

FUNDING

The Budget Act of 1957 made available to the Division of Small Craft Harbors \$5 million from the California Water Fund for the purpose of making loans to local government jurisdictions for the construction of boating facilities. The Harbor Development Bond Law of 1958 provided an additional \$10 million for the same purpose. In addition, \$750,000 per year from the Motor Vehicle Fuel Fund was transferred to the Division's Revolving Fund to provide personnel support and to make planning loans. Construction loans and grants were authorized in 1963 to be made from the Revolving Fund.

Payments into the Revolving Fund from the Motor Vehicle Fund have increased over the years from \$750,000 to the current level of approximately \$33.4 million annually. These funds are derived from the gasoline taxes paid by boaters in California. Boaters' gas tax and the repayment of loan principal and interest are the primary sources of revenue for Cal Boating. The Department also receives funds from boat registration fees as well as varying amounts from Federal sources such as the Wallop-Breaux Trust Fund and the Land and Water Conservation Fund.

In 1996, legislation was passed into law that dedicated all vessel registration fees, less administrative expenses, for the purposes of boating law enforcement grants to local agencies.

To provide facilities for the boating public, Cal Boating has funded from its inception through June 30, 2002:

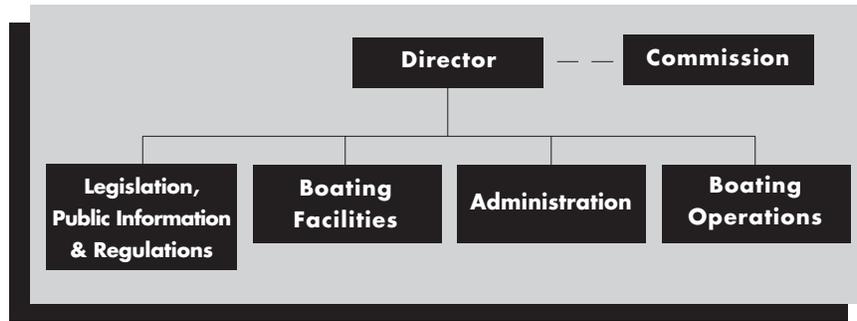
PROJECTS	TOTAL AMOUNTS
Boat Launching Facility Grants	\$153,620,516
Small Craft Harbor Planning Loans	2,666,400
Small Craft Harbor Construction Loans	349,546,000
Capital Outlay Boating Facility Projects	74,281,006
Private Sector Marina Development Loans	48,456,000

INCOME	AMOUNT	PERCENT OF INCOME
Motor Vehicle Fuel Fund	\$66,840,688	45%
Interest, Surplus Money		
Investments	17,396,744	12%
Boat Registration Fees	15,153,689	10%
Repayment of Loan		
Principal and Interest	47,570,714	32%
Other	26,704	0%
TOTAL INCOME	\$146,988,540	100%

TYPE OF EXPENDITURE	AMOUNT	PERCENT OF EXPENDITURES
Loans	\$42,057,000	28%
Grants	38,814,423	26%
Capital Outlay	14,423,351	9%
Motor Vehicles (boat registration)	6,302,940	4%
Program Expenditures	50,397,355	33%
TOTAL EXPENDITURES	\$151,995,069	100%

* Includes \$1.150M transfer to AVAF and \$8M legislatively authorized grant for Pier 11a in the City of San Diego

O R G A N I Z A T I O N



THE DEPARTMENT

The Department’s management team includes a Director, who is appointed by the Governor, and the managers within the Department’s four divisions, as illustrated below.

THE COMMISSION

The Commission is composed of seven members appointed by the Governor, with the consent of the Senate. The length of each term of appointment is four years. In making appointments to the Commission, consideration is given to the geographical location of the residence of each member as it relates to boating activities and harbors.

By statute, one member is required to be a private small craft harbor owner and operator. In August

1983, legislation was passed and language added to the Harbors and Navigation Code which requires at least one member appointed to the Commission to be a member of a recognized statewide organization representing recreational boaters. In 1996, legislation was passed which requires that at least one member of the Commission be an officer or employee of a boating law enforcement agency.

