

# SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

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## Agenda Item #9

March 15, 2013

**TO:** Commissioners and Alternates

**FROM:** Lawrence J. Goldzband, Executive Director (415/352-3653 lgoldzband@bcdc.ca.gov)  
Adrienne Klein, Chief of Enforcement (415/352-3609 adriennek@bcdc.ca.gov)

**SUBJECT: Briefing on Abandoned Vessels and Marine Debris in San Francisco Bay**  
(For Commission consideration on March 21, 2013)

### Summary

On March 21, 2013, the Commission will receive a briefing on abandoned vessels and marine debris in San Francisco Bay. The briefing will: (1) define abandoned vessels and marine debris and describe how these vessels and materials adversely affect the Bay; (2) provide an overview of the problem; (3) summarize the Commission's authority to address the problem; (4) describe the opportunities and constraints to managing the problem; and (5) include information regarding additional funding opportunities and the creation of an interagency working group to better quantify and prioritize the overall issue.

### Presentations

In addition to an introduction by the BCDC staff, three presentations will be made.

Susan Sykes of the State Department of Boating and Waterways (DBW) will present two funding mechanisms for vessel abatement – the Abandoned Watercraft Abatement Fund (AWAF), and the Vessel Turn In Program (VTIP). Ms. Sykes will provide an overview of each program and describe their accomplishments, issues related to program funding, and program deficiencies. Attached is information from the DBW's website about applying for AWAF funds and a list of the participating agencies statewide, the VTIP which is due to expire, a fact sheet and press release about Senate Bill 122 introduced by Senator Ted W. Lieu enabling its continuation, and the Boating Law Enforcement Training Program.

Todd Thalhamer, a project engineer for the California Department of Resources, Recycling and Recovery (CalRecycle), has successfully leveraged CalRecycle's Solid Waste Disposal Fund to conduct multiple clean up efforts in the marine environment. Mr. Thalhamer will talk about two completed projects in the Delta and the Petaluma River, and a proposed project in the Alameda-Oakland Estuary. He will explain how public agencies can apply for grants to use the Solid Waste Disposal Fund. Attached is information from CalRecycle's website about its Illegal and Solid Waste Disposal Site Abatement Program, which offers grants of up to \$500,000 to public agencies to clean up abandoned disposal sites. Also attached is information on CalRecycle's Managed Remediation Program, which includes internally initiated remediation efforts in the Petaluma River and Delta, a 2011 press release and a narrative from a video, entitled "The Sacramento-San Joaquin River Delta Cleanup Project."

Bill Price, the Richardson's Bay Regional Agency's (RBRA) Harbor Administrator, will provide an overview of the RBRA and his work managing the 160 vessels moored offshore in Richardson's Bay. Mr. Price will give a brief history of this unique anchorage, highlight the successes during the past 17 years, including the total number of vessels removed, explain the current status of the anchorage, and explore the challenges that Richardson's Bay faces. Attached are a jurisdiction map and a 2008 article about Mr. Price, entitled "Marin County Employee of the Month." Richardson's Bay is governed by the *Richardson Bay Special Area Plan* (available on BCDC's website), which was adopted by BCDC in April, 1984, leading to the creation of the RBRA the following year.



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## QUICK HITS

2012-2013 Participating Agencies List

2013 AWAF Information Summary

Boat Salvaging and Recycling Companies

Grant Application and Questionnaire

Letter of Intent

Reimbursement Claim Form

Water Hazard Removal List (FOR ALL CONTRACTS PRIOR TO 2012/2013 ONLY)

Contact Us

Press Room

Publications: View/Order

## Abandoned Watercraft Abatement Fund (AWAF)

How to apply for an AWAF grant?

Who is eligible?

Can a private marina receive an AWAF grant?

What does the grant cover and are there any special requirements?

What will it cost?

Can the public local agency be reimbursed for an abandoned watercraft they have already removed?

What are the grantees responsibilities under the grant program?

How to appeal the denial of a permit, license, or application?

In October of 1997, Senate Bill 172 (Rainey) created the Abandoned Watercraft Abatement Fund (AWAF). It provides funds to public agencies to remove, store, and dispose of abandoned, wrecked, or dismantled vessels or any other partially submerged objects which pose a substantial hazard to navigation, from navigable waterways or adjacent public property, or private property with the landowner's consent.

As part of its commitment to provide clean, safe and enjoyable recreational boating on California's waterways, the Department of Boating and Waterways (DBW) administers this statewide program. It allows public local agencies to apply for funding and, upon approval, enter into a contract grant agreement with DBW.

### How to apply for an AWAF Grant?

1. **LETTER OF INTENT:** On your agency's letterhead, title this page "Letter of Intent" and include the following information:

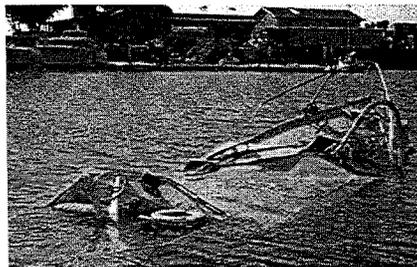
1. **Statement of Need:** Briefly explain existing or historical abandoned vessel (AV) problems and state the amount of anticipated costs for any specific issues and/or estimated need.
2. **Plan of Action:** Explain your agency's experience pertaining to abandoned vessels and detail the procedures followed regarding identifying abandoned vessels, removal, storage, lien sales and salvage.

### 2. GRANT APPLICATION AND QUESTIONNAIRE

1. **Complete the Grant Application.** Note: the contact person is the individual representing your agency and will be DBW's direct contact who will address ALL questions and concerns on behalf of the grantee.
2. **Complete the Questionnaire:** Answer questions, and complete and sign the bottom section of the page.

Agencies interested in applying for an AWAF grant must submit a completed application packet by **April 30, 2013** to:

E-mail: Susan Sykes, Vessel Abatement Programs Analyst  
 Call: (916) 263-8194  
 2000 Evergreen St., Suite 100  
 Sacramento, CA 95815-3888



### Who is eligible?

Public local agencies that have jurisdiction over navigable waterways in California and meet the application assessment criteria are eligible.

