

# **RICHARDSON'S BAY REGIONAL AGENCY**

## Special Meeting

Thursday, May 7, 2015

5:30 P.M. to 7:00 P.M.

Sausalito City Council Chambers 420 Litho Street Sausalito, CA

***PUBLIC COMMENT IS INVITED CONCERNING EACH AGENDIZED ITEM PURSUANT TO THE BROWN ACT. PLEASE LIMIT YOUR COMMENTS TO THREE (3) MINUTES.***

## **AGENDA**

### **5:30 P.M. CALL TO ORDER - ROLL CALL**

1. Minutes of February 19, 2015 Meeting
2. Approval of resolution changing the dates of regularly scheduled RBRA meetings
3. Review report of Harbor Administrator
4. Approval of prior expenditures for February – April 2015
5. Review and accept Agency audit for 2012 and 2013 prepared by Maher Accountancy  
(paper copy of report available at RBRA – Marin County Civic Center)
6. Status report from Anchorage Management subcommittee
  - a. Agency consultant presentation
  - b. Report and recommendations
7. Review and approve RBRA budget for 2015-16
8. Approval of Resolution accepting VTIP funds and amending budget
9. Review wet season water quality test results
10. Public comments invited concerning items NOT on this Agenda (3-minute limit)
11. Staff comments
12. Board member matters

**NEXT MEETING:** Tentatively planned for July 2, 2015. Board members please review your calendars and advise Staff as to your availability.

***A COMPLETE AGENDA PACKET IS AVAILABLE FOR VIEWING ON THE RBRA WEBSITE <http://rbra.ca.gov> , AND AT THE SAUSALITO CITY LIBRARY. TO RECEIVE AN ELECTRONIC MEETING NOTICE, PLEASE EMAIL REQUEST TO DON ALLEE AT [dallee@co.marin.ca.us](mailto:dallee@co.marin.ca.us)***

# **RICHARDSON'S BAY REGIONAL AGENCY**

## **MEMORANDUM**

May 1, 2015

**TO:** RBRA Board  
**FROM:** Ben Berto, RBRA Clerk  
**SUBJECT:** May meeting

Board members:

This meeting is being noticed as a Special Hearing. The reason is fairly simple – at the request of the Board Chair, RBRA meeting dates are being shifted from the third Thursday to the first Tuesday of alternating months. However, since leading to this meeting date the shift had not yet been formally changed by resolution of the RBRA Board at a public hearing, May 7 cannot be considered a new “regular” meeting date until the Board takes such action. The resolution approving the same is attached to the agenda.

After the Board’s action doing so at this evening’s meeting, first Thursday of alternating RBRA Board meetings (the first of which is tentatively scheduled for July 2) will be considered a “regular” meeting. Staff requests that your Board check your availability for the July meeting date so Staff can anticipate whether or not a quorum is available.

Your Board has several items to discuss at this month’s meeting. The first is to accept the audit of our agency covering Fiscal Years 2011-2012 and 2012-2013. Although this audit was not quick coming in from Maher Accountancy (RBRA’s accounting consultant), the good news is there is no bad news to report. The audit’s numbers closely comport to the Agency’s approved budget during those years, and our Agency’s fiscal practices comport to accepted standards.

The second item, and one for which some people have a keen interest, concerns follow up on the very successful March 14 RBRA anchorage workshop. WRT Consultancy, the firm which conducted the workshop on behalf of the RBRA, will be presenting a written and oral report to the Board (see their written findings in this packet).

RBRA’s Anchorage Subcommittee will also be presenting a report with options and recommendations for our Agency’s next steps concerning an anchorage. Tackling the spiraling problems on the anchorage requires a committed, multi-year effort involving substantial additional resources. Such a commitment obviously has budget implications, as will also be seen in the RBRA Budget for FY 2015-2016 that the Board is scheduled to take action on at this meeting.

RBRA is accepting an additional \$8,800 grant from the State VTIP program.

Wet season water quality testing results are included. There are no surprises - the usual hot-spots continue to represent the bulk of any exceedances.

Staff looks forward to next Thursday’s discussion.

# **RICHARDSON'S BAY REGIONAL AGENCY**

**MINUTES OF FEBRUARY 19, 2015**

**HELD AT SAUSALITO CITY HALL CHAMBERS**

**MEMBERS PRESENT:** Kate Sears (Marin County); Herb Weiner (Sausalito); Erin Tollini (Tiburon); Ken Wachtel (Mill Valley); Marty Winter (Belvedere)

**ABSENT:** none

**STAFF:** Bill Price (Harbor Administrator); Ben Berto (RBRA Clerk)

**ADDITIONAL:** Leslie Alden (Aide to Supervisor Sears); Lt. Scott Anderson, Marin County Sheriff's Department

Meeting called to order at 5:30 PM.

## **Minutes of December 18, 2014 Meeting**

Minutes were approved.

### **Review report of Harbor Administrator**

Mr. Price updated the Board on the status of the VTIP augment, saying that he had assurances that approval for additional funds for 2015 would be forthcoming. He also let the Board know that he was beginning the process of contracting for the Spill Trailer through the OSPR / Costco Busan grant.

He gave a brief recap of the most recent storm that had a northerly direction and blew boats into the Sausalito Waterfront. Jim Robertson, from West Shore Road in Belvedere, spoke to the amount of damage that occurs to the houses there, and stated that the residents were going to pursue legal action against the RBRA. Walt Stryker also spoke to the damage and his concern that the fuel tanks aboard vessels could potentially explode, causing millions of dollars in property damage, and he held the RBRA responsible for enforcing the laws on the books.

### **Prior expenditures**

Price explained some of the line items related to salvaging of a few very large derelicts. He also pointed out the increasing insurance expenses due to increasing pollution coverage

The expenditure report was accepted unanimously.

### **Review draft budget for 2015-16**

Ben Berto started off the discussion pointing out the decrease in revenues due to the CalRecycle grant's expiration, which lowers the overall budget. He also pointed out that due to new Best Management Practices the cost for boat disposal was going up, especially in regards to larger, more hazardous vessel that need to be disposed of in a more contained location. He also pointed out needed increases in the Pump-out program since federal government funding has been pulled

back for live-aboard pump-out subsidies. He stated that he would probably return to the Board with suggested increases regarding the anchorage following the March Community Workshop.

Doug Storms asked when the Corps of Engineers base yard would be closing and if we had considered the huge financial impact in this budget. Staff had no reason to believe the Corps was closing.

The Draft budget was accepted by the Board unanimously.

### **Anchorage Management Subcommittee update**

Member Winter started off the discussion by announcing a public workshop, set for March 14 at the Bay Model that would be conducted by a professional facilitator and recorded by the Media Center of Marin. The stated goals were to provide an inclusive forum to educate the public and develop ideas and strategies to address the many issues confronting Richardson's Bay and define sustainable solutions for the future.

Member Wachtel said that Mill Valley had used the facilitator, WRT Consultancy, in the past and that they were very satisfied. He also forewarned the Board that solutions would be expensive and to expect budget increases. Chair Sears applauded the extensive outreach and hoped for widespread community participation. Member Wachtel liked the idea of an informal workshop and Member Winter pointed out that there would be group breakouts to encourage more participation. Member Weiner promised to stay late after the workshop wrapped up to hear all points of view.

Mr. Berto felt the facilitator was hugely important in order to ascertain the full range of viewpoints, and he amplified the need for a sustainable solution, since without CalRecycle, we wouldn't have been able to address the increasing number of boats, especially the larger vessels that are very expensive to salvage.

Member Wachtel asked if there was a plan to present viewpoints prior to the workshop, and member Weiner said pads would be passed around on the day of the workshop to encourage opinions. Chair Sears wanted to be sure that all viewpoints were solicited and that all voices were heard. She added that the workshop expenses were being picked up by her office from funds allocated for outside attorneys.

Jim Robertson asked what the anticipated outcome would be, and would it be any different from the last 15 years. Chair Sears responded that this was part of an evolving conversation within the context of Richardson's Bay management and how to do it better. Member Wachtel pointed out the Board's focus on enforcement and Member Tollini said that there were serious funding issues in removing all derelicts. Mr. Robertson said he didn't hear anything about stopping the increase.

Member Weiner stated that we were very aware of the increases and that the closing of other anchorages and marinas in the Bay Area increases our problems. He invited Mr. Robertson to come to the workshop and help us work it out.

### **Public Comments**

Doug Storms applauded the idea of a community workshop, but said there wouldn't be enough time to prepare for it sufficiently. He asked to postpone it and wondered if he would be allowed to present.

Bill Powers said that he was disturbed to see garbage being dumped into the Bay. He had looked at blog sites that said the anchorage was not a safe harbor and full of parolees.

Wes \_\_\_\_? was concerned that a lawsuit would devastate funding for the RBRA. He said boats will come here if their owners are broke.

Ken Jarra (sp?) stated that he used to swim in the water but he thinks it's too filthy now, and he saw a dead seal in Bolinas. He wanted to get law enforcement involved and remove sunken boats, perhaps thinking outside the box and towing them to the Farallones.

### **Staff Comments**

Mr. Berto brought up the recent tragedy that occurred in Avalon where a storm caused the death of a harbor patrolman, and he pointed out the potential hazards that underlie the situation.

### **Public Comments**

Ted Reed said that San Diego had used law enforcement to clear up their anchorage issues, not a public workshop. He reported it was beautiful there with none of the problems that face Richardson's Bay.

### **Board Member Matters**

None

The meeting was adjourned at 6:40 PM.

**NOTE:** The next meeting of the RBRA is tentatively scheduled for **May 7, 2015 at 5:30 PM** at the Sausalito City Hall Chambers.

