



RBOC

Protecting your boating interests.

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BOATER BRIEF

RBOC Working to Preserve Second Home Mortgage Interest Deduction

RBOC continues to oppose the AB 71 [Chiu] provision that would eliminate the state tax deduction for mortgage interest on second homes.

The California Association of Realtors, the Howard Jarvis Taxpayers Association, and others are also advocating in opposition to this provision.

RBOC is concerned that AB 71 would discourage individuals from investing in a recreational vessel. This would have a direct, negative impact on the future purchase of recreational vessels, the multibillion dollar state boating industry including ancillary products and services, as well as the economic health of many communities across the state that rely on revenues generated by boaters.

RBOC Supporting Bill to Strengthen Coordination on Hyacinth Control Efforts

RBOC is supporting SB 704 [Galgiani] that would place into law the collaboration between the Division of Boating and Waterways [DBW] and the Conservation Corps, and the use of members of the Conservation Corps in implementing its water hyacinth control programs. Water hyacinth, a non-native invasive weed, obstructs waterways and marinas, consumes valuable water resources, creates human health and safety hazards, and damages natural ecosystems by crowding out native plants and wildlife.

Copper-based Anti-fouling Paints

RBOC urges that decision-makers ensure that alternatives to copper-based anti-fouling paints are available, affordable and effective before they impose restrictions on the ability of boaters to use copper-based paints. At present, the only alternative paints with any degree of effectiveness are not recommended by US EPA's technical contractor because they present serious environmental hazards.



RBOC Supporting Blue Lights for Public Safety Vessels

RBOC is supporting AB 78 [Cooper, D-Elk Grove] that would expand the allowed use of a distinctive blue light on public safety vessels to include vessels owned by fire departments or fire protection districts whenever the vessel may be engaged in law enforcement activities.

This measure would improve department vessels' response time and personnel safety when engaged in public safety activities. Existing law does not allow local or state fire agencies to equip their vessels with emergency blue lights, even though fire departments are required to respond to emergencies such as search and rescue and medical calls for service.

Boating Under the Influence

RBOC is extending its appreciation to Senator Jerry Hill [D-San Mateo] for his consideration of the concerns raised by RBOC and his decision to remove from SB 65 provisions that would have extended the boating under the influence [BUI] laws into the Vehicle Code with a prohibition against individuals drinking alcoholic beverages while operating a boat or riding as passengers aboard a boat.

This provision would have been in addition to the significant BUI laws set forth in the Harbors and Navigation Code. The current, extensive provisions of these state laws aim to strike an effective balance that prevents boating under the influence, and effectively enforces the extensive state BUI laws.

BoatUS Urges Action to Fix America's Broken Ethanol Policy

"Big Ethanol" is at it again. In a new advertising campaign, the Renewable Fuels Association (RFA), the leading trade association for America's ethanol industry, continues to spread mistruths in its support of the Renewable Fuel Standard (RFS), a 2005 law that mandates the blending of biofuels such as corn-ethanol into our gasoline. (BoatUS) clarifies the ad campaign's spin with hard truths.



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SPIN: “E10 is the fuel of choice for many boaters because of its high performance and lower emissions.”

HARD TRUTH: E10 is not recreational boaters’ preferred choice of fuel. According to those surveyed by BoatUS, 91 percent prefer non-ethanol fuel for their boats. The government mandate to increase the volume of ethanol in the nation’s fuel supply may actually reduce the availability of ethanol-free gas. The US Department of Energy acknowledges that ethanol contains less energy than gasoline and “result(s) in lower fuel economy.”

SPIN: E10 is the “preferred choice by professionals” with supporting quotes by the National Boat Racing Association and Crappie Masters.

HARD TRUTH: Both organizations are sponsored by the RFA.



SPIN: “Tip #1: Ensure a tight seal, if water is found, dry the tank before refueling.”

HARD TRUTH: This so-called “tip” is impractical and potentially unsafe. Removing and disposing of phase-separated fuel – a result of too much water in moisture-attracting ethanol fuels – can only be done safely by professionals and is expensive.

SPIN: “Regular maintenance is key.”

HARD TRUTH: It certainly is when it comes to ethanol! Ethanol is playing an even bigger role in boat service issues than it was the year prior, with 87 percent of a Boat US survey respondents reporting boat engine damage caused by ethanol. Said one boat manufacturer, “Ethanol is a boon for the service departments (and a) huge drag on our industry because it negatively affects the customers. It makes them hate boating. It ruins their day, their boat and their entire boating experience.”

New State Fuel Tax Increase – what it means for boaters



Californians will pay 12 cents more per gallon of motor vehicle fuel now that SB 1 [Beall] was enacted into law on April 28.

A portion of this new tax is attributable to boats, and it will be placed in the State Parks and Recreation Fund together with other funds with the statutory direction that these funds be used for state parks, off-highway vehicle programs, or boating programs.

The amount of dollars is significant and could be in the range of \$60 million per year. This is in addition to the current fuel tax dollars paid by boaters that support the boating related programs and services of the Division of Boating and Waterways, as well as the state Department of Parks and Recreation.

Going forward, it will be important to the boating community that:

- ▶ There be transparency and accountability regarding how tax revenues are allocated.
- ▶ The role of the Division of Boating and Waterways [DBW] and the Boating and Waterways Commission [BWC] be continued and enhanced as the subject matter experts.
- ▶ The approximately \$26 million in boater-generated fuel tax dollars that are currently being appropriated to State Parks are also addressed with the objective of ensuring that these funds are

dedicated to programs and services that benefit boaters.

RBOC is also advocating that boater priorities be addressed by these new revenues. Candidate priorities include:

- ▶ Site specific studies of copper in impaired water bodies utilized by boaters such as Shelter Island Yacht Basin, Marina del Rey, Newport Harbor and others including potentially San Francisco Bay.
- ▶ Enhancement of tools available to DBW in its efforts to combat invasive species - an example would be decontamination stations.
- ▶ Boating infrastructure in the future, ranging from launch ramps to aquatic safety centers.
- ▶ Enhancement of the effective DBW program that is preventing boats being abandoned on the state’s waterways.
- ▶ Dredging of harbors in waterways utilized by recreational boaters.
- ▶ Installation of additional vessel pump-out facilities on water bodies used

Join our Cause – Become a Friend of RBOC

Joining the Friends of RBOC is the best and easiest way to show your support!

Your contribution at any level helps RBOC continue the grassroots effort and advocacy activities needed in California to ensure boaters can continue to enjoy boating! By contributing at least \$20 for the 2017 year, and providing your eMail address, you will be included in exclusive communication from RBOC about upcoming boating issues and successes.

Join today at any one of our membership levels:

- \$20 Bronze
- \$50 Silver
- \$100 Gold
- \$500 Platinum

Please note that, due to RBOC’s extensive lobbying activities, contributions are not tax deductible.

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