### Can a private marina receive an AWAF grant?

While a private marina cannot directly received a grant under the AWAF program, they can work through a public local agency to secure a grant to abate an abandoned vessel in their marina. Section 525(d)(1)(A) of the Harbors and Navigation Code states:

"Moneys in the fund shall be used exclusively, upon appropriation by the Legislature, for grants to be awarded by the department to local agencies for the abatement, removal, storage, and disposal as public nuisances of any abandoned property as described in Section 522 or for the disposal of surrendered vessels as defined in Section 526.1, wrecked or dismantled vessels, or parts thereof, or any other partially submerged objects that pose a substantial hazard to navigation, from navigable waterways or adjacent public property, or private property with the landowner's consent."

This section clearly indicates that grants must be awarded to public local agencies. Those agencies may use such grant funds to remove vessels from navigable waterways, or adjacent public property, or private property with landowner's consent. Furthermore, this section does not differentiate, limit, or restrict how the law is applied to private property; as long as the abandoned vessel in a private marina qualifies generally under the law, a public local agency may apply for grant funding to remove that vessel.

### What does the grant cover and are there any special requirements?

The grant covers average costs to remove, store and/or dispose of abandoned vessels and other navigational hazards. Extra

consideration will be given to applicant agencies that are proactive in keeping abandoned vessels off California's waters and that maintain a navigational hazard abatement plan. Note: The removal of commercial vessels is not reimbursable. Resources for commercial vessels may be available through CalRecycle or State Lands Commission.

DBW reimburses grantees for actual expenditures once a written request is submitted for completed work. Grantees must substantiate such requests by submitting the Reimbursement Claim Form and invoices to DBW, which must include (in triplicate) all receipts, invoices, and other instruments of proof of payment. Photos of vessels or other navigational hazards must be provided including CF number or other identifying information if possible.

#### What will it cost?

A grant awarded by DBW shall be matched by a 10-percent contribution from the local agency receiving the grant. AWAF recipients are required to expend their 10-percent contribution before receiving reimbursement from the AWAF program. The contribution may be rendered in cash, or through in-kind contributions which must be verified, and are at the discretion of DBW. These contributions may include (but are not limited to) the following:

- Administrative costs
- Personnel hours
- Removal
- Storage

Previously, DBW required that a Water Hazard Removal List (WHRL) and Photo Log be included with the application. These are no longer required to be included with the grant request.

#### Can the public local agency be reimbursed for an abandoned watercraft they have already removed, stored, and/or disposed?

No. Work cannot commence nor expenses incurred prior to an approved grant agreement being in place.

#### What are the grantees responsibilities under the grant program?

The GRANTEE must comply with California law regarding titles and liens in conjunction with each vessel, including those provisions set forth in the Harbors and Navigation Code Chapter 3, Article 1 regarding wrecked and salvaged vessels.

The GRANTEE must secure bids from vendors through the competitive bid process to select a contractor / subcontractor to perform the work defined in their contract grant agreement.

The GRANTEE, subject to DBW approval, must ensure that all employees, subcontractors, and salvage companies are qualified and adequately insured to perform work within the scope of the grant agreement.

The GRANTEE is responsible for securing any studies, permits, or authorizations associated with treatment, removal, storage, disposal, or any other handling of hazardous substances including but not limited to toxic waste, petroleum waste, asbestos, and like substances prior to the removal of any vessel.

The GRANTEE is responsible for the proper and legal disposal or recycling of vessels, parts of any vessels, materials, fluids, petroleum products, and associated chemicals.

In addition, please see Sections 511-527 of the Harbors and Navigation Code, specifically, Sections 525 and 527 regarding the grant program.

#### HOW DO I APPEAL THE DENIAL OF AN APPLICATION?

Use the following information only to appeal the denial of an application.

Contact the Acting Director of the Department at:

- E-mail: Margarita Sanchez, Executive Administrative Assistant to the Acting Director
- Call: (888) 326-2822
- Write: Lucia Becerra, Acting Director  
2000 Evergreen St., Suite 100  
Sacramento, CA 95815-3888



## Abandoned Watercraft Abatement Fund (AWAF) 2012-2013

### Participating Agencies

#### **AVALON STATION, CATALINA ISLAND LOS ANGELES COUNTY**

##### **Office of the Sheriff**

Contact: Sgt. Robert Berardi  
4700 Ramona Blvd  
Monterey Park CA 91754  
(310) 510-0174

#### **BRISBANE BRISBANE MARINA**

Contact: Ms. Susan Hamblen  
400 Sierra Point Parkway  
Brisbane CA 94005  
(550) 583-6975

#### **CONTRA COSTA COUNTY**

##### **Office of the Sheriff**

Contact: Deputy Heather Transue  
1980 Muir Road  
Martinez CA 94553  
(925) 427-8507

#### **CRESCENT CITY HARBOR DISTRICT**

Contact: Richard Young  
101 Citizens Dock Road  
Crescent City, CA 95531  
707-464-6174

#### **LOS ANGELES COUNTY**

##### **Office of the Sheriff**

Contact: Deputy Bryan White  
4700 Ramona Blvd  
Monterey Park CA 91745  
(310) 482-6031

#### **MORRO BAY HARBOR**

Contact: Eric Endersby  
1275 Embarcadero  
Morro Bay CA 93442  
(805) 772-6254

#### **MONTEREY / OFFICE OF THE HARBORMASTER**

Contact: Stephen Scheiblaue  
250 Figueroa Street  
Monterey, CA 93940  
(831) 646-3950

#### **MOSS LANDING HARBOR DISTRICT**

Contact: Linda McIntyre  
7881 Sandholdt Road  
Moss Landing, CA 95039  
(831) 633-5417

#### **NOYO HARBOR DISTRICT**

Contact: Mr. Jere Kleinbach  
19101 South Harbor Drive  
Fort Bragg, CA 95437  
(707) 964-4719

#### **PORT SAN LUIS HARBOR DISTRICT**

Contact: Mara Ziehn  
3950 Avila Beach Drive  
Avila Beach CA 93424  
(805) 595-5400 x 11

#### **RICHARDSON'S BAY REGIONAL AGENCY**

Contact: Bill Price  
3501 Civic Center Drive  
San Rafael CA 94903  
(415) 971-3919

#### **SAN DIEGO UNIFIED PORT DISTRICT**

Contact: Jerine Rosato  
3165 Pacific Hwy  
San Diego, CA 92101  
(619) 725-6084

**SAN FRANCISCO (PORT OF)**

Contact: Joseph Reilly  
Pier 1 The Embarcadero  
San Francisco, CA 94111  
(415) 274-0513

