

The Non-Motorized Advisory Committee explored ideas for a user pay-user benefit structure to fund the Marine Board's services to non-motorized boating. As a non-motorized boater, and considering the benefits you may receive, what is a reasonable pay structure? Do you agree with the ideas proposed by the Advisory Committee? If not, do you have other suggestions?							
Agrees or Not Opposed to NMAC Proposal	Lower than \$15/year	At or Higher than \$15/year	Options	One Time Lifetime Fee	Incentive to Reduce Fee	Other Exemptions/Discounts	Does Not want to Pay a NM Fee, but willing to Pay other fee
Duplicate the invasive species process. I agree with the proposal	I'd prefer knocking off \$5 and being more creative access points don't have to be fancy. I wouldn't support a user fee greater than \$10/biennium. Powerboaters require greater infrastructure and should have to pay a fee. If non-motorized fees are going to be used for parking, those parking spaces should be designated for paddlers. No more than a \$1/ft. for non-motorized boats	A fee is fine - \$30 - \$50 is OK	Don't exclude users - have variety of fee options: day, week, year etc.	I don't mind paying for AIS permit - likes to pay \$100 lifetime fee and not be bothered	Make fee \$50 with incentive to drop it to \$5	Senior and veterans discount	Will not pay, other than a small parking fee.
The amount seemed to be reasonable and acceptable - if - facilities / accommodations were actually received and some cover all training, rules or organization evolved from all of this		Fee should be high enough to justify process and program. \$30 min must consider \$10/8Annual already. 10/year seems low on a per use basis	Like short-term fee; 1 day	One-time fee (lifetime) or multi-year...\$50 lifetime for one (1) boat (doesn't want hassle of annual fee)	Incentive - discount if you take an education class	Sliding fee for baby boomers	I purchase a parking permit for developed access areas. I don't see a means of charging and collecting fees at more remote pints of access.
Sounds good to me. But I'd definitely like to see some mechanism to invite, include people who can't afford to use the waterways. Maybe outreach to community organizations, with community - shared permits. Let's not divide the state with the chance to use our wonderful waterway, great marine board, and ready to help law enforcement!	\$7/year but you need to roll it in with the invasive fish tags. Quit nickel and diming me for fees.	\$30 year per boat over 10' in length	Multiple year break	One-time fee for all boats, \$100 card for person - doesn't matter on boats	On-line course or other courses - can get a discount on fee	Exemptions - non-profit that provides education, site improvement by volunteer actions	Did not attend. If it's suggested I have to pay to put my kayak in Oregon waters I disagree. I agree with the invasive permit though.
I am not opposed to the Advisory Committee ideas. Many non-motorized boaters own a lot of boats. I want to pay just one fee as a non-motorized boater, I don't want to pay a fee per boat boat. Between kayaks, rafts, canoes, and windsurfers, I own 9 non-motorized boats. Yet altogether they cost me less than a single motorized boat so please don't charge me 9 times.	There are many back water areas that would be excellent for non-boater use. Access isn't always available. There should be areas created in these back water spots for easy access. I think if maintained a \$5.00 fee to maintain is fair.	Yes I agree but I feel that the fees should be low beginning with maybe \$10 for non-motorized boat and \$5 for the AIS permit. Bundled into a \$15 fee.	1-day or 1 week - good for party	Life time or similar to ODFW Pioneer license	If require registration, offer education discount	Exempt to 18 with adult - encourage families	The Invasive Species Permit is an acceptable structure because 1) the fee is attached to the person not the boat (most river users own multiple craft) 2) is affordable for casual users, and 3) goes to something that assist non motorized user fees I do not believe that any additional pay-user structure is called for. Access to access points (i.e. parks, etc.) often already costs \$5-7/vehicle and is largely to pay for large facilities for boat trailers that non-motorized boaters do not need or use. The OSMB continually suggests this fee every legislative session. It is not warranted or equitable.
I agree with the advisory committee.	Unaware of the proposal. The Invasive Species Permit currently required assesses paddlers five dollars per year, which seems enough to also cover this need, given the miniscule dollars needed to police paddlecraft for invasive species concerns. We all know one or two rogue power boats, with hidden quagga mussle larvae larded in hidden spots in the cooling system will wreck the Columbia River and its tributaries. That is where the enforcement effort and costs should be taken. If the ISP were combined with a Boater Ed permit, that would make some sense, but the five bucks seems like enough.	\$10-15/year, including Invasive Species Permit. Transferable between people and boats. Ex. #1: If I own three boats and three "permits," and I lend two of the boats, the borrowers can use the extra two "permits" I purchased. Ex. #2: If I own three boats and one "permit," and I lend two boats, the borrowers can use their own permits or any permit they borrowed. Ex. #3: If I sell a boat, I can keep my "permit" for my next boat(s).	Based on other state pay-user systems, I am sure that whatever is determined will be okay. I think that a pay system should have a few options. Perhaps a one week pass, one year pass, and a 10 year/multi-boat pass. Families with children in multiple non-motorized boats should get consideration as well.	It is hard to pin down a pay structure that would work for everyone, but I think most of us were more interested in a "one time" permit, rather than something we have to deal with every year. Since our rowing club pays for all of the maintenance at the facility we use 95% of the time, paying for other facilities doesn't seem so appealing, unless there might be grant funding available for our club to make improvements to or expand facilities at our location. There were many good ideas discussed by the advisory committee.	Discount on fee if takes as education class	Senior citizen break	If there are maintained and safe facilities... see a fee as reasonable. No more than \$5/car. However, even this can be prohibitive for some...just getting to a spot might be a stretch. I think donations are a great idea.
