

February 10, 2018

Chair McLain & Committee Members
House Transportation Committee
Oregon State Legislature
900 Court Street NE
Salem, OR 97301

Subject Matter: HB 4099 and HB 4138

Dear Chair McLain & House Committee Members:

I am writing to express my STRONG opposition to Legislative House Bills 4099 and 4138. I am a land owner on the Willamette River in Wilsonville, just East of the I-5 bridge. I oppose the House Bills for the following reasons:

- 1) In a short session with very little public input and little to no supporting research, it would be inappropriate to push through HB4099 and HB4138.
- 2) The Water Sports Industry Association commissioned an MIT Scholar and former Coast Guard Engineer, Clifford Goudey to conduct a study of wave energy on manmade structures and shorelines, this report stated the following:
 - a. "WAKEWURF / WAKEBOARD WAVES 150' OR MORE FROM SHORE DO NOT CARRY ENOUGH ENERGY TO HAVE SIGNIFICANT IMPACT ON MOST SHORELINES AND PROPERLY MAINTAINED DOCKS OR OTHER MANMADE STRUCTURES."
 - b. This is scientific fact, not a call on emotion.
- 3) The Oregon State Marine Board (OSMB) has already begun the process to address the wake conflict on the Upper Willamette, further task forces are unnecessary and repetitive.
 - a. An Advisory Committee assembled by the OSMB came to consensus in 2017.
 - i. 9 out of 10 OSMB Advisory Committee members agreed on opening up the river and creating a slow/no wake zone 150' from shorelines.
 - ii. One person would not agree and that is why we are here today.
 - b. I support the Oregon State Marine Board, its continued research, and its latest Advisory Committee to reach a fair and equitable solution to this matter.
 - i. The new Advisory Committee has its first meeting February 15, 2018.
 - c. I do not support Legislative action circumventing the OSMB and their ability to rule make.
- 4) The Oregon State Marine Board's last meeting reached a unanimous decision to Open Rule Making.
 - a. I would add that all parties involved from both sides of the argument supported Open Rule Making.
 - b. Open Rule Making allows the Oregon State Marine Board to further research, make conclusions, and roll out appropriate rules resulting from their study.
 - c. Why is Open Rule Making now not acceptable to those who support HB4099?
- 5) These house bills will negatively affect the local economy and tourism in the 20 mile stretch of river.
 - a. According to meetings I have had with the local boat shops, it is estimated that the wake boat industry in the Portland metropolitan area is a \$40-50 million per year industry. These numbers do not include the following businesses that will be affected:
 - i. Boat Repair Shops

- ii. Boat Storage facilities
 - iii. Fueling Stations
 - iv. Boat Marinas
- b. Hundreds of families will be financially impacted by limiting / eliminating boats activities on the Upper Willamette River thus causing them to search for new jobs or be jobless.
- 6) I am an advocate of educating existing boaters and new boaters on responsible boating then enforce these reasonable rules.
- 7) I am an advocate of a review of the boating card system and continuing boaters education, similar to forms of professional continuing education.
- 8) I am an advocate for safety on the river.
 - a. Open up the waterway to free use.
 - i. This will allow boaters to spread out along the river and observe safe distances from each other.
 - ii. Spreading out boaters allows boaters to observe further distances from structures or shorelines.

In closing, Representative Vial claimed to receive 2,000 emails regarding HB4099, of those emails, 2/3 of the emails opposed the bill. The City of Wilsonville City Council met on Monday, 2/5/18, and 2/3 thirds of the public comment on HB4099 were in opposition as witnessed and acknowledged by Representative Vial. Additionally, as of February 6, 2018, **2,282 signatures** have been collected to STOP HOUSE BILL 4099. I ask that you hear those constituents and stop HB4099 and HB4138.

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