**SAN JOAQUIN COUNTY****Office of the Sheriff**

Contact: Sgt. Carey Pehl  
7000 Michael Canlis Blvd.  
French Camp, CA 95231  
(209) 953-3428

**SAN MATEO COUNTY HARBOR DISTRICT  
OYSTER POINT MARINA**

Contact: Charles White  
95 Harbormaster Road #1  
South San Francisco CA 94080  
(650) 952-0808

**SAN MATEO COUNTY HARBOR DISTRICT  
PILLAR POINT HARBOR**

Contact: John Draper  
One Johnson Pier  
Half Moon Bay, CA 94019  
(650) 726-4382 x 224

**SANTA BARBARA COUNTY  
SHERIFF'S DEPARTMENT**

Contact: Lt. Kelly A. Moore  
4434 Calle Real  
Santa Barbara, CA 93110  
(805) 684-5405 EXT. 420

**SANTA CRUZ PORT DISTRICT**

Contact: Chuck Izenstark  
135 5th Avenue  
Santa Cruz CA 95062  
(831) 475-6161

**VALLEJO MUNICIPAL MARINA**

Contact: Dwayne Wood  
42 Harbor Way  
Vallejo, CA 94590  
(707) 648-4370

**VENTURA COUNTY  
CHANNEL ISLANDS HARBOR  
DEPARTMENT**

Contact: Gary Hirtensteiner  
3900 Pelican Way  
Oxnard, CA 93035-4367  
(805) 382-3007

**VENTURA PORT DISTRICT**

Contact: G. Scott Miller  
1603 Anchors Way Drive  
Ventura, CA 93001  
(805) 642-8538



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**FOR BOATERS**

- Properly Disposing Unwanted Vessels
- Boat Salvaging and Disposing Companies

**ADDITIONAL LINKS**

- 2012-2013 Participating Agencies List
- Grant Application
- SAMPLE - Letter of Intent and Work Plan
- SAMPLE - Release Form
- VTIP Information Summary
- VTIP Reimbursement Claim Form

**FUNDING SOURCES**

**Grants**

- Abandoned Vessels
- Aquatic Centers
- Boat Launching Facilities
- Law Enforcement Subvention
- Safety and Enforcement Equipment
- Coastal Beach Erosion Control
- National Boating Infrastructure
- Vessel Pumpout Stations
- Vessel Turn-In Program

**Loans**

- Private Marinas
- Public Marinas

**Bid on Facility Projects**

No projects currently being bid

**Other Resources**

- State Capital Outlay
- Design Guidelines
- Contact Us
- Press Room
- Publications: View/Order

**Vessel Turn In Program (VTIP)**

The Vessel Turn-In Program (VTIP) provides an alternative for boat owners to surrender an unwanted recreational vessel to participating public local agencies.

VTIP was established by Assembly Bill (AB) 166 (Chapter 416, Statutes 2009) and became effective January 1, 2010. The program provides grants to public local agencies to administer a turn-in program in their jurisdiction. Funding for VTIP comes from the Abandoned Watercraft Abatement Fund (AWAF), but is separate from the existing AWAFF program and receives separate budget authority. Participation in the current AWAFF program is not required to participate in VTIP.

Unless further legislation extends the VTIP, the program will sunset on January 1, 2014.

**HOW TO APPLY FOR VTIP FUNDING:**

Interested agencies must submit a **Letter of Intent and Work Plan by April 30, 2013**

Agencies must also include a **Grant Application** funding form

A 10 percent matching contribution is required

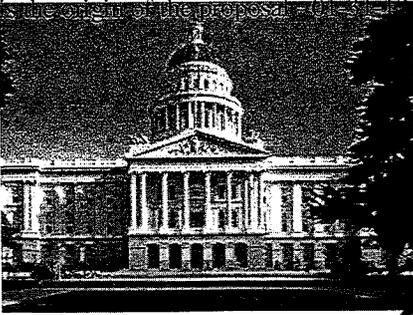
DBW will review all applications and award grants to eligible agencies by July 1, 2013, or until passage of the FY 2013/2014 budget. Please see the **Information Summary** for full details. You may also call the VTIP program contact, Susan Sykes, Vessel Abatement Programs Analyst, at (916) 263-8194.





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**Sen. Ted W. Lieu**  
**28th Senate District**



# FACT SHEET

## Senate Bill 122

### Surrendered Vessels

#### HISTORY

California has the second-largest boating population in the United States. There are nearly one million registered vessels, not including federally documented vessels, and boating activity generates roughly \$18.5 billion, or about 1.2 percent, to the gross state product annually.

Abandoned vessels are a major problem in California. They decay and sink, threatening navigational safety and causing environmental damage through the seepage of gasoline, oil, sewage and other toxic substances into the waterways. Boat paint often contains chromium, lead, mercury and other chemicals. As a vessel deteriorates, the paint flakes off and settles on the sea floor where fish swallow it.

Over the past years, marina and harbor officials have reported a sudden increase in the number of deserted boats and vessels, primarily due to the poor economy.

Senate Bill 122 would extend a successful program that is scheduled to sunset at the end of this year. The measure will continue the Voluntary Turn In Program or V-Tip which allows vessel owners to turn in their derelict and dilapidated vessels to a public agency for the purpose of disposal, as opposed to abandoning them in our waterways. While current law addresses the abatement of abandoned vessels, it does not have a mechanism to prevent abandonment of dilapidated vessels.

This program has been funded by an existing fund, the Abandoned Watercraft Abatement Fund program. Recent statistics show that the V-Tip program saves the state at a minimum, fifty percent of the cost of dispatching abandoned vessels.

The benefit of creating a vessel turn-in program is that the environmental degradation that can occur when oil, fuel and other chemicals leak from a sunken or abandoned vessel is mitigated before any damage occurs.

The program has been quite successful and is still gaining popularity among local agencies.

- In FY 2012-13, eleven agencies requested funding, and grant requests totaling over \$260,000 exceeded available funding (\$150,000) by more than \$110,000.
- The cost of disposing of a surrendered vessel versus an abandoned vessels is much cheaper.
- On average, the cost to dispose of a surrendered vessel under VTIP is less than half of the cost to remove and dispose of a vessel that has already been abandoned.
- Participating agencies have indicated that many of the VTIP vessels they've received would have likely become abandoned if the VTIP wasn't available.
- The Governor's Proposed FY 13/14 Budget proposes \$75,000 for VTIP. This represents a half-year's funding because VTIP is due to sunset January 1, 2014, unless legislation extends it.

