

After 4 legislative sessions with over 20 hours of scientific testimony, lawmakers have supported the need for guidelines to limit large, environmentally harmful wakes to protect the environmentally sensitive Newberg Pool. These carefully crafted and thoroughly vetted rules allow boating and river access to 99% of boaters, while still adhering to Goal 15 and the protection of the Willamette River Greenway. There are plenty of other waterways where these craft can operate 500 feet from shore, safely, without causing damages. Families can still have fun in boats which weigh under 5,500 pounds. Families on Lake Oswego have enjoyed recreating on the Lake for over a decade, with a weight limit of just 3,500 pounds. **Stop protecting the 1% and start protecting the waterways for future generations to enjoy!**

Nearly 20 unpaid scientific studies have been conducted on wake energy and wake impacts by University Professors, experts in their fields. **All studies have shown these wake boats need to be 500 feet to 1,000 feet FROM THE SHORE to prevent damage to shorelines, habitat, embankments, and structures, while ensuring the safety of other users. The Newberg Pool is 550 feet wide on average.** The boats that are still allowed to tow, under SB1589, can do still recreate while mitigating environmental damage to the waterway and ensuring the safety of other boaters and waterway users. Why go back to 2005 rules that did not work and were the reason lawmakers took up this issue in the first place. Legislation was necessary because boaters would not adhere to the decade long ban on the use of ballast in the Newberg Pool.

The Towed Watersports Program, written by stakeholders and local boat dealers was created in 2019. The program was necessary to address the complete lack of adherence to the ballast ban in the Newberg Pool. Boat dealers assured stakeholders and the Oregon State Marine Board that all that was necessary was enforcement and education. This bill seems to want to go back to no restrictions, no bans, no education and completely undo the program the Oregon State Marine Board has worked diligently to perfect. **The thought of going back to something we know didn't work for a decade AND throw all science and data on the impacts of the boats out the window seems non sensical.** Stop wasting lawmaker's time when there are so many pressing issues at hand. Making sure \$200,000-\$350,000 boats can still be sold at 2 dealerships? Really? That's the focus of the sponsors of the bill? **Shame on them!**

We finally have a plan that allows the 99% of boaters to recreate cohesively and sustainably and now we're going to change it, but no one can explain the reason behind it. We know the 53 BILLION dollar boating industry has come to Oregon with big money to flash at lawmakers. Little "Oregon Families for Boating" has become a large PAC. Oregon has one of the narrowest, deepest, and environmentally sensitive waterways in the country with highly erodible wakes. Lawmakers have come to understand that protecting it from a few small and incredibly expensive boats, is the legal, logical, and responsible thing to do. Because the boating industry is fighting regulations in all but 17 states, coming after our commonsense laws is a priority. Let's not let out of state big business roll over us and taint our well-deserved reputation as a state which cares about its natural resources. **The river shouldn't have to pay the price for out of state big industry wanting to sell \$340,000 boats.** This is big tobacco all over again.

Sponsors of all wake boat bills have toured the river when large boats are present. They've seen the damages, they've seen the safety issues, they've seen other users unable to stay on the paddleboards, and seen kayakers struggle to navigate wakes. It isn't the boats getting kicked off the river, as there

are very few. It's everyone else who gets kicked off the river when the large boats are present. Keep the waterway open for the 99%, not just the 1%.

Boat dealers and manufacturers have rallied boat owners by lying and saying boating is being shut down in the Newberg Pool. This simply isn't true, but it does upset people and get them to testify against something that doesn't actually affect them. There are not hundreds of these boats on the water. In fact, when the rules were made, a small percentage of boats were over 6,000 pounds. Most of the people writing testimony don't even recreate in the Newberg Pool. For those property owners who have a boat over 5,500 pounds including ballast weight bought the boats when the use of ballast was banned, and they used it anyway. Why spend the extra money to buy a really expensive boat if you live or plan to recreate where you cannot use it? **These folks don't care about rules, they do what they want anyway.**

These boats ruin most family's experiences in the Newberg Pool. You can't let your child out of site. You can't let kids swim near the dock for fear they'd be pulled under. You can't let kids anywhere near the edge of the dock. You cannot load or unload your boat when large wakes are present, you may lose a leg. You can't stand on your paddle board without having to stop and navigate wakes all the time. This is a naturally protected waterway. **Why on earth would we allow monster boats to ruin everyone else's experience?**

There is no universal weight, as the boaters will state in their testimony. The WSIA shows in their own slides that all but 17 states want these boats off their waterways for the very reason Oregon has done so. We know there were very few boats which weighed anywhere near 10,000 pounds when the regulations were put in place. Now, the design of the boat is intended to create "maximum displacement" just by the advanced design and engineering of the hull. That's without considering ballast. **These boats designs are an ecological nightmare.**