve this level of service.

7. ABOUT THE DATA

Grant information is kept in agency files and in centralized agency fiscal file. Reimbursements of grant funds can be tracked annually or by the biennium.

KPM #10	Percent of customers rating their satisfaction with the agency's customer service as "good" or "excellent": overall, timeliness, accuracy, helpfulness, expertise, availability of information.	2006
Goal	Providing excellent customer service	
Oregon Context	Mission Statement	
Data Source	Customer Service Survey	
Owner	Administration, Scott Brewen, (503) 378-2619	



1. OUR STRATEGY

The Oregon State marine Board Customer Service Survey was developed following the Recommended Statewide Customer Service Performance Measures Guidance. The guidelines define customer satisfaction as the percentage sum of good and excellent ratings for six service criteria: timeliness, accuracy, helpfulness, expertise, information availability and overall quality.

2. ABOUT THE TARGETS

The Marine Board is completely funded by its primary constituency, recreational motor boaters. The agency has typically maintained a very high customer satisfaction rating, so based on previous survey results, a target of 95% for customer service ratings of Good and Excellent was selected. Comparing this year's data to previous surveys has helped identify points for improvement.

3. HOW WE ARE DOING

The survey of registered boat owners focused on three distinct methods of interaction with the Marine Board: independent registration agents who sell OSMB documents; Regline, the web-based registration renewal system administered through the state data center e-commerce program; and direct OSMB staff contact. The 2012 survey showed that 95.9% of respondents gave timeliness of service a good or excellent rating; 96.9% gave "ability to provide services correctly the first time" a good or excellent rating; and 97.0% ranked agent helpfulness as good or excellent. Rating of "knowledge and expertise of agent" was 96.2% good and excellent; and the "availability of information from the agent" was ranked at 94.5%. This results in an overall score of 96.1%. Based on the 2011 survey results, this can be broken down into the three survey areas: Customer service ratings for independent registration agents saw a slight increase in satisfaction to 95.3%, up from 92.3% last year. The overall quality rating for the Regline system, through which 30% of Oregon's boat registration renewals are now sold, dropped nearly four percentage points from 99.4% last year to 95.3. Rating for direct Marine Board interaction increased well from 93.1% to 96.2%.

4. HOW WE COMPARE

We have not compared ourselves to other state agencies.

5. FACTORS AFFECTING RESULTS

Regarding improvement to ratings for Marine Board boat registration agents from the general public: OSMB has worked to improve relationships, communications and training with registration agents. Another factor, ironically, is attributable in part to the loss of nearly 30% of our agents due to the economy. Retailers who closed shop also tended to draw the highest complaints. While the core group is well-trained, long-term and knowledgeable, there were several comments noting lack of agents in some areas of the state.

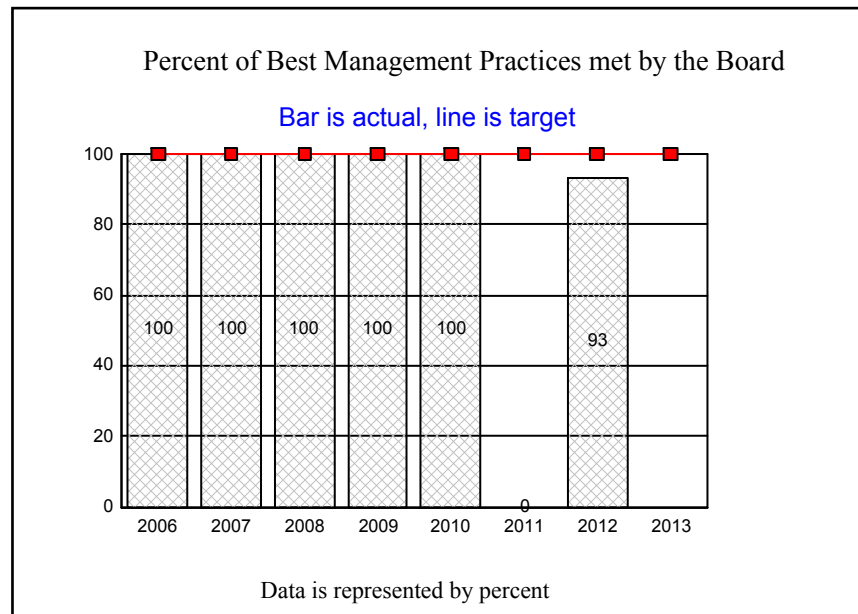
6. WHAT NEEDS TO BE DONE

The poor economy resulted in the loss of nearly a third of the boat registration agents who help serve our customers across the state. OSMB has no direct control here, but the agency is working with other vendors to encourage them to become license agents. On the plus side, the remaining license agents are dedicated and knowledgeable. The Marine Board will continue to do what we can to improve the e-commerce delivery of services, even though this is generally out of OSMB's hands. When functioning, the system is efficient, saves the agency money, and provides immediate service 24-7 to Oregon's boaters. If agencies are to be required to use the state data center services, the services must be stable.

7. ABOUT THE DATA

OSMB has approximately 172,000 registered boat owners in Oregon so a sample size of 800 was selected to provide a 5% margin of error. A total of 800 surveys were mailed and 268 returned for a return rate of 33.5%. Each survey was mailed only once, and included a postage paid envelope. The survey questions were as recommended in the Statewide Customer Service Performance Measure Guidance: "How do you rate the following: 1- Timeliness of service; 2- Ability to provide services correctly the first time; 3- Helpfulness of employee; 4- Knowledge and expertise of employee; 5- Availability of information from employee." Ratings were: 1=Excellent; 2=Good; 3=Fair; 4=Poor; 5=I don't know. For registered boat owners, the combined ratings were as follows: Q1=95.9%; Q2=96.9%; Q3=97.0%; Q4=96.2%; Q5=94.5%; for an average of 96.1%.

KPM #11	Percent of total best practices met by the Board.	2006
Goal	Insures that the Board is an integral part of the management of the Oregon State Marine Board	
Oregon Context	Mission Statement	
Data Source	Annual self-evaluation	
Owner	Administration; Christian Gorud, (503) 378-2630	



1. OUR STRATEGY

The board of the Oregon State Marine Board will continue to monitor and evaluate themselves on the implementation of best practices. In addition, the chair will perform the annual self-assessment.

2. ABOUT THE TARGETS

The targets are 100% compliance with the self assessment.

3. HOW WE ARE DOING

We are 93.3% compliant.

4. HOW WE COMPARE

We continue to strive to follow the best practices identified in this measure.

5. FACTORS AFFECTING RESULTS

The current director started in May, 2010 and a new Board Chair term started October, 2012. The survey was not produced in 2011 so a score of 0% was assigned to that time period.

6. WHAT NEEDS TO BE DONE

Continuation of the self assessment and ensuring that we are 100% compliant.

7. ABOUT THE DATA

The data is reported on a fiscal year. No evidence of the surveys has been found for 2011 so a score of 0% was assigned.

Agency Mission: The Oregon State Marine Board is Oregon's recreational boating agency, dedicated to safety, education and access in an enhanced environment.

Contact: Scott Brewen	Contact Phone: 503-378-2619
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Alternate: Christian Grorud	Alternate Phone: 503-378-2630
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The following questions indicate how performance measures and data are used for management and accountability purposes.

1. INCLUSIVITY	<ul style="list-style-type: none"> * Staff : Brainstormed ideas and presented them to stakeholders in a series of workshops. * Elected Officials: Members of the Ways and Means committee review the measures in 2005 and changed the wording on some, eliminated several and added new ones. * Stakeholders: Listened to the ideas of staff and helped craft the original performance measures. * Citizens: There was no input from citizens.
2 MANAGING FOR RESULTS	Performance measures help shape program elements and activities. For instance, an alarming rise in deaths on coastal bars resulted in a joint initiative with the US Coast Guard to develop a public information campaign that started at Buoy 10 and now have added kiosks and low power radios up and down the coast at Oregon bars.
3 STAFF TRAINING	At least 2 staff members from each section participate in the updating of the performance measures. There are discussions at staff meetings on where we are with our targets.
4 COMMUNICATING RESULTS	<ul style="list-style-type: none"> * Staff : Performance measures are shared with management staff and at section staff meetings. Information is used to set priorities within sections. * Elected Officials: During the Legislative Session through the budget process. They are used to inform legislators about agency priorities and programs. * Stakeholders: At Board meetings, in Newsletters, agency hosted training conferences and through our website. We also report key performance measures to the US Coast Guard and US Fish and Wildlife. The purpose is informational.

* **Citizens:** On our website and as part of our budget document. The purpose is informational.

PROPOSED KPM #12

Goal:	Detect and prevent establishment of aquatic invasive species in Oregon
Oregon Context	Mission statement
Data Source:	Program reports provided by ODFW and Law Enforcement
Owner:	Randy Henry, Law Enforcement Program Manger (503) 378-2612

1. OUR STRATEGY

The Oregon State Marine Board works closely with the Oregon Dept. of Fish & Wildlife to fund and implement inspection programs and protocols at key locations, including many ports of entry on Oregon's southern and eastern borders. The strategy seeks to prevent the transport of aquatic invasive species such as zebra and quagga mussels into the state. The program continues to strengthen, conducting more boat inspections at more locations each year. In addition, the program is funding key studies to improve AIS prevention efforts.

