### **House Transportation Policy Committee**

#### Hearing on HB 4099 (as Amended) & HB 4138 - February 12, 2018

Chair McLain, Vice-Chairs Meek & Vial, Members of the House Committee on Transportation Policy:

My Name is Daniel Godfrey – and I'm here to Support passage of both HB 4099 (as Amended) and HB 4138.

As a Native Oregonian growing up in Sherwood, I have spent countless hours enjoying all sorts of water activities on the Upper Willamette River. In fact one of my best memories was learning to water ski on this particular stretch of the river.

Through a lot of hard work I was able to realize a personal dream and purchase a home on the Upper Willamette.

Unfortunately this same body of water I once enjoyed growing up as a youth has changed. I've seen firsthand the irreversible ecological damage to the rivers shoreline, the personal property damage to docks, and the growing safety issues and concerns for individuals wanting to recreate on this great scenic stretch of the Upper Willamette.

These issues in my opinion are directly related to the size and type of boats being used for wake sports. Simply put, due to new technology, these boats are no longer compatible with narrow waterways such as the Upper Willamette River.

Over the last 5 years the weight capacity of boats designed specifically for wake sports has increased significantly and the dry weight of these boats has more than doubled. The ballast system these boats are equipped with today can carry almost 5000 lbs. of water, creating wakes or waves over 4 feet tall. For example the Malibu A24 Axis Wake Boat has a dry weight of 5200 lbs., and a ballast capacity of 4,870 lbs. In addition these boats are now being designed with a hull that acts like an underwater plow. This hull design allows the boat to sit deeper in the water at slower speeds, helping create more water displacement for a bigger wake at all boarding speeds.

Based on these advancements within the boating industry, one could easily argue that wake boats are being over engineered. Yet the manufacturers of these boats continue to build boats that produce larger wakes, despite significant damage to the environment, increased safety concerns, and damage to personal property.

I'm not against the use of any of these technologies provided the waterbody is large enough to support and safely manage the risk. I believe HB 4099 will improve boater compliance with OSMB policies and Oregon Laws designed to protect safety, shoreline, and property within the Willamette Greenway.

Chair McLain and Members of the Committee, I ask that you adopt the HB Amendment 4099 as presented.

I thank you for your support.

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# PLANETNALITI

Nautique Boat Model Specifications Cha

The information in this chart was obtained from a combination of the Owner's Manuals and the Brochures from the years in question, Occasionally these two s All information contained in this chart should be verified with Nautique Boat Company if an exact specification

