



Meeting Agenda
November 14th, 2013
9:30am – 12:30pm
Patrick Moran Room
Washington State Parks and Recreation Commission, Tumwater

Meeting Agenda

9:30am	<p>Welcome</p> <ul style="list-style-type: none"> • Thanks for our hosts, Wade Alonzo and Al Wolshegal • Self-Introductions • Review and Approval of October Minutes
9:35 am	<p>The Washington Boating Alliance Leadership Summit – January 29th 2014</p> <ul style="list-style-type: none"> • New Name Proposed – Big Plans! • Check in by the Planning Committee -- Heather Gibbs, Steve Sherlock, Peter Schrappen
9:40am	<p>Boat Registration & Sales Trends By the Numbers – Bob Goodwin & Aaron Barnett, Sea Grant</p> <ul style="list-style-type: none"> • Recapping the last decades for Boats and Boat sales by category • Some prognostication about the future? • Questions/Discussion
10:25am	<p>National Marine Economic Data Update - Peter Schrappen, NMTA</p> <ul style="list-style-type: none"> • NMMA information for WA • Trends and Comparison to other boating states
10:45am	<p>Boating Accident Data Report – Wade Alonzo, Parks</p> <ul style="list-style-type: none"> • Overview of accident stats from 2012 and YTD 2013. • Boater Education -- recap on card sales for 2013 and what we can expect in 2014. • Questions/Discussion
11:15am	<p>Break--</p>
11: 25am	<p>AIS Legislation – Discussion of DFW proposed legislation.</p> <ul style="list-style-type: none"> • DFW has heard our request not to add fees to boats, who pay already. • Proposed funding mechanism using 20% of Watercraft Excise monies plus new fees on non-motorized boaters and out-of-state boaters. • Is proposed funding & enforcement of this legislation practical and efficient? • Who, besides boaters, could have interest to slow the arrival of AIS to Washington waters?
11:45am	<p>Updates</p> <ul style="list-style-type: none"> • Agency: DNR, DFW, RCO, Parks, DOE, PSP • NMTA & Clean Boating Foundation, • Boating: (RBAW, NYBA, USCG, US Power Squadrons, USCG Aux) <p>Other: Fish Northwest, Shoreline Master Plan</p>
12:20pm	<p>WBA Administrative and Meetings</p> <ul style="list-style-type: none"> • Website development plans take shape --Thank you, Steve Greaves, RBAW • <i>Boater Safety Checks & Boarding Discussion Group 1st Meeting: Wednesday 20 November 9:00 – 11:00 Parks in Tumwater</i>
12:30pm	<p>Next meeting 12th December 9:30am</p> <ul style="list-style-type: none"> • Location to be confirmed -- Holiday Theme! • Thank you to today's hosts, Wade & Al Washington Parks and Recreation Commission • <i>Happy Thanksgiving!</i>

WBA Mission Statement

The mission of the Washington Boating Alliance, an all-inclusive alliance of boating-related organizations, is to develop, advance, and implement consensus positions and proposals to enhance the recreational boating experience in Washington.



Call to Order: The Washington Boating Alliance convened in conference room of the Tacoma Youth Foundation in Tacoma beginning at 9:05 on October 10th 2013. Many thanks to Malcolm Russell of the Youth Marine Foundation for providing an excellent meeting space.

In attendance: Alan Wolstegel (Parks), Bob Botnen (Tacoma Outboard), Loyd Walker (US Power Squadron), Craig Perry (Foss Waterway Management), Viggo Bertelsen (Seattle Yacht Club), JD Weiner (Bremerton Yacht Club), Peter Schrapen (NMTA), Martha Comfort, Chair, Heather Gibbs (DNR), Bob Ranzenbach (RBAW), Steve Greaves (RBAW), Malcolm Russell (Youth Marine Foundation), Bill Tweit (DFW), Steve Sherlock (DFW), Carl Klein (DFW), Allen Pleus (DFW), Gerry Hodge (South Sound Kayakers), Heather Gibbs (DNR), Melissa Ferris (DNR), and Lisa Randlette (DNR). The stakeholders introduced themselves and their organizations.

