

Thank you Chairman Beyer, Vice Chairwoman Findley and members of the committee.

My name is Jean Quinsey. I am a resident of Lake Oswego, OR and a riverfront property owner. I served as a member of the 5 member OSMB Board from 2011 through 2015. My recreational river interests are primarily non-motorized. I paddle SUP, outrigger and other canoes, kayaks and am a former competitive dragon boat and outrigger canoe paddler. My husband and I own a fishing boat.

During my years paddling in the downtown Portland area, primarily around Ross Island I witnessed the derelict boat issue continue to grow. This is not a problem that will go away anytime soon, so therefore will require regular attention and increased mitigation funding.

Particular attention must be made for the boats that have sunk and those that create navigational and/or environmental hazards.

Our crews and individuals regularly encounter these hazards; as do motorized boaters. A sunken boat cannot always be seen. Impacts cause damage to both motorized and non-motorized craft. We often find ropes at/right below water level that are used to tie abandoned boats to trees on land. These ropes were are not often visible thereby creating a "trap" for boats in transit. Leaking fluids from boats are of great concern to paddlers who are near the water, as well as to environmental groups. At one point we were aware of meth labs being run on these boats.

In July 2014 I attended the first meeting of the then called "Task Force on Transient Boats", or "Derelict Boat Task Force". The first few meetings of the task force basically were focused on determining who was in charge, who had jurisdiction, who had funding and how would this be handled. However, it was the consensus of the group that boaters would/should contribute to the ongoing elimination of these boating hazards.

OSMB has done a great job finding money to assist with this problem. There has not, however, been any increase in the 150K budget since the inception of the program. Often abandoned boats are parked at one of the beautiful facilities that are built/maintained by OSMB. The presence of these abandoned boats at these facilities makes boaters feel unsafe. It is time for an increase in the budget line.

I support SB740. \$5.00 is a very small price for a boater to pay to help insure the waterway is clear of the hazards that end-of-life derelict boats cause. This is a problem that requires attention to keep our waterways safe. SB740 adds much needed funding to a system that is currently in place.

I am neutral in regard to SB840. Although this would increase funding to a much greater degree, it adds many levels of complexity that may or may not contribute to the success or failure of such a program.

Thank you for your consideration of SB740.