# RICHARDSON'S BAY REGIONAL AGENCY

## RESOLUTION NUMBER 04 -15

OF THE RICHARDSON'S BAY REGIONAL AGENCY  
CHANGING THE DATE OF REGULARLY SCHEDULED  
MEETING DATES

WHEREAS, the RBRA Board wishes to change the dates of regularly scheduled RBRA meetings from the third Thursday of alternating months to the first Thursday of alternating months.

NOW, THEREFORE, BE IT RESOLVED, that the Richardson's Bay Regional Agency by adoption of this resolution hereby changes the dates of regularly scheduled RBRA meetings from the third Thursday to the first Thursday of alternating months.

PASSED AND ADOPTED by the Board of the Richardson's Bay Regional Agency on May 7, 2015.

CERTIFICATION:

\_\_\_\_\_

Kathrin Sears, Board Chair

\_\_\_\_\_

Ben Berto, Clerk, RBRA

# RICHARDSON'S BAY REGIONAL AGENCY

## HARBOR ADMINISTRATOR'S REPORT

April 29, 2015

### WORKING RELATIONSHIPS

- **Boating and Waterways** –The application process for the Surrendered and Abandoned Vessel Exchange Program (SAVE) grant is being held up by DBW while they work on a new streamlined application process. We check this situation out weekly so we can send in our application as soon as the grant opens up, but it threatens to set back the approval of our funding through their grant cycle well into the next fiscal year. 2) We did receive final approval for our \$8,800 increase to our VTIP grant, bumping the approved total up to \$21,300. 3) Submitted \$22K for final reimbursal on the same VTIP grant.
- **Cal Recycle** – Submitted a final reimbursal claim for \$23K. Once this final payment has been approved, we expect CalRecycle to issue a close-out check covering the 10% match funds that have been held out of our reimbursal requests for the duration of the grant cycle. That amount is expected to be @ \$47K which will be earmarked for vessel disposal.
- **OSPR** – The grant for the fully deployable oil spill trailer in Sausalito has been issued and the trailer is being completed by Global in Mare Island. Once it is finished there will be an 8 hr. training session so that the basics of spill response can be explained. This training will involve first responders from So. Marin Fire, Sausalito PD, Marin County Sheriff and the Army Corps of Engineers. The trailer will be stored on COE property for easy waterside deployment.
- **Sausalito Police Department** – Attended an anchor-out community meeting on 4/27/15, but only law enforcement attended.

### DEBRIS REMOVAL

- Disposed of 13 vessels. 2 vessels are currently awaiting demolition.
- 2 boats are currently impounded.

### RAPID RESPONSE

- 4 vessels recovered and secured.

### WATER QUALITY

- Testing for the wet weather season concluded and report is enclosed.
- The Neighborhood Watch reported a landside line sewer leak at the Gates ark near the parking lot. While this is not a boat, the ark structure overhangs the water and has a boat-style holding tank that has been repaired.
- Developing a trash collection program that can be handled through existing pump-out subcontractors. Should be ready for roll-out this month.
- Applying for a maintenance grant for the pump-out program in order to purchase a new motor for the vessel "Waste Aweigh" in 2016.

Richardson Bay Regional Agency

**RBRA Vessel Disposal List February - May 2015**

<b>Date</b>	<b>Name</b>	<b>Type</b>	<b>Amount</b>	<b>Condition</b>	<b>Location</b>
2/19/2015	YACHTCRAFT	35' wooden powerboat	\$4,161.00	abandoned - VTIP	Sausalito anchorage
2/27/2015	GIOVANNA	30' f/g sailboat	\$3,611.00	abandoned - CalRecycle	Corps of Engineers pier
3/4/2015	C'EST BON	28' wooden powerboat	\$6,750.00	abandoned - CalRecycle	Corps of Engineers pier
3/6/2015	ANDRE	30' f/g powerboat	\$6,059.00	sunk - abnd. - VTIP	Sausalito marina
3/6/2015	KING STEPHEN	40' wooden powerboat	\$4,500.00	abandoned - VTIP	Sausalito marina
3/7/2015	EXCALIBUR 2	26' f/g sailboat	\$1,303.07	abandoned - VTIP	SR harbor
3/7/2015	NICKI J	28' wooden powerboat	\$400.00	abandoned - VTIP	Sausalito anchorage
3/18/2015	THUNDERBIRD II	65' steel powerboat	\$16,289.00	abandoned - CalRecycle	Corps of Engineers pier
3/25/2015	BLUE MARLIN	36' wooden powerboat	\$4,780.00	abandoned - CalRecycle	Sausalito anchorage
3/28/2015	LEANDRO	35' wooden sailboat	\$1,311.61	abandoned - CalRecycle	Sausalito anchorage
4/25/2015	WARD	23' f/g sailboat ***	\$375.00	abandoned - VTIP	Sausalito anchorage
4/25/2015	CATALINA 22	22' f/g sailboat ***	\$950.00	abandoned - VTIP	Mill Valley
5/2/2015	ACKERMAN	45' wooden sailboat ***	\$1,500.00	abandoned - VTIP	SF Harbor

**13 vessels total \$51,989.68**

\*\*\* indicates estimated invoices



# RBRA - BALANCE SHEET

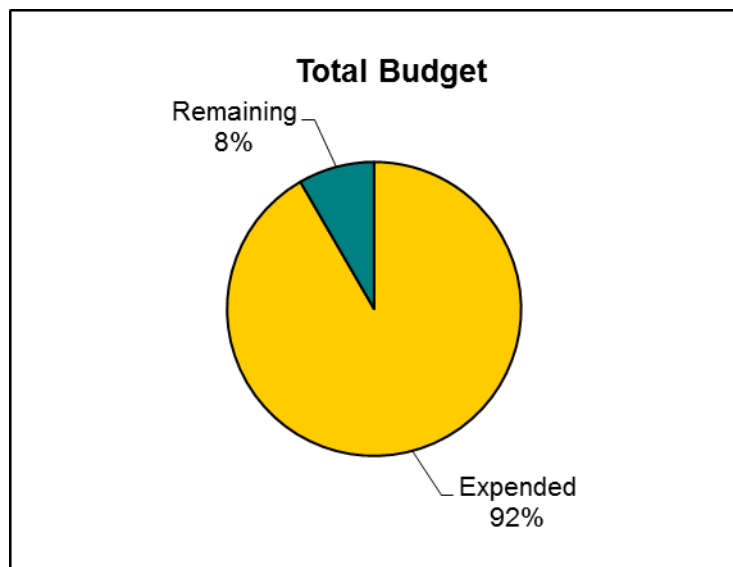
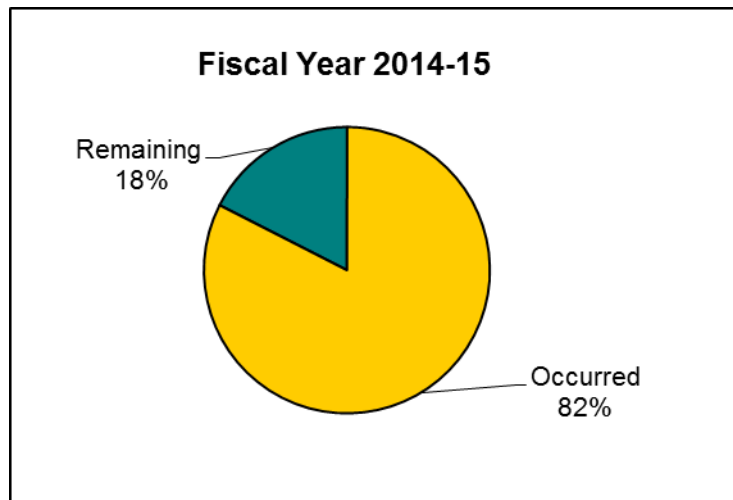
## February 10, 2014 - April 30, 2015

DATE	COST CENTER	DESCRIPTION	REVENUES
2/25/2015	Sales and Services	SF Marina - reimburse on P.O.	-1,577.10
2/25/2015	Bldgs & Grounds Rent	Mooring fee	-100.00
2/25/2015	Bldgs & Grounds Rent	Mooring fee	-160.00
2/25/2015	Bldgs & Grounds Rent	Mooring fee	-150.00
2/25/2015	Bldgs & Grounds Rent	Mooring fee	-150.00
2/25/2015	Bldgs & Grounds Rent	Mooring fee	-150.00
2/25/2015	Bldgs & Grounds Rent	Mooring fee	-160.00
2/25/2015	Bldgs & Grounds Rent	Mooring fee	-100.00
2/25/2015	Sales and Services	Reimburse disposal fees	-350.00
3/27/2015	Bldgs & Grounds Rent	Mooring fee	-150.00
3/27/2015	Bldgs & Grounds Rent	Mooring fee	-160.00
4/2/2015	Bldgs & Grounds Rent	Reimburse slip fees	-250.00
4/2/2015	State - Grant	CalRecycle - reimburse disposal fees	-88,365.78
4/27/2015	Bldgs & Grounds Rent	Mooring fee	-150.00
4/27/2015	Bldgs & Grounds Rent	Mooring fee	-150.00
4/27/2015	Sales and Services	Reimburse disposal fees	-420.00
4/27/2015	Sales and Services	Reimburse disposal fees	-448.90
4/27/2015	Sales and Services	Reimburse disposal fees	-481.40
<b>TOTAL</b>			<b>-93,473.18</b>