Malcolm presented a video about the worthy and wonderful work done by the Youth Marine Foundation to support youth seamanship, team building, and leadership. Many of us had not been aware of this impressive program, fostering leadership, citizenship and seamanship in youth 14 – 20 years old.

Martha recalled Greg Norwine's leadership and camaraderie and said she will continue to miss his presence at these WBA meetings. Greg was a founding member and organizer of the WBA.

The group settled to work with the DFW discussion about proposed AIS Legislation. **Bill** told the group that Washington was the first state to have an AIS program in the west. The Basic principle is Prevention. Once the critters are here, it is much harder to manage them. He stated that their arrival is inevitable. Economists recommend Prevention as the cheapest option. Once they arrive, rate payers will carry the costs. (Note: Rate payers include: anyone who uses water like agriculture, power generator, municipalities) Bill suggested that Delay is a good strategy as science may catch up with a solution to Zebra and Quagga mussels. Other states have caught up in their spending on AIS programs and WA maybe the weakest link.

Once they are here, Rapid response is the best. The proposed AIS legislation provides tools for prevention and rapid response. The legislation is now with the Governor's office. **Allen** added that there is a self-certification aspect where boaters will sign that they are clean of AIS.

A NMTA Member had proposed that there be wash stations at launch ramps and on road entry points. There does not appear to be a response from DFW to this proposal?

There was discussion of the Grant provision in the legislation: Whatcom Counties has implemented a new \$50 fee for boaters to access a public lake there. Boaters must take their boats for inspection and pay before using the lake. Local property owners are exempt. This structure limits boater access to a public resource with a publically funded launch ramp.

The \$1m grant program is designed to steer counties to adopt the state's new AIS legislation. **Bob** pointed out that large lake could have different access fees at different launch ramps.

Steve G. asked about the details of the grant program- local outreach, education volunteer inspections. How does this carrot work? There was discussion about the “Cadillac program” vs. “a program sufficient for the risk”. Will counties adopt the “sufficient “ program with the grant monies or will they try to implement a Cadillac program and charge money to provide that locally? This latter will limit boater access and increase fees, as well as lead to a patchwork of different regulations and confusing enforcement. Bill suggested that State matching funds and DFW’s template for AIS inspections and enforcement would bring counties to adopt their program.

Allen spoke about the fee structure: The \$10 inspection fee for non-motorized craft is based on an estimated 50,000 small craft. The permit is for the person, not the boat. DFW is considering an age limit, so a youth might not need to carry the permit. Permit is to be purchased through the current DFW fishing permit system.

Viggo asked about going after the Excise tax? Lisa asked if there was financial analysis cost of the administrative aspects of collecting the permit fees. Allan said the initial start-up costs were budgeted to be \$100,000 to \$150,000 for the first two years and they would be hiring 1 FTE to answer questions. He indicated that after the permit program is in place, he would then consider developing reciprocity with adjoining states.

Other stakeholders were discussed, including the hydro companies on the Columbia. Currently, Bonneville Power pays for AIS inspection programs as part of their license agreements. We were told that EPA can implement cost matching with the state, which seems intriguing?

Gerry asked if a 12’ hand launch-able boat is part of the problem?

Loyd pointed out that the larger, registered boats already pay \$2 per vessel to the AIS program. Are boaters being asked to pay 100% when this is a problem for all citizens?

Steve G. noted that the Watercraft excise is patently unfair since such taxes are not paid by RVs, cars, or land based recreational vehicles. He said it is the intention of some boaters to lobby to get rid of it. This legislation might make that work more difficult.

Bill reported that other states currently put more towards preventing AIS than Washington. For instance, Montana is putting \$1.5m of General Funds to this issue.

There is to be meeting at DFW on 22 October for further discussion of this issue. **Allen, Bill, Steve G, Bob R., Martha and Doug Levy** will attend.

