



Summary of
Oregon State Marine Board Meeting
January 8, 2008
Portland, Oregon

Chair George Tinker called the January meeting of the Oregon State Marine Board to order at 10:00 am. Board Members present: George Tinker, Rick Allen, Trey Carskadon, Deborah McQueen and Bob Montgomery.

Staff Present: Director Paul Donheffner, Wayne Shuyler, Randy Henry, William Rydblom, Marty Law, Ashley Massey, MariAnn Koloszar, Glenn Dolphin, Dale Flowers and June LeTarte.

Chair Tinker announced the Agenda. The first portion of the meeting will be a panel discussion on wakeboarding and related issues followed by open public testimony.

Item A:

Round-Table Panel Discussion

Mr. Henry provided a brief overview. In 2005, the Board was petitioned to create a low-wake zone on the lower Willamette River. Public members overwhelmingly stated that they did not want more regulations. The Board instructed staff to conduct outreach and education for two years.

Following this period, stakeholders identified wake erosion and noise as two major issues. In September 2007 staff requested the Board initiate rulemaking in consideration of three options: (a) define "wake" by administrative rule; define unsafe/damaging wake; (b) restrict or eliminate wake enhancing devices; or (c) establish no wakeboarding zone(s).

The Board directed staff to solicit opinions from a larger number of waterfront homeowners, generate communication and gather input from other stakeholders.

Two-hundred questionnaires were mailed to licensed dock waterfront homeowners. About 100 surveys were returned. As outlined in the Board report, key concerns cited were noise and wakes. Respondents favored new regulations to address these issues.

Panel members introduced themselves to the Board:

Anne MacDonald, River Restoration NW and URS Corporation
Matt Radich, General Manager, Active Water Sports
Jim Smeed, Dock Builder on the Upper Willamette-Aquastructure
Eric Lintner, Homeowner on the Willamette
Matt Hickman, editor Wakeboarding magazine
Greg Waters, Wakeboarder on the Willamette
Deputy Robert Wurpes, Clackamas County Sheriff Office

Panel members addressed the Board:

Anne MacDonald – presented an overview of the streambank erosion process; hydraulic and geotechnical factors are contributing elements; erosion rates are increased by human factors; wake impact energy = wave height²; wake erosion is real; the higher the wake - much higher the erosion.

Jim Smeed – Has seen a dramatic increase in erosion problems and damage to people's docks and property. In the past five years, emergency calls on private property damage during in-season have increased from 1-2 per month to 1-3 per week. Doesn't know what the solution is, hopefully, through this process, a solution can be found. Erosion and dock damage on the Willamette is really bad.

Eric Linter – Has enjoyed water sports all his life. Has seen the size and weight of boats increase over the years. Can't use his dock on the weekends because the wakes are breaking over it. Has been in his boat when a wakeboat goes by and the water breaks in his lap. In the past five years, there has been a dramatic increase in wake size. Can't afford \$10,000+ erosion repair. Regulations are needed to address wake size and noise.

A letter from homeowner Michael McGuire was submitted for the record.

Greg Waters – The “hot” time for wakeboarding is April through August. The lower Willamette is good as it is close by, has easy access and you never have to turn around. The reason the wakeboard boat has a ballast system is to make the wake bigger; normally these boats don't have a big wake. It's not just wakeboard boats that make wakes, its boats in general. A lot depends on the driver. A good operator will try to run a straight line and not push the waves down the river. A 23 ft inboard/outboard throws just as big a wake.

Matt Hickman – Reinforced Greg's point. This is not a wakeboarding issue rather a boating issue. Every boat that exists makes wakes. It is up to the driver to be aware of what wakes are doing and to be courteous to the landowners and other users of the waterway. Most wake enhancement devices are used to shape the wake rather than increase its size. Wake size is important; bigger wake means more hang time but a cleaner more defined wake is what wakeboarders look for. Education is a great way to make the boat operators more aware. Look to the dealers to support this endeavor.