#### PURPOSE

SB 122 deletes the sunset date on a successful program that saves taxpayers and the government precious funds and continues the state's vessel turn-in program whereby the owner of a vessel can voluntarily turn in a vessel to a local agency rather than abandoning the boat.

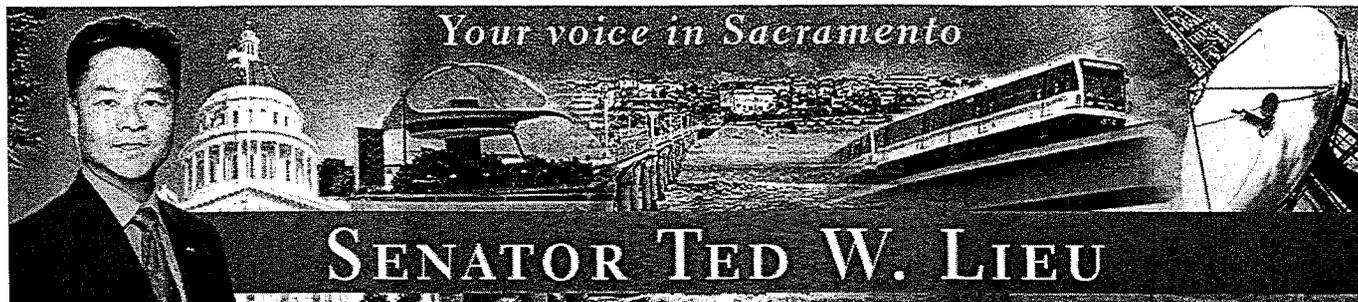
#### **Support:**

#### **Opposition:**

**Staff contact:** Theo Cline (916) 651-4028  
Theodate.cline@sen.ca.gov

**Press:** Ray Sotero (916) 651-4028  
Ray.sotero@sen.ca.gov





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## Plan to help clean up waterways by removing abandoned vessels reintroduced by Sen. Ted W. Lieu

January 18, 2013

**Program would renew successful environmental-protection law from 2009**

SACRAMENTO – Sen. Ted W. Lieu of Torrance today announced introduction of Senate Bill 122 renewing his successful 2009 law to remove pollution-spewing abandoned vessels from state waterways.

“Many coastal and river communities in California are trying to remove boats that have sunk and are clogging waterways because their owners can’t afford to keep them seaworthy during these difficult economic times,” Lieu said about a measure that extends Assembly Bill 166, signed into law when he was in the Assembly. “SB 122 represents an efficient way of using existing funds during tough economic times to address an important environmental problem.”



Records show California has the second largest boating population in the nation with nearly 1 million registered boats. Since Lieu’s AB 166 became law, 144 boats have been turned into authorities and removed at a cost of \$1,638 per boat. “Without the program, it would have cost \$3,892 per boat, more than twice the cost,” Lieu said. “So clearly the program has been effective.”

With such a large population of boating activity, there is an urgent need for local public agencies to remove abandoned vessels that are past their useful lives. These abandoned boats not only create traffic hazards in the waterways, but also leak toxins such as fuel and oil into the water and harm wildlife.

Law enforcement officials praised the program, citing too many waterways have become ‘aquatic junkyards’, saying Lieu’s bill provides needed resources and authority to remove abandoned or otherwise unseaworthy watercraft. The pro-environment measure has helped the job of cleaning up after abandoned vessels and is expected to again be supported by state and local officials.

It’s too soon for groups to formally support this year’s version but AB 166 was supported by the California State Sheriffs’ Association, California Association of Harbor Masters & Port Captains, California Marine Parks & Harbors Association, California Yacht Brokers Association, Marina Recreation Association, Northern California Marine Association, San Francisco Baykeeper, and Western Boaters Safety Group.

No hearing date has yet been set.

**For more, including a Fact Sheet on SB 122, please visit Lieu’s Web site at the address below.**

*Ted W. Lieu represents nearly 1 million residents of Senate District 28, which includes the cities of Carson, El Segundo, Hermosa Beach, Lomita, Manhattan Beach, Redondo Beach and Torrance, as well as portions of Long Beach, Los Angeles and San Pedro. With redistricting, Lieu will also be responsible for constituents in Santa Monica, Beverly Hills, Pacific Palisades, Palos Verdes Peninsula, West Hollywood, West Los Angeles, and portions of Hollywood. For more, visit [www.senate.ca.gov/lieu](http://www.senate.ca.gov/lieu).*

**Related Documents:**

 [Read Sen. Lieu's Fact Sheet on SB 122 HERE:](#)

**Related Stories:**

[Sen. Lieu's first bills for 2013](#)

[Printer-friendly version](#)

**Capitol Office**  
State Capitol, Room 4061  
Sacramento, CA 95814  
**Phone:** (916) 651-4028  
**Fax:** (916) 323-6056

**District Office**  
2512 Artesia Blvd., #320  
Redondo Beach, CA 90278-3279  
**Phone:** (310) 318-6994  
**Fax:** (310) 318-6733

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# CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS

## Boating Law Enforcement Training Program

The California Boating and Waterways Boating Law Enforcement Training Program provides training courses statewide to law enforcement officers, lifeguards, harbor patrol officers, and others that work in a marine patrol environment. Statewide training ensures uniform enforcement of boating laws on all California's waterways. With more than 100 local government agencies providing boating law enforcement in California, the Training Program's purpose is to provide comprehensive, effective and up-to-date training courses with reliable consistency.

DBW training courses are designed to accommodate all levels of boating skills. Fundamental basics for new boat patrol officers include: *Boating Safety and Enforcement*, *Boating Under the Influence*, *Basic Boat Handling*, and *Basic Accident Investigation and Reconstruction*.

More advanced courses for experienced boat patrol officers include: *Introduction to Personal Watercraft for Law Enforcement*, *Piloting and Navigation*, *Marine Fires*, and *Advanced Accident Investigation and Reconstruction*.

Additionally, DBW provides a Core Training certification to those students who successfully complete the required courses. The Core Training certification recognizes those law enforcement officers, lifeguards, harbor patrol officers and others who possess an advanced level of boat handling skills and knowledge of California boating law and safety obtained through the DBW training program.