			EXPENDITURES
4/1/2015	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	3,625.00
4/10/2015	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	4,000.00
2/13/2015	Rent - Equip Rental	Hertz Equipment rental - backhoe rental	460.54
2/13/2015	Rent - Equip Rental	Hertz Equipment rental - backhoe rental	537.21
4/9/2015	HazMat Clean Up	Bay Cities - Debris disposal	1,016.95
2/13/2015	Ins - Gen Liability	Insurance - Pollution upgrades	1,548.00
2/18/2015	Com Srvc - Cell Phon	AT&T - mobile phone	86.13
2/23/2015	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	3,750.00
2/23/2015	Prof Svcs - Other	Parker Dive Service - salvaged vessel	1,475.00
2/23/2015	Prof Svcs - Other	Day Labor	25.00
3/5/2015	Com Srvc - Broadband	AT&T - phone/fax line	40.00
3/5/2015	Com Srvc - Broadband	AT&T - broadband	46.58
3/5/2015	Trav - Parking	Parking - SF Meeting BCDC	11.00
3/5/2015	Trav-Meals	Mi Pueblo - zip locks for water tests	6.54
3/5/2015	Oil & Gas Outside	Fuel - Clipper fuel dock	48.55
2/24/2015	Printing Supplies	Fed Ex	18.58
2/24/2015	Trav-Meals	In N Out, Mollie Stones - food and water for crew	38.37
2/24/2015	Oil & Gas Outside	Shell - clean-up vehicle	23.95
2/24/2015	HazMat Clean Up	Marin Hazardous Waste - excess hazmats	45.00
3/5/2015	Rent - Off Space	Libertyship Dry Storage	240.00
3/5/2015	Rent - Off Space	Schoonmaker Point Marina - slip rental	243.00
3/5/2015	Rent - Off Space	Schoonmaker Point Marina - slip rental	411.00
3/5/2015	Rent - Off Space	Schoonmaker Point Marina - slip rental	160.00
3/4/2015	Prof Svcs - Other	Alexander - Website services	420.00
3/4/2015	HazMat Clean Up	HMA - Asbestos inspection	635.00
3/4/2015	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	3,200.00
3/5/2015	Prof Svcs - Other	EMS - pump-out services	150.00
2/28/2015	ProfServ-CntySalRe	Salary & benefits	11,188.90

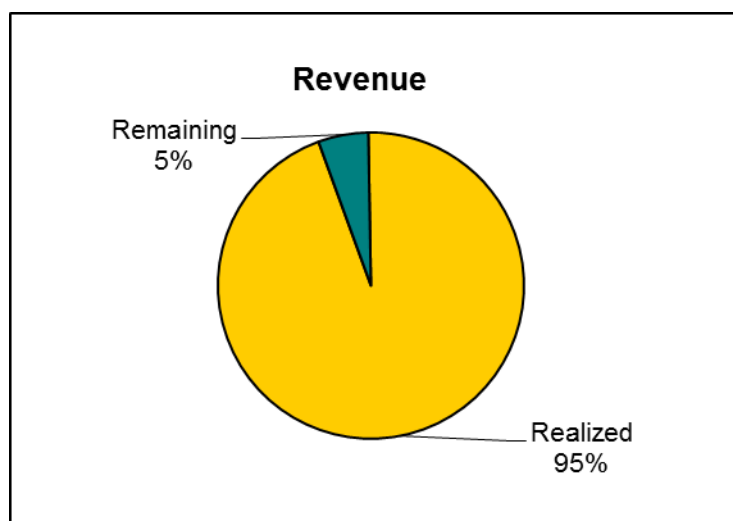
<b>DATE</b>	<b>COST CENTER</b>	<b>DESCRIPTION</b>	<b>EXPENDITURES</b>
3/4/2015	Rent - Off Space	ICB - office rent	428.00
3/5/2015	Prof Svcs - Other	Alexander - Website services	260.00
3/17/2015	Prof Svcs - Other	MT Head - pump-out services	275.00
4/2/2015	Laboratory Services	Solano County Labs - Wet weather testing	1,360.00
3/4/2015	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	4,000.00
4/1/2015	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	3,200.00
3/11/2015	Prof Svcs - Other	Day Labor	200.00
3/17/2015	Rent - Equip Rental	Hertz Equipment rental - backhoe rental	544.52
3/23/2015	HazMat Clean Up	Bay Cities - Debris disposal	558.50
4/1/2015	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	4,500.00
3/18/2015	Com Srvc - Cell Phon	AT&T - mobile phone	78.62
3/19/2015	Rent - Off Space	Clipper yacht harbor - slip fees	375.00
3/19/2015	Oth Maintenance	port supply - boat parts	137.97
3/19/2015	Postage	Fed Ex	18.65
3/19/2015	HazMat Clean Up	Contra Cost dump - 3 boats	474.17
3/19/2015	Prof Svcs - Other	Diego truck and tow - boats to dump	525.00
3/19/2015	Printing Supplies	CVS - name tags for workshop	17.85
3/19/2015	Trav-Meals	Mollie Stones and MSA - food/transport - Workshop	770.67
3/19/2015	Trav - Mileage	travel expenses for facilitators	140.00
4/1/2015	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	12,400.00
4/1/2015	HazMat Clean Up	San Rafael Yacht Harbor - boat disposal	249.00
4/1/2015	HazMat Clean Up	San Rafael Yacht Harbor - boat disposal	2,859.00
4/14/2015	Com Srvc - Broadband	AT&T - phone/fax line	40.00
4/14/2015	Com Srvc - Broadband	AT&T - broadband	46.71
4/14/2015	Oth Maintenance	Port Supply - boat parts	8.44
4/2/2015	Rent - Off Space	Libertyship Dry Storage	240.00
4/2/2015	Rent - Off Space	Schoonmaker Point Marina - slip rental	243.00
4/2/2015	Rent - Off Space	Schoonmaker Point Marina - slip rental	160.00
4/2/2015	Rent - Off Space	Schoonmaker Point Marina - slip rental	429.51
4/1/2015	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	4,200.00
4/10/2015	HazMat Clean Up	HMA - Asbestos inspection	580.00
3/31/2015	Prof Svcs - Other	Day Labor	150.00
4/14/2015	HazMat Clean Up	Bay Cities - Debris disposal	549.45
4/2/2015	Prof Svcs - Other	EMS - pump-out services	212.50
3/31/2015	ProfServ-CntySalRe	Salary & benefits	11,334.92
4/1/2015	Rent - Off Space	ICB - office rent	428.00
4/9/2015	Prof Svcs - Other	MT Head - pump-out services	275.00
4/14/2015	Laboratory Services	Solano County Labs - Wet weather testing	2,080.00
4/14/2015	Rent - Equip Rental	Hertz Equipment rental - backhoe rental	762.16
4/13/2015	Com Srvc - Cell Phon	AT&T - mobile phone	79.19
		<b>TOTAL</b>	<b>88,641.13</b>

# Percent of Budget and Percent of FY2014-2015 as of April 28, 2015



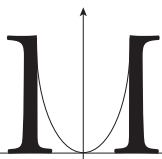
### Expenditures vs. Adopted Budget

Expenditures	\$428,428
Adopted Budget	\$467,548



### Realized Revenue vs. Budgeted Revenue

Realized Revenue	\$443,069
Budgeted Revenue	\$467,813



April 24, 2015

To the Board of Directors  
Richardson's Bay Regional Agency

We have audited the financial statements of the Richardson's Bay Regional Agency for the years ended June 30, 2013 and 2012. Professional standards require that we provide you with information related to our responsibility under generally accepted auditing standards, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated April 24, 2015. Professional standards also require that we communicate to you the following information related to our audit.

**Significant Audit Findings**

***Qualitative Aspects of Accounting Practices***

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Richardson's Bay Regional Agency are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during year. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimate(s) affecting the financial statements were:

Management's estimate that salary and related benefits of the Harbor Administrator were allocable in the following manner: 50% to operating and security, 2% to maintenance, and 48% to administration and general.

***Difficulties Encountered in Performing the Audit***

We encountered no significant difficulties in dealing with management in performing and completing our audit.



***Corrected and Uncorrected Misstatements***

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. We detected numerous corrections to the financial reports presented to us for audit. The audited financial statements report amounts after misstatements were corrected. The following material misstatements were detected by us:

- Add the cost of the patrol boat and pumpout vessel to the financial statements (\$135,000) and related accumulated depreciation (\$107,000)
- Record depreciation expense for FY 2013 (\$8,500) and FY 2012 (\$8,500)

***Disagreements with Management***

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

***Management Representations***

We have requested certain representations from management that are included in the management representation letter dated April 24, 2015.

***Management Consultations with Other Independent Accountants***

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

***Recommendation for improvement in internal control***

- Some of RBRA's financial activity is transacted with currency. While procedures exist to issue receipts for payments for slips and miscellaneous charges, there is no effective procedure to ensure that all currency transactions are deposited in RBRA's accounts and recorded in the accounting system. We recommend that your Board consider what additional control procedures, if any, should be instituted over this relatively low amount of revenue that is at risk.

Board of Directors

April 24, 2015

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***Other Matters***

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

This information is intended solely for the use of Board of Directors and management of Richardson's Bay Regional Agency and is not intended to be and should not be used by anyone other than these specified parties.

Very truly yours,

*Maheer Accountancy*

**RICHARDSON'S BAY REGIONAL AGENCY**

**FINANCIAL STATEMENTS  
AND  
INDEPENDENT AUDITORS' REPORT**

**YEARS ENDED JUNE 30, 2013 AND 2012**

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## INDEPENDENT AUDITORS' REPORT

To the Board of Directors  
Richardson's Bay Regional Agency

We have audited the accompanying financial statements of the Richardson's Bay Regional Agency (the Agency) as of and for the years ended June 30, 2012 and 2013, and the related notes to the financial statements, which collectively comprise the Agency's basic financial statements as listed in the table of contents.

### Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.



## **Opinion**

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Agency as of June 30, 2012 and 2013, and the changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

## **Other Matters**

### *Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### *Other information*

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Agency's basic financial statements. The budgetary comparison schedules and the notes to the supplemental information are presented for purposes of additional analysis and are not a required part of the basic financial statements.

*Maher Accountancy*

April 24, 2015

## ***MANAGEMENT'S DISCUSSION AND ANALYSIS***

The Management's Discussion and Analysis provides an overview of the Agency's financial activities for the fiscal years ended June 30, 2013 and 2012. Please read it along with the Agency's financial statements, which begin on page 6.

