

I am in support of SB740 and SB840 bills Both address the growing problem of abandoned, derelict and sunken vessels (ADV) on the Oregon waterways. 150 vessels in the Multnomah County waterways has become a serious problem of safety, navigation obstruction, sewage, trash and chemical hazard on the rivers. The Oregon State Marine Board has a two-year budget of \$150,000 to manage the removal of abandoned and sunken boats. Costs ranging from \$3,000-\$15,000 for smaller craft while larger boats (35-40 ft) can cost \$35,000, just to lift. The OSMB ADV budget is grossly underfunded. More money is needed for managing ADVs, and the prospect of more funding for the OSMB ADL program is small. The Board is funded directly by boater registration and 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 Salvages Vessel account. 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 partner agencies and contractors, to get control of the abandoned and hazardous vessels. Please support SB740. SB840 also addresses the ADV problems. It calls for a \$5 increase in boat registration, and an additional fee per foot. Each county can set their own fee as high as \$5.95. 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 OSMBs ADV account, it would require each county to develop and fund the infrastructure and staffing of an ADV program; this is already in place at the OSMB. I support SB740. It 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; the ADV problem is a localized issue rather than a statewide one. The Marine Board definitely needs more funding to do its job. While the bills are not perfect, a boater paying registration fees in the context of SB740 is more reasonable at about \$5 per boat versus SB840 which has potential to increase from \$50 to \$300 per boat seriously increasing ones existing registration cost.