All DBW training courses are certified by the California State Commission on Peace Officers Standards and Training (POST)\*. Peace officers who have successfully completed a DBW training course may receive reimbursement for costs in accordance with POST Plan IV. Individuals who are not peace officers but work in a boat patrol unit, such as lifeguards and harbor patrol officers, may receive reimbursement for costs associated with attending DBW training courses through the Boating Safety and Enforcement Trainee Grant Program. Those individuals must be employed by an agency that has entered into a MOU for non-POST employees with DBW. Individuals who are qualified P.O.S.T employees may be reimbursed for expenses related to attending training courses **not currently reimbursed by P.O.S.T.** Those individuals must be employed by an agency that has entered into a "MOU for POST reimbursable officers" with DBW. Reimbursement rates are in accordance with POST Plan IV. The grant program reimburses for actual expenses for lodging, per diem, mileage, etc.

Boating safety officers wishing to attend a DBW course must be assigned to a marine patrol unit and must meet the prerequisites listed in the course description(s) in the "Training Calendar."

→ [Online Registration](#)

**For further information on the DBW Boating Law Enforcement Training Program, please contact:**

Ken Newby  
(916) 263-8185  
2000 Evergreen Street, Suite 100  
Sacramento, CA 95815



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# CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS

## Boating Law Enforcement

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- [2012 California Boating Law](#)
- [Uniform Bail and Penalty Schedules](#)
- [Boating Accident Program](#)
- [Boating Law Enforcement Training Program](#)
- [Boating Law Enforcement Financial Aid Program](#)
- [Boating Safety and Enforcement Equipment Grant Program](#)

To meet DBW's major objective to protect the public's right to safe and enjoyable boating on the waterways of California, the Enforcement Unit has established two primary goals:

- To provide for adequate boating law enforcement through local agencies.
- To ensure that enforcement of California boating laws is uniform throughout the State.

The Enforcement Unit meets these goals through programs that provide financial aid and officer training to local boating law enforcement agencies. DBW provides grants to local governments to fund boating enforcement activities and equipment purchases and train boating law enforcement officers, as detailed below.

### **Program Contacts:**

[Corrina Dugger](#) - (916) 263-8184 (Financial Aid, Patrol Boats & Equipment Grants)

[Ken Newby](#) - (916) 263-8185 (Training)

[Amy Rigby](#) - (916) 263-8190 (Boating Accidents)

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## Solid Waste Cleanup Grants and Loans Program

### **Illegal Disposal Site Abatement Grant Program**

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#### → General Information

→ Eligibility

→ Funding

#### → Cycle-Specific Information

#### → Program Definitions

### **General Information**

Widespread illegal dumping of solid waste adversely impacts Californians in many ways. Properties on which illegal dumping occurs lose economic value; create public health and safety and environmental problems; and degrade the enjoyment and pride in the affected communities. Abandoned, idled, or underutilized properties due to unauthorized dumping impact what were once the sources of economic benefits to a community. Many such properties have been abandoned or have owners who are unable or unwilling to pay the costs of cleanup. This program provides financial assistance in the form of reimbursement grants up to \$500,000 to help public entities accelerate the pace of cleanup, restore sites, and turn today's problems into tomorrow's opportunities.

#### **Eligibility**

Grants are available to public entities, including counties, cities, districts, and State agencies, for site cleanup needed to protect public health and safety and/or the environment within their jurisdictions.

#### **Funding**

Applicants may request funding up to 100 percent of the costs determined by CalRecycle to be eligible and necessary. Maximum grant funding shall not exceed \$500,000. Program staff shall work with the Applicant to determine eligible and ineligible costs and, if necessary, adjust the proposed costs prior to preparation of funding recommendations for grant awards to the Director.

### **Cycle Specific Information**

#### **Current Cycle**

The application deadlines for fiscal year (FY) 2012/13 are: September 17, 2012, December 17, 2012, and March 14, 2013.

As of November 1, 2012, \$56,500 will be available for cycle 2 to fund new illegal disposal site abatement grants.

#### **Past Cycles**

Award information for past cycles is available by using Grant Reports to search the CalRecycle grant database.

#### **Solid Waste Cleanup Grants Home**

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Last updated: November 15, 2012

Grant and Loan Programs, <http://www.calrecycle.ca.gov/Grants/>

Contact: [Grants@calrecycle.ca.gov](mailto:Grants@calrecycle.ca.gov) (916) 341-5062



## Solid Waste Facilities, Sites and Operations

### Solid Waste Disposal Site and Codisposal Site Cleanup Program

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The Solid Waste Disposal and Codisposal Site Cleanup Program addresses cleanup of solid waste disposal and codisposal sites where the responsible party either cannot be identified or is unable or unwilling to pay for a timely remediation and where cleanup is needed to protect public health and safety or the environment.

Statutory authority for the Solid Waste Cleanup Program is contained in Public Resources Code (PRC) Division 30, Part 7, Chapter 2, Article 2.5, [Section 48020 et seq.](#) Implementing regulations for the program are contained in Title 14, California Code of Regulations (14 CCR), [Sections 18900-18932.](#) In addition to this cleanup program Department of Resources Recycling and Recovery (CalRecycle) also offers the [farm and ranch solid waste cleanup and abatement program](#) and the [waste tire cleanup program](#).

Cleanup projects are implemented through CalRecycle-managed contracts, grants to public entities, and loans, which include:

- » [Legacy disposal site abatement partial grants](#)
- » [Illegal disposal site abatement grants](#)
- » [CalRecycle-managed remediation](#)

#### Successful Cleanup Projects

CalRecycle has funded many successful cleanup projects. [Information on recent cleanups](#) is available online.

#### Contact

For further information contact the [Solid Waste Disposal and Codisposal Cleanup Grant Program](#) at (916) 341-6320.

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Last updated: February 1, 2013

Solid Waste Facilities, Sites, and Operations, <http://www.calrecycle.ca.gov/SWFacilities/>

Donnaye Palmer: [Donnaye.Palmer@calrecycle.ca.gov](mailto:Donnaye.Palmer@calrecycle.ca.gov) (916) 341-6321

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## Solid Waste Disposal and Codisposal Site Cleanup Program CalRecycle-Managed Remediation

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The Solid Waste Disposal and Codisposal Site Cleanup Program (Program) is authorized to expend funds directly for site investigation, design, and cleanup activities. These "CalRecycle-managed" remediations can be for sites with "unwilling" responsible parties when properly authorized by law or where "willing" responsible parties do not have the necessary resources or expertise and are "unable" to implement the cleanup in a timely manner and voluntarily agree to have the Program perform the remediation. The Program has used environmental and engineering contractors for "CalRecycle-managed" site remediations throughout California since 1994.