2. ABOUT THE TARGETS

One key measurement is the number of boat inspections completed each year, but a more important measurement is the number of contaminated boats that are identified and decontaminated.

3. HOW WE ARE DOING

The number of inspections increased from 3,614 in 2011 to 4,675 in 2012. Inspection crews intercepted 18 watercraft contaminated with quagga or zebra mussels in 2012, up from 5 the previous year.

4. HOW WE COMPARE

Oregon's program is unique in its scope and does not compare directly with inspection programs in other western states. Idaho intercepted 36 mussel-fouled boats in 2011 compared to Oregon's 5, but Oregon increased the number significantly in 2012.

5. FACTORS AFFECTING RESULTS

2012 was the first full year administering a new law requiring vehicles towing or carrying boats to stop at marked inspection stations. Inspections teams were therefore refocused toward southern and eastern borders. This prevented new challenges but also resulted in more inspections and more decontaminations. Inspection processes require partnership with county sheriff patrols and state police.

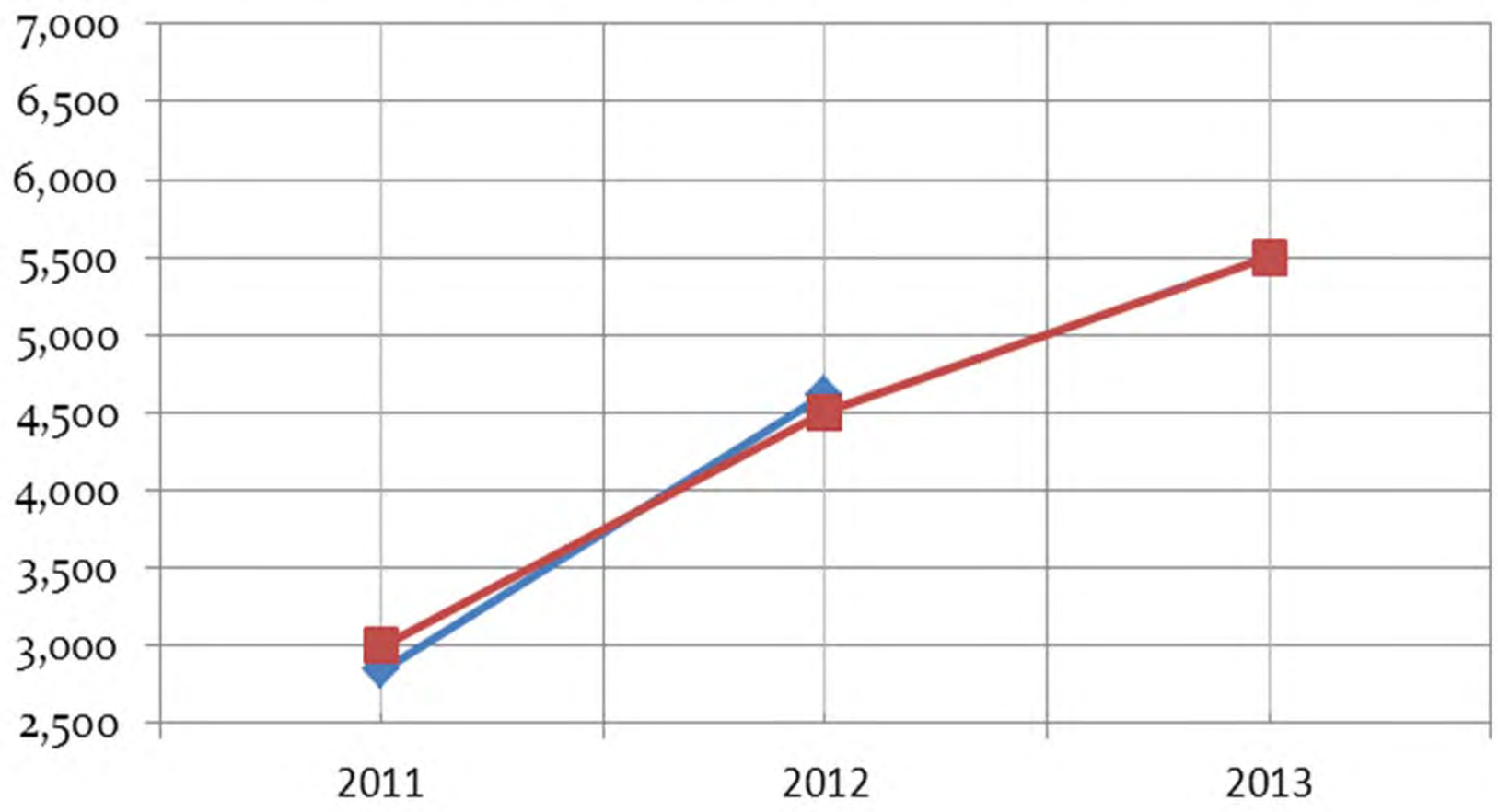
6. WHAT NEEDS TO BE DONE

More public outreach, more enforcement effort, re-directing inspection sites to intercept more traffic and expanding hours of operation will enhance the effectiveness of the inspection stations. Additional inspection teams will be added in 2013 to cover more ports of entry. Better partnerships with county and state law enforcement should also improve compliance with stops. Ongoing education and enforcement efforts should improve compliance with the permit requirement, thereby boosting funding and enabling additional inspection teams and more inspection days in the future.

7. ABOUT THE DATA

The data is based on state fiscal year and is provided by ODFW to OSMB.

◆ Number of Boat Inspections for Aquatic Invasive Species ■ Target



Summary of OSMB Budget History

Program/Biennium	2007-09 Actual		2009-11 Actual		2011-13 Projected		2013-15 GBB	
	Other	Federal	Other	Federal	Other	Federal	Other	Federal
Boat Count 2007-2014	184,147	180,063	180,552	177,634	171,983	169,188	170,933	172,667
Beginning Balance	9,342,399		8,820,635		9,046,526		8,549,255	
Revenue								
Fuel Tax	10,881,691		10,018,350		10,107,652		10,449,275	
Registrations & Titles	10,785,010		10,003,583		9,273,352		9,603,804	
AISP	0		1,350,299		2,281,230		1,700,240	
Charters, Outfitters & Guide	264,085		274,042		286,128		515,441	
Education Cards	674,482		412,990		300,950		354,292	
Other	579,453		248,730		183,800		277,027	
Grants	89,000	8,032,484	119,000	6,188,384	120,000	6,520,275	121,000	7,443,149
Total Current Revenue	23,273,721	8,032,484	22,426,994	6,188,384	22,553,112	6,520,275	23,021,079	7,443,149
Expenditures								
Administration/Education	5,220,082	431,094	4,673,213	272,041	5,268,125	455,438	6,252,972	209,895
Law Enforcement	9,382,126	3,883,988	8,728,165	4,845,448	9,378,302	4,031,731	10,265,550	3,991,969
Facilities	9,193,277	3,717,402	8,025,091	1,070,895	6,889,476	2,033,106	7,595,225	3,241,285
Aquatic Invasive Species	0	0	774,634	0	1,789,895	0	1,914,624	0
Total Expenditures	23,795,485	8,032,484	22,201,103	6,188,384	23,325,798	6,520,275	26,028,371	7,443,149

OSMB Compliance with HB-2020 (2011) and HB-4131 (2012)

The agency has under 100 positions and is exempt from these bills

40 Positions

1 Director

1 Executive Assistant/Rules Coordinator/Human Resources

4 Supervisors

34 Staff positions

8.5:1 Staff to Supervisor Ratio



Secretary of State - Audits Division
AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

Establish effective management controls and build a culture of integrity from leadership down through every level of the organization.

Status: Fully Implemented/Resolved:	<input checked="" type="checkbox"/>
Partially Implemented - In Progress:	<input type="checkbox"/>
Partially Implemented - No Further Action to be Taken:	<input type="checkbox"/>
Not Yet Started	<input type="checkbox"/>
Decline to Implement	<input type="checkbox"/>

Brief Explanation of Actions Taken/Current Status:

Training for 4 of 5 Board members and agency managers was conducted on August 22, 2011. This training included the director’s responsibilities and accountability to the Board, Marine Board Statutes and Board Authority, Public Meeting Laws, Executive Sessions, Notices, Emails, Quorums and Meeting Definition, Government Ethics Commission, and Administrative Rules and Publications. An agenda and copy of training material are attached.

Procurement training was held for all OSMB staff that are responsible for procurement on July 27 and 29, 2010. Although this training occurred prior to the audit findings being public, it did occur after the new director started. This training included SOTS credit card transactions, levels of purchasing authority, ethics, and how to effectively handle the Buy Decision.

All staff are now required to sign acknowledgement of all OSMB policies and DAS statewide policies or those policies that have been adopted by reference. All policies are posted on the internal shared drive.

There have been two SPOTS card policy infractions under the new director. Both cardholders were counseled and received written documentation acknowledging the infraction.

The new process to procure and dispose of patrol boats was approved through Attorney General’s Office and DAS.