### **FINANCIAL HIGHLIGHTS**

The Agency's net position increased by \$48,924 from 2012 to 2013. Total revenues increased \$146,544 and total expenses increased by \$88,831 in 2013, as compared to 2012.

A budgetary comparison schedule is included in the required supplemental information section. That schedule indicates we had a positive variance of \$37,908 in 2013 and a negative variance of \$354 in 2012 when comparing actual activity with budgeted activity. Variance details are listed on the schedule.

### **OVERVIEW OF THE FINANCIAL STATEMENTS**

This discussion and analysis is intended to serve as an introduction to the Agency's basic financial statements. The Agency's basic financial statements comprise two components: (1) government-wide financial statements and (2) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements.

The government-wide financial statements are designed to provide readers with a broad overview of the Agency's finances, similar to a private-sector business.

The balance sheet presents information on all of the Agency's assets and liabilities, with the difference between assets and liabilities reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Agency is improving or deteriorating.

The statement of revenues and expenses presents information showing how the Agency's net income or loss changed during the fiscal year. All changes in net position are recognized at the date the underlying event that gives rise to the change occurs, regardless of the timing of the related cash flows.

The Agency is a single-purpose entity that has elected to account for its activity as an enterprise fund type under governmental accounting standards. Accordingly, the Agency presents only government-wide financial statements

## MANAGEMENT'S DISCUSSION AND ANALYSIS

Changes in the Agency's net position were as follows:

	<u>2013</u>	<u>2012</u>	<u>2011</u>	<b>Increase (decrease) (2013-2012)</b>
Cash	\$ 77,220	\$ 37,115	\$ 59,131	\$ 40,105
Receivables	27,398	20,897	22,189	6,501
Capital assets	<u>27,763</u>	<u>36,347</u>	<u>44,931</u>	<u>(8,584)</u>
Total assets	132,381	94,359	126,251	38,022
Current liabilities	<u>18,505</u>	<u>29,407</u>	<u>52,510</u>	<u>(10,902)</u>
Invested in capital assets	27,763	36,347	44,931	(8,584)
Unrestricted	<u>86,113</u>	<u>28,605</u>	<u>28,810</u>	<u>57,508</u>
Total net position	<u>\$ 113,876</u>	<u>\$ 64,952</u>	<u>\$ 73,741</u>	<u>\$ 48,924</u>

A large portion of the receivables represents money owed to us from the State of California for our Department of Boating and Waterways contract. The receivables are paid to us after the Department reviews our reimbursement request.

Changes in the Agency's revenues were as follows:

	<u>2013</u>	<u>2012</u>	<u>2011</u>	<b>Increase (decrease) (2013-2012)</b>
Operating revenues:				
State of California and other grants	\$ 243,038	\$ 107,085	\$ 180,892	\$ 135,953
Slip rentals and moorings	4,800	6,375	3,845	(1,575)
Other services	<u>9,886</u>	<u>8,721</u>	<u>16,284</u>	<u>1,165</u>
Total operating revenues	257,724	122,181	201,021	135,543
Nonoperating revenues:				
Agency member contributions	239,473	228,388	207,626	11,085
Interest income	245	329	614	(84)
Gain (loss) on disposal of assets	<u>-</u>	<u>-</u>	<u>(5,880)</u>	<u>-</u>
Total nonoperating revenues	<u>239,718</u>	<u>228,717</u>	<u>202,360</u>	<u>11,001</u>
Total revenues	<u>\$ 497,442</u>	<u>\$ 350,898</u>	<u>\$ 403,381</u>	<u>\$ 146,544</u>

After a drop in reimbursable grant revenue from the State of California in 2012, the Agency experienced a large increase in 2013 as its pace and scope of vessel demolition picked up. Also in 2013, the Agency received a one time grant of \$50,000 from the Waldo Point Harbor for its reconfiguration project. Agency member contributions have seen slight increases over the last few years as indicated above.

## **MANAGEMENT'S DISCUSSION AND ANALYSIS**

Changes in Agency's expenses and net position were as follows:

	<u>2013</u>	<u>2012</u>	<u>2011</u>	<b>Increase (decrease) (2013-2012)</b>
Operating expenses:				
Operating and security	\$ 308,917	\$ 242,835	\$ 253,309	\$ 66,082
Maintenance	9,994	10,541	9,856	(547)
Administration and general	129,607	106,311	129,588	23,296
Total expenses	448,518	359,687	392,753	88,831
Revenues	497,442	350,898	403,381	146,544
Increase in net position	<u>\$ 48,924</u>	<u>\$ (8,789)</u>	<u>\$ 10,628</u>	<u>\$ 57,713</u>

In conjunction with increases in our State contract, salvaging expenses have increased, which accounts for most of the increase in operating and security.

### **THE FUTURE OF THE AGENCY**

The RBRA has not yet been able to establish a mooring field, and as a result, vessels anchoring in the bay have doubled in number over the last ten years. This is an unsustainable model and will require an active management plan that may significantly increase the budget over the next few years. The Agency continues to be involved in keeping the Bay clear of debris and abandoned vessels as in the past, and we fully expect to continue this vital work into the future. The ongoing problem of abandoned derelict vessels continues to plague this area and the entire Bay Area, and we expect the problem to continue even with a managed mooring field in place.

Over the past three years, we have been utilizing a \$495,000 grant from CalRecycle to pay for vessel disposal which runs out in fiscal year 2016. The Division of Boating and Waterways will continue to be a major source of additional funding once that grant runs its course. Their Abandoned Vessel Abatement Fund and the Clean Vessel Act funding continue to provide the RBRA with critical funding for our programs. The Vessel Turn-In Program (VTIP) has allowed us to accept vessels from private boat owners who cannot continue to care for them. With this program, we are able to handle the abandoned boat before it becomes abandoned.

The RBRA has doubled its water testing cycles and we expect to continue leading the charge in our capacity as water quality monitors for the area. The State Regional Water Quality Management Board has assigned the RBRA certain tasks that directly affect expenses and we expect these mandates to grow in the next few years. The Marin County labs closed recently, and we now send our samples to Solano County, but the increase in expenses are minimal.

## ***MANAGEMENT'S DISCUSSION AND ANALYSIS***

### **REQUESTS FOR INFORMATION**

This financial report is designed to provide our citizens, taxpayers and creditors with a general overview of the Agency's finances and to demonstrate the Agency's accountability for the funds under its stewardship.

Please address any questions about this report or requests for additional financial information to the address on our letterhead.

Respectfully submitted,

*Bill Price*

William Price, Harbor Administrator

## **FINANCIAL STATEMENTS**

**RICHARDSON'S BAY REGIONAL AGENCY**  
**STATEMENTS OF NET POSITION**  
**YEARS ENDED JUNE 30, 2013 AND 2012**

<b>ASSETS</b>	<b>2013</b>	<b>2012</b>
Current assets:		
Cash and cash equivalents	\$ 77,220	\$ 37,115
Receivables from the State of California:	27,398	20,897
Total current assets	<u>104,618</u>	<u>58,012</u>
Capital assets:		
Patrol boat and trailer	78,387	78,387
Pumpout vessel and equipment	56,133	56,133
Less: accumulated depreciation	(106,757)	(98,173)
Total capital assets, net of accumulated depreciation	<u>27,763</u>	<u>36,347</u>
Total assets	<u>132,381</u>	<u>94,359</u>
 <b>LIABILITIES</b>		
Current liabilities:		
Accounts payable	3,736	15,332
Accrued compensated absences	<u>14,769</u>	<u>14,075</u>
Total current liabilities	18,505	29,407
 <b>NET POSITION</b>		
Invested in capital assets	27,763	36,347
Unrestricted	<u>86,113</u>	<u>28,605</u>
Total net position	<u><u>\$ 113,876</u></u>	<u><u>\$ 64,952</u></u>



**RICHARDSON'S BAY REGIONAL AGENCY  
STATEMENTS OF REVENUES, EXPENSES  
AND CHANGES IN NET POSITION  
YEARS ENDED JUNE 30, 2013 AND 2012**

	<b>2013</b>	<b>2012</b>
<b>OPERATING REVENUES:</b>		
State of California contracts	\$ 243,038	\$ 107,085
Harbor:		
Slip rentals and moorings	4,800	6,375
Other services	<u>9,886</u>	<u>8,721</u>
Total operating revenues	257,724	122,181
<b>OPERATING EXPENSES:</b>		
Operating and security	308,917	242,835
Maintenance	9,994	10,541
Administration and general	<u>129,607</u>	<u>106,311</u>
Total operating expense	<u>448,518</u>	<u>359,687</u>
Income (loss) from operations	(190,794)	(237,506)
<b>NONOPERATING REVENUES</b>		
Agency member contributions	239,473	228,388
Interest income	<u>245</u>	<u>329</u>
Net nonoperating revenues	<u>239,718</u>	<u>228,717</u>
<b>CHANGE IN NET POSITION</b>	48,924	(8,789)
Net position at beginning of the year	<u>64,952</u>	<u>73,741</u>
Net position at end of the year	<u><u>\$ 113,876</u></u>	<u><u>\$ 64,952</u></u>

**RICHARDSON'S BAY REGIONAL AGENCY  
STATEMENTS OF CASH FLOWS  
YEARS ENDED JUNE 30, 2013 AND 2012**

	<b>2013</b>	<b>2012</b>
<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>		
State of California contract	\$ 236,483	\$ 98,688
Slip rentals and moorings	4,800	6,375
Other services	9,940	18,410
Operating and security	(311,236)	(257,354)
Maintenance	(9,994)	(10,541)
Administration and general	(129,606)	(106,311)
	(199,613)	(250,733)
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:</b>		
Cash received from agency members	239,473	228,388
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>		
Interest income	245	329
	40,105	(22,016)
Net increase (decrease) in cash and cash equivalents		
Cash and cash equivalents at beginning of year	37,115	59,131
	\$ 77,220	\$ 37,115
Cash and cash equivalents at end of year	\$ 77,220	\$ 37,115