### Cost Recovery/Reimbursement of Funds

Public Resources Code Section 48023 directs the program to seek reimbursement for monies expended under the Program to the extent possible. Expended funds may be recoverable from property owners and other responsible parties in a civil action and/or by imposing a lien upon the property that is subject to the remedial action.

Under the Program cost recovery policy, it may be decided not to pursue cost recovery based on factors including, but not limited to:

1. Publicly owned sites maintained for public benefit and use
2. The owner did not cause the disposal of waste
3. The owner will not gain a benefit due to condition of property
4. The value of property is significantly less than cost of cleanup
5. Hardship to the property owner and/or
6. No identifiable responsible party

### Site Access/Cooperative Agreements

Site access/cooperative agreements with willing site owners are established prior to the start of approved CalRecycle-managed projects. Such agreements authorize the Program to conduct the necessary remediation activities and may include a description of the roles and responsibilities of all the parties and specific cost sharing or cost recovery provisions.

### Information Contact

Requests for either assistance or site cleanup are considered on a case-by-case basis. For more information please contact Wes Mindermann, P.E.

### Cleanup Home

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Last updated: June 21, 2012

Solid Waste Facilities, Sites, and Operations, <http://www.calrecycle.ca.gov/SWFacilities/>

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For Immediate Release

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For more information contact:

Media Contact: [Mark Oldfield](#)

## CalRecycle Leads Cleanup of Abandoned Boats in Delta

SACRAMENTO--The Department of Resources Recycling and Recovery (CalRecycle) is leading a critical project to remove abandoned commercial vessels and hazardous debris from the Sacramento-San Joaquin Delta. The work, which began last week, targets a variety of locations on the Sacramento and San Joaquin rivers and associated waterways between Sacramento and Rio Vista.

"Abandoned vessels pose significant safety and environmental threats to our waterways," CalRecycle Director Caroll Mortensen said. "By removing these illegally dumped hazards with the help of state and local partners, we continue California's tradition of environmental stewardship while at the same time discouraging additional illegal dumping."

Each site was identified for cleanup by the Sacramento County Sheriff's Office Marine Unit or the State Lands Commission, and contains abandoned vessels as defined in the California Harbors and Navigational Code. The project is expected to last several weeks, though the timeline and project area may shift as water currents cause debris to move.

The cleanup builds on a similar March 2010 effort that resulted in the removal of multiple derelict boats near Fishermans Cut in the Delta, the estuary that provides drinking water to two-thirds of all Californians, is home to 500 plant and animal species, and attracts 12 million visitors annually.

In addition to abandoned vessels of varying sizes and stages of decay, marine debris ranging from simple litter to potentially hazardous pollutants--including oil, gas and diesel fuel, Polychlorinated biphenyls (PCBs), asbestos, batteries, and paint--will also be removed as part of the project. A private contractor, Pacific States Environmental, has been retained by CalRecycle to gather and separate waste materials using heavy equipment, marine salvage resources, commercial divers, and work crews. Once collected, trucks will haul materials to appropriate disposal or recycling facilities.

CalRecycle has committed \$665,000 to the cleanup project through its Solid Waste Disposal Site Cleanup Program, and the State Water Resources Control Board has committed \$100,000.

CalRecycle is responsible for investigation, cleanup, and enforcement of illegal solid waste disposal sites in California. The [Solid Waste Disposal Site Cleanup Program](#) supports CalRecycle's mission to reduce the negative impacts of solid waste on public health and safety and helps local and regional entities reduce illegal dumping. The program is funded through tipping fees collected when non-hazardous waste is deposited in landfills, currently \$1.40/ton. About \$5 million is allocated annually for a variety of program activities to clean up or prevent illegal dumping throughout California and encourage environmental preservation.

###

CalRecycle is the state's leading authority on recycling, waste reduction, and product reuse. CalRecycle plays an important role in the stewardship of California's vast resources and promotes innovation in technology to encourage economic and environmental sustainability. For more information, visit [www.calrecycle.ca.gov](http://www.calrecycle.ca.gov).

News Room <http://www.calrecycle.ca.gov/NewsRoom/>  
Public Affairs Office: [opa@calrecycle.ca.gov](mailto:opa@calrecycle.ca.gov) (916) 341-6300

**Narrator:** California's water is a precious commodity. The largest Pacific coast estuary—the Sacramento-San Joaquin Delta— is located in California and most commonly referred to as “the Delta.” Its waters wind through six (6) counties: Alameda, Contra Costa, Sacramento, San Joaquin, Solano, and Yolo. This vital waterway provides drinking water to more than two thirds of the state's population, irrigates seven (7) million acres of crop land, is home to a variety of wildlife, and offers numerous recreational opportunities.

**Narrator:** But what's *in* the Delta's water?

**Narrator:** Rotting and derelict commercial vessels abandoned in the Delta have spoiled its beauty and jeopardize the environment. The disintegrating boats pose a danger to public health and safety as they leak fuel and other hazardous wastes into the water and leave behind debris, creating navigational hazards.

**Todd Thalhamer:** *“A lot of these boats contain oils, fuels, asbestos, and if it's released in the environment it's a threat...while one boat may not be a large threat, you take 20 of these vessels and add them up in one particular area and releasing oil over time is a big threat.”*

**Scott Walker:** *“...we have the navigational hazards associated with these vessels that um, are essentially places in the Delta where we have tremendous recreational activity and, there have been incidents where um, boaters, essentially crash into these and it is a cause of injury.”*

**Todd Thalhamer:** *“These boats aren't anchored, they're in the levee system... when high tide comes in or high winds they're out floating around. You could hit these boats at night.”*

**Narrator:** Fortunately, as part of a pilot solid waste cleanup effort, The Department of Resources Recycling and Recovery (CalRecycle) partnered with state and local agencies to remove these illegally-dumped hazards.

**Narrator:** The abandoned vessels were brought to CalRecycle's attention by the Sacramento County Sheriff's Office as a result of an earlier phase of the project.

