

**DOUG LEVY**

**RBAW LOBBYIST**

**LEGISLATIVE/REGULATORY POLICIES & POSITIONS**

VERSION 1, 11/14/20

**\*\*PLEASE CHECK RBAW WEBSITE FOR MOST CURRENT VERSION\*\***

**[HTTPS://WWW.RBAW.ORG/LEGISLATIVE-ISSUES](https://www.rbaaw.org/legislative-issues)**

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# KEY 2021 LEGISLATIVE & REGULATORY PRIORITIES

| Initiative  | RBAW Action   |
|---|---|
| Ensuring 2021-23 Capital Budget funding for Lakebay Marina  | RBAW will actively work to ensure the success of this Capital Budget funding initiative.  |
| Working to ensure the Watercraft Excise Tax is used for purposes that relate to/benefit boating   | RBAW wants to ensure that if the tax must be paid, that it goes toward purposes and programs that at least provide a benefit and direct service to boaters. RBAW hopes to work on ideas around future dedication of portions of the Watercraft Excise Tax to things such as the Derelict Vessel Removal Program, or critical pump-out services. |
| Support the Derelict Vessel Removal Program (DVRP) while urging the Legislature to look at more sustainably funding the program in the future | While RBAW supports this DNR request, we urge that DNR and Commissioner Hilary Franz work with the Association on a longer-term push to more sustainably fund the DVRP and to have other sectors of boating and maritime – including commercial vessels – paying their fair share.  |

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*NOTE: This list of 2021 legislative and regulatory priorities represents a pre-Session snapshot in time of issues RBAW is aware of and poised to work on. As other legislative and regulatory matters arise leading up to and in-Session, RBAW may consider those for a formal position and follow-up action.*

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# KEY 2021 LEGISLATIVE & REGULATORY PRIORITIES

| Initiative  | RBAW Action   |
|---|---|
| Protect the Recreation Resource Account (“Boating Facilities Program”) appropriation in the 2021-23 Capital Budget  | However, boaters rarely declare for such refunds. Thus, RBAW strongly supports the BFP as a way to improve the infrastructure that supports an \$8 billion a year recreational boating sector.  |
| Track legislative discussions around boating safety to ensure any legislation put forth in 2020 does not impose undue burdens or mandates on recreational boaters | While RBAW deeply appreciates Rep. Ryu’s admirable intentions, we have concerns – absent compelling data – about adding “wear at all times” requirements for Personal Flotation Devices (PFDs) on all registered vessels. Last Session, Rep. Ryu sponsored both HB 2443 on PFDs and HB 2444 to turn the Boater Education Card requirement into an ongoing renewal program. Neither bill passed in 2020. |
| Support Incentives to Enhance Opportunities for Visiting Boats to Charter in Washington   | RBAW is poised to support this change.  |

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# KEY 2021 LEGISLATIVE & REGULATORY PRIORITIES

## FEDERAL REGULATORY MATTERS

| Initiative  | RBAW Action  |
|---|--|
| Transition to a “Road Usage Charge,” constitutionally protected funds for recreational boating, off-road vehicles, and snowmobiles are not swept away | In 2021 and beyond, these groups will band together to work to ensure that dedicated funding can remain in place for these outdoor recreation uses.  |
| Big Tent Outdoor Recreation Coalition & Outdoor Recreation Caucus   | RBAW supports the ongoing work of the Big Tent and the ORC. Requirement into an ongoing renewal program. Neither bill passed in 2020.  |
| Un-Stall Permits Held up by Northwest Marine Fisheries Service (NMFS) Guidance on Marina Upgrades   | NMTA, RBAW, individual yacht clubs, and others are now banding together to hire the Thompson Consulting Group, which has extensive experience working on Environmental Species Act (ESA) related issues, to help our Associations and allied organizations to break this gridlock. |
| Federal Pass-Through Funds (Clean Vessel Act) -- Mobile Pump-Out Services for Boaters   | RBAW will need to work with NMTA and others to promote the aforementioned program and ensure there is a viable list of mobile pump-out service providers who apply.  |
| No Discharge Zone (NDZ) Established by the Department of Ecology (DOE):   | RBAW will continue to help educate recreational boaters about potential NDZ impacts and continue to track pending legal challenges to the establishment of the NDZ.  |

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# KEY 2021 LEGISLATIVE & REGULATORY PRIORITIES

## STATE REGULATORY MATTERS

| Initiative  | RBAW Action   |
|---|---|
| Aquatic Lands Lease Process with Department of Natural Resources (DNR):   | At the present time, one work item is to ensure DNR can be as flexible as possible in granting longer-term leases to boating clubs and marina operators that must finance expensive upgrades to their facilities. |
| Capitol Lake/Lower Deschutes Management Plan – EIS Work   | RBAW will support efforts by OYC to ensure that any Capitol Lake/Lower Deschutes management plan preserves boating facilities and waterways.  |
| State – Rules for Commercial Whale-Watching Operators Who Take People Out to View Southern Resident Killer Whale (SRKW) populations | RBAW and NMTA have concerns over the draft rules impacting commercial whale-watching operators and our Associations have submitted a joint letter to WDFW.  |

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# KEY 2021 LEGISLATIVE & REGULATORY PRIORITIES

## LOCAL REGULATORY MATTERS

| Initiative   | RBAW Action   |
|--|---|
| Protecting the Funding and Operations of the Seattle Harbor Patrol | RBAW, NMTA, maritime industrial councils, and others will work to ensure Harbor Patrol funding does not suffer draconian cuts and that Harbor Patrol operations are not moved into the Seattle Fire Department. |
| Ensuring Responsible Boaters Can Continue to Enjoy Andrews Bay     | RBAW will fight to ensure that the vast majority of boaters who responsibly go into Andrews Bay can continue to do so while enjoying this overnight-mooring location.   |
| Landing Zone on Lake Union   | RBAW will work to ensure the Lake Union landing zone remains one that works flexibly for boaters.   |
| Salmon Bay Railroad Bridge – Ensuring Tie-Down Areas for Boaters   | RBAW will track this process to ensure the areas enjoyed by boaters can remain intact.  |