The Commission is mandated to advise Cal Boating with respect to all matters within the jurisdiction of the Department, and all loans and grants made by Cal Boating must have its consent.

Members serving on the Commission during this biennium:

COMMISSION MEMBER	TERM	COUNTY
Michael L. Beatie	Nov. 2000-2004	Marin
Donald R. Doser	Mar. 2000-2003*	Shasta
Frederic Heim	Sept. 2001-2004	Los Angeles
Robert Y. Nagata	Oct. 1999-2006	Los Angeles
Harry L. Nelson, Jr.	Jan. 2002-2006	Los Angeles
Warren E. Rupf	May 1997-2005	Contra Costa
Joseph P. Sharpe	Sept. 2001-2005	San Francisco
Philip B. Wallace	July 1993-2001	San Joaquin

*Resigned in January, 2002.

Each term ends in January of the specified year.

BOATING FACILITIES PROGRAM

One of the Department's primary objectives is to plan and develop boating facilities in environmentally acceptable areas with priority on the development or expansion of facilities where the greatest needs exist. To accomplish this, the Department:

Grants funds to cities, counties, and other governmental agencies, including the Federal Government, for the planning and construction of boat launching facilities, floating restrooms, and vessel sewage pumpout facilities.

Loans funds to cities, counties, and other governmental agencies for the planning and construction of small craft harbors; and provides loans to businesses for the development of recreational marina facilities.

Plans, designs, finances, and constructs boating facilities throughout the State Park System, at State Water Project reservoirs, and on other State lands.

Conducts an aquatic weed control program in the Sacramento-San Joaquin Delta, its tributaries, and Suisun Marsh.

Provides funds when approved by the Legislature, on a cost-sharing basis, to local and Federal governmental agencies to provide beach erosion control measures for the protection of valuable coastal resources.

Coordinates, plans, and funds boating trail projects and protects the public's right to the recreational use of the whitewater rivers.

The main source of funding for boating facility projects is the Harbors and Watercraft Revolving

Fund (H&WRF). The primary sources of income to the H&WRF are the fuel taxes paid by boaters and the repayment of principal and interest on loans. Federal moneys are used, in part, to finance vessel sewage pumpout grants and boating trail projects. The State's General Fund has been the primary source of Beach Erosion Control project funding over the past 40 years.

After a local governmental entity has proposed a grant or loan project through the submittal of a feasibility report, an environmental assessment, and a resolution from the governing body, the Department makes a preliminary feasibility determination and may accept or reject the project for inclusion in the proposed State budget. The proposed project must then be approved by the Legislature and the Governor before the Department makes a detailed feasibility analysis and presents the project to the Boating and Waterways Commission for its advice and consent.

Generally, the State's review and approval process of proposed projects requires a minimum of one year before the grant or loan is made available to the requesting agency. Disbursement of loan or grant funds, following approval by the Boating and Waterways Commission, involves preparation of contracts, staff review of engineering drawings and specifications, review of payment requests and on-site confirmation of construction progress.



GRANTS

The launching facility development program provides grants for the construction of launching lanes, restrooms, boarding floats, shore protection, car-and-trailer parking, utilities, landscaping and irrigation, and ancillary items. The amount of funds provided is determined by the use and benefits that can be economically justified. The grant applicant agency is required to own or control the project area and to operate and maintain the facilities for 20 years at no cost to the State. Grants are also available to public agencies for floating restrooms and vessel pumpout facilities.

Grants made during this biennium totaled \$36,441,000 for 46 boat launching facility projects.

