

House Transportation Committee
Oregon State House of Representatives
Salem, OR

Dear Members of the Committee:

I am writing on behalf of the National Marine Manufacturers Association to ask that you vote against HB 4099 and HB 4138 as written when they come before the Transportation Committee, most likely on Feb. 12, 2018. However, NMMA does encourage the committee to support an amendment to HB 4099 that would create a Task Force on Motorboat, Water Sport and Recreational Activities. The proposed amendment, proposing 10 legislatively appointed members representing two of each of the following: boat owner, waterfront property owner, environmental group, the state legislature and the water sports industry.

The task force does, however, have one glaring omission. In its title and potential membership there is no apparent intent to consider if the activities and structures built by landowners may have an impact on erosion. NMMA encourages the committee to include in the task force's charter a requirement that it consider all uses of the river, including those that may be related to landowner activity.

NMMA is the leading trade association representing the recreational boating industry in North America. Its members produce more than 80 percent of the boats, engines, trailers, accessories and gear used by boaters and anglers throughout the United States and Canada. Recreational boating has an estimated annual economic impact of \$121.5 billion. Eighty-eight million Americans participated in boating in 2012. Importantly, an estimated 93 percent of traditional power boats (outboard, sterndrive, inboard and jet boats) sold in the U.S. in 2012 were made in the U.S.

Boating is an important part of the Oregon lifestyle. About 168,000 boats are registered in the state, and the industry generates \$1.7 billion in economic activity, directly supports 8,800 jobs and 490 businesses. Please see the attached infographic for more information.

The creation of the task force clearly shows an expansion of legislature's concerns from one relating to towed sports to one that would encompass all forms of powerboating. It seems appropriate that this issue is thoroughly vetted and discussed by stakeholders.

We would hope that the concerns, rights and responsibilities of boat owners and property owners should be carefully balanced with scientific findings as well as the traditions that have made boating an important part of the Oregon lifestyle. It also is important to recognize that the work product of this task force may be the first step of several steps that may be needed before the Transportation Committee and legislature has the information and input it needs to make decisions on this vital issue.

This amendment is most welcome, as HB 4099 as introduced would have ignored the economic importance, legal access rights and societal benefits of towed sports.

We also would ask that the committee reject HB 4138, which would expand the powers of the Marine Board to include authority to regulate activities and uses of waterways and shorelines that might cause erosion. HB 4138

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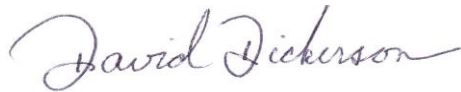
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does not recognize that determining cause, effect and solutions to erosion is a complex endeavor, as the activities of landowners and the structures they own along the shoreline must be considered at the same time as boating activity when determining the source of erosion. To my knowledge, there has not been a study to determine the impact of wake surfing on these shorelines, whether a ban provides significant benefit, and if there are differences within the 20-mile stretch of river.

We welcome the close scrutiny and robust debate by the legislature and stakeholders and encourage the committee to accept the amendment to create the task force and vote down HB 4138.

Thank you for your consideration of NMMA's concerns and please contact me at any time with questions or concerns at ddickerson@nmma.org.

Sincerely,

A handwritten signature in cursive script that reads "David Dickerson". The signature is written in a dark ink and is positioned below the word "Sincerely,".

David Dickerson
Vice President, State Government Relations