Issue with fee - but 80% with Advisory Committee - however ALL Oregon waters should include a focus on high density areas instead of non-populate areas	\$5/day. Haven't read the proposals yet.	\$8 to \$10 per year and available in 2 year permits that are NOT boat specific. Have it include the ISP annual fee of \$7 to keep it simple and user only has to purchase a single permit covering both fees. Total of \$15 annually and also available in 2 year versions.	Hole punch month of purchase	Life time = \$100 (Pioneer license - \$5-\$10)	Incentives to take education class for possible fee reduction - if fee is charged	18 age as minimum? Disputed	None. There is no need for additions resources, and we are self sufficient. Park state and national park fees should be adequate.
I agree with the pay structure.	10, 15 dollars is fine.	I'd pay \$20-\$25 per year	Tiered fee based on occupancy of boat	Longer term permits	Possible incentive "sweet equity" discounts	Lower cost for kids (i.e. similar to kids fishing license)	
Agreed	We already pay for an invasive species permit for 10+ foot boats. Combine a little more 3 to 5 \$ a year for upkeep of facilities.	Obviously the pay structure would depend on the level of amenities provided. For myself, I would happily purchase a season for up to \$40 if it meant reliable, safe, and secure access to rivers.	No discount for bulk permits - one fee for everyone	Some of the boat ramps are in poor condition. Plus why do I have to buy a boat ramp pass in every county? If we could just pay once for all of Oregon that would be great. Non-oregon boats can do a day pass or something but those of us in Oregon should get a way to only pay once and use any ramp/parking area.	Voluntary education with a discount on fee	See all creeks exempt for un-navigable - majority of populace	
	I would think \$1.00 per linear foot or less to be reasonable	OK with fee - but \$15 - knock down and don't do elaborate facilities	Sell permits at the inspection stations		Reduced fee or waiver of fee with education proof	16 year of age is a random age to exempt - 13 yoa?	
	\$10 per year is reasonable. We don't want to exclude people who cannot afford the fee. That would be very counter productive to maximizing appreciation of our wonderful outdoors. Or work on a flat fee plus donation basis.	I live in a rural area and did not attend the meetings. I wouldn't mind a small annual fee (\$20?) if I felt like it was contributing to services for non-motorized boaters, such as paddler launch areas. But really, I feel our sports are very low impact, non-polluting and not requiring many services. They should be encouraged, not taxed!	Some coverage for those of us who own more than one boat for occasional use...perhaps an online/printable by the day permit?		Environmental incentive SOLV pick-up for discount	Primitive river exemption for whitewater kayakers (Class III & higher)	
	5 dollars depending on training levels.	\$24/year, no more than that.	Lump		Scholarships? Incentives for education?	Clarify "scenic" exemption	
	\$5 a year would be fine, and some of the main put in could provide fresh water to clean the bottom of the boats.	OK with \$20 a year if they can see where the money goes, what it is spent on			How can you get liveries on board for incentive education? 1) Non-motorized checklist; 2) Some are fantastic with education - some need help		
	\$1/foot, which includes the AISP fee.	Support if transferable...\$25 per year (\$20 for NM & \$5 for AIS)			Have an incentive price if take an education course...1) \$30 per year, but discount with education; 2) Would you have to keep taking an education course to keep getting the incentive?		
	\$10 - \$20 used for safety rescues, not to law for writing tickets!	Support if transferable...\$15-\$20 per year reasonable?					
	1 year = \$10 including AIS	1 year = \$10 - \$20 including AIS					
	I think a "kayak fee" of \$10 a year or so would make a lot more sense than the arbitrary 10' invasive species qualifier. The reality is that kayaks pose a tiny risk for invasive species as compared to motorboats. This should be recognized in the fee structure. Spending paddler money to educate, improve access and advocate for paddlers would be much more palatable than having my fee go toward staffing an invasive species check station.	Possibility of \$15 incentive with education - keep it simple... Look at boat length - have all lengths					

	I would pay \$10 a year if the money went to better parking, restrooms, and access trail improvement at the most popular river access points and if I knew commercial outfitters were paying their fair share too.	\$15 per year including AIS...\$5 for AIS & \$10 for non-motorized = \$30/two year fee					
	\$10 per year	\$20 - \$25 per two years including AIS					
	\$1 a foot for non-motorized	\$15 per year including AIS... \$5 for AIS & \$10 for non-motorized = \$30/two year fee					
	\$10 per year, but if had to pay fee for all of family -- prohibitive	Add no more than \$10 per year to the AIS permit so they can buy it all at once.					
	Fee smaller \$5-\$10 per year						
	including AIS \$10 per year						
	\$10-\$20 per year -- one permit						
	An annual license fee would be welcome if river access were improved and other access points acquired. I would be willing to pay a modest amount to support such a program (\$10 to \$20 per annum).						
	I am a little disappointed at the Oregon Marine Board for suggesting having 4 meetings statewide with such a major change in Laws. The one I'm speaking of is the law to affect all non-motorized vessels. Charging a fee is not a problem—it's the amount that's the problem. I don't mind paying \$5.00 for the invasive species (same as the kayaks 10 feet or longer), or an additional \$5.00 for the OMB. As long as the sticker goes on the boat.						