2000 - 2002 GRANTS

Project	Amount	Project	Amount
Lake Almanor	\$1,072,000	Martinez Marina	855,000
Anderson Lake	2,000,000	Miller Park - Tomales Bay	1,070,000
Barrett Reservoir	480,000	Miramar Reservoir	288,000
Benicia	407,000	Mission Bay (Ski Beach)	3,044,000
Berkeley Marina	290,000	Moabi Regional Park	1,273,000
Black Butte (Buckhorn)	1,448,000	Lake Nacimiento	1,365,000
Black Butte (Eagle Pass)	869,000	Lower Otoy Reservoir	408,000
Broderick	430,000	Pier 54	1,023,000
Buena Vista	1,037,000	Lake Piru	1,100,000
Bullards Bar	536,000	Redbud Park	480,000
Lake Cachuma	1,400,000	Lake Redding	700,000
Camanche Reservoir	860,000	Redwood City	280,000
Clear Lake Oaks	150,000	Salton Sea (Red Hill Marina)	100,000
Eagle Lake (Spalding Track)	170,000	San Vicente	540,000
Eastside Reservoir	2,500,000	Shasta Lake	832,000
El Capitan	648,000	Shaver Lake	720,000
Elkhorn	750,000	Lake Success	706,000
Evans	350,000	Sutherland Reservoir	609,000
Hodges Reservoir	252,000	Tahoe Vista	255,000
Ice House	41,000	Trinity Lake (Fairview)	400,000
Lake Kaweah	1,930,000	Trinity Lake (Minersville)	1,800,000
Little Grass Valley	355,000	Union Valley	20,000
Loon Lake	130,000	Ventura	468,000
		Total Grants	\$36,441,000

LOANS

The Department makes three types of loans available for the development of marinas under the small craft harbor loan program.

1. Planning loans are available to local government agencies for the preparation of small craft harbor feasibility reports, including the preliminary engineering, economic and financial assessments of a proposed project, and the required environmental impact report. In this biennium, a \$100,000 augmentation was made to a 1996 planning loan.

2. Under Section 76 of the Harbors and Navigation Code, the Department makes loans available to marina owners in the private business sector to develop and/or improve the boating and ancillary facilities available to the public. Loans made to the private sector during this biennium totaled \$3,103,000 for 4 marina projects.

3. Loans are available to local government agencies for the construction of new small craft harbors or the expansion or improvement of existing marina facilities. Typical project features which can be funded under this program include breakwater construction, construction dredging, berths for boats, utilities, landscaping and irrigation, restrooms, fuel docks, boat sewage pumpout stations, and public access walkways. During this biennial period, loans made under this program totaled \$38,954,000 for 13 small craft harbor projects.



2000 - 2002 PRIVATE SECTOR MARINA LOANS

Project	Amount
Coronado Cays Marina	\$1,429,000
Fortman Marina	235,000
Pier 38	1,299,000
Sausalito Marina	140,000
Total Private Sector Loans	\$3,103,000

2000 - 2002 PUBLIC SECTOR MARINA LOANS

Project	Amount
Bay Street (Sausalito)	\$1,400,000
Berkeley Marina	1,800,000
Cabrillo Marina	7,866,000
Channel Island	5,000,000
Eastside Reservoir (Riverside Co.)	4,470,000
Long Beach Downtown Marina and Shoreline Village Marina	12,718,000
Martinez Marina	200,000
National City Marina	1,300,000
Richmond	1,600,000
Santa Cruz Harbor	500,000
South Beach (San Francisco)	300,000
Stockton Waterfront Planning	100,000
Stockton Waterfront Marina	1,700,000
Total Public Sector Loans	\$38,954,000

CAPITAL OUTLAY

The Department is authorized to plan and develop boating facilities on State-managed properties which enhance recreational boating and navigation. The Department funds and constructs boating facilities on lakes, reservoirs and waterways, including the State Water Project and the State Parks System.

Capital Outlay projects typically include concrete launching ramps, car/trailer parking, boarding floats, restrooms, lighting, berthing, moorings, floating restrooms, and boat-in day use and camping sites which include graded areas, picnic tables and barbecues. All of these facilities are designed and constructed in accordance with the provisions of the Americans With disabilities Act for barrier-free access.



During the past two years, Capital Outlay staff produced engineering designs and services, contract plans and specifications, or construction inspections for 35 budgeted projects on bodies of water, totaling \$19,168,032 in capital improvements.