Matt Radich – Wakeboard image and its impact on waterfront homeowners is important to dealers. Would like to implement non-regulatory solutions. Doesn't want more regulations rather responsible operators. The dealers will be putting together a “Smart Boating – Low Impact” publication to handout to continue on the “Play Away” campaign. The key is education, promote responsible operators. Three large dealerships will be adding Coast Guard approved boater operator classes this year. The Oregon Boater Education Card covers the laws and regulations but does provide in-depth instruction on how to drive a boat in a low impact manner. Dealers will also be working on the issue of loud stereos and noise. As a network, we know that this issue needs to be addressed. Dealers will be forming a committee to network and set a baseline of responsibility for our customers. Need to self police our customers. More funds for education can be provided through a fee increase, ½% of value per year similar to Washington state or maybe a \$40 surcharge on wakeboats.

Deputy Robert Wurpes – Enforcement doesn't want to see a ban though they do want to address the landowner's issues and dock damages. Concerns are: unworkable regulations. How is a wake measured? What is the definition of wake enhancement device? Resource is another concern. Primarily their job has always been safety and equipment not looking at the waves as a danger or damage issue. They've never dealt with the environment before. They're already stretched thin. There is a lack of data. How is erosion measured? What is an acceptable rate? This issue needs to be studied, measured and addressed appropriately, so that there are no unintended consequences. Over the past two years, have had more success with positive PR. Has sent out letters of warning – it's a matter of education. Have attended homeowners meetings and gone to tournaments and talked to wakeboarders; many were not aware that noise was an issue. Enforcement has stepped up their efforts on the upper Willamette, specific to the Newburg pool, to address the noise issue. Should measure the success of the “Play Away” campaign prior to adopting regulations.

Concluding panel testimony, Chair Tinker asked Board members to introduce themselves, conveying geographic area representation and background. Board members complied.

Member McQueen asked which agency identifies and monitors erosion and its causes. Who are responsible, the Corps of Engineers. Whom does the homeowner approach? Which agency could provide input to the Board on erosion concerns?

Anne MacDonald responded the homeowner is pretty much on their own. The Corps and Department of State Lands issues permits but there isn't any one agency which regulates river bank erosion. Local governments may have ordinances that address the issue but they vary by municipalities. There isn't anything comprehensive which addresses the erosion vulnerability of the Willamette; different counties have different levels of information.

Mr. Allen commented on the time spent talking about erosion but DEQ, DSL and ODFW aren't even at the table, this issue isn't even on their radar. He questioned whether this issue is more social in nature - younger boaters versus older boaters. Floods cause numerous times more erosion than all boats combined. Mr. Allen asked that if the music was no longer an issue, would half of the complaints go away.

Mr. Linter responded that it is not “old” vs. “young”; the music is temporarily annoying but the erosion impacts are definite. The density of boats is greater.

Mr. Henry commented that survey results indicate homeowners believe that there is an increase in usage which may be due to “use patterns” of wake boards versus an actual increase in numbers.

Mr. Montgomery stated to Chair Tinker that the Board should not be addressing any noise issue as it is not a Marine Board issue. The public should not be bringing this issue to the Board.

Anne MacDonald responded to a comment made by Mr. Allen. It is not a flood vs. wake erosion issue. Any erosion becomes difficult for the homeowner; the fixes are expensive-in the quarter million dollar range. It is important to understand the magnitude of the issue.

Open Public Testimony:

Steve Boone
Lake Oswego, OR

Agrees that in the last fifteen years, since wakeboarding has become popular, the wakes have become much bigger. Wake boats, even without a wake enhancement device do throw out a bigger wake. Need more boating education. Boaters don't care that they're damaging people's property. Once you get above eight miles per hour you're throwing out a big wake. Taking an on-line test is not sufficient to educate boaters. Need classroom time with films to see damages.

Travis Williams
Lake Oswego, OR

Took issue with Mr. Montgomery's comment that OSMB does not regulate noise. As the Marine Board provides money to the counties to conduct enforcement and since the counties have noise regulations, yes, the Marine Board is involved in the noise issue; there is a direct connection.

Wakes from wake boats do have a tendency to stack up especially in narrow passages. With regard to erosion, it is one thing to have a flood in spring melt but it is another thing to have continual wave action against the bank during low flow periods. Smart boating is good, educational efforts can do a lot. The Board has the power and authority to take steps – maybe with regulation or education. Maybe dollars can go to both education and bank restoration funds.