All contracts are sent through the agency Grants and Contracts Coordinator prior to approval by the director. Recurring contract language is approved by the Attorney General’s Office.

To obtain complete audit reports or management letters call (503) 986-2255 or visit http://www.sos.state.or.us/audits/pages/state_audits/index.html



Secretary of State - Audits Division AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

Build a system of accountability that ensures all Board members and employees understand the expectations for good stewardship of public resources.

Status: Fully Implemented/Resolved:	<input checked="" type="checkbox"/>
Partially Implemented - In Progress:	<input type="checkbox"/>
Partially Implemented - No Further Action to be Taken:	<input type="checkbox"/>
Not Yet Started	<input type="checkbox"/>
Decline to Implement	<input type="checkbox"/>

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Expenditure signing authority is formally delegated by a letter to managers with signing authority.

Accounting staff check for valid signing authority on all transactions and the Control Accountant and Business Services manager review transactions for appropriateness and adherence to state law and DAS/OSMB policies and procedures.

To obtain complete audit reports or management letters call (503) 986-2255 or visit http://www.sos.state.or.us/audits/pages/state_audits/index.html



Secretary of State - Audits Division AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

Develop comprehensive internal policies and procedures for Board employees to use as guidance in properly carrying out the operations of the agency in accordance with state requirements. Areas of particular concern include developing and enforcing procedures to ensure:

- compliance with state contracting rules and laws

Status: Fully Implemented/Resolved:	X
Partially Implemented - In Progress:	
Partially Implemented - No Further Action to be Taken:	
Not Yet Started	
Decline to Implement	

Brief Explanation of Actions Taken/Current Status:

Procurement training was held for all OSMB staff that are responsible for procurement on July 27 and 29, 2010. Although this training occurred prior to the audit findings being public, it did occur after the new director started. This training included SOTS credit card transactions, levels of purchasing authority, ethics, and how to effectively handle the Buy Decision.

Annual SPOTS card training is held for cardholders and managers.

All contracts are sent through the agency Grants and Contracts Coordinator prior to approval by the director. Recurring contract language is approved by the Attorney General's Office.

To obtain complete audit reports or management letters call (503) 986-2255 or visit http://www.sos.state.or.us/audits/pages/state_audits/index.html



Secretary of State - Audits Division AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

Develop comprehensive internal policies and procedures for Board employees to use as guidance in properly carrying out the operations of the agency in accordance with state requirements. Areas of particular concern include developing and enforcing procedures to ensure:

- appropriate accounting for assets, including assets returned from counties;

Status: Fully Implemented/Resolved:	<input checked="" type="checkbox"/>
Partially Implemented - In Progress:	<input type="checkbox"/>
Partially Implemented - No Further Action to be Taken:	<input type="checkbox"/>
Not Yet Started	<input type="checkbox"/>
Decline to Implement	<input type="checkbox"/>

Brief Explanation of Actions Taken/Current Status:

A position had realigned duties to include responsibility of patrol boat purchases and maintenance, inventory, audit, and disposal.

Accounting staff take annual physical inventory of all agency personal property (OSMB owns no real property).

Contract provisions in county law enforcement contracts clearly delineate duties of counties and duties for OSMB in relation to purchase, maintenance, and disposition of boat assets purchased with state funds.



Secretary of State - Audits Division AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

Develop comprehensive internal policies and procedures for Board employees to use as guidance in properly carrying out the operations of the agency in accordance with state requirements. Areas of particular concern include developing and enforcing procedures to ensure:

- consistent separation of access to check stock from the responsibilities for reconciliation, documentation of all checks written, and proper review of checks and supporting documentation

Status: Fully Implemented/Resolved:	<input checked="" type="checkbox"/>
Partially Implemented - In Progress:	<input type="checkbox"/>
Partially Implemented - No Further Action to be Taken:	<input type="checkbox"/>
Not Yet Started	<input type="checkbox"/>
Decline to Implement	<input type="checkbox"/>

Brief Explanation of Actions Taken/Current Status:

Position duties in the Business Services Section have shifted to ensure the consistent separation of check stock from the responsibilities of reconciliation. The Business Services Manager reviews the checks and the check register before they are mailed to the recipients.



Secretary of State - Audits Division AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

Develop comprehensive internal policies and procedures for Board employees to use as guidance in properly carrying out the operations of the agency in accordance with state requirements. Areas of particular concern include developing and enforcing procedures to ensure:

- adequate documentation and approval of SPOTS card purchases, adequate separation of SPOTS card oversight responsibilities, and verification that purchases are only made by authorized card holders

Status: Fully Implemented/Resolved:	X
Partially Implemented - In Progress:	
Partially Implemented - No Further Action to be Taken:	
Not Yet Started	
Decline to Implement	

Brief Explanation of Actions Taken/Current Status:

Annual training for SPOTS card holders and their managers is ongoing.

The Control Accountant reviews all SPOTS card transactions for proper managerial approvals and adherence to statewide SPOTS standards.

Cards were cancelled in the case where the card holder was also an approving manager.

There have been two SPOTS card policy infractions under the new director. Both cardholders were counseled and received written documentation acknowledging the infraction.

To obtain complete audit reports or management letters call (503) 986-2255 or visit http://www.sos.state.or.us/audits/pages/state_audits/index.html



Secretary of State - Audits Division AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

Develop comprehensive internal policies and procedures for Board employees to use as guidance in properly carrying out the operations of the agency in accordance with state requirements. Areas of particular concern include developing and enforcing procedures to ensure:

- monitoring of the travel card program

Status: Fully Implemented/Resolved:	<input type="checkbox"/>
Partially Implemented - In Progress:	<input checked="" type="checkbox"/>
Partially Implemented - No Further Action to be Taken:	<input type="checkbox"/>
Not Yet Started	<input type="checkbox"/>
Decline to Implement	<input type="checkbox"/>

Brief Explanation of Actions Taken/Current Status:

Staff with travel cards reviewed OSMB/DAS policies and procedures. The Travel Card Coordinator will begin reviewing monthly card management reports available on-line through US Bank. Annual travel card training will be provided in conjunction with SPOTS card training.



Secretary of State - Audits Division AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

Develop comprehensive internal policies and procedures for Board employees to use as guidance in properly carrying out the operations of the agency in accordance with state requirements. Areas of particular concern include developing and enforcing procedures to ensure:

- submittal and retention of adequate travel documentation, and correct calculation of travel reimbursements as prescribed in state policy

Status: Fully Implemented/Resolved:	X
Partially Implemented - In Progress:	
Partially Implemented - No Further Action to be Taken:	
Not Yet Started	
Decline to Implement	

Brief Explanation of Actions Taken/Current Status:

Overpayments discovered in the audit were investigated and when compared to underpayments the overage was too small to be cost effective to collect.

Since the audit, there have been no overpayment issues.

The Control Accountant and Business Services Manager review all travel claims for appropriate documentation and approvals before paying.

Third-party travel reimbursement situations are monitored closely to prevent duplicate payment for the same travel event.

To obtain complete audit reports or management letters call (503) 986-2255 or visit http://www.sos.state.or.us/audits/pages/state_audits/index.html



Secretary of State - Audits Division AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

Review travel reimbursements noted in this report and seek recovery of overpayments as appropriate.

Status: Fully Implemented/Resolved:	<input checked="" type="checkbox"/>
Partially Implemented - In Progress:	<input type="checkbox"/>
Partially Implemented - No Further Action to be Taken:	<input type="checkbox"/>
Not Yet Started	<input type="checkbox"/>
Decline to Implement	<input type="checkbox"/>

Brief Explanation of Actions Taken/Current Status:

The Control Accountant and Business Services Manager review all travel claims for appropriate documentation and approvals before paying.

As of yet, there have been no overpayment issues.

Third-party travel reimbursement situations are monitored closely to prevent duplicate payment for the same travel event.



Secretary of State - Audits Division AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

We recommend the Board work with DAS to resolve:

- the taxable meal reimbursements that were incorrectly recorded as non-taxable

Status: Fully Implemented/Resolved:	<input checked="" type="checkbox"/>
Partially Implemented - In Progress:	<input type="checkbox"/>
Partially Implemented - No Further Action to be Taken:	<input type="checkbox"/>
Not Yet Started	<input type="checkbox"/>
Decline to Implement	<input type="checkbox"/>

Brief Explanation of Actions Taken/Current Status:

Since the audit, all events of a taxable nature have been handled according to DAS policies.

Staff is aware of the need to timely file travel claims such that they remain within the rules of an accountable travel plan and thus not become taxable income.



Secretary of State - Audits Division AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

We recommend the Board work with DAS to resolve:

- the former director's incorrect payroll coding

Status: Fully Implemented/Resolved:	<input checked="" type="checkbox"/>
Partially Implemented - In Progress:	<input type="checkbox"/>
Partially Implemented - No Further Action to be Taken:	<input type="checkbox"/>
Not Yet Started	<input type="checkbox"/>
Decline to Implement	<input type="checkbox"/>

Brief Explanation of Actions Taken/Current Status:

The human resources designation was changed from temporary employment to limited duration employment.