2000 - 2002 CAPITAL OUTLAY PROJECTS

Project	Amount	Project	Amount
Angel Island	\$52,150	Humboldt Bay (BISC)	205,000
Angel Island	189,000	Irvine Finch	230,716
Angel Island (Ayala Cove)	410,000	Lake Natoma (BISC)	3,315,000
Boating Trails	200,000	Lake Oroville - Limesaddle	37,400
Boating Trails	200,000	Lake Oroville - Spillway	2,354,000
Candlestick	155,000	Lake Oroville	404,000
Castaic Lake	401,300	Lake Perris	147,000
Castaic Lake - East Ramp	2,816,000	Lake Perris	486,000
Castaic Lake - Paradise Cove BISC	1,680,000	Lake Perris	50,000
Castaic Lake - Paradise Cove BISC	132,000	Millerton Lake (Crows Nest)	1,395,000
Castiac Lake (West Ramp)	148,500	Millerton Lake (South Shore)	1,395,000
Channel Islands (BISC)	319,000	Millerton Lake (Grange Grove)	280,000
Davis Lake	50,000	Pyramid Lake	240,000
Davis Lake (Honker Cove)	436,800	Pyramid Lake	44,600
Folsom Lake	23,566	Salton Sea (Varner Harbor)	208,000
Folsom Lake	360,000	San Luis Creek	148,000
Folsom Lake - Granite Bay	379,000	Turlock Lake	256,000
Gaviota State Park	20,000		
		Total Capital Outlay	\$19,168,032

Also, in this biennium the Department completed its first Boating Safety Instruction Center (BISC), at Coronado. This Capitol Outlay Program uses state funds in partnership with the University of California and California State University to build BISCs on state lands at navigable waterways. BISCs are under construction in Sacramento and Eureka, and plans are under way for others.



AQUATIC WEED CONTROL

The Department of Boating and Waterways conducts two programs to control non-native aquatic pests in the Sacramento-San Joaquin Delta. These legislatively mandated programs are operated to meet the needs of both the environment and those who live, work and play in the Delta.

Water Hyacinth Control

Introduced to California more than 100 years ago, the water hyacinth is a deceptively attractive plant, with shiny green leaves and delicately transparent lavender flowers. However, this extremely prolific aquatic weed can quickly amass into a dense floating mat of vegetation. With few natural enemies, it grows faster in warm weather than any other known plant.

By the early 1980's, severe infestations of the rapidly growing, floating aquatic plant had created safety hazards for boaters, clogging navigation channels and marinas, and agricultural irrigation systems. The Delta aquatic habitat was also compromised by the large, floating hyacinth mats, which greatly decreased the amount of dissolved oxygen in the water, replaced native plants, and deposited silt and organic matter at several times the normal rate.

State legislation enacted in 1982 designated the Department of Boating and Waterways as the lead agency for the control of water hyacinth in the Sacramento-San Joaquin Delta, its tributaries and the Suisun Marsh. The initial control plan utilized both short- and long term methods, involving chemical, mechanical and biological control measures. The primary and most successful control measure is chemical spraying.

At the outset of the program, an oversight task force was formed to assist the Department in formulating, conducting, and monitoring the chemical control segment. The task force, which annually establishes the parameters of the program, is comprised of the following members:

- U.S. Department of Agriculture - Agricultural Research Service
- U.S. Department of the Interior - Bureau of Reclamation
- U.S. Army Corps of Engineers
- California Department of Food and Agriculture
- California Department of Fish and Game
- California Department of Health Services
- California Department of Pesticide Regulation
- California Department of Water Resources

State Water Resources Control Board
Central Valley Regional Water Quality Control
Board

Contra Costa County Agriculture Commissioner
Fresno County Agriculture Commissioner
Madera County Agriculture Commissioner
Merced County Agriculture Commissioner
Sacramento County Agriculture Commissioner
San Joaquin County Agriculture Commissioner
Solano County Agriculture Commissioner
Stanislaus County Agriculture Commissioner
San Joaquin Water Exchange
Delta-Mendota Water Authority
Delta citizens
Delta marina owners

Cooperating agencies developed the original program and, through annual infestation reviews and data monitoring, adjust the current program. The Department has practiced an adaptive management approach from the start, and now incorporates performance measures in its approach, to better evaluate and refine the program. The Department is developing a performance measure of low biomass carryover, against which aerial photographic estimates and ground-measured data can be compared to determine the program's success at specific sites over time.