Darren Holsey
Wilsonville, OR

Took issue with survey. It was bias against wakeboarding. Instead the survey should have questioned homeowners on erosion damage due to wakes in general not just wakeboarding. Wakeboarders are not the sole cause. All users create waves. A jet sled fishing boat makes just as much wake as a wakeboat. The height of wake isn't the problem; it is the distance between the peaks. The river has gotten more crowded. Wake boating is an easy target as it is a newer sport attracting younger users with loud stereos. There is more erosion during the winter and late spring when the water is running fast not during the summer. Need education.

Scott Parnell, Owner of Samson Sports Wakeboard Towers
Camas, WA

Clarified that much of our product is a “family friendly sport”. Not simply a wakeboat issue versus any other boat making a large wake. Stressed Mr. Allen point that this is a “social issue”. If the noise aspect was eliminated, believes the wakeboard boat issue would dispel.

Ryan Christie
Aurora, OR

See all points of view. Has spent money to repair dock every year. Almost lost home in the 1996 flood due to shore erosion; now have retaining wall. Biggest concern is the innertubers-spinning circles and creating wave after wave. More irritating than any wakeboat. Agrees with Matt Radich, more money is needed for education. Every dealership needs to provide hands-on education to new boat owners on how to drive a boat properly, whether for wakeboarding or innertubing, and be respectful of homeowners and other users.

Mark Lawhead
Lake Oswego, OR

The issue is boating education. Started a wake management committee on Lake Oswego. My recommendation is to have a practical examination, not on-line, but with an instructor. New boat owners have to take a "wake awareness" exam with their own product. Activities close to shoreline cause wakes. It is also a noise issue; it's annoying. Agrees with Matt Radich, charge more money, to provide a practical examination, on wake management.

Warren Freece
Beaverton, OR

Agrees with Darren Holsey. A lot more erosion is created by the gravel and rock removal operations. The 1996 flood was the worst. Agree that there is a lot of boat traffic, increasing with population. The big cruisers create much wake action affecting the shorelines. Wake action also has positives, i.e., aeration of the water.

Pamela Chapman
West Linn, OR

Her waterfront is actually a deposit area. Every year, when the water drops, we have a beach but with the continual rough water and wake action through the summer, it is gone. It is much busier on the water and the increased activity is by boats with more weight. Dock is nearly unusable in the summer. The "Play Away" campaign did help; boaters seem more polite this past summer. But it doesn't help the basic fact that the waves are pretty high when they hit the bank. Lives in a very narrow section of the river, exacerbated by a rock shoal on the opposite bank. The channel is narrow and boaters come in too close. The wakes do not dissipate prior to hitting the docks. They slam in. Neighbors have lost eleven feet of bank. Not only is repair extremely expensive, the practical odds of getting a permit from the Corps are nil. Not sure what the answer is but it is false to blame every boat because it is not every boat. The new boats are bigger, heavier and they throw a tremendous wake, all day long. Hate to see a ban, but how do you reduce the amount of traffic. Would like to see a larger "no wake" zone around the docks and shorelines. Totally understand the boat dealers' livelihood but why should homeowners have to subsidize their business. Feel homeowners are taking the brunt of the issue with a "just deal with attitude".

Loren Shrouk
Wilsonville, OR

Have a tremendous amount of erosion over the years. Increase in traffic and the amounts of wakes accelerated the pace in which the dock had to be rebuilt. Wakes do not dissipate before they hit shore. Water skiing is much different than wakeboarding. They are very different sports; wakeboarding is more jumping. Self-policing is wonderful, it's great to talk about, but it's pretty hard to do. From an enforcement standpoint, it will be very difficult. It's nice to talk about operating a boat in a low-impact manner and education, all I can say, it is a very difficult problem. People are concerned and it needs to be addressed. I don't know what the solution is. Believe that wake enhancement devices are a problem.

Dennis Williams
Milwaukie, OR

Not present. Provided written statement to Board.