Bob updated the group about the No Discharge Zone draft petition by DOE. There will soon be a comment period with an unspecified time limit, however the Draft DOE petition was not yet up on their website. Viggo passed around the op-ed by Commissioner Goldmark. Several felt that further comment to DOE was not worth additional time and suggested going to the Legislature. All agreed that PSP involvement would be very helpful.

Viggo suggested getting home organizations involved to a greater degree. Bob reported about sewage overflows from King County that had warranted large EPA fines. The estimated annual dumping of sewage by boaters is possibly as high as 3.5m gallons. This number is 0.4% of one King County overflow event, leading the group to wonder if the sewage pollution by boaters is insignificant to other sources.

Melissa Ferris of DNR’s Derelict vessel program spoke about boaters who are the problem!

She has two new colleagues who have been doing boat removals and billing owners for cost recovery. 72 vessels have been removed in the last biennium, with 48 of those in the last year. 149 still remain on "the list". DNR is starting to consider removal of boats from the surf-line.

Representatives Hanson, Smith and Pearson were key to passage of the new legislation. This allowed the current \$1 fee to continue, making a total of \$3 per registered vessel paid to the Derelict Vessel fund. State and local agencies will evaluate vessels prior to sale and vessels are required to register. Having expired tags is now decriminalized and is a class 2 civil infraction. Part of the DV fund goes to enforcement. There was a change in the appeals process at the local level. Now this will go to the Pollution control board hearing. The new legislation added ecology boarding language. If there is a possible pollution problem, DOE can get a warrant to abate pollution.

DNR is starting to develop a vessel turn-in program. This has \$200,000 in funding. Melissa reported on weekly phone calls with Rep. Smith and Handel, DOL, Finance people and insurance companies to develop the planned involvement of Commercial Vessels in paying for Derelict Vessel removals.

She also reported on bi-monthly meetings between Oregon and WA. Rule marking is in progress for the portion of the bill around "more than 40- year old boats which are >65 feet". These must have a survey conducted and give to the buyer.

Lisa Randlette spoke about this subject. According to DOL there are 800 vessels in WA (commercial and recreational) in this category. There are about 100 vessels coming along each year, aging into the category. Draft language of the new proposed rule is to be adopted by December 2013. One plan has buyer and seller signing/notarizing an inspection report to file with the report of sale with DNR. As general industry practice, Buyers pay to survey a boat prior to sale. The current language requests seller to pay for a survey, and both parties to sign notarized papers to file with a report of Sale with DNR. Many questions remain such as: Should DNR be responsible for monitoring sales? What is the place for vessel insurance in this discussion? And how to publicize the new requirements to vessel owners?

DNR check in: **Heather** reported that Lalena will report on the HCP at the Marina and Boatyard Conference. **Lisa** reported that DNR is doing an inventory of mooring buoys at Quartermaster Harbor and will be removing derelict buoys. There is a mooring buoy licensing program for owners.

Gerry reported about the work of the Boating Safety Council and the Human Powered Safety Council, which is detailed and on-going.

Steve S. reported that 2 DNR employees are now new to DFW. Christine Redmond is the new volunteer coordinator and Clay Sprague is the Lands Division Manager. In December there will be an Access Managers meeting in Wenatchee. RCO has sent DFW the grant money contracts for their successful projects from the last grant round. DFW's 11 FTE is now increased to 16 FTE to manage 700 sites, which is making a huge improvement to Steve's morale!

RBAW is participating in all WBA agenda items to a big extent. Steve reported on the meeting with OFM Governor's Staff to advocate for the backfill of the RRA \$3.3m into the supplemental budget. RBAW has been sending spokespersons to the Transportation Package Forums around the state. Lifting the cap on the gas tax would increase fund for the RRA, allowing this to go from current 22 to 37 cents per gallon of gas.

RBAW has started collecting data on the Excessive Boardings matter. Steve reported on his involvement with the Seattle question of “what is a house barge?” The Shoreline Master plan had included language about annual performance tests, which seems inappropriate for this determination.

JD and Peter reported that more Intent-to-Sue letters have been sent out by Waste Action Project. Malcolm reported that the Youth Maritime Foundation was one of these who received a letter.

