

SB47 Concerns and Suggestions

I live on the Coquille River in Bandon Oregon. I'm an OSMB licensed guide, boat captain, historian, owner/operator of Coos Boat Tours www.coosboattours.com, GORP&NOLS certified kayak guide for South Coast Tours LLC, Board of Directors- Recreation/Tourism Chair for Coquille Watershed Association, Coordinator for the Coquille River Water Trail, United States Navy Veteran and currently running for Bandon Port Commissioner.

I own 3 registered motor boats, 2 kayaks, 2 Sup's, and have been designing and building marine infrastructure for over 15 years. I have concerns and suggestions for SB47.

Concerns;

- Scores of uninformed users being stopped and cited by law enforcement for non-compliance
- Anti-commercial restrictions being placed on OSMB funded non-motorized infrastructure as are currently in place for many OSMB funded motorized vessel docks throughout the state.
- Exorbitant cost of the OSMB prescribed docks and infrastructure design.
- OSMB is already notoriously inefficient and could end up creating more barriers to development than already exist.
- This bill will be wildly unpopular and fraught with contemptuous users refusing to pay for the permit.

Suggestions;

- Allow for a two-year grace period before enforcement to allow for a publicity campaign, outreach and education. It would be imprudent to start issuing fines after only 90 days.
- Include language and augment the rules to reflect support for vetted commercial interests. With our tourism industry growing there is a parallel need for supporting guides and outfitters. This include all craft, motorized and non-motorized.
- Provide acceptable dock and infrastructure plans for ports and municipalities to follow in building these improvements for themselves using locally sourced materials and labor. The cost (\$170 per square foot) for an aluminum dock built out of state (Topper Industries, Washington) is undeniably wasteful. Work on a compromise with NOAA and US ACE towards a reasonable dock design.
- Consider a voluntary fee much like the Forever Oregon campaign Travel Oregon has instituted. I personally lead community paddles in Coos County that bring out over 80 participants and could easily pass the hat for this cause. Users would be much more prone to chip in funds than be forced into a what they consider a ham-handed tax.
- Conduct a study to accurately determine the number of nonmotorized craft subject to this permit while considering the many who will not pay the fee out of principal. Will this actually pencil out if not everyone pays in?
- The parallel with DOT concerning motor vehicles and bicycles should be considered when attempting to institute this type of permit. Cyclists in Portland would be self-immolating themselves in Pioneer Square if you tried to put an annual permit fee on bikes.

In summation, I hope to see due diligence on the part of OSMB in making more of a public outreach campaign effort before moving forward on this sure to be unpopular, publicly scorned bill.

Sincerely, Brian Kraynik