**RICHARDSON'S BAY REGIONAL AGENCY**  
**STATEMENTS OF CASH FLOWS**  
**YEARS ENDED JUNE 30, 2013 AND 2012**  
**(continued)**

**RECONCILIATION OF OPERATING INCOME  
(LOSS) TO NET CASH PROVIDED (USED)  
BY OPERATING ACTIVITIES**

	<b>2013</b>	<b>2012</b>
Income (loss) from operations	\$ (190,794)	\$ (237,506)
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:		
Depreciation, an expense not requiring the use of cash	8,584	8,584
(Increase) decrease in accounts receivable	(6,501)	1,292
Increase (decrease) in accounts payable	(11,596)	(24,469)
Increase (decrease) in accrued compensated absences	694	1,366
Net cash provided by (used for) operating activities	\$ (199,613)	\$ (250,733)

**RICHARDSON'S BAY REGIONAL AGENCY  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
YEARS ENDED JUNE 30, 2013 AND 2012**

**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**REPORTING ENTITY**

The Richardson's Bay Regional Agency (the Agency) is a separate governmental unit organized on July 16, 1985 by a joint powers agreement and later revised by an agreement dated October 5, 2000. The Agency's purpose is to maintain and implement those provisions of the Richardson's Bay Special Area Plan relative to mooring, dredging and navigational channel implementation, including but not limited to, the establishment and enforcement of permitted anchorage zones.

Agency members include the County of Marin and the cities of Sausalito, Tiburon, Mill Valley and Belvedere. The member's fund the agency as follows:

<u>Members</u>	<u>Year ended June 30, 2013</u>		<u>Year ended June 30, 2012</u>	
	<u>Funding %</u>	<u>Contribution</u>	<u>Funding %</u>	<u>Contribution</u>
County of Marin	42.5%	\$ 101,776	42.5%	\$ 97,065
Sausalito	35.0%	83,816	35.0%	79,936
Tiburon	10.0%	23,947	10.0%	22,839
Belvedere	7.5%	17,960	7.5%	17,129
Mill Valley	5.0%	11,974	5.0%	11,419
Total	<u>100.0%</u>	<u>\$ 239,473</u>	<u>100.0%</u>	<u>\$ 228,388</u>

The Agency is governed by a five-person board. The Board is comprised of a County Supervisor and a City Council member from each member city. The Board elects from its own members a Chairman and Vice Chairman, who serve two year terms.

**INTRODUCTION**

The Agency's financial statements are prepared in accordance with generally accepted accounting principles (GAAP). The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations).

**RICHARDSON'S BAY REGIONAL AGENCY  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
YEARS ENDED JUNE 30, 2013 AND 2012**

**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

**BASIS OF ACCOUNTING**

The Agency's operations are accounted for as a governmental enterprise fund. Generally accepted accounting principles require that enterprise funds use the accrual basis of accounting – similar to business enterprises. Accordingly, revenues are recognized when they are earned and expenses are recognized at the time liabilities are incurred.

The Agency distinguishes between operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services in connection with an entity's principal ongoing operation. The principal operating revenues of the Agency relate to mooring, dredging and navigational channel implementation activities. Operating expenses include the cost of services, administrative expenses and depreciation on capital assets. Any revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

**FINANCIAL STATEMENT AMOUNTS**

**Cash and cash equivalents:**

For purposes of the statement of cash flows, the Agency has defined cash and cash equivalents to include cash on hand and demand deposits, if any, and short-term investments with fiscal agent (County of Marin).

**Capital assets:**

Capital assets owned by the Agency are recorded at cost, or if received in-kind, at estimated fair market value on the date received. The cost of normal repairs and maintenance are recorded as expenses. Improvements that add to the value or extend the life of assets are capitalized. Assets capitalized have an original cost of \$2,500 or more, and over one year of estimated useful life.

Depreciation expense is calculated using the straight-line method over estimated useful lives.

**RICHARDSON'S BAY REGIONAL AGENCY**  
**NOTES TO THE BASIC FINANCIAL STATEMENTS**  
**YEARS ENDED JUNE 30, 2013 AND 2012**

**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**Revenues:**

Grants received for operating purposes, or which may be utilized for either operations or capital expenditures at the discretion of the recipient, are recognized as nonoperating revenues. Resources restricted for the acquisition or construction of capital assets are recorded as non-operating revenue.

**Salaries and Benefits:**

The Agency's Harbor Administrator is an employee of the County of Marin and participates in the Marin County Employees' Retirement Association (MCERA). Pension information for this employee is included in the County's financial statements. The Agency reimburses the County for salary and benefits paid to the Administrator.

**Estimates:**

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Management estimates that the salary and related benefits of the Harbor Administrator are allocable in the following manner: 50% to operating and security, 2% to maintenance, and 48% to administration and general.

**RICHARDSON'S BAY REGIONAL AGENCY**  
**NOTES TO THE BASIC FINANCIAL STATEMENTS**  
**YEARS ENDED JUNE 30, 2013 AND 2012**

**2. CASH**

The Agency maintains all of its cash in the County of Marin pooled investment fund for the purpose of increasing interest earnings through pooled investment activities. Interest earned on the investment pool is allocated quarterly to the participating funds using the daily cash balance of each fund. This pool, which is available for use by all funds, is displayed in the financial statements as "Cash and Cash Equivalents."

The County Pool includes both voluntary and involuntary participation from external entities. The State of California statutes require certain special districts and other governmental entities to maintain their cash surplus with the County Treasurer.

The County's investment pool is not registered with the Securities and Exchange Commission as an investment company. Investments made by the Treasurer are regulated by the California Government Code and by the County's investment policy. The objectives of the policy are in order of priority, safety, liquidity, yield, and public trust. The County has established a treasury oversight committee to monitor and review the management of public funds maintained in the investment pool in accordance with Article 6 Section 27131 of the California Government Code. The oversight committee and the Board of Supervisors review and approve the investment policy annually. The County Treasurer prepares and submits a comprehensive investment report to the members of the oversight committee and the investment pool participants every month. The report covers the types of investments in the pool, maturity dates, par value, actual costs and fair value.

**INTEREST RATE RISK**

In accordance with its investment policy, the County manages its exposure to declines in fair values by limiting the weighted average maturity of its investment pool to 540 days, or 1.5 years. At June 30, 2013, the County's investment pool had a weighted average maturity of 178 days.

For purposes of computing weighted average maturity, the maturity date of variable rate notes is the length of time until the next reset date rather than the stated maturity date.

**CREDIT RISK**

State law and the County's Investment Policy limits investments in commercial paper, corporate bonds, and medium term notes to the rating of "A" or higher as provided by Moody's Investors Service or Standard & Poor's Corporation. The County's Investment Policy limits investments purchased by Financial Institution Investment Accounts, a type of mutual fund, to United States Treasury and Agency obligations with a credit quality rating of "AAA."

**RICHARDSON'S BAY REGIONAL AGENCY  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
YEARS ENDED JUNE 30, 2013 AND 2012**

**2. CASH (continued)**

**CONCENTRATION OF CREDIT RISK**

The following is a summary of the concentration of credit risk by investment type as a percentage of each pool's fair value at June 30, 2013:

<b>Investments in Investment Pool</b>	<u>Percent of Portfolio</u>
Federal Agency - discount	81%
Federal Agency - coupon	17%
Money market funds	<u>2%</u>
	<u><u>100%</u></u>

**CUSTODIAL CREDIT RISK**

For investments and deposits held with safekeeping agents, custodial credit risk is the risk that, in the event of the failure of the counterparty, the County will not be able to recover the value of its investments or deposits that are in the possession of an outside party. At year end, the County's investment pool had no securities exposed to custodial credit risk.

**LOCAL AGENCY INVESTMENT FUND**

The County Treasurer's Pool maintains an investment in the State of California Local Agency Investment Fund (LAIF), managed by the State Treasurer. This fund is not registered with the Securities and Exchange Commission as an investment company, but is required to invest according to California State Code. Participants in the pool include voluntary and involuntary participants, such as special districts and school districts for which there are legal provisions regarding their investments. The Local Investment Advisor Board (Board) has oversight responsibility for LAIF. The Board consists of five members as designated by State statute.



**RICHARDSON'S BAY REGIONAL AGENCY**  
**NOTES TO THE BASIC FINANCIAL STATEMENTS**  
**YEARS ENDED JUNE 30, 2013 AND 2012**

**3. CAPITAL ASSETS**

The following is a summary of changes in capital assets:

	<u>Patrol Boat &amp; Trailer</u>	<u>Pump out Vessel</u>	<u>Accumulated Depreciation</u>	<u>Net</u>
Balances as of June 30, 2011	\$ 78,387	\$ 56,133	\$ (89,589)	\$ 44,931
Additions			<u>(8,584)</u>	<u>(8,584)</u>
Balances as of June 30, 2012	78,387	56,133	(98,173)	36,347
Additions			(8,584)	(8,584)
Balances as of June 30, 2013	<u>\$ 78,387</u>	<u>\$ 56,133</u>	<u>\$ (106,757)</u>	<u>\$ 27,763</u>

**4. RISK MANAGEMENT**

The Agency is exposed to various risks of loss related to torts, bodily and personal injury, property damage, errors and omissions, and non-owned auto coverage for which the Agency carries commercial insurance. The Agency also maintains watercraft insurance, and related protection and indemnity insurance. Additional coverage is provided by the County for injuries to employees.

Each Agency member is responsible for its pro-rata share of any court-imposed liability, using the joint powers' agreement cost sharing formula.