In terms of achieving maintenance control of water hyacinth in the Delta, the 2000 and 2001 seasons were less successful than in previous years. Only 1,000 acres were treated and the estimated biomass carryover was more than in the previous two years, due to a lawsuit which the Department ultimately won, but during which operations were suspended from January of 1999 through the end of the first year (June 30, 2001) of this biennium.

The lawsuit also delayed the start of a new legislatively mandated program for the control of *Egeria densa* in the Delta.



Egeria Densa Control

Introduced to California more than 30 years ago, *Egeria densa* (Brazilian elodea) is a submerged aquatic plant that forms dense mats of vegetation that obstruct navigation and recreation, slow water flows, plug agricultural irrigation pumps, and disrupt the natural ecosystem of the Sacramento-San Joaquin Delta. *Egeria* is a popular plant used in aquariums, from which it may have been introduced to the Delta waterways.

Cal Boating was authorized by legislation enacted in January 1997 to control *Egeria Densa* in the Delta, its tributaries and the Suisun Marsh. As a result, the Department assembled a task force of cooperating agencies and stakeholders to provide advice and assistance in developing an *Egeria Densa* control plan.



Egeria Densa Task Force Members

U.S. Department of Agriculture - Agricultural
Research Service
U.S. Department of the Interior - Bureau of
Reclamation
U.S. Department of Interior - Fish and Wildlife
Service
State Senator Richard Rainey
San Francisco State University - Romberg Tiburon
Center for Environmental Studies
California Department of Fish and Game
California Department of Pesticide Regulation
California Department of Water Resources
State Water Resources Control Board
Central Valley Regional Water Quality
Control Board
Contra Costa County Agriculture Commissioner
Sacramento County Agriculture Commissioner
San Joaquin County Agriculture Commissioner
Stanislaus County Agriculture Commissioner
Reclamation District 800
Delta citizens
Delta marina owners

Using Task Force recommendations, the Department completed an Environmental Impact Report (EIR) that met the requirements of the California Environmental Quality Act. Following completion of the EIR in March 2000 and the acquisition of state and federal regulatory agency approvals, Cal Boating initiated control efforts in July of 2001, treating 348 acres of *Egeria* in the first year. In support of control measures, the Department engages in extensive monitoring and research to ensure that the *Egeria Densa* Control Program, through an adaptive management strategy, continues to evaluate impacts and better program activities. In an oversight role, the *Egeria* Task Force meets annually to hear the past year's results and advise the Department with respect to changes in control strategies and protocols.

Due to regulatory agency concerns with respect to identified endangered species, the Department cannot begin water hyacinth or *Egeria densa* program control efforts in the central Delta until July 1 of each year. Nonetheless, the Department is involved in research and monitoring measures that appear to support the premise that, by utilizing federal and state agency approved herbicides, aquatic weed control does not pose a threat to endangered species; a more certain understanding of the impacts on endangered species awaits completion of the Department's program specific research and monitoring work. Through the use of resulting data, the Department will seek the approval of regulatory agencies for earlier and, consequently, more effective aquatic weed control operations.

BEACH EROSION CONTROL

The general objectives of the program are to preserve and protect California's coastline, minimize economic losses caused by beach erosion, storm-induced flooding, and wave action, and to maintain urgently needed recreational beach area. The Department achieves these objectives by:

Cosponsoring beach nourishment projects with local and federal agencies,

Enhancing scientific and engineering knowledge of oceanic forces, shoreline conditions, and beach erosion, and

Applying this knowledge to restore beaches and prevent future erosion.