Pay and benefits were corrected in November, 2010.



Secretary of State - Audits Division AUDIT FOLLOW UP FORM

Report Title: Oregon State Marine Board: New Director Should Establish Better Accountability and Stewardship at the Oregon State Marine Board
Report Number: 2010-34
Date: November 2010
Agency: Oregon State Marine Board

Recommendation:

We recommend the Board ensure compliance with state policy when retaining executive leadership during future director transitions.

Status: Fully Implemented/Resolved:	<input checked="" type="checkbox"/>
Partially Implemented - In Progress:	<input type="checkbox"/>
Partially Implemented - No Further Action to be Taken:	<input type="checkbox"/>
Not Yet Started	<input type="checkbox"/>
Decline to Implement	<input type="checkbox"/>

Brief Explanation of Actions Taken/Current Status:

DAS policies on Director Replacement are known to agency executive leadership.

Summary of OSMB Position Changes

- Reclassification from: Procurement & Contracts Specialist-2 range 27 step 8
to: Program Analyst-3 range 29 step 7
Currently in Work out of Class status, funding in package #301
- External Hire to: Program Analyst -2 range 27 step 2
Prior staff retired October 2012 and was paid at step 3
- Internal Promotion from: Operations & Policy Analyst-3 range 30 step 6
to: Principle Executive Manager-D range 31x step 7
Prior manager retired January 2013 and was paid at step 8
- Internal Promotion from: Public Service Representative -3 range 15 step 3
to: Administrative Specialist -1 range 17 step 1
Prior staff left for an external promotion and was paid at step 9

INFORMATION TECHNOLOGY PROJECTS IN 2013-15

(THAT EQUAL OR EXCEED \$150,000)

Agency Name:	OREGON STATE MARINE BOARD						
Project Name:	REPLACEMENT OF MARINE ACCOUNTING REGISTRATION SYSTEM						
Mandated Project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		By: Legislature, Federal Gov, Other (identify it)				
Budget?	<input type="checkbox"/> Base <input checked="" type="checkbox"/> POP 102		Which agency or state plans or goals does it align with and/or support?		#10 Customer Satisfaction Ratings #11 Best Practices		
Project Purpose	<input type="checkbox"/> Routine Lifecycle Replacement <input type="checkbox"/> Upgrade/Enhance Existing System <input checked="" type="checkbox"/> New System						
Project Status	<input type="checkbox"/> Concept Stage <input type="checkbox"/> Planning Stage <input type="checkbox"/> Ready to Implement <input checked="" type="checkbox"/> Continuation of Existing Project						
SDC Involvement	<input type="checkbox"/> None <input checked="" type="checkbox"/> Minor <input type="checkbox"/> Active <input type="checkbox"/> Participating Partner						
Estimate SDC Costs	\$0.00		<input type="checkbox"/> Preliminary Estimate <input type="checkbox"/> Project Design Estimate				
Project Description:							
Cost Summary							
Total estimated cost by fund (13-15):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	\$	\$	\$ 151,000	\$	\$ 0	\$	\$ 151,000
Total estimated cost by fund (all biennia):	\$	\$	\$ 247,800	\$	\$ 356,600	\$	\$ 604,000
Estimated Cost by category (13-15):	Personal Services		Services & Supplies	Capital Outlay	Special Payments	Debt Service	
	\$		\$ 151,000	\$	\$	\$	
Estimated Cost by category (all biennia):	\$		\$ 604,400	\$	\$	\$	
Expected Start Date:		09/01/2012			Positions:		Existing Staff
Expected Completion Date:		12/01/2013			Internal		
					Contractor		NIC-USA
					FTE:		1.00

_____ Agency Request

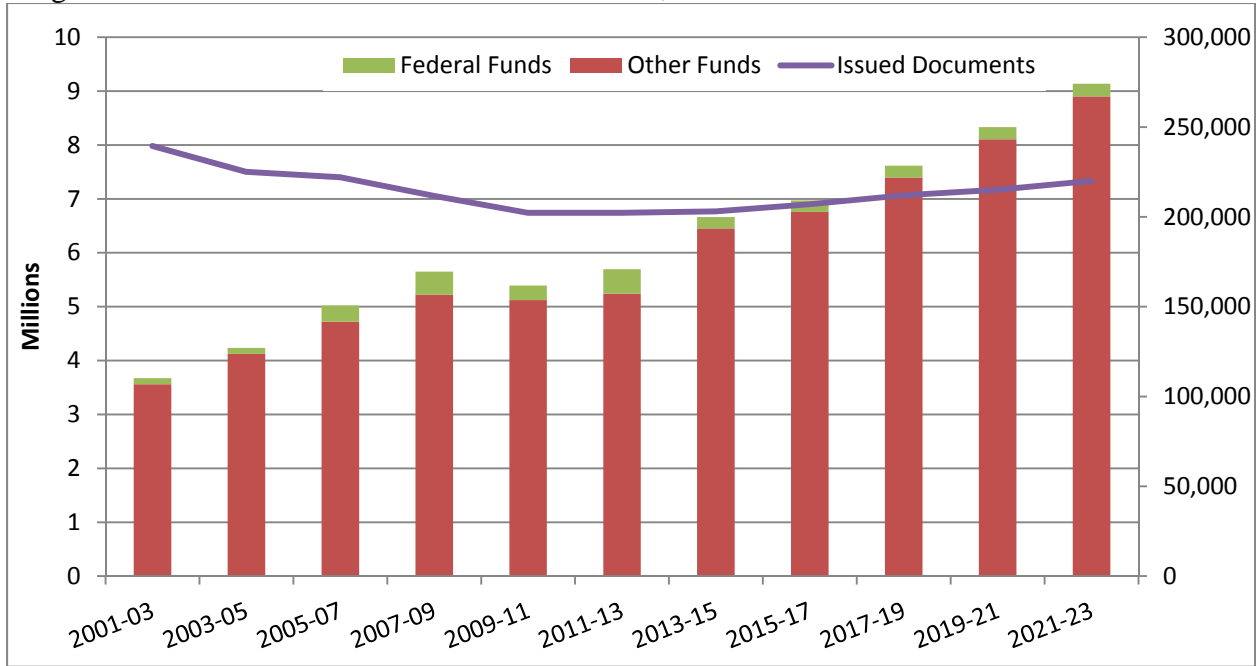
Governor's Balanced

_____ Legislatively Adopted

Budget Page 291

Oregon State Marine Board: Administration Program

Primary Outcome Area: Improving Government
 Secondary Outcome Area: Healthy Environment
 Program Contact: Scott Brewen, 503-378-2617



Executive Summary

The Marine Board (OSMB) is Oregon’s recreational boating agency, dedicated to safety, education and access and serves the owners of 172,000 registered boats, an estimated 190,000 non-registered boats, 1,045 outfitters and guides, 255 charter vessel operators, 52 registered Clean Marinas, and 2,442 floating property owners. The Marine Board’s focus on waterway stewardship integrates all components of boating in Oregon under one agency to serve the boater, reduce boating’s impact on the environment and promote safe and respectful shared usage of Oregon’s waterways.

The above budget table reduces expenditures after 2013-15 as certain POP’s sunset.

The Administration Program supports the agency’s efforts to serve these customers through efficiently carrying out our statutorily mandated activities with a focus on consistency, customer service, and reducing bureaucracy.

Program Description

The Administration Program is the boater services component of the Marine Board which plays an important part in implementing the Boating Safety Policy for the State of Oregon (ORS 830.100). The Administration Programs includes internal and external programs that are focused on boater engagement. The focus is on delivering services efficiently to a variety of customers and stakeholders in a manner that supports a consistent theme of waterway stewardship.

The **Director's Office** is responsible for leading the agency and administering statewide boating programs and laws. The executive assistant serves the Director and the Board, performs human resources tasks in liaison with DAS HRSD, processes Marine Event permits and files rulemaking documents. The agency has one policy analyst who manages statutorily mandated surveys, strategic planning, and statewide issues and conflicts. The Director's Office also includes a public information officer, who serves as the agency webmaster and social media administrator, whose primary focus and responsibility is communicating with boaters regarding navigational hazards, boating safety advisories, and changes to rules and laws that affect boaters. Major cost drivers in the Director's Office include personnel and costs for statutorily mandated surveys. The external marketing budget was almost completely eliminated in the 2011-13 biennium. More focus has been placed communication through the web and social media. OSMB has also utilized already available resources to make boating information more easily accessible, including data.oregon.gov. OSMB has four of the top five most visited maps on data.oregon.gov.

The **Titling and Registration** section is responsible for the Oregon state titling and registration of all motorized watercraft, sailboats 12 feet or longer and floating homes, as well as, processing Aquatic Invasive Species permits for non-registered and out-of-state boaters, registering outfitters and guides in the state, and managing the Charter vessel licensing program. Major cost drivers of this program are database costs, personnel costs to assist customers and process transactions, and specialty printing and postage costs. OSMB is investing in a new system platform which will increase efficiencies and reduce postage costs through enhancing online services and communication. Currently, 30% of customer transactions are completed online. OSMB is updating its online store through NIC-USA, (the e-commerce provider for the state), to provide customers additional online services, increase convenience, usage and reduce overall processing costs.