501	BW/ SERVE	Dry Weight	Draft	Beam	Length	Length with Platform	Fuel Capacity (Gallons)	Weight Capacity	Max Factory Ballast	
Year	Boat Model	Dry weight	20,111	Deam	200					
2017	Ski Nautique 200 - Open Bow	2850	22"	95"	20'	21' 10"	27	9 People / 1,450	N/A	409 HP (41
2017	Ski Nautique 200 - Closed Bow	2850	22"	95"	20'	21' 10"	27	7 People / 1,450	N/A	409 HP (41
2017	Super Air Nautique GS20	4500	27"	100"	20'	22' 1"	39	12 People / 1,850	1,850	409 HP (41)
2017	Super Air Nautique 210	4200	28"	98"	21'	23' 3,5"	37	12 People / 1,850	1,750	409 HP (41)
2017	Super Air Nautique 230	4650	29"	100,5°	23' 1.5"	25' 4.5"	47	15 People / 2,300	2,100	355 HP (40)
2017	Super Air Nautique G21	5550	25"	102"	21' 6"	23' 9"	46,5	14 People / 2,200	2,850	355 HP (40)
2017	Super Air Nautique G23	5900	25"	102"	231	25' 3"	65	16 People / 2,500	2,850	
2017	Super Air Nautique G25	6400	25"	102"	251	27' 3"	83	19 People / 2,800	2,850	355 HP (40
2017	Bupet 7th Hadingse 655									343 HP (37
2016	Ski Nautique 200 - Open Bow	2850	22"	95"	20°	21' 10"	27	9 People / 1,450	N/A	343 HP (37
2016	Ski Nautique 200 - Closed Bow	2850	22"	95"	20'	21' 10"	27	7 People / 1,450	N/A	343 HF (37
2016	Sport Nautique 200	3250	23,5"	95"	20'	21' 10"	28	10 People / 1,600	736 1,750	343 HP (37
2016	Super Air Nautique 210	4200	28"	98"	21'	23' 3.5"	37	12 People / 1,850	2,100	343 HP (37
2016	Super Air Nautique 230	4650	29"	100.5"	23' 1.5"	25° 4.5°	47	15 People / 2,300	2,850	355 HP (40
2016	Super Air Nautique G21	5550	25"	102"	21' 6"	23' 9"	46.5	14 People / 2,200		355 HP (40
2016	Super Air Naulique G23	5900	25"	102"	23'	25' 3"	65	16 People / 2,500	2,850	355 HP (40
2016	Super Air Nautique G25	6400	25"	102"	25'	27' 3"	83	19 People / 2,800	2,850	233 FF (40
2010	Bupot Pat Tablique							T	N/A	343
2015	Ski Nautique 200 - Open Bow	2,850	22"	95*	20'	21' 10"	27	9 People / 1,450	N/A N/A	343
2015	Ski Nautique 200 - Closed Bow	2,850	22"	95*	20'	21' 10"	27	7 People / 1,450	736	2.00
2015	Sport Nautique 200	3,250	23.5°	95"	20'	21' 10"	28	10 People / 1,600	1,750	343 HP (37
2015	Super Air Nautique 210	4.200	28"	98"	21'	23' 3.5"	37	12 People / 1,850	2,100	343 HP (37
2015	Super Air Nautique 230	4,650	29"	100.5*	23' 1.5"	25' 4,5"	47	15 People / 2,300 14 People / 2,200	2,850	343 HP (370 Torque) /
2015	Super Air Nautique G21	5,200	25*	102°	21' 6"	23' 9"	46.5 65	16 People / 2,500	2,850	409 HP (41
2015	Super Air Nautique G23	5,400	25"	102"	23'	25' 3"	83	19 People / 2,800	2,850	409 HP (41
2015	Super Air Nautique G25	5,900	25"	102"	25'	27' 3"	63	12 reopie 7 E, oop	2,000	
