

Senate Committee on Energy and Environment,

I'm writing in support of **SB740** and asking that you review SB840 for a possible collapse of the two bills. Both address the growing problem of abandoned, derelict and sunken vessels (ADV's) on the Oregon waterways. With an approximate 150 such vessels in Multnomah County waterways alone, this issue has become a serious problem of safety, navigation obstruction, sewage, trash and chemical hazard on the rivers.

The question of responsibility by missing owners, marinas, county or state is contentious and unresolved, but the problem remains and needs to be addressed. Right now, the problem is that the Oregon State Marine Board has a two-year budget of \$150,000 to manage the removal of abandoned and sunken boats. This budget provides grants to reimburse up to 90% of the costs of investigating, salvaging, towing, removing, storing and disposing of the derelict vessels. Costs for these contracted jobs outstrip the agency budget, with removal costs ranging from \$3,000-\$15,000 for smaller craft; larger boats (35-40 ft) can cost \$35,000, just to lift. So, the OSMB's ADV budget is grossly insufficient, with some 150 vessels now in need of removal in Multnomah County alone.

More money is clearly needed for managing ADVs, and the prospect of more funding for OSMB's ADL program is slim. The Board is funded directly by boater registration, title & fees and fuel taxes. It receives no lottery, general fund taxes or local facility/boat ramp parking fees.

SB740 increases registration fees for sailboats 12 feet in length or more and for all motorboats only \$5, and dedicates 100% of this to the Marine Board's Salvages Vessel Subaccount. This would increase the amount that the State Marine Board can deposit and retain in the ADV account each biennium **from \$150,000 to \$1 million**, substantially improving the ability of OSMB, with its partner agencies and contractors, to get control of the abandoned and hazardous vessels. **I urge you to support SB740.**

SB840 also addresses the ADV problems. It calls for a \$5 increase in boat registration, plus an additional fee per foot. Each county can set their own fee and it can be as high as \$5.95 per ft., potentially doubling your current boat registration. As an example, a 24ft boat could cost an additional \$142 with SB 840 compared to \$5 with SB 740. These fees would be collected by OSMB and transferred to the county to be used to dispose of derelict vessels. Rather than providing more funding to OSMB's ADV account, it would require each county to develop and fund the infrastructure and staffing of an ADV program, whereas this is already in place at the OSMB.

I support SB740. It uses the existing structure, and is the most efficient way of facilitating management for these immediate needs on our waterways. SB840 requires additional bureaucracy and building new government infrastructure county by county, when the ADV problem is localized and not necessarily a statewide issue. The Marine Board simply needs more funding to do its job. Neither bill is perfect but as a boater paying registration fees, SB740 is more reasonable at \$5 per boat versus SB840 with a potential increase of \$50 to \$300 per boat, doubling your existing registration cost.

Thank you,

Renee Morgan
Portland Rowing Club