A reverse class action lawsuit was suggested?

Lloyd reported on his successfully testifying at a recent gas tax forum.

Bob B. reported on the loaner lifejacket program by Tacoma Outboard.

Al reported that Parks will not be making an agency request this session. They will ‘clean up’ the language of the Boater Safety bill with regards to BUI and sobriety tests. At the recent SOBA meeting in Portland, Al gave a presentation on the GIS tool he administrates. Both Rosario and Quartermaster have received grants for new pumpout facilities. **John Hansen and Rory Calhoun** also presented at SOBA

Bob R. reported that he continues to serve on the DOE task force with Amy Jankowiack. He will bring an update to WBA in December. Bob expressed concern about the costs and fees for boating which may be especially onerous on young people.

The minutes of the September meeting were corrected and approved as corrected

The meeting was adjourned at 12:40.

Respectfully submitted by Martha Comfort



1. On-going Activities

1.1	Develop consensus positions of boating organizations on boating issues.
1.2	Advocate for endorsed boating issue positions.
1.3	Be a watchdog for boating issues.
1.4	Educate, inform, and lobby for boating issues.
1.5	Develop champions for boating issue positions and funding.
1.6	Be a clearing-house for information related to boating proposals.
1.7	Coordinate consensus-building and lobbying efforts of the Alliance's organizations.
1.8	Monitor agencies' performance on boating programs.

2. Specific Functions

2.1	Represent Alliance positions to the Puget Sound Partnership.
2.2	Develop consensus on various positions for input to agency boating-related advisory committees and councils.
2.3	Develop background information on what is currently being spent on boating programs.
2.4	Develop background information on what taxes and fees boaters currently pay.

3. WBA 2013 Legislative Proposals / Positions

3.1	<p>Recreation Resource Account: A key priority for WBA is to leave this account to its dedicated purpose of developing and maintaining boating infrastructure. WBA strongly opposes any effort to divert these funds from their intended purpose. If necessary, WBA supports using general obligation bonds on a temporary basis to keep the RRA whole.</p>
3.2	<p>No-Discharge Zone: WBA shares the underlying goal of a cleaner Puget Sound and supports the continued study of the Puget Sound No-Discharge Zone.</p>
3.3	<p>Marine Tourism Bill: WBA supports change to the cruising permit policy that would allow entity-owned vessels visiting Washington State waterways to have the same rights as individual-owned vessels.</p>
3.4	<p>Derelict Vessels: WBA believes commercial vessels also need to pay for removal of derelict vessels.</p>

4. Ideas for the Future

4.1	<p>Develop website or other public outreach- enlist volunteer? Engage an Intern to do outreach on behalf of WBA</p>
4.2	Build WBA as part of the 'Big Tent'
4.3	Develop consensus positions
4.4	How can we improve the current discussion forum?

(Bold items added / changed since last meeting)



**Washington Boating Alliance
Participating and Advising Organizations
September 2013**

Organization Partners

Recreational Boating Association of Washington (RBAW)
Northwest Marine Trade Association (NMTA)
Northwest Yacht Brokers Association (NYBA)
US Power Squadron
USCG Auxiliary
Seattle Yacht Club (SYC)
Queen City Yacht Club (QCYC)
Rivers Safety Council (RSC)
Washington Water Trails Association
Puget Sound Anglers
Kitsap Poggie Club
Tacoma Outboard Association
Pacific Northwest Charter Association

Corporate Partners

International Marine Management Institute, Martha Comfort

Agency Partners

Washington State Parks and Recreation Commission
Washington Department of Fish and Wildlife
Washington Department of Ecology
Recreation and Conservation Office
Department of Natural Resources
Puget Sound Partnership
US Coast Guard District 13
Washington Public Ports Association
Washington Association of Sheriffs and Police Chiefs (WASPC)

Advising Lobbyists

RBAW, Doug Levy
NMTA, Cliff Webster
NYBA, Terry Cole
WASPC, Don Pierce

WBA Contact Information

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