			-		201	21' 10"	27	9 People / 1,450	N/A	
2014	Ski Nautique 200 - Open Bow	2,800	22"	95"	20 <sup>1</sup>	21' 10"	27	7 People / 1,450	N/A	
2014	Ski Nautique 200 - Closed Bow	2,800	22"	95" 95"	20'	21' 10"	28	10 People / 1,600	736	
2014	Sport Nautique 200	3,200	23.5	98"	21'	23' 3.5"	37	12 People / 1,850	1,750	
2014	Super Air Nautique 210	4,200 4,650	29"	100.5"	23' 1.5"	25' 4.5"	47	15 People / 2,300	2,100	
2014	Super Air Nautique 230	5,200	25"	102"	21' 6"	23' 9"	46.5	14 People / 2,200	2,850	
2014	Super Air Nautique G21	5,400	25"	102"	23'	25' 3"	65	16 People / 2,500	2,850	
2014	Super Air Nautique G23	5,900	25"	102"	25'	27' 3"	83	19 People / 2,800	2,850	
2014	Super Air Nautique G25	3,700	1 20	1						
2012	Ski Nautique 200 - Open Bow	2,800	22"	95"	20¹	21' 10"	27	9 People / 1,450	N/A	
2013	Ski Nautique 200 - Closed Bow	2,800	22"	95"	20'	21' 10"	27	7 People / 1,450	N/A	
2013	Sport Nautique 200	3,200	23.5	95"	20°	21' 10"	28	10 People / 1,600	736 1,020	
2013	Sport Nautique 226	4,100	31"	98"	22' 7"	24' 10"	52	15 People / 2,150	906	
2013	Super Air Nautique 210	4,100	28"	98"	21'	23' 3.5"	37	12 People / 1,850	791	
2013	Super Air Nautique 230	4,300	29"	100.5"	23' 1.5"	25' 4.5"	47	16 People / 2,300 16 People / 2,500	2,850	
2013	Super Air Nautique G23	5,400	25"	102"	23	25' 3"	65 83	19 People / 2,800	2,850	
2013	Super Air Nautique G25	5,900	25"	102"	25'	27'3"	8,3	19 People / Z,noo	B3500,11	
			-	-	-	21' 10"	27	9 People / 1,450	N/A	
2012	Ski Nautique 200 - Open Bow	2,800	22"	95"	20'	21' 10"	27	7 People / 1,450	N/A	
2012	Ski Nautique 200 - Closed Bow	2,800	22"	95*	20'	21' 10"	30	10 People / 1,600	736	
2012	Sport Nautique 200	3,200	23.5	95"	22' 7"	24' 10"	56	15 People / 2,150	1,020	<u></u>
2012	Sport Nautique 226	4,100 3,800	28"	98"	21'	23' 3.5"	40	12 People / 1,850	906	
2012	Super Air Nautique 210	4,300	29"	100,5	23' 1.5"	25' 4.5"	51	16 People / 2,300	791	
2012	Super Air Nautique 230	4,300		1374,3						
2011	Ole Neutinua 200 Onus Revi	2,800	22"	95*	201	21' 10"	29	9 People / 1,450	N/A	
2011	Ski Nautique 200 - Open Bow Ski Nautique 200 - Closed Bow	2,800	22"	95"	201	21' 10"	29	7 People / 1,450	N/A	
2011	Sport Nautique 200 - Closed Bow Sport Nautique 200	3,200	23.5	_	20'	21' 10"	30	10 People / 1,600	736	
2011	Sport Nautique 216V	3,900	29"	95"	20' 11"	23' 1"	46	12 People / 1,800	770	
2011	Sport Nautique 2164	4,100	31"	98"	22' 7"	24° 10°	56	15 People / 2,150	1,020	
	Super Air Nautique 210	3,800	28"	98"	21	23' 3.5"	40	12 People / 1,850	906	
2011			29"	100.5	23' 1.5"	25' 4.5"	51	16 People / 2,300		