The **Education** section coordinates statewide water safety programs including K-12 educational programs, and the mandatory education program. In addition to coordinating the statewide education program and providing vendor sponsored internet-based courses and exams, the Education Section also issues all of the Mandatory Education Cards. Major cost drivers for this program are personnel, printing of cards and training materials and postage. The new Titling and Registration platform will be designed to include online Mandatory Education cards, improving efficiency and reducing processing costs.

The **Clean Marina** program and **Abandoned Boat** program are environmentally focused and provide funding to help keep our waterways clean. Marinas that achieve the Clean Marina certification are authorized to fly a Clean Marina flag and are recognized on the OSMB website. The Abandoned Boat program provides up to \$150,000 biennially to assist with the cost of removing and discarding of abandoned boats less than 200 Gross Tons in Oregon waters. The primary customers are county sheriff's offices and port districts who have authority under the law to remove vessels. Both of these programs are very small and efficient with regards to overhead. Legislative Concepts have been proposed to improve the efficiency of the Abandoned Boat program by simplifying access to the funds to remove boats and giving more agencies removal authority.

The **Business/Accounting Services** section is responsible for all financial services and information technology (IT) for the agency. This five person section is the only strictly internal services section in the agency and focuses on budgeting, accounting, payroll, purchasing, property control, cash management, federal grant administration, financial reporting, data processing, networking and desktop support. The Business/Accounting Services section serves internal customers, federal grant partners, local and state grantees, and staff in the Department of Administrative Services (DAS) and Legislative Fiscal Office. This section’s major cost factors are; rent, DAS service charges, IT support services, and personnel costs.

Program Justification and Link to 10-Year Outcome

All programs within the Administration Program are required to carry out the state recreational boating program outlined in ORS 830 and to act as the receiving agency for Sport Fish Recreation and Boating Trust Fund dollars available through the Federal Boating Safety Act. Approximately 32% of the Administrative Budget would be considered support services. The remainder of the budget and the majority of personnel directly support the delivery of ORS 830 mandated programs. Support services comprise only 6% of the total OSMB budget.

The work in the Director’s Office and Education Section directly support Strategy 3 of the Safety Outcome Area (Ensure the safety of people in the community) by establishing regulations to address dangers, informing boaters of safety issues on waterways, and educating boaters on how to operate boats and rules governing operations. The Clean Marina and Abandoned Boat programs directly support Strategy 1 in the Health Environment Outcome Area (Invest in programs that improve water quality and air quality) by keeping pollutants out of the waterways and removing potential hazards from the waterway.

Enabling Legislation/Program Authorization

- ORS 830.082 – Mandatory boating safety education
- ORS 830.110 – Powers and duties of board
- ORS 830.115 – Boating survey
- ORS 830.135 – State Marine Director
- ORS 830.375 – Authorization required to hold marine events
- ORS 830.435 – Ocean charter vessel license.

Program Performance

The table below includes workload data contained in the above graphs and two other programs within this outcome area.

Biennium	Total Registration & Title Documents	Mandatory Education Cards	Marine Event Permits Issued*	Clean Marina Certificates**
2001-03	239,454	21,359	N/A	N/A
2003-05	224,979	48,095	N/A	N/A
2005-07	222,019	67,238	106	24
2007-09	211,681	65,812	217	21
2009-11	202,186	41,895	233	6
2011-13	202,200	34,409	236	16
2013-15	203,000	31,312	240	12
2015-17	207,000	29,903	244	13
2017-19	212,000	29,230	247	14

2019-21	215,000	29,376	251	15
2021-23	220,000	29,670	255	16

* Records not required to be kept until 2007 (106 issued).

** New program. Currently, about 50% of the states marinas are certified.

Funding Streams

General Fund is not appropriated to OSMB programs. ORS 830.140 requires that all funds received by the Marine Board are deposited in the Boating Safety, Law Enforcement and Facility Account and may only be used for the purpose of administering and enforcing provisions of ORS 830, for providing funds to law enforcement agencies to provide enforcement, and for providing funds to governmental agencies for construction and maintenance of boating facilities.

Administration/Education collects registration and fee revenues for all of OSMB programs. Agency revenues are as follows:

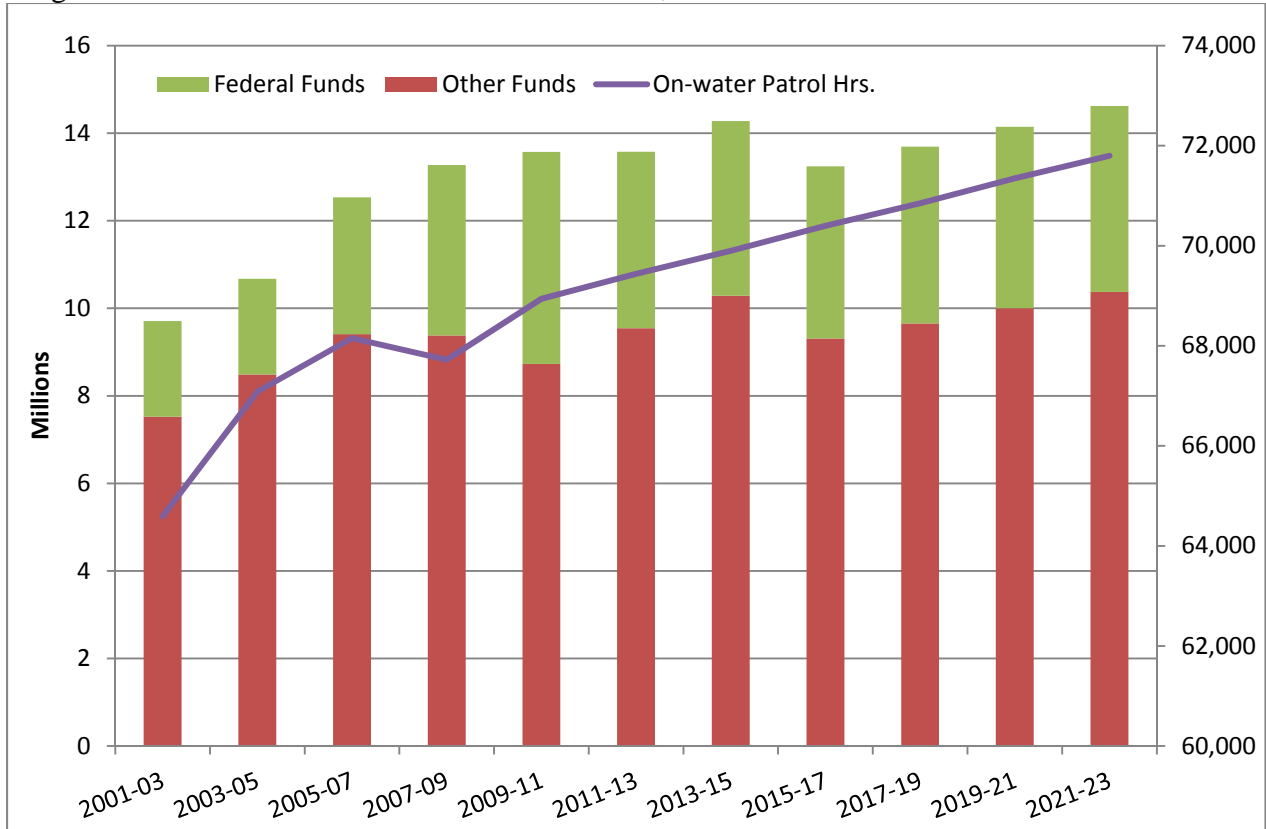
Boating Fuel Tax – 36%; Registration & Titling – 35%; Federal Grants – 23%; Mandatory Education – 2%; Other – 4% [excludes dedicated Aquatic Invasive Species Fees].

Significant Proposed Program Changes from 2011-13

Implementation of the 2011-16 Strategic Plan will be the primary focus for 2013-15 with anticipated program changes in 2015-17. The new Marine Board Registration System will allow more functionality within and between programs. If Legislative Concept and POP 104 are approved, then significant changes to guide and outfitter rules will improve oversight of this program.

Oregon State Marine Board: Law Enforcement Program

Primary Outcome Area: Safety
 Secondary Outcome Area: Healthy Environment
 Program Contact: Scott Brewen, 503-378-2617



Executive Summary

The Marine Board (OSMB) is Oregon’s recreational boating agency, dedicated to safety, education and access and serves the owners of 172,000 registered boats, an estimated 190,000 non-registered boats, 1,045 outfitters and guides, 255 charter vessel operators, 52 registered Clean Marinas, and 2,442 floating property owners. The Marine Board’s focus on waterway stewardship integrates all components of boating in Oregon under one agency to serve the boater, reduce boating’s impact on the environment and promote safe and respectful shared usage of Oregon’s waterways.

The above budget table reduces expenditures after 2013-15 as certain POP’s sunset.

The Law Enforcement Program provides statewide boating law administration and contracts for boating law enforcement and related services on over 600 boatable lakes, 75 major rivers and over 363 miles of coastline and provides public education services including a variety of school education programs.