**SUPPLEMENTAL INFORMATION**

**RICHARDSON'S BAY REGIONAL AGENCY  
BUDGETARY COMPARISON SCHEDULE  
YEAR ENDED JUNE 30, 2013**

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance Positive (Negative)</u>
<b>REVENUES</b>				
Interest pooled investments	\$ 500	\$ 500	\$ 245	\$ (255)
Slip rentals	3,000	3,000	4,800	1,800
Other sales & services	9,000	9,000	9,886	886
Intergovernmental revenues - state	122,000	221,000	243,038	22,038
Intergovernmental revenues - local	239,473	239,473	239,473	-
Total revenues	<u>373,973</u>	<u>472,973</u>	<u>497,442</u>	<u>24,469</u>
<b>EXPENDITURES</b>				
Professional services	319,673	394,673	380,972	13,701
Insurance premiums	14,500	14,500	13,735	765
Communication	1,900	2,700	2,858	(158)
Rental and operating leases	28,000	32,200	29,196	3,004
Professional development	800	800	2,486	(1,686)
Travel and meetings	2,000	2,000	1,527	473
Publication	1,000	1,000	709	291
Office expenses	500	500	1,182	(682)
Maintenance & repair of equipment	5,000	5,000	7,269	(2,269)
Total expenditures	<u>373,373</u>	<u>453,373</u>	<u>439,934</u>	<u>13,439</u>
Excess of revenues over (under) expenditures	<u>\$ 600</u>	<u>\$ 19,600</u>	<u>\$ 57,508</u>	<u>\$ 37,908</u>

**RICHARDSON'S BAY REGIONAL AGENCY  
BUDGETARY COMPARISON SCHEDULE  
YEAR ENDED JUNE 30, 2012**

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance Positive (Negative)</u>
<b>REVENUES</b>				
Interest income	\$ 1,200	\$ 1,200	\$ 329	\$ (871)
Slip rentals	3,000	3,000	6,375	3,375
Other sales & services	9,000	9,000	8,721	(279)
Intergovt revs-state	122,000	141,000	107,085	(33,915)
Intergovt revs-local	228,389	228,389	228,388	(1)
Total revenues	<u>363,589</u>	<u>382,589</u>	<u>350,898</u>	<u>(31,691)</u>
<b>EXPENDITURES</b>				
Professional services	312,540	331,540	297,247	34,293
Insurance premiums	14,000	14,000	14,356	(356)
Communication	1,900	1,900	2,025	(125)
Rental and operating leases	28,000	28,000	26,496	1,504
Professional development	600	600	755	(155)
Travel and meetings	1,000	1,000	1,790	(790)
Publication	1,000	1,000	90	910
Office expenses	500	500	486	14
Maintenance & repair of equipment	3,400	3,400	6,999	(3,599)
Vehicles and gas	500	500	859	(359)
Total expenditures	<u>363,440</u>	<u>382,440</u>	<u>351,103</u>	<u>31,337</u>
Excess of revenues over (under) expenditures	<u>\$ 149</u>	<u>\$ 149</u>	<u>\$ (205)</u>	<u>\$ (354)</u>

**RICHARDSON'S BAY REGIONAL AGENCY  
NOTES TO SUPPLEMENTARY INFORMATION  
YEARS ENDED JUNE 30, 2013 AND 2012**

**1. BUDGETARY BASIS OF PRESENTATION**

The budget included in these financial statements represents the original budget and amendments approved by the Board of Directors. The budgetary basis is the modified accrual basis. Various reclassifications have been made to the actual amounts to conform to classifications included in the budget approved by the Board of Directors. Additionally, various reclassifications have been made to the budget amounts to conform to the Agency's accounting records.

**2. BUDGET RECONCILIATION TO STATEMENT OF REVENUES AND EXPENSES**

The following reconciles the actual amount listed on the budgetary comparison schedule to the statement of revenues and expenses.

	<b>2013</b>	<b>2012</b>
Excess of revenues over (under) expenditures	\$ 57,508	\$ (205)
Depreciation expense	(8,584)	(8,584)
Net income (loss)	\$ 48,924	\$ (8,789)



Richardson's Bay Anchorage Management

## COMMUNITY WORKSHOP SUMMARY MEMO

Prepared for the RBRA Board to summarize the March 14, 2015 community workshop related to Richardson's Bay Anchorage Management.

### *I. Community Workshop Overview*

On Saturday, March 14, 2015, the Richardson's Bay Regional Agency (RBRA)— the joint-power agency made up of Sausalito, Belvedere, Tiburon, Mill Valley, and the County— hosted a community workshop for the purpose of soliciting community input on the ongoing and future management of the Richardson's Bay Anchorage. Marin County Supervisor Kate Sears and Sausalito Councilmember Herb Weiner delivered the opening welcome. The morning workshop was held at the Bay Model in Sausalito and attended by over one hundred people representing a wide range of community members, including live-aboards, anchor-outs, marina/anchorage boat owners, marina representatives, local residents, local business owners, elected officials, staff, and others interested in the maritime heritage of the area.

The workshop was structured in three phases. The first phase included a presentation led by John Gibbs from Wallace Roberts & Todd, the community facilitation consultant for the workshop. The hour-long presentation provided workshop attendees with an overview of the anchorage (see below) and was supplemented by several invited guest speakers who have specific expertise in the issues related to the Bay including Bay ecology, human health, public safety, and law enforcement. Guest speakers included:

- **Jordan Wellwood**, Executive Director, Richardson Bay Audubon Sanctuary
- **Mitch Goode**, Warden, State Department of Fish and Wildlife
- **Tom Jordan**, Emergency Services Coordinator, Marin County Office of Emergency Services
- **Jason Satterfield**, Homeless Analyst, Marin County Department of Health and Human Services
- **Sean Stephens**, Veterans Service Officer, Marin County Veterans Service Office
- **Reverend Paul Mowry**, Pastor, Sausalito Presbyterian Church
- **Jennifer Tejada**, Chief, Sausalito Police Department
- **David Stires**, Deputy, Marin County Sheriff's Marine Patrol

The second phase of the workshop was comprised of a breakout group exercise. Workshop attendees were randomly assigned to tables in which they were asked to identify their top 2-3 issues associated with the anchorage, discuss the issues, and brainstorm recommendation/strategies for addressing them. Each breakout group was assigned a volunteer facilitator, who took notes for the group and helped each attendee



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to participate and share their insights. The breakout group discussions lasted approximately 45 minutes and culminated in a presentation of each group's priorities by the group facilitator.

The last phase of the workshop was an hour-long public comment period during which attendees shared their individual thoughts and ideas regarding anchorage management with the larger group.

## ***II. RBRA-Identified Themes and Issues of Concern***

In preparation for the community workshop, the RBRA Anchorage Management Subcommittee prepared a list of issue topics organized by theme that are commonly known to exist on the anchorage. These issues, not intended to be exhaustive, provided a useful starting point to frame the community discussion. Identified issues included the following:

### **1. Environmental**

- Richardson's Bay is one of the top herring fisheries on the west coast of North America. Eel grass beds are the primary habitat and serve as the foundation of the fishery.
- Anchors and the dragging scope of the anchor chain can be highly damaging to eel grass. "Crop circles" are visible locations where the chains have scraped the bay bottom clean.
- The Bay is home to a variety of marine wildlife and includes a preserve area owned and managed by the Audubon Society.
- Trash and debris from boats and shore areas are damaging to wildlife, recreational users and boats. Some anchored boats have refuse piled on deck which can fall overboard.
- Sunken and beached boats require removal.
- Hazardous materials such as petroleum and sewage compromise Bay health.

### **2. Human Health and Safety**

- There is a long-term, maritime based, community fabric established in the Bay dating back decades.
- Some anchor-outs choose to live on the water while some have no other housing options.
- Access to social programs designed for at-risk populations is a challenge for those living on the water.
- There is a lack of publicly available facilities on shore such as restrooms and laundry. Limited water services such as mobile sewage pump-out is also a challenge.



**3. Public Safety and Law Enforcement**

- Mandating current registration/ documentation on all vessels
- Increasing law enforcement presence
- Safety related to maritime skill and the seaworthiness of vessels is a priority.
- The anchorage is a location that frequently hosts illegal activities.

**4. Navigational Hazards**

- Sunken and drifting vessels pose navigation and safety risks to boaters in Richardson's Bay.
- Debris stored on vessels frequently ends up in the Bay and becomes a navigational hazard.

**5. Property Damage**

- Poorly anchored boats can break away and cause damage to other boats, docks, marinas, waterfront residences and property, and marshes.

**6. RBRA Operations and Finance**

- Sunken, damaged, and unseaworthy boats require disposal.
- RBRA operates a rapid response recovery program for breakaway boats in Richardson's Bay.
- RBRA operates a pump-out vessel program to provide sanitary services for boats in the anchorage.
- RBRA's disposal, rescue and recovery, and sanitation programs are financed by RBRA members (Sausalito, Belvedere, Tiburon, Mill Valley, and Marin County) and the State.

**7. Regulatory**

- RBRA has jurisdiction to enforce regulations within the anchorage.
- BCDC regulates projects and fill in San Francisco Bay
- State Lands Commission has regulatory authority over State public trust lands/waterways
- Numerous regulations and statutes apply to the anchorage, which must be actively enforced with limited resources.
- RBRA Special Area Plan provides for uniform regulatory policies and controls in Richardson's Bay
- Given the many local, state, and federal agencies with authority over Richardson's bay, jurisdictional interplay between them can be complex.





#### 8. Facilities/Amenities

- Access to the Richardson's Bay shoreline, including public docks, is an asset to all surrounding communities that must be protected.
- The scarcity of moorings in the Bay has contributed to a surge in the number of vessels in the anchorage.
- Marina pump-outs for vessels in furtherance of Clean Marina Program
- Shore-side facilities for anchorage visitors are limited.
- The Bay is a stunning backdrop for its surrounding communities and its visual character and beauty should be preserved.
- Business impacts including safety, viability, and services.
- Recreational boating in the Bay are popular but can be problematic when renters are unskilled mariners.