Grady Nelson
Wilsonville, OR

A 250 cruiser has a bigger wake than my wakeboat. There is no easy solution. There is no ability to measure erosion. Truly is a social issue. If the noise ordinances were enforced, would people be complaining? Get federal money and do public service announcements to assist in enforcement and education. There is a lot that can be done but first you have to determine what is driving the problem: erosion, the wake enhancement devices, or a social issue. Three finger solution: education through the dealers, law enforcement and land owners. Then in two-three years see if the education has helped the problem. Noise can be addressed. Don't think we have a solution now.

Lyle Ramsdell
Lake Oswego, OR

Lake Oswego has put a ban on wake enhancement devices. I have an inboard/outboard that produces a very nice wake for wakeboarding. We don't have a sound system on our boat but our wake is just as big as any other wakeboard boat. It is legal on the wake but I don't get complaints. I have several friends who have wake boats and they play their stereos loud and they get stopped all the time. My opinion is that it is more of a social issue than necessarily an erosion issue.

Andy Palm
Vancouver, WA

It is a social problem and it starts with alcohol. The longer the day, the more bottles, the crazier people get. If the same rules that are on the street were on the water, the driver can't have alcohol and people in the boat can't be drinking at the same time, it would not be nearly as big of a problem. It's a late in the evening issue, boats littered with alcohol containers. It comes back to responsibility. It's not the boat that is the problem, it's the driver. Law enforcement and the Board need to address this issue. For every ticket, the boater should have to watch a video and take a test. Need a mandatory forced education program (similar to snow skiing-pull lift ticket).

Panel members readdressed the Board:

Jim Smeed – Erosion problems are real significant and damaging state property. Erosion problems are severe. You can't control flood events but the Board may have some way to control wake issues. See frequent dock damage due to boat wakes. Education is important. There are some areas of the river which are more appropriate for wake enhancement devices, where significant erosion would not occur. There is a lack of common sense, not waking when you don't need to and staying away from other boats.

Anne MacDonald – In response to Chair Tinker's question, yes, rockier bank areas of the Willamette River are more resistant to erosion.

Matt Hickman – replied that the industry wants to be part of the solution, be supportive of the Board and landowners, in response to Ms. McQueen question of how many present make their living in and around the boating industry. Would like to be involved in any committee be formed, would be a great resource.

Matt Radich – Right now there are "no overload" regulations for enforcement. In favor of increasing registration rates. Regulating wakeboard boats is not going to change the density of boats on the water and the issues caused by many boats. A good comprehensive education program is needed.

Mr. Carskadon concluded the session with the comment that in the past few years this issue has reached the boiling point. The Board has heard from State Legislators and from public around the state. The industry has a responsibility to be part of the solution, to educate customers and to help landowners whom have legitimate property concerns. Homeowners and legislators want satisfaction. They want to see something happen. This has been talked about for five-six years and they feel it is falling on deaf ears. As a Board, we need to address this issue. We have taken a long look at this and take it very seriously.

Marine Board Presentation

Mr. Montgomery asked Chair Tinker if the Board would break from topic and recognize Chuck Daughtry, Port of Cascade Locks, and Jarvis Brecker, Executive Director of the Columbia Gorge Racing Association. The gentlemen thanked the Marine Board for their support with projects and maintenance in the past years. Recognized staff and acknowledged Mr. Montgomery's vision that got sailing started in the Cascade Locks. Presented a picture to the Board.

Item A: (continued):

Mr. Henry requested authorization from the Board to form an action group to include industry panel members, landowners and other interested parties. This group would meet, hold public meetings, and identify acceptable solutions that will include education, enforcement and regulations. These proposals will be brought to the Board for review in April. At that time, and as applicable, staff will request Board approval to move forward with the rulemaking process.

Mr. Montgomery suggested charter boats operators and yacht club representation to the working group, including DSL, DEQ and ODFW.

Mr. Allen commented he would like to see extra money targeting education; rules should be the last resort. Need enforcement or staff at launch sites during the weekends talking with boaters. We need to quit studying the issue and dedicate some money to it. Mr. Carskadon agreed.

Chair Tinker voiced the opinion that education and enforcement may run parallel with rulemaking.