California's coast, one of our most precious resources, is a naturally eroding coast. It is both economically and socially important to minimize the



The results of sand replenishment at Peninsula Beach between 1994 and 2000 are shown above.

loss of the state’s beaches and to preserve its coastal resources. When erosion threatens to damage valuable infrastructure, or there is not enough beach width to accommodate the recreational needs of the local population and the State’s many visitors, beach erosion control projects at carefully selected places can halt the erosion.

Much of the sand that would naturally replenish our beaches has been prevented from reaching the coastline by ever-increasing urban development and

flood control projects, especially in southern California. On the other hand, hundreds of millions of cubic yards of sand have been supplied to the shoreline over the past 50 years, again mainly in southern California, as a byproduct of large coastal construction projects such as harbors, sewage treatment plants, and power stations. This vast quantity of sand has widened many beaches well beyond their natural size. The beaches between Santa Monica and Palos Verdes in the Los Angeles area, and those from Coronado to Silver Strand (south of San Diego) provide dramatic examples of beaches widened by nourishment.

Project

City of Imperial Beach	\$200,000
Surfside Sunset	3,850,000
Pacifica Apron Repair	620,000

Feasibility Studies

City and County of San Francisco	1,000,000
City of Huntington Beach	255,250
City of San Clemente	425,000
City of Carpinteria	200,000
City of Encinitas	400,000
City of Solana Beach	400,000
City of Seal Beach	113,750
City of Long Beach	100,000

Data Studies

Los Angeles County	500,000
Scripps Wave Study	500,000

Total: \$8,564,000

Authorization and History

The beach erosion control statutes consist of Sections 65 through 67.3 of the Harbors and Navigation Code and authorize the Department to study erosion problems, act as shore protection advisor to all agencies of government, and plan, design and construct protective works when funds are provided by the Legislature. The Rivers and Harbors Act of 1962, as amended, allows the Department to participate in beach erosion control projects undertaken by the U.S. Army Corps of Engineers.

During this biennium, the Department participated in the following beach erosion control projects:

Coastal Data Information Program

The Coastal Data Information Program (CDIP) is an ongoing coastal wave information gathering system developed more than 25 years ago at Scripps Institution of Oceanography with support from the Department, the U. S. Army Corps of Engineers, and the California Sea Grant College Program. Six times each day, readings of wave height, period, and direction at 15 to 20 locations on the California coast are recorded and analyzed at the central facility at Scripps. Sophisticated computer modeling enables these readings to be translated and displayed as real-time wave height maps for the entire coast of California. The results are displayed in color maps and charts available at the CDIP Website at <http://cdip.ucsd.edu>.

Online Internet access to the wave data and modeling results is provided for boaters and other recreational users, the maritime industry, scientists, coastal design engineers, coastal residents, and a broad spectrum of public agencies including the Navy and Coast Guard. Real-time wave height information from the system is routinely broadcast as part of the National Weather Service's marine forecasts, which are widely used by boaters. Since the strong El Niño winter of 1997-98, CDIP has also provided one-, two-, and three-day forecasts of coastal wave heights. Combined with tide predictions, these provided an important contribution to coastal flooding and damage preparedness that stormy winter and ever since. Finally, the CDIP wave data archive is proving invaluable for calculating wave climate histories and design wave heights, and supporting coastal engineering investigations of nearshore processes that support the

boating safety and beach erosion missions of the Department.

In the latter part of the biennium, the CDIP web pages were accessed an average of more than 42,000 times per day, with usage occasionally reaching between 80,000 and 100,00 times in a single day. Estimates suggest that about 75% of these are aquatic recreationists, including boaters and surfers.

Southern California Beach Processes Study

This study is being conducted by Scripps Institution of Oceanography, with Department funding, in close cooperation with the U.S. Army Corps of Engineers and the San Diego Association of Governments (SANDAG), to improve the existing technical basis for the design of needed beach nourishment projects. Detailed nearshore wave measurements by CDIP are under way with simultaneous monitoring of the beach cross-section profile and aerial plan changes of the SANDAG beach nourishment project site at Torrey Pines State Beach. These unprecedented field observations will be used for the detailed calibration and evaluation of existing computer models for the wave-driven evolution of a nourished beach, and will aid in the future development and testing of new models.