Program Description

The Marine Board provides funds to county sheriff's offices and the State Police to provide a level of patrol on waterways depending on need. Need is primarily based on boat use within the county's jurisdiction. Safety patrols target critical boating safety issues including boating under the influence, life jacket wear, and compliance with education requirements. When on patrol, deputies and troopers also conduct boat examination reports. Marine officers check for required safety equipment and proper documentation.

Over 90% of the funding provided to the program is provided through contracts to state and county law enforcement and the remainder for direct support to the law enforcement program. The main program costs are personnel, capital expenditures and OSMB sponsored training events. OSMB provides specialty training to county and state law enforcement as it relates to marine patrol. Costs include trainers, material and lodging.

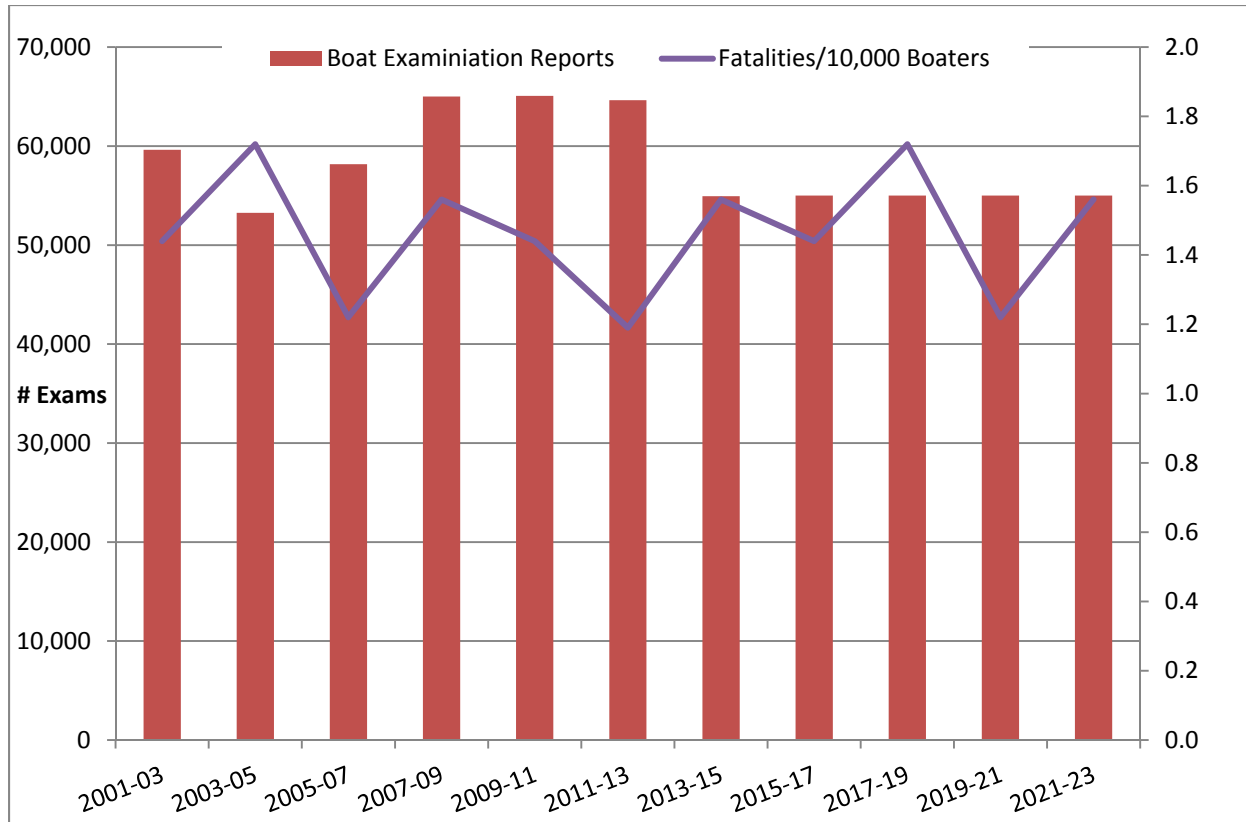
Program Justification and Link to 10-Year Outcome

The purpose of the Marine Law Enforcement Program is to provide for safety on our waterways. Funding provided by the Marine Board and through the Marine Board from the federal Sport Fish Restoration and Boating Trust Fund provides a majority of the marine patrol funding for 33 county sheriff's offices and currently provides enough funding for 6 OSP Fish and Wildlife Troopers. The sheriff's deputies and OSP troopers are the primary source for providing safety on Oregon's waterways, including making sure boaters comply with boat operation rules, that they carry and use the correct safety equipment, and that hazards are mitigated on our waterways.

These efforts support Strategy 3.1 by increasing public safety presence and integrating state and local enforcement. They also support Strategy 3.3 by ensuring coordination and response to marine related disasters. Although not a mission of the Marine Board, we have the capability and authority to redirect a large number of marine assets to assist with a natural disaster.

Program Performance

One of the key measures for waterway safety is the number of boater fatalities in Oregon. Success is measured by the reduction in the number of boater fatalities. Other measures are noted in the chart on the next page.



Law Enforcement Measures

Biennium	Fatalities / 10,000 Boaters	Boat Exam Reports	On-water Patrol Hrs.	Contract \$
2001-03	1.4	59,630	64,594	\$8,307,948
2003-05	1.7	53,255	67,084	\$9,025,986
2005-07	1.2	58,170	68,153	\$10,286,608
2007-09	1.6	65,014	67,721	\$11,586,471
2009-11	1.4	65,080	68,904	\$12,052,525
2011-13	1.2	64,638	69,440	\$12,238,078
2013-15	1.6	54,942	69,900	\$12,874,092
2015-17	1.4	55,000	70,400	\$11,900,305
2017-19	1.7	55,000	70,850	\$12,185,913
2019-21	1.2	55,000	71,350	\$12,478,375
2021-23	1.6	55,000	71,800	\$12,777,856

Increased enforcement patrols have helped Oregon reach the following notable achievements:

- Oregon has one of the two highest boater education rates in the country at over eighty percent. USCG statistics for 2011 indicate that nationally only seven percent of boating deaths occurred on vessels where the operator have received boating safety instruction using a nationally approved course.

- Boating under the influence of alcohol arrests have decreased despite increased law enforcement presence.
- 85% of people who drown in recreational boating accidents would have survived had they worn a life jacket. Boat checks by officers have helped lead Oregon to have a rate of life jacket wear above the national average.

Enabling Legislation/Program Authorization

ORS 830.110 Powers and duties of the board

ORS 830.140 Boating Safety, Law Enforcement and Facility Account

Funding Streams

General Fund is not appropriated to OSMB programs. Per ORS 830.140, all funds received by the Marine Board are deposited in the Boating Safety, Law Enforcement and Facility Account and may only be used for the purpose of administering and enforcing provisions of ORS 830, for providing funds to law enforcement agencies to provide enforcement, and for providing funds to governmental agencies for construction and maintenance of boating facilities.

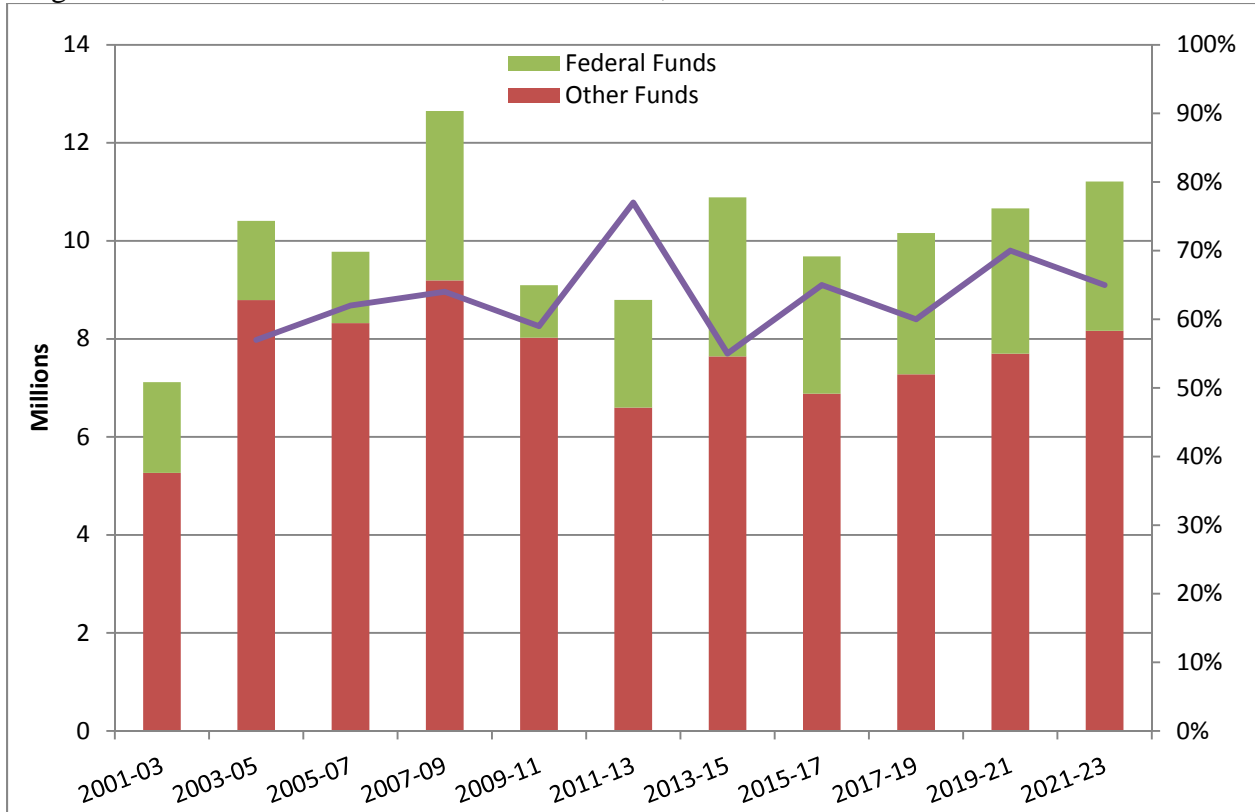
Thirty percent of the program funds are from a competitive grant administered by the USCG Recreational Boating Safety program. A 50% match is required, but OSMB normally matches at 200%.