Ms. McQueen clarified that between now and April the Board wants to hear recommendations for a change in our current educational process, with dealer involvement, along with the option of rulemaking. Also, would like to see the Oregon Marine Trade Association work with the dealers to address issues.

Mr. Montgomery motioned to approve staff recommendation. Mr. Allen seconded. Motion carried unanimously.

Lunch Break Presentation:

Jim Gores, Invasive Species Coordinator, ODFW, gave a talk on invasive species.

Meeting reconvened at 1:20pm:

Chair Tinker asked for a review and approval of the September 27, 2007 Meeting Minutes. Mr. Allen motioned to approve the minutes. Mr. Carskadon seconded. Motion carried unanimously.

Unscheduled Testimony: None

Item B: Director's Report

Director Donheffner briefed the Board on items as outlined in the Board report, including:

The Coast Guard's mandatory PFD wear requirements while crossing bars has been put on hold. The US Army of Corps of Engineers is studying mandatory PFD wear for all recreational boaters on waters subject to Corps jurisdiction, nationwide. This would include Bonneville, Detroit Lake and twelve major reservoirs. About one-third of water activities in Oregon take place on waters subject to the Corps jurisdiction. The report is due in May.

The Federal government has filed a motion to dismiss the appeal on Waldo Lake, arguing that only the State can advance said claim. The Columbia Seaplane Pilots have also filed suit. Additionally, without public comment, the Bureau of Reclamation announced a ban on all sea planes landing on Bureau lakes, nationwide. The Columbia Seaplane Pilots are requesting continued access under an exception process.

The Legislature is schedule to convene February 2008. Our deadline for bills is April 15, 2008. The only concept we are discussing, together with ODFW, is invasive species, state authority to stop and inspect boats, require cleaning. This issue could cross several agency lines and may not end up being an OSMB bill. If the Board has any issues to advance, they would need to be submitted as soon as possible.

Director Donheffner announced he will be submitting a draft budget to the Board for review in April for finalization in June, as the budget is August 1, 2008.

The Board discussed the scheduling of the next meeting. The meeting will be held April 7, 2008 in Wilsonville. Venue will be announced.

Chair Tinker commented that he is troubled by initiatives from Federal agencies to manage Oregon waters, both access and uses. Mr. Montgomery agreed that the Board needs to express their displeasure in writing. Board members agreed.

Item C: Siltcoos Lake Rules for Slow No Wake near 5 MPH near Camp Baker

Director Donheffner recommended adoption of the "Slow No Wake Zone" rule near Camp Baker of Siltcoos Lake.

Mr. Montgomery motioned to adopt rule 250-020-0221. Mr. Carskadon seconded. Motion carried unanimously.

Ms. McQueen commented that a private facility should be given the same consideration, if they ask.

Consideration to initiate rulemaking on the Siletz River was postponed per the request of the City of Siletz.

Item D: Boating Safety/Education Assistance Program

MariAnn Koloszar requested Board authorization to move forward with rulemaking on a permanent rule which will implement a statewide boating safety/education assistance program for small grants. A temporary rule is currently in place. Once the public notice process has concluded, staff will return in April for final approval.

Mr. Montgomery motioned to initiate rulemaking. Mr. Allen seconded. Motion carried unanimously.

Item E: Education and Information Program Report

Marty Law, Education/Information Program Manager, briefed the Board on recent activities within the Education and Information Program.

As of December 2007, the program has issued more than 186,000 boater's education cards. This year boaters age 70 and younger will need their card.

Staff will be at conducting a PFD giveaway at the central Oregon Boat Show at the end of February.

The program's new intern, Parker Craig, was introduced.

In the December 2007 issue of the *Marina Dock Age* magazine, Oregon was recognized as one of the top three states which certified the most marinas in 2007. Glenn Dolphin is doing an outstanding job with the program.

Accidents were reported. At year end, there were nine recreational boating fatalities, which is below the average of 14-15. Last year, there were twenty fatalities.

Mr. Law distributed preliminary finds for the OSMB focus groups held in Portland and Eugene in December. OSMB is partnering with RBFF to put together a campaign in an attempt to mitigate the decline in recreational boating. Groups included registered owners, lapsed owners and exited owners. Initial findings indicate that users were satisfied with Oregon waterways; overcrowding was mentioned as a key detraction, as was lack of time and cost. The report will be finalized later in the month. RBFF representatives will address the Board in April.

