

Salem man wins \$100,000 in Beachbody competition

Capi Lynn
Salem Statesman Journal
USA TODAY NETWORK

Wade Jackson plans to celebrate like a Super Bowl champion — he's going to Disneyland.

He'll have to wait until the theme park reopens from the COVID-19 pandemic, of course, but it's among his priorities after being named as the men's champion of a home fitness giant's equivalent of the Super Bowl.

A \$100,000 prize comes with the title from the annual Beachbody Challenge.

Jackson, who lives in Salem and is an independent agent for a national transportation and logistics company, plans to tithe 10 percent to his church, pay taxes and take his family on a trip to Disneyland. He and his wife have two children, ages 12 and 9.

"I personally am kind of boring when it comes to something like this," he said of his plans for the money. "Honestly, I'll save and invest the rest."

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Jackson was among about 30,000 people who entered the competition after achieving weight-loss and fitness goals. He lost 116 pounds and 50 inches in a year using Beachbody home fitness programs and nutritional supplements and submitted documentation of his transformation.

He and the grand prize women's champion were announced during a virtual ceremony on Friday, July 17. Instead of giving his acceptance speech on a stage in front of a crowd in New Orleans, he did it in front of a computer at a friend's house in Salem while a small group of family and friends waited outside.

"It brought back those feelings about how I felt back then at my worst and throughout that journey over that year and how far I've come," Jackson said. "It's changed me mentally, emotionally, physically and spiritually."

More valuable than the prize money is his health. Before he started the journey, he weighed 312 pounds and was taking medications for blood sugar, blood pressure and cholesterol. And he needed a C-PAP machine for sleep apnea.

Today, the 43-year-old needs none of that.



Wade Jackson is one of four male finalists in the annual Beachbody Challenge.

PHOTOS SPECIAL TO THE STATESMAN JOURNAL



He said the grand prize winners, and their stories, will be featured in promotional and marketing materials for Beachbody, a company not without naysayers.

"People may have a negative opinion about it, but the bottom line is it changed my life for the better," Jackson said. "The proof is in what it did for me. I'm not trying to promote their products, but hey, I used them and this is what worked for me."

clynn@StatesmanJournal.com or 503-399-6710, or follow her on Twitter @CapiLynn and Facebook @CapiLynnSJ. To support her work, subscribe to the Statesman Journal.

Route 99

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"Brooks is kind of a one horse, one stoplight town that needs to be reinvigorated," said Day. She remembers stories from her father about visiting the space decades ago when it was a diner called The Brook Nook.

When signing on to build a new restaurant in the 1928 building, Day said she considered briefly returning to that old name and identity. Craving a fresh start instead, she chose Route 99, a twist on Route 66's famous branding and tribute to a local thoroughfare.

To match its new thoroughfare, are underway to transform the former Iggy's space, damaged by a fire in July 2018. It's a "total transformation," Day said. The space has been gutted, outfitted with new flooring and windows and fresh furnishings are on the way.

Day hopes to be ready to open Route 99 in early August.

Once complete, it'll be casual. She wants the space to be an option for farmers and other laborers passing through, a place for families and low-key nights out.

"I don't want anybody to feel self-conscious coming in in boots," she said. "You'll see me in there in my blingy jeans and my boots."

Route 99 will serve an all-day "upscale rustic" menu, hearty breakfasts, burgers, sandwiches, salads and a selection of smoked meats.

"Wholesome and hearty," Day said. "This is what Brooks needs, a family restaurant."

Emily Teel is the Food & Drink Editor at the Statesman Journal. Contact her at eteel@statesmanjournal.com, Facebook, or Twitter. See what she's cooking and where she's eating this week on Instagram: @emily_teel

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Staff

News Director
Don Currie
503-399-6655
dcurrie@statesmanjournal.com

Advertising
Westsmb@gannett.com

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Boaters paddling craft 10 feet and longer must purchase a Waterway Access Permit in Oregon beginning this year. COURTESY OF VINCE READY

Oregon boaters without new permit face \$115 fine

State requires adults to buy Waterway Access Permit

Zach Urness
Salem Statesman Journal
USA TODAY NETWORK

If you're paddling a boat 10-feet or longer on Oregon's rivers or lakes, you'll need to get a new permit by Aug. 1 or risk a \$115 fine.

A law passed by the Oregon Legislature in 2019 and signed by Gov. Kate Brown requires adults to purchase a Waterway Access Permit to float the state's streams and lakes to help pay for facilities such as boat ramps, docks and bathrooms.

The permit has been required since the beginning of the year, but the law provided a grace period before anyone could be fined.

Now, that's ending. "We basically took that time to educate people about the permit and program. A lot of warnings were issued," Oregon State Marine Board spokeswoman Ashley Massey said. "Now it's a requirement. We still have the option to educate and issue warnings, the difference is that a fine can be issued. That will be up to law enforcement."

The permit costs \$17 annually or \$30 for two years — sometimes with an extra \$2 processing fee depending on where you buy it. A \$5 weekly option is available. The new permit replaces the previous invasive species permit.

Boaters 14 years and under won't need the permit, and the permit can be transferred between boats.

Massey said awareness of the program has been mixed.

"There hasn't been a lot of understanding in Eastern Oregon about this and a lot of folks think it's a new program," Massey said. "You've needed an invasive species permit for non-motorized boats since 2009. This is just a new fee to fund a new program."

"But we definitely need help getting the word out."

Revenue from the new system goes into a dedicated fund to improve boat ramps, parking lots and even purchase land to improve access to Oregon's waterways.

The Marine Board recently accepted the first batch of applications for projects — 19 proposals in all — that would be funded with money brought in by the permits. They include replacing the Wyeth boat ramp on the Deschutes River to paving a gravel parking lot at the Port of Alsea.

The Marine Board will have about \$900,000 to distribute to the projects

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this year, Massey said.

The public can comment on the proposals until Aug. 7 while decisions on which projects get funded on Aug. 27.

For the past decade, Oregon has seen a growing number of non-motorized boaters at facilities funded largely by motorized boaters, officials with the Oregon Marine Board said.

This new program allows dollars from non-motorized boaters to go toward projects and access specifically aimed at them, while motorized dollars go toward projects to improve motorized boating.

The program has been controversial in the boating community, with many skeptical that the extra fee will actually lead to new facilities. But Massey said they're planning to show exactly how much money comes in and where it goes, she said.

Permits are not required on federally designated wild and scenic rivers where other permits are already required (boater pass or lottery permits).

Permits also are transferrable to other paddlecraft. For example, if a family has two or more paddlecraft, but only one is on the water at one time, then only one permit would be required.

Three purchasing options are available: One week (valid for 7-days from the date of purchase from ODFW) for \$7, one calendar year for \$17, and two calendar years for \$30.

Permits can be purchased through:

- ODFW Electronic Licensing System where you can print out permit or display using the ODFW App. That option adds a \$2 service charge.

- Boat Oregon Store (downloadable PDF to save on mobile device or print and carry with you).

- Purchase from licensed retailers, typically the same businesses where you can buy a fishing license.

Urness is the author of "Best Hikes with Kids: Oregon" and "Hiking Southern Oregon." He can be reached at zurness@StatesmanJournal.com or (503) 399-6801. Find him on Twitter at @ZachsORoutdoors.



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