

Submitter: Aaron Fellis

On Behalf Of:

Committee: House Committee On Environment and Natural Resources

Measure: SB1589

I'm Aaron Fellis a resident of lake Oswego

I speak for myself and my 50 or so family, friends and neighbors who are opposed to this bill

The bill would be such a heavy-handed ruling for a river hundreds of miles in length and be directed at such a specific user group. It directly impacts "10th street park" which is a super popular boating and towing spot as the river is so wide and deep in this location. This area of river is >40' deep for the 2-3 miles in length and mile width. The Willamette itself varies so much along its length – it's rarely straight, so many bends and S-turns, shallow banks and high cliff canyon walls, soft shoreline and rock. Sometimes but a few feet and most times deeper than 50 feet and often >100 feet. The water level can move up down 10 to 15 feet within a few days. Sometimes the water appears as a pool but can also be choppy, gushing, swirling and whirlpooling – and even sideways into the shoreline. Let's remember that water and rivers have been shaping our land for millions of years.

Misinformation is viral more so for proponents than those opposed. Tow boat users cherish the river as much or more than anyone. If you've watched people paddle, they easily fall off their boards on their own with little assistance, myself included. And photos of the river vary vastly based upon wind conditions more so than boats. Shoe commercials claim to make you run faster, cereal commercials claim to make you skinnier.

It's hard to believe this bill isn't more than an anti-boating bias/ban put forward under the guise of river health. It would render millions of dollars' worth of private and public property useless. 80% of tow boats are >5,000 lbs. Boat speed is a factor of wake size as much as any other factor. My 5,200lb boat hardly makes a wake at higher speeds.

There's no data or perhaps very limited data at best from the Willamette river supporting the claims put forth by the proponents. Only studies or theories from vastly different areas. The lack of Willingness to consider other causes or theories is alarming.

If said claims of river health are true and quantifiable let's study various other contributing factors like global warming and associated snow and rain runoff, wildfires. Pollution as related to wildfire debris into rivers, air and water quality, local vegetation. Warmer water temperatures and ocean based food source issues that

bring a number of sea-lions deep into the Willamette. All of the heavy industrial shipping. And industry below and at the falls. Else why wouldn't all boats everywhere - personal and commercial be banned. The San Joaquin Delta, a water area perhaps vastly more delicate than the Willamette river supports a vastly larger number of boating and tow sports for a much longer period of year without issue.

If you're voting based on personal preferences based on preferring swimming, rowing, paddling or being a river-based property owner that isn't supposed to be what this bill is about. So why put into law something that is so blatantly biased against a small set of Oregonian river enthusiasts. The Willamette is truly big enough for all of us.