

Dear Committee Members,

Please accept my comments in support of HB 2320. I regret not presenting them in person but found out about the hearing today and am unable to make the 8am hearing tomorrow.

My wife and I have canoed and kayaked Oregon's streams, rivers and bays for the past 20 years. I've seen a significant increase in non-motorized boating both where I live, near Scappoose Bay, and in other parts of the State where I fish and recreate. Next Adventure, a kayak sales and rental shop, bought a smaller kayak shop at the Scappoose Bay Marina several years ago to help meet the growing demand of the paddling community. Kayak touring and kayak fishing have taken off in Oregon. The State should to recognize the importance of non-motorized boating. HB 2320 would help do that.

HB 2320 should fund development of facilities for non-motorized boaters and non-motorized boaters should help bear the cost of new facilities geared towards them. While a segment of paddlers don't always use designated boat launches, I think more would use them if launching was easy and safe. That means facilities with low docks dedicated to non-motorized boaters. I believe that the proposed annual and biennial fees for licensing non-motorized boats (\$12 for an annual permit, \$20 for a biennial permit) are reasonable if the State is funding development of new facilities for non-motorized boats. However, the administrative costs and lower license fees associated with weekly licenses may make short term licensing counterproductive.

I also support the aquatic invasive species fee and would like to see it clearly applied towards wash facilities at marinas and launch facilities so it achieves the intended results of reducing the spread of invasive aquatic species.

While I've had incredible paddling experiences, it has frequently entailed dodging motor boats and launching from steep, rip-rap slopes. I don't have the accident statistics for Oregon but my canoe has almost been hit or swamped by motor boats around half a dozen times. It has most often has occurred near approaches to boat launches before the motorized craft are required to slow down. The US Coast Guard counted 4,158 boating accidents that involved 626 deaths in the U.S. in 2015 (2015 Recreational Boating Statistics, COMDTPUB P16754.29). The majority of accidents and deaths involved open motorboats but 139 canoe and kayak paddlers also died in accidents in 2015. HB 2320 would likely reduce Oregon boater accidents and deaths if adequate facilities for non-motorized craft are developed.

I chair the City of Scappoose Parks and Recreation Committee. The Committee and broader community have been extremely excited about the potential for development of a recreational facility at Chapman Landing on Multnomah Channel that is geared towards non-motorized boating and water based recreation. Past funding for boating facilities has understandably focused on the motorized boating constituency that supports the Marine Board and their work. HB 2320 would help spread the costs and benefits of boating facilities and services among all Oregon boaters and help meet the growing demand for non-motorized boating facilities.

Thank you for the opportunity to comment. David Powers

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