**Todd Thalhamer:** *“As you know, CalRecycle does many types of clean-ups throughout the State of California. From burned dumps to illegal dumps...CalRecycle takes care of the environment.”*

**Todd Thalhamer:** *“...Well, Sacramento County Sheriff sent a request letter in for us to look at a number of their abandoned vessels, debris, barges...as far as boats that they felt were navigational & environmental hazards...we verified those and then from that process we now mobilized our resources to pull these boats out of the water.”*

**Scott Walker:** *“Typically these boats are scuttled on the shoreline of the Delta. They impact wildlife habitat, they impact fisheries, they impact navigation, they impact large stretches of levee shoreline...they also are locus of illegal dumping off levee roads, and this problem expands itself to the point where you get large areas, uh, along the Delta, levees where you have this debris; wood, metal, and exposed hazardous substances- PCB's, batteries, there's waste oil, lead contaminated paint, lots of asbestos-asbestos is a major part of many of these vessels, ...pesticide containers... it's very, very difficult project to do this in a manner that prevents leakage of hazardous substances, they're very complicated in terms of bringing them up when they're sunk”*

**Todd Thalhamer:** *this is probably our toughest assignment yet...we're heading for the levee to remove a boat that's been there for past two years...CalRecycle is using some unique resources. We're using an excavator which is part of standard equipment but ....we're going to load an excavator on to this piece of equipment called a 'LCM', it's a landing craft and then from there we'll take the excavator upriver... the*

*excavator will come onto the beach and then from there, we're going to pull this abandoned boat back into the river to our staging area for proper recycling and disposal."*

**Narrator:** The Sacramento County Sheriff Marine Unit strives to identify abandoned vessel owners. The owners may be subject to fines or their boats may be confiscated by local authorities. In many cases, responsible parties can not be identified through registration.

**Sheriff Dave Guthrie:** *"More times than not, you can't find the last owner...sometimes people go as far as erasing numbers ...we still go through a process of judication by posting notices... but I can write tickets every day, it still not going to get the boat off the water, and that's the expensive part, removing the boats..."*

**Narrator:** In cases where a responsible party is identified, CalRecycle and the Sheriff's department work together to recover costs through prosecution or voluntary efforts.

**Narrator:** In the Fall of Twenty-Eleven (20-11), the Sacramento County Sheriff Marine Unit and CalRecycle contractors began removing eleven (11) abandoned vessels, ranging in size from a fifteen (15)-foot runabout to a ninety (90)-foot wooden tug.

**Narrator:** Cleanup crews contained potentially hazardous materials by bringing the boats to a central staging area.

**Todd Thalhamer:** *"At our staging area we're going to actually go through the vessel, take out the recyclables, look for the hazardous waste, take off the fuels, sample for asbestos, sample for pcb's...once the hazards are removed from the vessel, we'll recycle the metal and then the waste will go to the landfill-protecting the environment and securing our resources..."*

**Todd Thalhamer:** *"we actually had a small release of oil...hydraulic oil as well..."*

**Narrator:** Using oil booms to trap contaminants, workers directed the floating trash, oil, and debris to the shore for removal.

**Narrator:** The boats were hoisted from the water and dismantled. Parts are recycled or disposed of safely. Some vessels contained recyclable metals. Clean-up costs can be partially offset when recovered metal is sold for recycling, bringing in up to ten thousand dollars for this particular project.

**Narrator:** Along the way, the team encountered some unexpected complications, from hundreds of bees and wasps living in one vessel, to a surprise find of a sunken barge with three hundred (300) gallons of liquid hazardous waste engulfed in a steel wall three-eighths-inch (3/8") thick.

**Todd Thalhamer:** *"...we're having a lot of difficulties just getting the project started given the logistics of trying to load an excavator-a fifty thousand (50,000) pound excavator on a LCM-yesterday we came across a three hundred (300) gallon, ah, potential spill...in a barge that had burned down, we didn't know it had a thousand (1,000) gallon fuel tank on it and as we were taking the barge apart we came across a thousand (1,000) gallon fuel tank!"*

**Narrator:** One boat fell apart upon retrieval.

**Todd Thalhamer:** *"That boat was probably the most technical boat we've pulled yet, it was thirty-six thousand (36,000) pounds, it's almost fifty (50) feet, unfortunately for us it's basically rotted all the way through..."*

**Scott Walker:** *"We were able to tow the vessel to shore, it was in the process of sinking, we were able to get a crane, with strapping around it, and as we hoisted the vessel up, it started to break apart, we used booms-special booms- around where any kind of materials that could fall off or leak from that vessel are*

Todd Thalhamer: "Unfortunately for us as we were pulling that boat out it actually disintegrated... that's one of the large problems that we face, these boats here that we're pulling out, they're dilapidated, they're deteriorating and rotting in the water, in order to get these things out it's actually a fairly complex process."

Narrator: A more notable find was a recovered ship with a proud past. Former Coast Guard Cutter eight-three-five-two-five (83525) was pulled from a slough near 'Fisherman's Cut' in Contra Costa County. Coast Guard representatives witnessed the removal of the historic artifact which was the only Coast Guard vessel to host a Japanese surrender at the end of World War II.

Todd Thalhamer: "As far as the eight-three-five-two-five (83525) is concerned, for us it's a very historic vessel that we've discovered, that we're going to do our due diligence to take proper care of it and restore, uh, what we can and bring it back to the Coast Guard for the donation in their history."

Coast Guard Lieutenant Commander, Blanca Rosas: "I'm very excited, uh, we were invited by California Recycle as part of their clean-up efforts on the Delta... they have discovered a historic Coast Guard Cutter. The historic part of this is that this cutter is one of the cutters that, or should I say the only Coast Guard cutter that hosts the surrender; the Japanese surrender during World War Two, um, so the surrender the garrison of the on the island-Aguijan island."

Coast Guard Lieutenant Commander, Blanca Rosas: "Some of the parts are uh, going to be given to the Coast Guard for historic purposes, uh, we're going to display some of them at our local Coast Guard station here in Rio Vista, and maybe the other ones will go to our headquarters to the historian office. Apparently these vessels were decommissioned in nineteen sixty five (1965), around that time, and, uh, they were sold to the public and civilians...and, uh, the last owner had bought this vessel, abandoned it, in the clean-up that California Recycle is doing, doing um, in the Delta area, they found about it and they had some member who was owner of the vessel before and he had information and we identify it as one of the Coast Guard Cutters that participated in the during World War Two (2)."

Narrator: This is a positive result of government agencies and stakeholders working together to identify a threat to the environment, develop solutions, and provide funding to help correct the problems.