Significant Proposed Program Changes from 2011-13

Next biennium will see a number of significant program changes from 2011-13. Foremost is focusing a set amount of funding to address temporary, critical boating safety issues. These special emphasis funds will be dedicated to funding on-water patrols by our service providers when a special need arises. Additionally, OSMB will add two training programs for law enforcement personnel in boat accident investigation and in personal watercraft operation. The personal watercraft training is an urgent need as a number of our county service providers are using personal watercraft for patrols, but the officers operating the craft have not had formal training. In addition to funding new initiatives, the Board will continue the phase-in of the new allocation scheme for funding the county law enforcement programs. The new allocation method began in FY 12-13 and will be complete in FY 14-15. The agency is also developing a long range boat purchasing and replacement plan to address an aging fleet of patrol vessels. Finally, OSMB will do on-site audits of 5-6 marine law enforcement service providers per year.

Oregon State Marine Board: Boating Facilities Program

Primary Outcome Area: Economy and Jobs
 Secondary Outcome Area: Healthy Environment
 Program Contact: Scott Brewen, 503-378-2617



Executive Summary

The Marine Board (OSMB) is Oregon’s recreational boating agency, dedicated to safety, education and access and serves the owners of 172,000 registered boats, an estimated 190,000 non-registered boats, 1,045 outfitters and guides, 255 charter vessel operators, 52 registered Clean Marinas, and 2,442 floating property owners. The Marine Board’s focus on waterway stewardship integrates all components of boating in Oregon under one agency to serve the boater, reduce boating’s impact on the environment and promote safe and respectful shared usage of Oregon’s waterways.

The above budget table reduces expenditures after 2013-15 as certain POP’s sunset.

The Boating Facilities Program provides immediate and long term economic impact by enhancing recreational opportunities in Oregon communities through building and maintaining high quality boating facilities to serve citizens and tourists alike. The Program is funded by boat registration and titling fees, marine fuel tax revenues, federal Boating Infrastructure Grants and Clean Vessel Act grants with over 93% of CVA funds going directly to service providers who

create short-term jobs through boating facility construction and long term economic prosperity through tourism.

Program Description

The Boating Facilities Program is the boating access component of the Marine Board and serves to provide assistance to willing partners including port districts, cities, counties, state and federal agencies that manage nearly 900 public boating sites around the state. The Boating Facilities Program of the agency works with these partners to improve access and services available to boaters through grants-in-aid to help acquire, develop, and maintain these sites. In addition, the Program offers technical assistance to eligible grant applicants in the form of design, engineering, and environmental permitting services. The Boating Facilities Program partners with private marinas to provide Clean Vessel Act funding for vessel waste collection facilities.

Boating Facility Grants (BFG) are competitive and applicants are required to provide local matching funds. Public entities can also participate in the Maintenance Assistance Program (MAP), which provides annual grants on a formula basis to augment maintenance of eligible public boating facilities. MAP is a voluntary program.

Grants are also awarded by the Board to the Oregon Youth Conservation Corps (OYCC), a non-profit organization that employs at risk youth, predominately in rural areas to perform boating-related projects. OYCC recruits and trains crews and leaders and completes projects for local boating access providers.

In addition to state funds, the Marine Board is authorized by the US Fish & Wildlife Service to administer two federal grant programs: the Clean Vessel Act (CVA) and the Boating Infrastructure Grant (BIG) program. The Marine Board also cooperates with the Oregon Department of Fish & Wildlife to allocate federal Sport Fish Restoration (SFR) grants to projects that improve facilities to support boating and fishing.

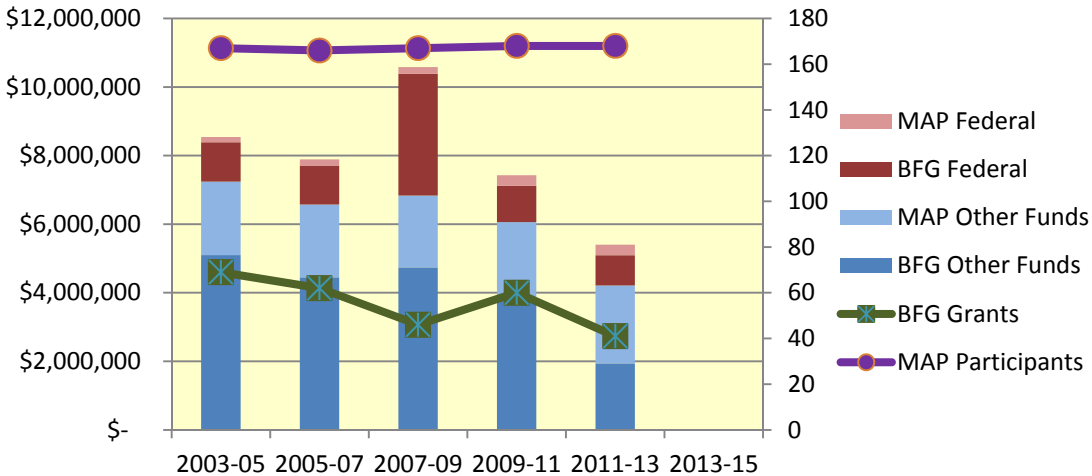
The most significant cost factor for BFG's is the rising costs of materials and fuel, including asphalt, concrete, steel, etc. In addition, cost increases caused by environmental permit requirements and rising personnel costs can be significant.

Program Justification and Link to 10-Year Outcome

The Marine Board invests state and federal funds in sites throughout the state. Most are located in rural locales on lakes, reservoirs, and rivers. OSMB grants are primarily focused on providing access for recreational boaters to allow them to fish, sail, water-ski, etc. Also funded are basic support items such as parking, restrooms, trash receptacles and vessel waste collection equipment. The resulting improvements serve local resident boaters and attract boaters from around the state and region – making a significant contribution to tourism, which is an important strategy for many local communities. Linkages within the Economy and Jobs framework include Strategy 1.1 which links tourism and fishing to sustainable business development and Strategy 1.2, paragraph 3 which identifies the importance of protecting the inherent value of communities for water resources and recreation.

Public entities are the main recipients of Marine Board grants. However, most grant-funded facilities are built by private construction companies with materials and equipment purchased

locally through private businesses. Compared to large public works projects, boating facilities built with OSMB grant funds are relatively small. This means that local contractors are generally the successful bidders due to their lower overhead and closer proximity to work sites. With grant projects scattered around the state and work often needing to be done during limited in-water work periods, each project is routinely awarded to a different small contractor. These contractors provide family-wage jobs and employ skilled labor, often at prevailing BOLI rates. These projects support Strategy 2.2 by coordinating between state, local and federal government agencies to support infrastructure investment in local communities while at the same time utilizing a local workforce to complete the projects.



Enabling Legislation/Program Authorization

830.110 Powers and duties of the board

830.140 Boating Safety, Law Enforcement and Facility Account

Funding Streams

General Fund is not appropriated to OSMB programs. Per ORS 830.140, all funds received by the Marine Board are deposited in the Boating Safety, Law Enforcement and Facility Account and may only be used for the purpose of administering and enforcing provisions of ORS 830, for providing funds to law enforcement agencies to provide enforcement, and for providing funds to governmental agencies for construction and maintenance of boating facilities.

Twenty-five percent of program funding is from US Fish and Wildlife Service grants. These grants require a minimum 25% state match which is commonly exceeded by this program.