200							211 109	29	10 People / 1,450	N/A	
Math	2010	Ski Nautique 200 - Open Bow	2,800	22"	95"	20 <sup>t</sup>	21' 10"				
Section   Sect	2010	Ski Nautique 200 - Closed Bow	2,800	22"	95"						
Sept. No.   Sept. No.   Sept.   Sept		Ski Nautique 216	2,990	24"	91"	21' 6.5"	23' 3.5"				
Section   Sect				28"	93"	20' 9"	23' 1**	38	10 People / 1,350	625	
Sept Number 28								46	12 People / 1,800	770	
Section   Sect										1.020	
Section   Sect	2010										
Sept. Art Nombrow 278   4.500   201   10.57   27.157	2010	Super Air Nautique 210	3,800	28"	98"						
2000   S. S. Nordings 1996		Super Air Nautique 230	4,300	29"	100.5"	23' 1.5"	25' 4,5"	51	16 People / 2,300	791	
Section   Sect	20117	Output Late 1 to a series									
Section   Sect		01131 d 104	2.640	220	00.251	10' 5 25"	71' 3 75"	29	6 People / 1,210	N/A	
1900   Sept National Process   1900   32"   27									9 People / 1 210	N/A	
2000   Sept Notinger 10	2009	Ski Nautique 206									
Description   19	2009	Ski Nautique 216	2,990	24"	91"	21'6.5"	23' 3,5"	29	10 People / 1,323	308	-
1.   1.   1.   1.   1.   1.   1.   1.											
Septe No.   Sept	2000	Comes Air Mantinus 210	3.800	28"	98"	21'	23' 3.5"	40	12 People / 1,850		
1907							23' 1"	38	10 People / 1,350	625	
Super Art Membrane 20										849	
South Ambibulary 2006   Co.	2009	Super Air Nautique 220									
September   Sept	2009	Super Air Nautique 230	4,300	29"	100.5"	23' 1.5"					
Section   Sect			4 300	29"	100.5"	23' 1.5"	25' 4.5"	51	16 People / 2,300	791	
St. Vendings   Dec.   Dec.   Dec.   St.   Dec.	2003	Spott Hadridge 250									
Section   Sect			2.510	225	00*	10'5"	211.4"	29	6 People / 1,210	N/A	
2009   Sh. Neshigan 200	2008	Ski Nautique 196								N/A	
Six National 26	2008	Ski Nautique 206	2,830	24"	90"						
Spert Number 211   3.30   27   57   30   67   27   11   38   0   Proplet   1,300   62			2.990	24"	91"	21' 7.5"	23' 5,5"				
Separa   S							23' 1"	38	9 People / 1,350	625	
September   Sept									12 People / 2,000		
	2008									791	
2008   Superf Air Number 250   4,707   27   50   27   17   27   30   27   17   27   30   27   17   27   30   27   17   27   30   27   30   30		Sport Nautique 236									
Super Air Number 20			3,800	28"	98"						
2006   Soper An Francinger 200   2,300   297   00.57   297   157   297   457   297   157   297							24' 3"				
								51	14 People / 2,200	791	
2007   Sil-Yandique 200   2,540   22   50   50   50   50   50   50   5	2008	Super Air Nautique 230	4,300	49"	100,3	met tot	AM. 3181				
2007   Sil-Yandique 200   2,540   22   50   50   50   50   50   50   5					الـــــــــا		2557,0	200	6 Papula / 1 210	N/A	
2007   Sil Nanique 206   2,430   24"   17"   17"   27"   29"   9"   9"   9"   9"   9"   9"	2007	Ski Nautione 196	2,640	22"	90"						
					90"	20'5"	22' 7"				
2007   Sh   Sent   216   23.50   24.50   24.50   24.50   24.50   25.								29	10 People / 1.325		
2007   Sport Nantique 251   3,550   27   57   5	2007	Ski Nautique 216								625	
	2007	Sport Nautique 211	3,350	28"							
Sport Namique 256			3.860	31"	96.5 <sup>H</sup>	22' 6.5"	24' 9.5°			to 1	
Special Conference   10   Super   Su						23' 1.5"	25' 4.5"	51	14 People / 2,200		
