

Support of SB740

Copy of Oral Testimony to the Senate Committee on Energy and Environment
3-11-21 Stan Tonneson, author of SB740

Thank you, Chairman Beyer, Vice Chair Findley and members of this committee.

My name is Stan Tonneson, I reside in Scappoose with my wife, and we own Rocky Pointe Marina and Boatyard on the Multnomah Channel. Our facility was the first to be recognized with the status of "Clean Marina and Clean Boatyard" by the Oregon State Marine Board in 2006.

I am presenting SB740 with Senator Johnson on behalf of the Waterfront Operators of Oregon (WOOO) and The Columbia River Yachting Association that collectively represent most all boaters, marinas, floating homes and recreational water related businesses in the Metro area. I will focus on the background that has brought us here. The negative environmental impact is obvious and was presented nicely by OSMB and DSL moments ago.

I first met and worked with Senator Johnson in 2015 while I was representing WOOO on the Department of State Lands advisory committee to fulfill the requirements of HB2463. This bill required the DSL to establish a fund for waterway enhancement, i.e., cleaning up derelict boats and to strengthen the definition of laws regarding the length of time and location a boat could be anchored in a single place on State waters. The result was a \$150,000 fund and clarity that boats could stay only 30 days in 1 place and must move at least 5 miles from that spot and not to return to that same spot for at least 12 months.

When my wife was appointed to the board of OSMB in 2011, she toured the Portland waterways with the Multnomah County River Patrol and counted perhaps 12 to 15 derelict boats. I remember my wife telling me at dinner that night - "wow, this is going to be a problem". Fast forward to today, there is close to 200 derelict and abandoned boats on the State waterways, plus the countless

small craft such as dinghies, small fishing boats, ski boats, rafts, kayaks, jet skis and canoes that the occupants of these vessels collect and use as transportation to shore.

These boats are all end-of-life boats that are given away for free or sold for very little money by the owners who wish to not pay for high repair costs, monthly moorage or expensive disposal fees. Many times, the marina has evicted the boat because the vessel is no longer insurable. This is a legitimate transaction and there are no laws in place that prohibit giving away end of life boats. People that acquire these boats have little knowledge or means to maintain and keep these boats seaworthy or insured. They typically use the boat to live on until it sinks and then find another free boat. There are or have been abandoned boats in all parts of the state that did not show up on the geographical map that OSMB shared. In a quick search on Craigslist this morning, I found 2 boats advertised for free or nearly free, one in Selma, just south of Grants Pass the other in Waldport. Both boats had living small living quarters and fit the exact profile of the derelict vessels we find on our waterways.

The cost to remove and dispose abandoned vessels is expensive. \$3000 to \$40,000 each

OSMB has done a great job allocating the limited funding. They have worked together with DSL who has the same amount in their budget. Jointly they remove over 40 boats per year, but this is not keeping up with the growth.

The OSMB ADV budget has been the same for over a decade when there were less than 10 derelict boats. The OSMB increased boat registrations fees in 2016 and 2020 doubling the \$3 per ft to now close to \$6 per ft. For example, a 24ft boat had a \$75 increase. OSMB has not requested any more funding for ADV removal despite the exponential explosion of derelict boats. This could partly be that ORS 830.948 limits their derelict boat fund not to exceed \$150k. SB 740 increases that cap to \$1 million. With the estimated \$800k new SB 740 fee income, combined with the existing budget there will be nearly \$1 million available for recreation boat removals.

In summary, this bill has risen from 2 very large groups of boaters and water users in Oregon who are willing to contribute a small fee of \$5 to provide funding to remove the abandoned boats polluting our rivers and lakes. The staffing and

infrastructure are in place at the OSMB so that 100% of these funds will get used for derelict and abandoned recreational vessel removal.

SB 840 dissolves the working structure at OSMB for ADV's and suggests 32 counties with River Patrols to develop and maintain their own ADV programs, most likely costing boaters more money. Why re-invent the wheel? The success of the OSMB ADV program works and the continued success is restricted by lack of funding. SB 740 provides that funding at a reasonable cost to boaters. The OSMB program is self-funded by boater registrations and no tax payer money is used. **To be very clear- SB740 does not provide funding for commercial vessels, whereas SB840, along with its other faults, opens the door for counties to charge the recreational boaters for commercial vessel removal.**

There is another viable funding option not costing boaters or anyone else. The OSMB could be required to fund their ADV budget to 1 million dollars by reducing their facility budget of over \$10 million for a few years to get the ADV problem under control. Ironically, many of these facilities old and new, are being harmed by the ADV's.

Thank you for your consideration of SB 740

Stan Tonneson

Rocky Pointe Marina

WOOO Board Member

