

My name is Greg Waters. I live at 26000 NE Butteville Rd. Aurora, OR 97002 . I am an avid boater on the Upper Willamette River and have been since I moved here in 1996. I purchased a house 5 doors down from the Boonesferry Marina and I rent a slip every year at the Marina. We were waiting a long time for something in that area to become available because of how much time we spend on the river. I grew up living on the water and it's the environment I want my daughter to grow up in. She is out there wakeboarding, wakesurfing fishing, kayaking and paddle boarding all summer long. These Bills would have a major impact on how we recreate and spend time with our family These Bills would have a major impact on how I provide income for my family. I sell and service the boats that are being targeted . Not only would it effect my families income but it would also impact my 20+ Co Workers and their families income along with all the businesses and manufactures that we do business with As far as erosion. I see pics out there with a little brown water coming off the sides of the river when boat traffic is heavy Wich there are only about 16 days a year when traffic is really that busy on the hottest days. If you look at the river right now the whole river is brown and swelling current is high and massive trees are going down the river and this is happening without any boats on the water. We can see the extra mud every year after the water goes down. That impact does not happen in the summer months. The current moves so swiftly in that section of the river that we can't even launch boats at the Boonesferry marina during the winter months. The natural impact is much greater I urge you to oppose HB 2555, HB 2695 and HB 2734. The bills are unnecessary and are designed by special interest groups to overregulate Oregon waterways. They are bad public policy and will further impact Oregon families and small businesses. The 4,000-pound weight limit in HB 2555 is not a restriction—it's practically an outright ban on towing that kicks off more than two-thirds of the families who recreate in the Newberg Pool, preventing parents from pulling their kids on a tube behind an affordable, multi-purpose boat. Furthermore, the Newberg Pool is already one of the most highly regulated waterways in Oregon. Wakesurfers and wakeboarders are already limited to a 3-mile, mostly uninhabited stretch of the river. They are also subject to additional safety certifications, annual taxes and existing weight limits. According to safety officials, HB 2555 will make our waterways less safe and more crowded by pushing more than 250 boats on to other lakes and rivers throughout Oregon. HB 2555 and 2734 will decimate small businesses that depend on the river. Recreational boating brings \$1.6 billion in annual economic impact to Oregon. It supports almost 6,000 jobs and more than 400 businesses, including marinas, gas stations, mechanics, restaurants, dealers and more. This year, we need to be squarely focused on bolstering small business recovery and fueling our local economy. This legislation is born out of special interest agendas and is not representative of the community at large. These policy agendas are put forth by groups whose ultimate goal is to diminish motorized boating across Oregon. Our waterway policies should not favor select waterfront homeowners and paddlers looking to eliminate motorized boating for their own personal gain. Finally, the proposed expansion of the Marine Board called for in HB 2695 is purposely designed by special interest groups to serve their agenda. It is a deliberate attempt to politicize the Marine Board and pave the way for even more drastic regulations that don't benefit the broader boating community. I hope you will consider the impact of these unnecessary proposals and vote against these bills progressing through the legislature this session. Thank you for your consideration.