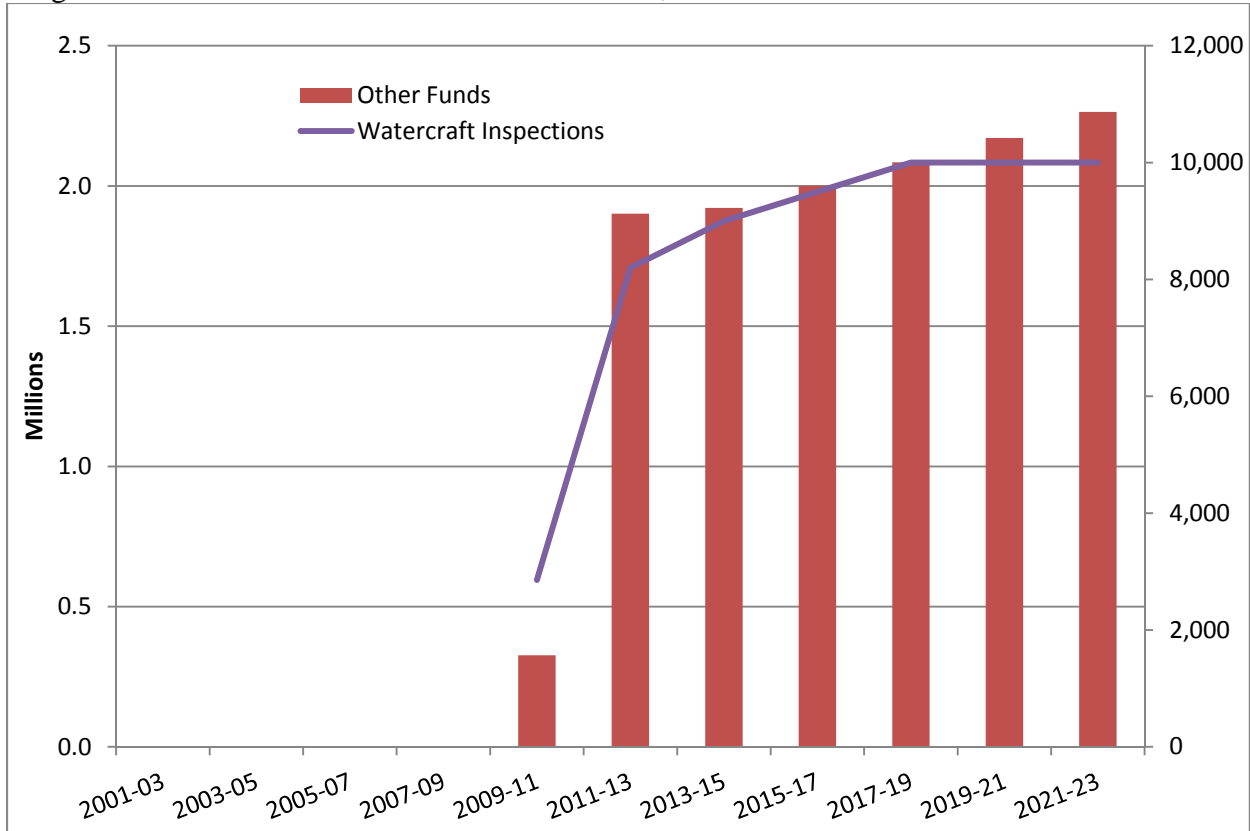
Significant Proposed Program Changes from 2011-13

The ability of the Marine Board to effectively restore its efforts to provide significant financial assistance through Boating Facility Grants to the public entities that manage the hundreds of boating access sites throughout Oregon will depend on legislative authorization to spend

additional funds that are projected to be available to the agency in 2013-15. The Board has proposed a spending plan that would utilize additional funds from its projected beginning balance in 2013-15 for a variety of statutory program activities, including Boating Facility Grants. The additional funds will be used to augment the Current Service Level funding for grants in 2013-15 budget and allow the Board to award additional grants to repair and replace aging public boating facilities around the state.

Oregon State Marine Board: Aquatic Invasive Species Program

Primary Outcome Area: Healthy Environment
 Secondary Outcome Area: Economy and Jobs
 Program Contact: Scott Brewen, 503-378-2617



Executive Summary

The Marine Board (OSMB) is Oregon’s recreational boating agency, dedicated to safety, education and access and serves the owners of 172,000 registered boats, an estimated 190,000 non-registered boats, 1,045 outfitters and guides, 255 charter vessel operators, 52 registered Clean Marinas, and 2,442 floating property owners. The Marine Board’s focus on waterway stewardship integrates all components of boating in Oregon under one agency to serve the boater, reduce boating’s impact on the environment and promote safe and respectful shared usage of Oregon’s waterways.

The Aquatic Invasive Species Program’s purpose is to protect Oregon against the introduction and spread of aquatic invasive species, with specific focus on preventing the introduction of the Quagga and Zebra mussels and Hydrilla, and the spread of Eurasian watermilfoil and the New Zealand Mudsnaill, which already contaminate some of Oregon’s waterbodies. The program is funded through a permit for all boats 10 feet or longer operating on Oregon’s waters, with funds going toward education, enforcement and inspection/decontamination services.

Program Description

In 2009 the Oregon Legislature passed House Bill 2220 creating the Aquatic Invasive Species (AIS) Prevention Program and establishing a boater's "Aquatic Invasive Species Prevention Permit". The AIS Prevention Program is co-managed by the Oregon State Marine Board (OSMB) and the Oregon Department of Fish and Wildlife (ODFW). The primary objective of the program is to keep Oregon's waters free of invasive species and to prevent the spread of existing AIS to new locations.

OSMB has the lead role to implement the permit program for all watercraft. This permit is the funding mechanism that supports all of the program activities. Education and outreach efforts along with coordination with law enforcement agencies are among the top priorities for the OSMB to accomplish. ODFW has the primary responsibility to operate state-wide watercraft inspection stations. The primary stakeholders of the program are boaters that recreate on Oregon waterways. However, all Oregonians benefit from the efforts of the program to protect and provide clean waters for a wide variety of beneficial uses (drinking water, irrigation water, recreation, native species protection, etc.).

The major cost drivers that affect the program include the printing costs for outreach and education materials (boat ramp signage, brochures, etc.), watercraft inspection station staffing and supplies (mobile boat decontamination equipment and highway signage), state personnel costs and boat permit materials (non-motorized tyvek tag permits). Since the program is only reaching its third year of implementation many aspects of the program are still evolving.

Program Justification and Link to 10-Year Outcome

This program's performance has links between several of the healthy environment strategies. Preventing new AIS from arriving into the state and containing any existing AIS to current locations directly impacts the work of Strategies 1, 2, 3 and 4. AIS have very negative impacts upon sensitive salmon in-water habitat and invasive vegetation can alter water dissolved oxygen directly impacting fish survivability while aquatic invasive snails or mussels compete for vital food sources that fish also need. In strategy 3 the goal is to reduce Oregonians' exposure to toxics and a specific reference is made to the negative impacts that toxic algae blooms have upon water quality and consequently human health. By preventing the introduction and/or controlling the spread of existing AIS this program aims to mitigate the negative impacts that AIS contribute to toxic algae blooms. By protecting Oregon's waterbodies against AIS spread, the state's recreational resources can be kept in their current condition resulting in the great opportunities for Oregonians to recreate on clean waterways.

The AIS program represents the type of coordination identified as a program goal in Strategy 5. This program has been a collaborative effort between OSMB, ODFW and Oregon Department of Agriculture (ODA). Additionally, the Oregon Invasive Species Council plays an important role in providing guidance and supporting legislative changes to improve program impact. The implementation of this program requires constant coordination between ODFW and OSMB and has benefitted from the capabilities of each agency to serve this program.

Program Performance

Since this program is only entering its third summer boat inspection season during 2012, data correlated with program performance measures is very limited. The primary activity that the program supports is highway boat inspections looking for watercraft transporting AIS. Due to financial limitations, the majority of these boat inspections are conducted between May and September each year corresponding with the busy boating season and when most watercraft are transported. The table below shows that in the short amount of time that the program has existed, it has been able to increase the total number of inspections and also intercept more boats contaminated with AIS (mostly aquatic vegetation). Also important to note is that during this time period the watercraft inspection stations were operating under the original law from 2009 that only allowed for the inspections to be voluntary in compliance by watercraft being transported on highways. The new mandatory requirement will make the program more effective and better able to protect Oregon against the spread of AIS.

Summary of Watercraft Inspections Conducted by ODFW

<u>Year</u>	<u>Clean Boats</u>	<u>Dirty Boats</u>	<u>Total Inspections</u>
2010	2828	19	2847
2011	3537	78	3615

Enabling Legislation/Program Authorization

ORS 830.565

Funding Streams

This program is funded 100% by a dedicated funding source (other funds) outlined in ORS 830.585 “Aquatic Invasive Species Prevention Fund”. Boats meeting the permit conditions pay a fee to the Marine Board as summarized below:

Operators of motorized watercraft (regardless of length) and non-motorized watercraft 10 feet in length or longer, are required to purchase and carry an AIS Prevention Permit. Oregon registered watercraft owners pay a \$5 surcharge every two years when they pay their biennial registration. Non-resident motorized watercraft operators are required to purchase a \$20 annual permit. Non-motorized watercraft 10 feet in length or longer are required to purchase an annual \$5 permit and carry it onboard while boating.

Significant Proposed Program Changes from 2011-13

More funding will be made available in 2013-15 for ODWF roadside inspections. Current revenue levels do not allow for year round inspections stations, but the longer that the season can be extend, the more days of week that can be covered will improve the potential to stop boats that may be infested with invasive species.