								39	10 People / 1,450	906	
2007   Super Are Nuntique 2201   4,070   29"   90"   22"   90"   92"   90"   92"   90"   92"   90"	2007								12 People / 2 050	849	
2006   Sal Nautique 106   2,570   22"   51"   19" 6"   21" 2"   29   6 Feogle / 1.210   N/A	2007	Super Air Nautique 220	4.070	29"	96"	22' 1"	24.3	20	AP A SUPPLY SHOWS SELECT		
2006   Shi Nandique 266   2,575   24°   91°   20°   27°										31/A	
2006   Self-Variance   2975   24"   91"   977.57   22"   29"   9 People   1.210   N/A	-	Old Mandage 106	2 570	22"	91"	19' 6"	21' 2"	29			
2006   SeptiAn Nanique 216   3.08   48"   91"   21"   25"   22"   22"   33   10 People / 1,255   300							22' 4"	29	9 People / 1.210	N/A	
2006   Spert/Art Nandque 216   3,000   24   37   37   9   23   1   38   9   Penple / 1,300   730   200   200   200   200   3,000   21   200	2006	Ski Nautique 206							10 People / 1.325	308	
Sport/Air Natique 210   3,330   28"   93"   20"   91"   27"   28"   39   10 People 7.1,555   859	2006	Sport/Air Nautique 216	3,050	24"							
Spert/Air No.   Spert/Air No.   Spert   Sper			3.830	28"	93"	20' 9"	23' 1"				
2006				28"	91"	21' 2"	22' 8"	39			
2006   Spert/Ar Nanique 220							74' 9.5"	50	12 People / 2,000		
Super Air Nautique 220	2006	Sport/Air Nautique 226								849	
Ski Nantique 106	2006	Super Air Nautique 220	4,070	29"	96"	22' 1"	24-3		12 Toopie, and		
2005   Shi/Air Naudique 216   2.970   22"   91"   10"   2.12"   22"   29   9   9   9   1.20   200					ti i				1 (1 2)	AUA	
2005   Shi/Air Nantique 206   2.975   24"   91"   207.5"   22"   29   9   9   9   9   1.210   200		01/31 V 106	2 570	22"	91"	19' 6"	21' 2"	29	6 People / 1,210		
2005   SkifAir Nantique 216   3,050   24"   91"   21",73"   22"   22"   38   9 People   1,350   400								29	9 People / 1,210	200	
2005   Sport/Air Nautique 216   3,000   24"   91"   21"   22"   38   9   People 1,1350   730	2005	Ski/Air Nautique 206							10 People / 1.325	400	
Sport/Air SV-211   3,830   28"   93"   20"   22"   1"   38   10 People / 1,450   850	2005	Sport/Air Nautique 216	3,050							730	
2005   Sport/Air Nautique 216   3,100   28°   91°   21° 2°   22° 8°   30   12 People / 2,000   500			3,830	28"	93"	20' 9"					
Sport/Air Naurique 276   3,000   31"   96.5"   22" 6.5"   24" 95"   50   12 People / 1,210   N/A				28"	91"	21' 2"	22' 8"				
2004   Ski Nautique 196   2,570   22"   91"   19" 6"   21" 2"   29   6 People / 1,210   N/A							24' 9.5"	50	12 People / 2,000	900	
2004   Ski Nautique 196   2,570   22"   91"   20"7,5"   22" 4"   29   9 People / 1,210   200	2005	Sport/Air Nautique 226	3,900	31	90.5	EE 17.0					
2004   Ski Nautique 196   2,570   22"   91"   20"7,5"   22" 4"   29   9 People / 1,210   200								20	6 Pennia / 1 210	N/A	
Ski/Air Naufique 286	2004	Ski Nautique 196	2,570								
2004   SherAri Nautique 216   3,050   24*   91*   217.55   228.55   30   10 People / 1,325   400				24"	91"	20' 7.5"					
Sport/Air Naulique 210   3,800   28"   93"   20 9"   23 1"   38    9 People / 1,350   730							23' 5.5*	30	10 People / 1,325		
2004   Sport/Air Nautique 210   3,190   28"   91"   21'2"   22'8"   39   10 People / 1,450   850									9 People / 1,350	730	