These models are initialized by specifying the starting beach morphology, with subsequent changes to that configuration driven by user-input time series of wave conditions close to shore. Determining this wave input accurately is not trivial, especially in southern California where complex ocean floor topography and the shadowing effects of the offshore islands cause substantial changes in wave characteristics over small longshore distances and short time intervals. As an important element of this program, a model describing the transforma-

tion of waves across the narrow southern California shelf will be tested.

Better understanding of the capabilities of wave transformation beach evolution models will allow engineers to project more confidently the profile and plan the evolution of a beach over time, enabling better beach nourishment project design. Better design will help avoid environmental collateral damage from sand migration into sensitive nearshore habitat areas and lagoon mouths. Additionally, identification of the limitations of existing models will suggest which specific aspects of the models need improvement, and which aspects of nourishment design have the greatest uncertainty.

BOATING TRAILS

Under the Boating Trails Act of 1974, the Department of Boating and Waterways is authorized to pursue activities, which will increase opportunities for recreational boating on designated waterways



through the study and identification of recreational resources and potential boating trail routes. The Department is responsible for the Boating Trails Element of the Recreational Trails Plan and is autho-

rized to render assistance to governmental agencies to implement the Boating Trails Plan.

The Department continues to study potential whitewater river use and flow needs; works with local river managers in the publication of river trail maps; funds the development of river access sites; and participates in the review of proposed hydroelectric and other projects which might impact recreational boating. The Department also attends hydro re-licensing meetings and comments on the licensing of hydroelectric projects under the Federal Energy Regulatory Commission where boating is effected.

The Department is in the final stages of publishing a new boating trail guide in this biennium, *A Boating Trail Guide to Trinity River*. Other boating trail guides available from the Department include:

Upper and Lower Kern River

American River Parkway

North and Middle Forks of the American River

Colorado River From Blythe to Imperial Dam

Colorado River From Davis Dam to Parker Dam

Wild and Scenic Merced River

Trinity River

Tuolumne River

Sacramento River From Redding to Red Bluff

Sacramento River From Woodson Bridge to Colusa

Wild and Scenic Smith River

During this biennial period, The Department of Boating and Waterways funded eight new boating access projects:

Greenwood Access,	
Middle Fork American River	\$100,000
Bucktail Hole, Trinity River	35,000
Granite Access, Kern River	125,850
Johsondale Bridge Access, Kern River	108,000
Lower Middle Bar Access,	
Mokelumne River	88,700
Santa Cruz Harbor Access	117,840
Humboldt Bay Access	12,000
Skunk Hollow Phase II,	
Middle Fork of the American River	<u>100,000</u>
	687,390

CLEAN VESSEL ACT OF 1992

Each year since 1992, the Department of Boating and Waterways has administered the Clean Vessel Act (CVA) Program in California.

Since 1993, the Department has received \$7,894,000 in CVA grants. The CVA grant program has included the compilation of a statewide inventory of existing vessel pumpout and dump stations; a survey of vessels with holding tanks; the identification of waterways most likely to be affected by vessel sewage discharge; the development of design specifications for vessel pumpout facilities; the establishment of a program for local entities to fund the construction of pumpout facilities; the funding and installation of new pumpout stations; and the development of regional and statewide educational programs.

The educational component has produced pamphlets, posters, flyers, radio public service announcements, and pumpout location maps boaters can order or download from the Department's Website and keep on their vessels.

Between 2000-02, the Department was awarded CVA grants in the amount of \$4.6 million. The grants fund a comprehensive program to involve California residents and visitors in appropriate educational programs and corrective actions to result in reduced sewage discharges from vessels and improved water quality. State and local matching funds brought the total funding for the program to \$6.9 million for this biennium.

Since 2000, the Department awarded grants under the Act in the amount totaling more than \$1.2 million in for the installation of pumpout stations and floating restrooms, and the conducting of educational programs.