Chair Tinker questioned as to whether there were any incentives to register early in the season. Director Donheffner responded that there is neither an incentive nor disincentive.

Ms. McQueen asked why non-boaters weren't included in the focus groups. Mr. Law responded that the initial focus was one of attrition but do realize that it is also a recruitment issue.

Mr. Allen questioned the possibility of having a "free boating weekend" similar to that of ODFW's free fishing weekend. Mr. Law responded, along a similar vein, OSMB will be sponsoring a boating camp to acquaint kids to boating.

Mr. Carskadon remarked on ODFW's hunting mentor youth program and how a similar effort may be beneficial in reaching our customer base. Ms. McQueen commented that maybe the industry should also be promoting "affordable" boating.

Item F: Facility Program Grant Requests

Wayne Shuyler, Assistant Director/Facilities Program Manager, addressed the Board. Three grant requests were presented.

Facility Grant #1319 - \$294,500 – Jackson County, Willow Point Ramp and Parking

Randy Hutton, Jackson County, stated that this is a very popular fishing use area in Southern Oregon. The lake is opened seasonally from April through October with more than 400 camp sites around the lake.

This request was left-over from Round One. Federal funding is now in place. The County is requesting funding to replace an existing single-lane launch ramp with a two-lane ramp with self-adjusting boarding floats. The grant will also address parking.

Chair Tinker inquired whether a boat wash station was planned and Mr. Hutton responded not at this time.

Mr. Carskadon asked what the cost difference between the initial Round One request and today's request; Mr. Shuyler did not recall.

Ms. McQueen questioned launch usage between California and Oregon users. Mr. Hutton responded that those statistics are not kept.

Staff recommended approval.

Mr. Allen motioned for grant approval. Mr. Montgomery seconded. Motion passed unanimously.

Facility Grant #1333 - \$30,000 – Jackson County, Floating Restroom

County is requesting funds to replace an existing floating restroom at Howard Prairie Lake.

Staff recommended approval.

Mr. Carskadon motioned for grant approval. Ms. McQueen seconded. Motion passed unanimously.

Mr. Shuyler stated, in the future, staff will provide the initial application material of deferred projects when they are being reconsidered.

Facility Grant #1334 - \$30,000 – City of Coos Bay, Empire Debris Boom Repair

City of Coos Bay is requesting funding assistance to repair or replace a damaged pile located on the debris boom protecting the ramp and floats at Empire Ramp.

Discussion on the Board paying for mistakes. Didn't the contractors know that they didn't drive the piles deep enough, so now they're going to try again. This doesn't seem logical. Are they going to come back next year to tell us it didn't work again. Chair Tinker added that this is an area the gets hammered very heavily.

Staff recommended approval.

Mr. Montgomery motioned for grant approval. Mr. Carskadon seconded. Motion passed unanimously.

Item G: Facility Program Staff Report

Mr. Shuyler announced the completion of a brand new site at Foster Reservoir. This is a Corps of Engineers' lake. OSMB is very happy with the results. This is a brand new ramp in a brand new location; the cost was approximately \$750,000. The Board will be informed of dedication ceremonies when defined.

The Board was briefed on winter storm related boating site damages. Damages to facilities were not as bad as first reports indicated. Nehalem Bay, Tillamook County, was hard hit and may receive FEMA dollars to assist in repair.

Mr. Shuyler provided the Board with updates from Round One projects.

A grant application for Clean Vessel Act funds has been submitted for the upcoming Federal fiscal year, totaling \$1.4 million; \$627,000 for coastal areas and \$855,000 for inland facilities.

Mr. Allen asked staff to check with State Parks on the removal of the boat dock on Crooked River and let him know.

Ms. McQueen questioned whether user fees paid by boaters or non-boaters are taken into consideration when grants are recommended by staff. Mr. Shuyler responded that yes that is one factor; user fees would result in fewer points in the ranking. Ms. McQueen requested that this user fee data be included in the documentation presented to the Board including how much of the fee is directed back to the facility. Ms. McQueen indicated that her vote may have changed in light of what occurred at Scappoose Bay after the Marine Board made the grant award. Specifically, the fee rate changed to that only boaters pay. Mr. Shuyler indicated that it was his understanding that this change was rescinded.