Sport/Air Nautique 210   3,190   28"   91"   21'2"   22'6.5"   24'9.5"   50   12 People / 2,000   900	2004	Sport/Air SV-211								850	
Sport/Air Nautique 226   3,900   31°   96,5°   22° 6,5°   24° 9,5°   24° 9,5°   22° 10°   29°   6 People / 1,210   N/A		Sport/Air Nautique 210	3,190								
2003   Ski Naufique 196   2,570   22"   91"   19" 6"   22" 7"   29   6 People / 1,210   200			3,900	31"	96.5™	22' 6.5"	24' 9.5"	50	12 People / 2,000	300	
2003   Ski Nautique 196   2,976   24"   91.5"   20"   1.5"   22" 4"   29   9   People / 1,210   200	2004	Separation and the season									-
2003   Ski Nautique 196   2,976   24"   91.5"   20"   1.5"   22" 4"   29   9   People / 1,210   200		-110000000	2.670	2711	010	10/48	22' 7"	29	6 People / 1,210		
Ski Naurique 216   3,280   24"   91"   21" 21" 21" 22"   39   10 People / 1,325   400									9 People / 1,210	200	
2003   Sport/Air Nautique 216   3,280   24"   91"   21"   22"   22"   22"   39   10 People / 1,450   850	2003									400	
Super Sport / Super Air Nautique 210   3,190   28"   91"   21' 2"   22' 6"   59   12 People / 2,000   900		Sport/Air Nautique 216	3,280								
Super Sport / Super Air Nautique   196   2,570   22"   91"   19"   6"   20"   11"   35   8   People / 1,210   N/A			3,190	28"	91"						-
2002   Ski Nautique 196   2,570   22"   91"   19"6"   20"11"   35   8 People / 1,210   N/A						22' 6.5"	24' 9.5"	50	12 People / 2,000	900	
Ski Nautique   196   2,576   22"   91"   19'6"   20'11"   35   8   People / 1,210   N/A	2003	Namique 226	57,500	- P. L.	Anna						
Ski Nautique   196   2,576   22"   91"   19'6"   20'11"   35   8   People / 1,210   N/A					-	7.00 -0	211.09	20	6 People / 1.210	N/A	
Ski Nautique Open Bow   2,730   24"   91"   19'6"   20'11"   35   8 People / 1,210	2002	Ski Nautique 196									
2002   Air Nautique 196   2,730   24"   91"   19'6"   20'11"   35   8 People / 1,225			2,730	24"	91 <sup>u</sup>					17004	
2002 Sport/Air/Pro Air Nautique 210 3,190 28" 91" 21' 2" 22' 7" 30 9 People / 1,335 5  2002 Super Sport / Super Air Nautique 210 3,190 28" 91" 21' 2" 22' 8" 39 10 People / 1,450 5  2001 Ski Nautique 196 2,570 22" 91" 19' 6" 20' 8,75" 35 6 People / 1,110 N/A 5  2001 Sport/Air/Pro Air Nautique 210 3,190 28" 91" 21' 1.75" 22' 6,75" 30 9 People / 1,250 5  2001 Super Sport / Super Air Nautique 210 3,190 28" 91" 21' 1.75" 22' 6' 39 9 People / 1,250 5  2000 Ski Nautique 2 2,340 24" 91" 19' 6" 20' 8,75" 32 1,110 N/A 5  2000 Ski Nautique Open Bow 2,420 24" 91" 19' 6" 20' 8,75" 32 N/A 5  2000 Super Sport / Super Air Nautique 2,700 24" 91" 21' 1.25" 22' 6" 34 1,250 5  2000 Super Sport / Super Air Nautique 2,700 24" 91" 21' 1.25" 22' 6" 34 1,250 5  2000 Super Sport / Super Air Nautique 2,340 24" 91" 21' 1.25" 22' 6" 34 1,250 5  2000 Super Sport / Super Air Nautique 2,340 24" 91" 21' 1.25" 22' 6" 34 1,250 5  2000 Super Sport / Super Air Nautique 2,340 24" 91" 21' 1.25" 22' 6" 34 1,250 5  2000 Super Sport / Super Air Nautique 2,340 24" 91" 19' 6" 21' 1.25" 35 N/A 1,250 5  2000 Super Sport / Super Air Nautique 210 2,940 24" 91" 19' 6" 21' 2.5" 35 N/A 1,250 5  2000 Super Sport / Super Air Nautique 210 2,940 24" 91" 19' 6" 21' 