Todd Thalhamer: "We're actually working with three Sheriff's departments on this project; mostly we're working with Sacramento County Sheriff. We're also working with Solano County Sheriff and Contra Costa County Sheriff. They're key, they're key to this, they're out front. They're the agencies that will get the intel, they'll process the judication, in other words they'll do the enforcement against the owners, they'll research the vessels, if they can find an owner they'll go after these owners and recover funds for us, and they're also providing us with support...as far as bringing individuals back and forth, patrolling areas-when we need slow wake zones because of whatever we are pulling into the water. So from our aspect, they are a key partner in this event."

Todd Thalhamer SB "...CalRecycle's taken the lead in this scenario and used as much local resources along with State resources in order to protect the environment".

Narrator: CalRecycle covered approximately six hundred and sixty five thousand dollars (\$665,000) in project costs, paid for through fees assessed on trash dumped at landfills. In-kind services from project partners and a state grant were also instrumental in the effort, which expanded the reach of CalRecycle's Delta cleanup pilot project.

**Scott Walker:** *"...we have the Solid Waste Cleanup Trust Fund, which is funded approximately five million dollars (\$5,000,000) per year, from the dollar forty (\$1.40) per ton tipping fee for every ton of waste disposed in California landfills."*

**Todd Thalhamer:** *"...and what does that money do? Well, directly right behind us is exactly what that money does. We're able to use money specifically from trash generation in order to clean up illegal disposal and abandoned vessels here in the background..."*

**Scott Walker:** *"We were able to get a one hundred thousand dollar (\$100,000) grant from the State Water Resources Control Board for the Coast Guard Cutter that we removed in Contra Costa County."*

**Sheriff Dave Guthrie:** *"There's so much work to be done out in the Delta and in the bay of derelicts and abandoned boats... it's a daunting task... and without CalRecycle, the counties can't do it, the counties just don't have the money, 'cuz' it's expensive to remove these boats"*

**Narrator:** Most CalRecycle cleanup projects address illegal dumping that occurs on land. The Delta cleanup presents unique challenges as CalRecycle works to address pollution threats, restore beauty, and protect the environment.

**Todd Thalhamer:** *"You're fighting the tide, you're fighting the winds, you're fighting the rain conditions, you're fighting all sorts of normal conditions that you wouldn't have on a land based scenario...on the water, you have to put containment booms out, when you try to take one of these boats out of the water you've got to worry about spills, you have additional clothing that you have to wear, life vests, boats, logistical support, it's just... it just takes the level of effort and tunes it up a number of notches..."*

**Todd Thalhamer:** *"The Sacramento River and the surrounding Delta is used by a number of fisherman, the general public, water skiers, nature hikers, and it's even used by the salmon as they return back to spawn. By our actions here, we've taken a small hazard that are across the Delta, and we've eliminated those hazards and we've protected the environment so that we can enjoy this for a long period of time."*

**Scott Walker:** *"CalRecycle's Solid Waste Cleanup Program has been in place since nineteen ninety four (1994). We've cleaned up well over one thousand (1000) sites throughout the whole State, over two hundred (200) projects, we provide grants to local governments for cleanup... we also have department-managed cleanups using our own contractors, we cleanup illegal disposal sites, legacy dumps-where the responsible party cannot be identified or is unable or unwilling to perform timely cleanup. We're also called in for disaster cleanups, like the Angora wildfire and the San Bruno pipeline disaster."*

**Scott Walker:** *"Whether on land or water, CalRecycle's cleanup programs has the expertise and the experience to cleanup pretty much anything that we can encounter. And it's a major basis of our mission to protect public health and safety in the environment."*

**Narrator:** By removing waste tires, household hazardous items, derelict vehicles, discarded appliances, lumber, furniture, and other materials from targeted sites and either recycling or properly disposing of them, CalRecycle restores a safe environment and preserves the pristine beauty of our State.

# RICHARDSON'S BAY REGIONAL AGENCY R B R A

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## Jurisdiction Map



### Special Article

**Harbor Administrator,  
Bill Price**

November, 2008 County of Marin  
Employee of the Month



# MARIN COUNTY EMPLOYEE OF THE MONTH OCTOBER

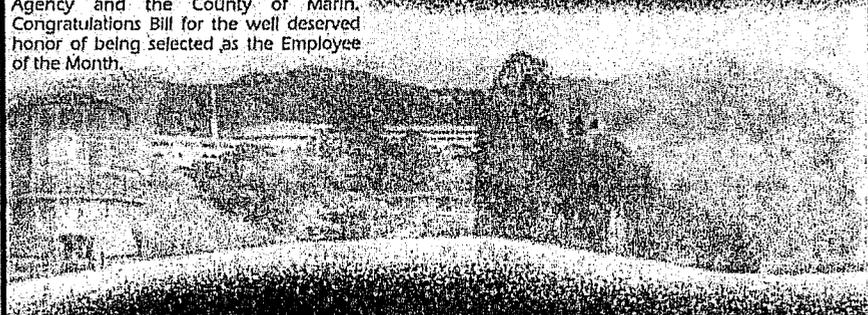
## Bill Price

Harbor Administrator,  
Community Development Agency  
Serving Marin County since July 1997

Bill Price has been the face of Richardson's Bay Regional Agency (RBRA) for 13 years. His responsibilities for RBRA range from nautical safety, maritime patrol, environmental protection, vessel management, water testing, shore clean-ups, derelict vessel abatement, grant program operation, RBRA Board hearings, State advisory committee service, and many other activities on or near the waters of Richardson's Bay.

Bill responds to calls to address on water emergencies, many times outside his normal working hours. He enjoys close working relationships with a wide range of agencies and individuals. Bill's exceptional people skills are called into play in dealing with people, varying from indigent individuals, adult offenders on clean-up crews, homeowners, RBRA jurisdictional representatives, BCDC, the State Department of Boating and Waterways, and the U.S. Coast Guard. He does so with flexibility, responsiveness, effectiveness, budget consciousness and a sense of humor. Bill recently implemented a cost saving budget sharing agreement with the Sausalito Police Department, and innovative approaches towards intercepting drifting vessels. He is a key player in ongoing mooring-related work and pending TMDL water quality directives from the Regional Water Quality Control Board.

In this critical time of the RBRA Agency's mission and growth, Richardson's Bay is well served by Bill's conscientious stewardship. The RBRA is fortunate to have an employee of his caliber serving the Agency and the County of Marin. Congratulations Bill for the well deserved honor of being selected as the Employee of the Month.



**Marin County Employees...committed to excellence in public service.**