



**RBOC**  
Protecting your boating interests.™

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## Key Issue Update

March 12, 2024

### Deficit in the Boater Fund

RBOC urges the Legislature to confirm in statute that the Harbors and Watercraft Revolving Fund administered by the Division of Boating and Waterways in State Parks:

- No longer supports programs that do not apply to boating [such as beach erosion control].
- Supports programs also benefiting others on a proportional basis [such as combatting invasive species].
- Supports state efforts to enhance on-the-water opportunities [such as Outdoors for All].
- Includes all beneficiaries as stakeholders [such as non-motorized watercraft].
- Receives an appropriate share of motor vehicle fuel tax dollars attributable to boaters [not today's 10%].
- Realizes additional efficiencies [such as taking over boat registrations from DMV].

AB 1812 [Gabriel] and SB 917 [Skinner]

**Jamie Clark**  
President

**Bill Gargan**  
Vice President - North

**Anne Eubanks**  
Vice President – South

**Otis Brock**  
Secretary – Treasurer

**Debrenia Madison Smith**  
Past President

Legislative Advocate  
**Jerry Desmond**  
Director of  
Government Relations

### Marine Flares – Extended Producer Responsibility

RBOC urges the author and proponents of legislation creating an EPR program for marine flares to:

- Work collaboratively as possible with the marine flare manufacturers.
- Recognize that marine flares are a mandatory and essential public safety feature.
- Acknowledge that alternatives are not effective during daytime hours.
- Avoid a significant cost impact on individual boaters that could become a disincentive to purchases.

SB 1066 [Blakespear]

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San Pablo, CA 94806

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### Outdoor Recreation for All [30x30]

RBOC requests that the program identify the values of, and prioritize on-the-water opportunities within, the Outdoor Recreation for All initiative including legislation proposing to:

- Provide parity in allocations for urban nature-based investments [AB 2285 Rendon].
- Prioritize promoting and supporting partnering state agencies and departments [AB 2440 Reyes].
- Require state entities to consider the 30x30 goal when adopting, revising, or establishing plans, policies, and regulations [SB 1402 Min].

Clear confirmation should also be provided that the significant areas of water that have been protected over the years are counted towards the 30% preservation goal.

Governor's Executive Order N-82-20





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### Expanded Polystyrene Buoys, Docks, Piers and Floating Devices

RBOC is reviewing legislation which would prohibit these devices from being installed or used in California waters unless they are completely encased in another material that prevents the release of the expanded polystyrene.

**Jamie Clark**  
President

AB 2416 [Friedman]

**Bill Gargan**  
Vice President - North

### Offshore Wind Energy

**Anne Eubanks**  
Vice President – South

RBOC urges legislators and stakeholders to acknowledge and incorporate the protection of recreational boating opportunities along California’s coast as the state pursues offshore wind, with its vast energy potential, as a means to scale up renewable energy capacity and diversify the state’s clean energy portfolio.

**Otis Brock**  
Secretary – Treasurer

**Debrenia Madison Smith**  
Past President

A number of governmental entities are making decisions to facilitate offshore wind energy. These include the California Energy Commission, California Public Utilities Commission, California Coastal Commission, Bureau of Ocean Energy Management, and the state Legislature. Legislation includes:

Legislative Advocate  
**Jerry Desmond**  
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- A spot bill declaring the intent to submit to voters \$1 billion in bonds for seaport infrastructure improvements to facilitate offshore wind energy projects.

[AB 2208 Zbur]

- A spot bill declaring the intent to adopt legislation with policies to ensure equity and justice in California’s offshore wind energy development.

[AB 2537 Addis]

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### Sacramento – San Joaquin Delta

RBOC continues to oppose the Delta Conveyance Project as planned, which even though revised to one tunnel, still would significantly impede navigation and harm Delta recreation.

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This is another 15–20-year project that not only disrupts all uses of the waterways, but also overruns its budget, may not finish on schedule or at all, and is not the best answer.

The current planned project would severely disrupt navigation, boating-related commerce and communities throughout and after construction.