### **III. Breakout Group Discussion Summary**

Discussions in the breakout groups were lively and thoughtful and addressed a wide range of topics related to the primary themes listed above. The following provides a synthesis of the highest priority issues discussed in the breakout groups as well as a summary of the strategies that were suggested to address some of the most challenging issues related to anchorage management in Richardson's Bay.

#### **Environmental**

##### *Summary of Issues*

Three issues garnered the most attention in the breakout group discussions related to environmental protection:

- 1) ***Eel grass/herring habitat disturbance.*** San Francisco Bay and Richardson's Bay in particular are some of the most important habitat/spawning areas for herring and other fish on the West Coast due to the presence of eel grass where they lay their eggs. Vessels in the anchorage sometimes destroy the eel grasses by dragging anchor chains along the bay floor and creating "crop circles" as the tides and winds swing them on their anchor. The destruction of the eel grass and fish habitat was noted as a key issue by numerous workshop participants.
- 2) ***Trash and debris.*** Workshop participants noted the increasing presence of trash and debris on the waters of the anchorage. Two primary causes were identified. First, the lack of on-shore garbage facilities makes trash disposal more difficult and trash stored onboard vessels can fall or be blown into the Bay. Second, numerous vessels in the anchorage are used as storage space for personal property by their owners and/or residents. These vessels can become overloaded with items stored above deck, which sometimes inadvertently fall into the Bay, particularly during storm events. Larger items can become navigational hazards.



- 3) **Spillage/sewage from boats.** Gas, diesel, human waste, and other hazardous spills were noted as important concerns in the anchorage. Causes identified for spills include poorly maintained vessels that leak hazardous fluids and the failure of vessel owners/residents to regularly pump out their human waste.

### *Strategies*

Breakout groups discussed the following strategies for addressing environmental issues:

- 1) **Establish a mooring field.** Establish a mooring field in order to prevent the destruction of eel grass beds by dragging anchor chains.
- 2) **Prevent spills and enforce regulations.** Consider establishing new programs to help prevent hazardous spills into the Bay. These could involve the expanded use of the sewage pump-out vessel as well as increased public education around environmental issues in the Bay. Step up enforcement of existing regulations designed to prevent hazardous spills.
- 3) **Create a trash/debris disposal facility.** Establish an on-shore trash disposal facility for anchorage users to deposit their garbage and other debris they may no longer need. It was also recommended that those who use their vessels for personal storage should be engaged and encouraged to seek alternative storage arrangements in order to reduce debris in the Bay.

## **Human Health & Safety**

### *Summary of Issues*

Discussions within the breakout groups related to human health and safety focused on three primary issues:

- 1) **Homelessness and access to social services.** While many in the anchor-out population in the Richardson's Bay anchorage have chosen to make the water their home, for some, it is a last option for refuge. Homelessness, mental health, and access to social services are every day concerns. Reaching this population and connecting them to social services that could help improve their lives can be a challenge on the water.
- 2) **Preserving local culture.** Several workshop participants noted the unique culture that has developed on the anchorage over the years, particularly among live-aboards and anchor-outs.<sup>1</sup> Those residing full-time on vessels on the anchorage

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<sup>1</sup> The term "live-aboards" refers to people who live aboard a boat in a marina or in a house boat. The term "anchor-outs" refers to people who live aboard a boat that is anchored off-shore.



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are part of a tight-knit, self-reliant community that many view as part of Sausalito's heritage as a maritime community. Some participants expressed concern about actions or regulations that could disrupt or drastically alter Sausalito's existing waterfront culture.

- 3) **Mistrust between anchorage user groups.** Richardson's Bay is enjoyed by a variety of users, including recreational day boaters, commercial boaters, live-aboards/anchor-outs, and others. Unfortunately, the perceived interests of these user groups are not always aligned, which can lead to friction and mistrust among them. In particular, there has been a perception among anchor-outs that other groups would like to have them removed from the anchorage. Despite this, many workshop participants expressed a desire to see the anchorage population remain diverse.

### *Strategies*

Numerous potential strategies were discussed in the breakout groups to address issues related to human health and safety, including:

- 1) **Public facilities.** For those who remain on the anchorage, provide on-shore common-use facilities such as showers, bathrooms, garbage bins, and pay-per-use amenities to help them lead healthy lives.
- 2) **Facilitate anchor-out participation in anchorage monitoring/management.** Engage the anchor-out community to find ways in which its members can productively participate in monitoring and management activities on the Richardson's Bay anchorage.
- 3) **Foster a culture of respect and responsibility.** Provide forums for open communication among all users and stakeholders of Richardson's Bay that foster a culture in which diverse lifestyles are respected and individuals take responsibility for their actions and property. Provide information and educational resources for anchorage residents, day-users, and visitors to help them understand the roles they can play in the monitoring the anchorage in partnership with government agencies.
- 4) **Provide job training and employment services.** In order to assist anchorage residents who are unemployed or underemployed in finding living-wage jobs, help connect them with job training and/or employment services. Consider establishing a partnership between local marinas, local businesses, non-profits, and the County that focuses on maritime-related job creation for anchorage residents.



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- 5) **Provide housing.** Help connect low-income anchorage residents who want on-shore housing opportunities with affordable housing options.

## **Public Safety & Law Enforcement**

### *Summary of Issues*

Discussions within the breakout groups related to human health and safety focused on three primary issues:

- 1) **Theft.** Property theft of boats and items stored on boats was noted as an issue by several workshop participants.
- 2) **Enforcement.** Several workshop participants felt that enforcement of maritime and civil regulations such as vessel registration has not kept pace with the number of violations that occur in Richardson's Bay. A possible cause mentioned is a shortage of law enforcement staff.
- 3) **Boat rentals to inexperienced boaters.** One breakout group noted that many boat owners in Richardson's Bay rent out their vessels to day boaters who have little experience or training operating watercraft. Similar issues were discussed in relation to commercial kayak and paddle board rentals. This is a concern for reasons related to boater safety and property protection.

### *Strategies*

Strategies discussed for addressing public safety and law enforcement issues include the following:

- 1) **Actively enforce existing regulations.** Enforcement agencies should be provided with staff and resources to more actively enforce existing laws and regulations related to the anchorage.
- 2) **Take responsibility for rentals.** Business owners should take responsibility for boats rented for use on Richardson's Bay, including providing training for less-skilled boaters.

## **Navigational Hazards & Property Damage**

### *Summary of Issues*

Issues related to navigational hazards and property damage were explicitly linked in the breakout group discussions, and as a result they are combined here into a single theme. They focused on two primary issues:



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- 1) **Abandoned/sunken vessels.** The presence of abandoned and sunken vessels in the anchorage was raised as an important issue. Abandoned vessels that are not seaworthy and/or with anchors that are not properly maintained have the potential to break free and/or sink, becoming navigational hazards. They can also cause considerable property damage both on-and off-shore if they break free of their anchors.
- 2) **Lack of maritime skill.** The safe operation and maintenance of watercraft is a specialized skill requiring training and experience. Lack of skill can pose a risk to safety and property damage to all. Several workshop participants felt that many boaters, kayakers, and paddle boarders they encounter on Richardson's Bay do not have the training and experience to safely operate their watercraft.

### *Strategies*

Numerous strategies were discussed to address issues related to navigational hazards and property damage. These include the following:

- 1) **Establish a mooring field.** Anchored vessels are much more likely to convert to breakaways than moored vessels, particularly during storm events. By moving as many vessels as possible from the anchorage to a mooring field, it may be possible to reduce navigational hazards and property damage caused by breakaway vessels.
- 2) **Require appropriate anchoring equipment and training.** Require that all vessels be secured with appropriate anchoring equipment that is regularly maintained. Offer anchoring training opportunities for boaters who regularly use the anchorage.

## **RBRA Operations & Finance**

### *Summary of Issues*

Discussions within the breakout groups related RBRA operations and finance focused on:

- 1) **High vessel disposal costs.** At least one workshop participant felt that the vessel disposal costs that RBRA has paid in recent years are unnecessarily high.

### *Strategies*

Strategies discussed to address issues related to RBRA operations and finance include:

- 1) **Actively enforce existing regulations.** RBRA should be provided with the resources to more actively enforce existing laws and regulations related to the anchorage.



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## Regulatory

### *Summary of Issues*

The issue of regulatory enforcement was a high priority topic for a majority of the breakout groups. There was a general consensus that regulations related to permitted anchoring and vessel safety are not being properly and consistently enforced in the anchorage. Causes cited included a shortage of enforcement staff as well as a lack of clarity around what agency/agencies have regulatory power and authority. Given the large number of state and local agencies involved in coastal planning and management, there is a sense that “no one is in charge.”

Additionally, it was noted in one breakout group that acquiring permits for charter companies and other businesses is quite difficult. Some felt that some obligations and rules are onerous, including licensing and drug testing.

### *Strategies*

Numerous strategies were discussed to address regulatory issues. These include the following:

- 1) **Establish a government-regulated mooring field.** Establish a mooring field that is installed and managed by a government agency with special regulations related to tenants/guests/residents.
- 2) **Provide clear enforcement power.** Determine which agency is most suitable to manage the anchorage and ensure that it has real enforcement power. Consider appointment of an “anchorage czar” to oversee the anchorage.
- 3) **Establish anchorage registration and fee structure.** Require all vessels in the anchorage to register with a government agency and pay a registration fee. Consider requiring vessels to be re-anchored at regular intervals.
- 4) **Require boat insurance.** Require that any vessel in the anchorage carries boat insurance to protect property in the case of a breakaway or other accident.
- 5) **Establish an interagency committee.** Consider establishing an interagency committee to oversee the anchorage.
- 6) **Establish anchor-out rights.** In order to protect those living permanently on the anchorage, establish a right to live aboard.

