

American Sportfishing Association  
California Association of Harbor Masters and Port Captains  
California Marine Parks and Harbors Association  
Marina Recreation Association  
National Marine Manufacturers Association  
Northern California Marine Association  
Recreational Boaters of California  
Southern California Marine Association  
Western Boaters Safety Group

January 26, 2009

The Honorable Arnold Schwarzenegger  
Governor, State of California  
State Capitol  
Sacramento, CA 95814

***Subject: Proposed Elimination of the Department of Boating and Waterways***

Dear Governor Schwarzenegger:

The purpose of this letter is to express the strong opposition of the association listed above to your proposed elimination of the Department of Boating and Waterways (DBW). The Department has been a vital element of state government, and has provided necessary services to the boating community, for decades. Furthermore, this department is critical to our state's economy and the future of recreational boating in California.

Eliminating DBW has been reviewed several times and each time it has been rejected. It was first proposed in 1992 and again in 1996 by Governor Wilson. In 2003 there was a legislative effort to eliminate the Department as well. Clearly, this concept has been carefully considered and rejected each time. While we understand your desire to find savings during these difficult times, we believe eliminating DBW does not solve any problems and is not in the best interest of the State. The following is a summary of our reasons for this position.

***DBW is Effective and Efficient***

When the State is struggling with its finances it should not look to eliminate one of the few examples of efficiency and prudent use of resources, such as DBW. Rather than eliminating DBW we should look to DBW as an example of how to efficiently and properly operate a state department.

DBW takes its limited resources and carefully allocates it among many worthy and practical programs. It is one of those rare departments that expends money through a public process, via the Boating and Waterways Commission, and receives little to no complaints about its actions.

DBW provides accountability, transparency and leadership regarding the collection and use of boater-derived taxes and fees, and the best use of these funds for programs directly benefiting boating.

### ***DBW is Self Funded***

DBW is completely self-funded by boater's dollars. Eliminating the Department will not save any General Fund revenue. In fact, should the functions of DBW be moved into the Department of Parks and Recreation, as proposed, where the resources might be moved to other priorities, it will **COST THE STATE MONEY**. A significant portion of DBW's money is expended in the form of loans that are repaid with interest. This serves as a revenue generator to the State.

### ***DBW is Critical to the Economic Health of the State and Boating***

Recreational boating contributes approximately \$16.5 billion to the gross state product, which represents about 1.2 percent of the State's economy and generates about \$1.6 billion in state and local taxes. There are more than 8,500 recreational boating-related businesses. Recreational boating also creates over 284,000 direct and indirect jobs. (Source: DBW Boating Needs Assessment Study, 2002)

Additionally, this State's more than 3 million boating enthusiasts, who support a \$16.5 billion per year boating industry, must have a department with a Director whose primary focus is boating.

### ***DBW Invests in Infrastructure and Promotes Jobs***

DBW administers the Harbors and Waterways Revolving Fund which makes loans for boating recreational infrastructure projects which acts as an economic stimulus by employing Californians. As the loans are repaid, this fund and its benefits are self-perpetuating -- a continuous cycle of jobs and boating infrastructure.

If the DBW is eliminated and its functions shifted to another department such as DPR, there is no assurance that the boating funds would continue to be invested in infrastructure projects and act as an economic stimulus. In fact, there has been considerable controversy in the past as to whether HWRF money shifted to DPR has been used for operational costs and maintenance, rather than the infrastructure development purpose that acts as an economic stimulus and provides long-term public benefit.

### ***DBW Saves Lives***

Boating accidents are the second-largest type of transportation accident in the nation, exceeded only by automobile accidents, and California ranks second nationally in the number of boating accidents and fatalities. DBW has an aggressive safety outreach program, including direct financial support for law enforcement in high-boating counties, which is critical to saving lives on the water.

In conclusion, we respectfully ask you to reconsider your proposal to eliminate the Department of Boating and Waterways. DBW does an excellent job that has many direct and indirect financial and other benefits to the State, all without the help of the General Fund. Eliminating this department will not help our current economic challenges, and in the long term will do economic harm to the State.

Sincerely,

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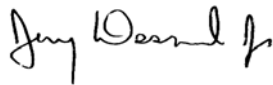
**William Krauss**

Calif. Assoc. of Harbor Masters and Port Captains  
California Marine Parks and Harbors Association  
Marina Recreation Association  
Northern California Marine Association  
Western Boaters Safety Group

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**Steve Baker**

Southern California Marine Association



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**Jerry Desmond Jr.**

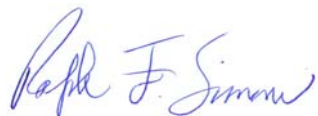
Recreational Boaters of California



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**Patricia Doerr**

American Sportfishing Association



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**Ralph Simoni**

National Marine Manufacturers Association

cc: Senator Darrell Steinberg  
Senator Dave Cogdill  
Assembly Member Karen Bass  
Assembly Member Mike Villines  
Senator Denise Ducheny  
Senator Robert Dutton  
Assembly Member Noreen Evans  
Assembly Member Roger Niello