Also, Ms. McQueen pointed out that the floating restroom at Tillamook Bay is atrocious, filthy and smelly.

Mr. Allen questioned with less and less people boating why are we adding restrooms all over the place. How many do we need, is it cost effective? They are gross.

Mr. Shuyler responded that use and location is considered prior to placement. Floating restrooms are paid by Federal grant programs, 75% of every dollar, whereas land restrooms are not. Unfortunately not all boaters head back to land. Director Donheffner commented that it boils down to maintenance, a poorly maintained land restroom can be just as bad. M. Shuyler stated that staff will check into the Tillamook Bay restroom.

Item H: Policy Program Report

Mr. Randy Henry briefed the Board. Nearly 7,000 Triennial Surveys were mailed and to date, approximately seventy percent have been returned. Oregon State University Survey Research Center will begin inputting and analyzing the data. Staff will update the Board at the June meeting.

Staff continues its involvement in efforts of education and training to prevent invasive species from entering Oregon's waterways via boats. Staff is coordinating the development of language to provide watercraft inspection authority.

Ocean Power Technologies is still working on test sites. The Finavera test buoy put out near Lincoln City to measure the placement and anchoring system, malfunctioned and sank. Recovery protocols are not accurate. The company continues to work toward the deployment of ten test buoys. There is a proposal in Washington to put out 350 buoys on a ten mile stretch surrounding Gray's Harbor – resulting in a boating closure. We don't foresee those types of issues coming up in Oregon.

The Governor released a memo in November addressing the scope of the marine reserves. The Governor would like agreement with FERC to limit the project to 5 to 7 wave generation sites and less than ten marine reserve sites, large enough to provide data, small enough that they would not significantly impact coastal communities negatively. Without money allocated for management and enforcement, the Governor would not support their creation.

Staff received a call from the Port of Tillamook, requesting funds to assist in the removal of a log jam on the Task River at the railroad bridge.

Staff is working on solutions for the abandoned boat which sunk at the Port of Florence, abandoned vessels in Bandon and other locations.

Item I Law Enforcement Program Report

William Rydblom, Law Enforcement Manager, thanked Mr. Allen's for his participation at the post-season held in October. Deputy Dangler, Multnomah County, won Officer of the Year award for the second year in a row. Other award recipients listed in Board package.

Staff is moving forward with on-line-reporting for law enforcement providers, with anticipated startup in July 2008.

Mr. Rydblom announced Dale Flowers recently attended a five day training course in conjunction with his program oversight of the Breath-Testing Program.

The Board was briefed on the Program Managers Workshop, held in Bend. Twenty-eight attendees, representing seventeen of 31 programs participated.

The River Public Safety Coordination Task Force, Portland Fire District and Multnomah County Sherriff River Patrol, met and have finalized protocols to resolve and reduce conflicts of notification and response.

Special payments contracts have been solicited for the 2008/2009 fiscal year, just under \$6 million dollars. Contracts need to be returned by May 2008, to be in place for the new fiscal year.

The Training Cardré Workshop, Pre-Season Training and the Marine Law Enforcement Academy have been arranged. Details provided in Board package.

Other Business:

Mr. Carskadon introduced Doug Walker, Columbia River Yachting Association. Mr. Walker informed the Board of an all boat regatta which will be held in Portland the end of August through Labor Day weekend. This event, River Fest, will be a celebration of the Willamette River and its impact of life in Portland. CRYA is orgainizing a boat parade, by invitation, which will include boats of all kinds which use the river – paddlers, steamers, cruisers, guide boats, work and tour boats, water taxis and other types of water craft. There will be an art display and other water related activities at Waterfront Park. This event will be promoted nationwide as a premiere river celebration.

Chair Tinker asked for a motion of adjournment. Mr. Montgomery made a motion to adjourn. Mr. Allen seconded. Meeting adjourned at 3:25 pm.

Respectfully submitted,

June LeTarte