



Oregon

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State Marine Board

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Joint Ways and Means Subcommittee on Natural Resources
The Honorable Chris Edwards, Co-Chair
The Honorable Ben Unger, Co-Chair
The Honorable Jackie Dingfelder
The Honorable Chuck Thomsen
The Honorable Jules Bailey
The Honorable Bruce Hanna

Dear Co-Chairs and Members,

Please accept this written response to the Subcommittee's request for additional information following the Marine Board's HB 5025 budget testimony on February 13, 2013.

How has the agency addressed the cuts in outreach for drinking~boating and what partnerships have been sought?

As a result of the 2011-2013 Ways and Means budget process, the Marine Board readjusted revenue estimates and enacted a number of funding cuts to achieve the necessary expenditure reductions. These cuts included a significant reduction to our public outreach campaigns.

In December 2011, state agencies were instructed to take actions to reduce expenditures in six areas, one of which was to "suspend advertising and outreach efforts for state programs". The joint *Boating under the Influence of Intoxicants* (BUII) and *Life Jacket Awareness Campaign* contract expired on December 31, 2011 and was not renewed resulting in a \$300,000 savings for the 2011-13 biennium.

Instead, the agency partnered with the National Association of State Boating Law Administrators (NASBLA) for *Operation Dry Water* and "*Wear It*" *Life Jacket* campaigns in 2012. Public Service Announcement (PSA) material that was created by the Marine Board in the previous biennia was sent to all print, radio and television markets in Oregon.

Posters promoting the requirements of the Aquatic Invasive Species Prevention Program, Boating under the Influence, and life jacket wear were mailed to boat dealers, boat registration agents and Oregon Department of Fish and Wildlife (ODFW) license agents.

For 2013, the agency will provide posters to retailers selling inflatable and non-motorized watercraft outlining carriage requirements and required on-board safety equipment based on the type of watercraft a person is operating.

With these partnerships, it is the agency's hope that this will educate boaters on how to be properly equipped and safe on the water.



How does the agency justify new boat purchase versus boat maintenance?

The Marine Board created a Marine Law Enforcement Activity Reporting Database in 2010 to better track the amount of hours for patrol and breaks down the hours by specific activities. Previously, an accurate system did not exist and boat maintenance was often combined into patrol hours. Maintenance hours now have a designated field for data entry into the database that will improve tracking and reporting. Better accounting and reporting for maintenance will also provide a more accurate gauge for boat procurement and maintenance for the future.

For example, staff is currently assessing whether to repair or replace a 1995 Jet Craft. The boat has incurred \$2,000 in hull repairs over the last two years. Staff is considering whether to replace the engine at a cost of \$9,100. Part of the decision to repair or replace the boats is an assessment of the hull. If the hull is serviceable and expected to last another 5-10 years, then a new engine may be the best option. However, many of the boats purchased during the 1990's, such as this Jet Craft, were recreational boats, and have not held up over time.

The Marine Board has historically purchased boats for use by the county sheriff marine patrols, with the sheriff's office owning the boats and the Marine Board holding the lien. In years past, the Marine Board could afford to pay the full purchase price, however; in recent biennia the funding to replace and update the fleet has been inadequate. The fleet has grown older and the Marine Board was unable to keep a steady replacement process in place. As of 2012, with a total of 125 boats, 69 boats are 15-19 years old and 28 boats are 20 years old and older. The average age of the fleet is 15 years. For comparison, California has a 12 year retention schedule when boats are removed from service.

In 2011, the Marine Board began partnering with the county sheriff's to share the costs. For the past two years, the Marine Board has provided \$45,000 toward the purchase of the boat. The sheriff's office makes up the difference based on the type of platform needed and the ability of the county to pay the additional expense given their budget and the trade in value of their current boat. The cost range for these boat platforms is \$45,000 to \$65,000 and they are built by Oregon boat manufacturers (Edge Marine, Rogue Jet and River Wild). These boats are also built to commercial specifications with an expectation of a longer life cycle. For comparison, the cost range for a standard aluminum 21-22 foot jet boat in California is \$65,000 to \$80,000.

How has the public responded to the intrusiveness of the Aquatic Invasive Species (AIS) Prevention Program Inspection Stations?

ODFW reported that most boaters stopping for inspections were supportive of the prevention program and recognized the need for inspections in an attempt to keep aquatic invasive species out of Oregon waters.

Is there a way to measure the number of boats on the water that were inspected for AIS? How can we reduce any redundancy of roadside inspections?

Each year since the program's implementation, the Marine Board and Oregon Department of Fish and Wildlife create an annual progress report on the Aquatic Invasive Species Prevention Program (report attached).

As part of the Marine Board's 2013-15 Budget presentation, the agency seeks to add another Key Performance Measure for the number of boat inspections for aquatic invasive species. The metric reflects the number of boaters stopping at key checkpoints with the expectation of stopping boaters coming to Oregon prior to recreating on Oregon lakes.

In 2012, mandatory boat inspection stations opened along our borders specifically targeting out-of-state boats and vessels being transported into Oregon. These inspection stations were only open for the peak boating months for specific hours of the day, based on funding. ODFW conducted 4,675 roadside watercraft AIS inspections and decontaminated 51 boats. Policy Option Package #401 would allow ODFW to increase the number of inspection stations, the hours and duration each station is open.

Boaters within Oregon are not the primary focus with the limited resources. Instead, education and outreach to Oregon boaters is ongoing with the "Clean, Drain and Dry" messaging and signage. A boater from Portland recreating on Detroit Lake will more than likely not encounter a mandatory inspection station, but rather, a ranger or law enforcement deputy who may pass along an Aquatic Invasive Species rack card with an explanation about the program and the need to carry an AIS permit. A metric focused on the percentage of Oregon boaters who were inspected would yield little information on how well the agency was doing in stopping boaters that are coming to the state, since a significant number of Oregon boaters do not leave the state.

The Marine Board is in discussions with ODFW on how best to accommodate local boaters that travel past AIS boat inspection stations on a regular basis. Local Oregon boaters are considered low risk for AIS transport compared to out-of state boaters. Maintained, clean boats may be offered a "fast pass" certification that would allow them to enter an open inspection station, have an abbreviated inspection and be processed quickly. Emigrant Lake is an example of where the "fast pass" inspection system would work for boaters who live in Medford and travel regularly past the AIS inspection station on I-5 in Ashland. At this stage in the AIS inspection process, the number of redundant inspections is presumed small.

How much human waste is dumped in Oregon waters?

In 2010, the Marine Board began providing signs that are now posted on waste collection sites, highlighting the average volume of sewage being kept out of the waterways.

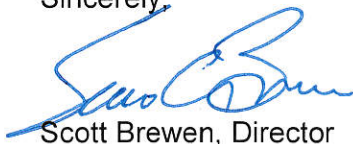
In 2010-11, boating facility providers who operate and maintain floating restrooms and pumpout/dump stations collected 1,880,194 million gallons of human waste.

Currently, there is no metric established to assess how much waste is entering the water. To determine the likely incidence of discharges of human waste from recreational boats, the agency would need to randomly survey boaters who would have little incentive to self-report this activity.

With the exceptions of Combined Sewage Overflow (CSO) systems emptying into the larger river systems, sewage-related water quality degradation is extremely rare overall and has never been attributed directly to recreational boaters.

Please allow me to address any additional questions you may have.

Sincerely,



Scott Brewen, Director