2.5" 35 N/A 1,250 5  2000 Super Sport / Super Air Nautique 210 2,940 24" 91" 19' 6" 21' 2.5" 35 N/A 1,250 5  2000 Super Sport / Super Air Nautique 210 2,940 24" 91" 19' 6" 21' 2.5" 35 N/A 1,250 5  2000 Super Sport / Super Air Nautique 210 2,940 24" 91" 19' 6" 21' 2.5" 35 N/A 1,250 5  2000 Super Sport / Super Air Nautique 210 2,940 24" 91" 19' 6" 21' 2.5" 35 N/A 1,250 5  2000 Super Sport / Super Air Nautique 210 2,940 24" 91" 19' 6" 21' 2.5" 35 N/A 1,250 5  2000 Super Sport / Super Air Nautique 210 2,940 24" 91" 19' 6" 21' 2.5" 35 N/A 1,250 5  2000 Super Sport / Super Air Nautique 210 2,940 24" 91" 19' 6" 21' 2.5" 35 N/A 1,250 5  2000 Super Sport / Super Air Nautique 210 2,940 24" 91" 19' 6" 21' 2.5" 35 N/A 1,250 5  2000 Super Sport / Super Air Nautique 210 2,940 24" 91" 19' 6" 21' 2.5" 35 N/A 1,250 5  200						19'6"	20' 11"				
2002   Sport/Air/Pro Air Nautique   2,890   24"   91"   21' 2"   22' 8"   39   10 People / 1,450								30	9 Paople / 1,325		
Super Sport / Super Air Nautique   96   2.570   22"   91"   19" 6"   20" 8.75"   35   6 People / 1,110   N/A	2002								10 People / 1.450		
2001   Ski Nautique 196   2,570   22"   91"   19'6"   20'8.75"   35   6 People / 1,110   N/A		Super Sport / Super Air Nautique 210	3,190	28"	91"	21.2"	44.40	37.	and depart agreed		
2001   Ski Nautique   196   2,570   22*   91*   19 6*   20 8.75*   30   9 People / 1,250	2002		1								
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2001   Super Sport / Super Air Nautique   210   3,190   28"   91"   21"1.25"   22"6"   35   35   35   35   35   35   35   3	2001			2.40							
2000   Ski Nautique   2,340   24"   91"   19' 6"   20' 8.75"   32   1,110   N/A	2001	Sport/Air/Pro Air Nautique	2,890				22 6	39	y a surprise i a passett		
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2000   Ski Nautique   2,340   24   91   19 6   20 8.75   32   N/A	2001	Sport/Air/Pro Air Nautique	2,890			21' 1.25"					
2000   Ski Nautique Open Bow   2,420   24"   91"   19 6"   20 1.75   22' 6"   34   1,250   2000   Sport/Air/Pro Air Nautique   2,700   24"   91"   21' 1.25"   22' 6"   34   1,250   2000   Super Sport / Super Air Nautique 210   2.900   28"   91"   21' 1.25"   22' 6"   34   1,250   22' 6"   34   1,250   20 1.250   20	2001 2001 2001	Sport/Air/Pro Air Nautique Super Sport / Super Air Nautique 210	2,890 3,190	28"	91"			32	1,110		
2000   Sport/Air/Pro Air Nautique   2,700   24"   91"   21' 1.25"   22' 6"   34   1.250	2001 2001 2001 2000	Sport/Air/Pro Air Nautique Super Sport / Super Air Nautique 210 Ski Nautique	2,890 3,190 2,340	28" 24"	91"	19' 6"	20' 8.75"		1,110		
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1333   Mai Fabrida Sharasa   1 - 1	2001 2001 2001 2001 2000 2000 2000 2000	Sport/Air/Pro Air Nautique Super Sport / Super Air Nautique 210 Ski Nautique Ski Nautique Ski Nautique Open Bow Sport/Air/Pro Air Nautique Super Sport / Super Air Nautique 210	2,890 3,190 2,340 2,420 2,700 2,900	28" 24" 24" 24" 28"	91" 91" 91" 91" 91"	19' 6" 19' 6" 21' 1.25" 21' 1.25"	20' 8.75" 20' 8.75" 22' 6" 22' 6" 21' 2.5"	32 34 34 34	1,250	N/A N/A	2 2 2
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### **HB 4138**

According to the Oregon State Marine Board (OSMB): "Boats specifically designed to produce large wakes for wake-surfing and wakeboarding are already present in significant numbers... Given industry research that wake-surfing is continuing to grow in popularity, the number of new boats with integrated wake enhancing devices will continue to grow in the future"

According to the OSMB: "Hydrologists estimate that a wake 5 inches high produces limited damage to the shoreline, but a 10-inch wake is 5 times more destructive, a 25-inch wake is 30 times more destructive, and so on".





Modern Wake Boats are capable of producing wake/waves >4' in height

"The literature review indicates an unequivocal connection between boat wake energy and shoreline erosion, sediment resuspension and nearshore turbidity" - (STAC Publication 17-002):

- Recreational vessels within 500' of the shoreline can produce waves large enough to result in significant erosion
- Steep banks are the most susceptible waves undercut the bank foundation which leads to the loss of shoreline





Banks Undercut from Wake/Wave Action – Upper Willamette Greenway

According to a Water Sports Industry Association Study (WSIA): "Wakeboard and wake-surf wakes/waves dissipate more slowly in deep water (greater than 15ft). Operating at least 250ft from shore can reduce the effects of deep water wakes"

- From River Mile 30 to River Mile 50, the Willamette has steep, soft-sediment banks, is 400-600' wide and averages greater than 15' deep









**Shoreline Loss – Upper Willamette Greenway** 

While natural erosion (flooding, wind, river regulation, etc) is certainly to be expected, **Wake-Induced erosion is controllable.** According to Stoel Rives LLC: "With only minor exceptions, the environmental impacts of recreation activities are mostly unregulated" within the Willamette Greenway.

Oregon needs improved inter-agency collaboration to protect shoreline within the Greenway – HB 4138 does this

## House Transportation Policy Committee Hearing on HB 4099 (as Amended) & HB 4138 – Feb 12, 2018

Chair McLain, Vice-Chairs Meek & Vial, Members of the House Committee on Transportation Policy:

My name is Berniece Godfrey. My family & I have lived on the Upper Willamette River for 3 years. I support the passage of both the HB 4099 (as Amended) and HB 4138. I wish to speak about **Shoreline Erosion and Personal Property Damage.** 

- 1. In a recent Survey of riverfront homeowners:
  - 78% experienced bank erosion <u>AND</u> dock damage in past 2-10 years, all of whom indicated that erosion/damage has increased during that time period. Cost incurred to mitigate the damage:
    - o \$2-10k 44%
    - \$10-50k 43%
    - \$50-250k 13%
  - COMMENTS re Erosion:
    - "We have suffered significant dock damage to the pylon brackets, several dock supports, and to our boat lift. All of this damage has been linked to the large wakes caused by wakeenhancing devices (WEDs) on the river;"
    - o "Severe loss of riverbank; all piers from our ramp down to the river were floating in air; lost over 800 sq.-ft. of our yard;"
    - "Multiple trees have fallen over due to erosion. They have fallen on my ramp to boat dock doing significant damage. Ultimately, I had to get a certified arborist to declare a few remaining trees hazardous and paid to have them permitted to be removed and cut down. These were 60-foot cottonwood trees:"
- 2. Tree loss and dock damage have been confirmed by both an Arborist and Dock Repair Company as having significantly increased over the last several years.
- 3. In conclusion, I wish to relay a message from Beth Biggs, who served on the OSMB Boat Advisory Team, "Boater congestion, concerns for swimmers and public safety, inter-user compatibility, and protection of private and public lands were all primary considerations in the establishing of the WED ban zone in 2010. Those considerations remain relevant today."