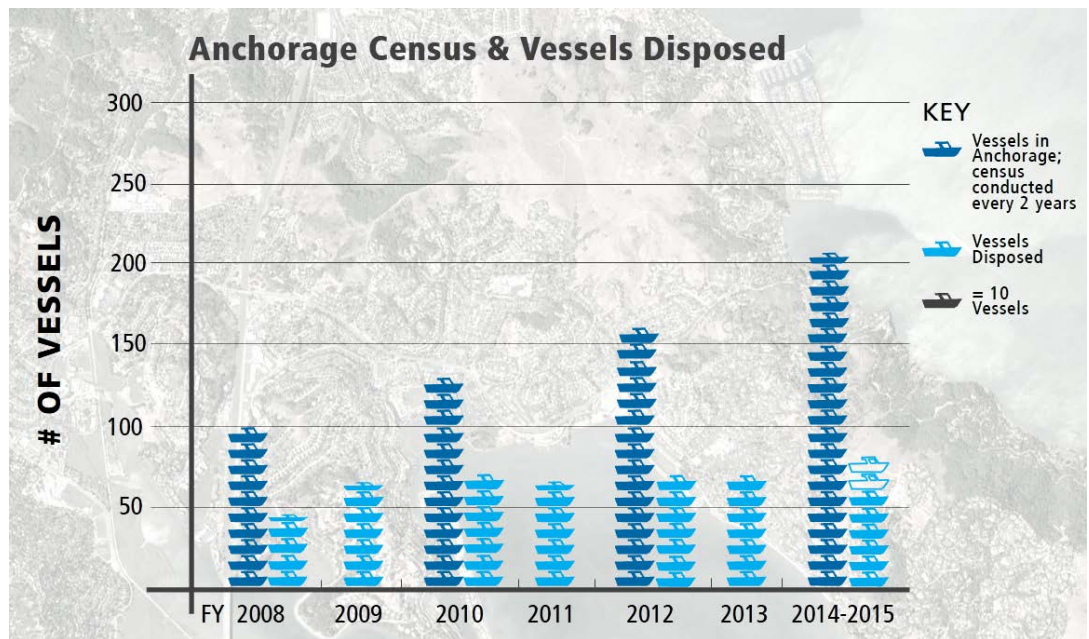


## Facilities/Amenities

### Summary of Issues

The availability of facilities and amenities was a key concern for a majority of breakout groups. There was a general consensus that the existing complement of on- and off-shore facilities is not adequate for anchorage users.

- 1) **On-shore facilities.** The lack of on-shore facilities such as fresh water access, public showers, and trash and sewage disposal facilities was noted by the breakout groups.
- 2) **Anchorage capacity.** The number of vessels anchored in Richardson’s Bay has increased dramatically during the last decade, which has resulted in reduced capacity in the anchorage as well as hazardous conditions for boater safety and private property.



### Strategies

Two primary strategies were discussed to address facilities issues. These include the following:

- 1) **Provide new on-shore facilities.** Provide new on-site facilities such as showers, bathrooms, trash disposal, fresh water, and dingy docks for anchorage visitors.



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- 2) **Establish a mooring field.** Establish a mooring field to manage capacity in Richardson's Bay and to improve safety.

#### ***IV. Anchorage Theme Prioritization***

The wide-ranging breakout group discussions helped to identify the themes related to anchorage management that are of highest priority to workshop participants. These are, in order of importance:

- 1) Environmental
- 2) Facilities/Amenities
- 3) Human Health & Safety
- 4) Regulatory
- 5) Public Safety & Law Enforcement

Determining the relative priority of themes was accomplished utilizing both quantitative and qualitative measures from the breakout groups' hand-written notes. Table 1 shows the prioritization summary by theme, which takes into account two sets of data:

- 1) Each breakout group was asked to take a tally of its participants to determine the group's highest priority themes; six of the ten groups provided this information.
- 2) According to the interests of their members, each breakout group focused on different themes in their discussions. Some groups focused on just a few themes while others touched upon almost all of them. The relative frequency of each theme in group discussions was considered in determining the highest priority workshop themes.

While a broad range of issues was discussed at the community workshop, a few cross-cutting strategies were seen as potentially effective in addressing multiple issues. For example, establishing a mooring field was viewed as a way to accomplish various goals, including reducing environmental damage due to dragging anchor chains, improving navigational safety and property protection by reducing the number of breakaway vessels, providing greater regulatory certainty in Richardson's Bay, and better identifying and managing the capacity of the Bay. Similarly, more active regulation and enforcement by RBRA and other agencies was noted as a way to reduce environmental damage from hazardous spills and sunken vessels, improve public safety overall, improve navigational safety and property protection, and clarify responsibility for anchorage management. The social challenges existing on the anchorage are also important to address, but will require a broader range of strategies and coordination between multiple agencies and organizations in order to find effective solutions.

Engaging the Richardson's Bay community—including live-aboard anchor-outs—in the process of prioritizing issues and brainstorming potential strategies is an important





component of planning a sustainable, inclusive future for Richardson’s Bay. While the community workshop summarized here represents only the first round of dialogue, it is an important first step in understanding the issues that matter most to the community. We believe it serves as a resource for future conversations.

**Table 1: Theme Prioritization Summary**

<b>Anchorage Management Themes</b>	<b>Breakout Groups</b>										<b>Total Votes</b>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	
<b>Environmental</b>	(3)	(4)		(3)	(2)	(4)		(7)			19
<b>Human Health &amp; Safety</b>	(2)	(2)		(4)	(3)	(2)		(2)			15
<b>Public Safety &amp; Law Enforcement</b>	(3)	(2)		(2)		(2)		(3)			12
<b>Navigational Hazards</b>		(2)				(4)		(1)			7
<b>Property Damage</b>		(1)		(1)		(4)		(1)			7
<b>RBRA Operations &amp; Finance</b>		(1)									1
<b>Regulatory</b>	(3)	(1)		(1)	(1)	(1)		(2)			9
<b>Facilities/Amenities</b>		(2)		(1)	(5)	(3)		(3)			14

**Notes**

- Numbers in parentheses indicate the number of workshop participants who voted on the theme as a top priority. Six of the ten breakout groups provided a numerical tally. The “Total Votes” column is a sum of participants’ votes by theme.
- Orange boxes indicate that the theme was a topic of discussion in the breakout group.

# **Richardson Bay Anchorage Management**

## *Community Meeting Notes Breakout Group Transcript*

**March 14, 2015**

Transcription of original notepads used during breakout group discussions to record group and table comments.

## TABLE 1

### *Environmental*

- Issues
  - Eel grass – avoid beds, however they move
  - Permanent Structures in Deeper Water
  - Case studies – more recent surveys
  - Be strategic about anchors
  - Approach anchoring out differently – New case study coming out 2015 - Laminar info to community
  - Communicate info – Library, Coffee shops, Notices at Turney Dock
  - Sewage
- Strategies/Goals
  - Water Quality Testing
    - Testing more frequently
    - Test water outfalls – storm drains
  - Like to see better awareness
  - How is sewage taken care of? How do we address?
    - Containment vessel
    - Grant funded pump-out
  - Permanent Moorings
    - Limited # multiple berths on each

### *Regulatory/Public Safety*

- Strategies/Goals
  - Enforce regulations ---> Increase funding
  - Increase public facilities
  - Charging per month for anchorage
  - Raising awareness of Dave's Dining (hours though 9 – 5) and dragging anchor
  - Boats coming ashore; important because of storms; better regulation coordination. Case study: Santa Barbara
  - All boats registered

### *Facilities/Amenities*

- Strategies/Goals
  - City/County facilities -→ increase
  - Permanent mooring balls

### *Overarching*

- Strategies/Goals
  - Agreement (memorandum of agreement) City of Sausalito (?)

### *Issue Ranking*

- Environmental – III
- Human / Social – II

- Navigational Hazards
  - Property Damage
  - RBA Operations + Finance
  - Public Safety + Enforcement – III
  - Regulatory – III
  - Facilities/ Amenities
- 

## TABLE 2

### *Issue Ranking*

- |                                   |      |
|-----------------------------------|------|
| • Environmental                   | IIII |
| • Human Health & Safety           | II   |
| • Public Safety & Law Enforcement | II   |
| • Navigational Hazards            | II   |
| • Property Damage                 | I    |
| • RBRA Operations & Finance       | I    |
| • Regulatory                      | I    |
| • Facilities / Amenities          | II   |
| • Culture (Celebrate)             | I    |
| • Limited resource                |      |
| • Creation                        |      |
| • Regulatory concerns             |      |

### *Human Health & Safety / Community*

- Issues
  - Internal community
  - Network
  - Piracy
  - Self-regulation Vs. - Outside regulation
  - Dependent on Shore side facilities – some regulation needed
  - Huge change in culture since original population
  - Mixed group of users
  - Price driving population
  - Mistrust between populations
    - Discrimination
    - With law
    - No assist
  - People who are boaters, vs. people who live on boats
  - Anchoring services needed

### *Environmental*

- Issues
  - Pollution from multiple sources

- Strategies/Goals
  - Nature & human nature preserve
  - Create a preserve (ecologically)
  - Low carbon footprint

***Public Safety/Law Enforcement; Navigational Hazards; Property Damage***

- Issues
  - Abandoned boats
  - Issues of property damage

***Facilities/Amenities***

- Strategies/Goals
  - More facilities needed: moorings and onshore facilities
  - Mooring & ground mooring stations
  - Federal Anchorage – creates a unique scenario

***Regulation/(Self-Regulation)***

- Strategies/Goals
  - To provide safety for water community and surrounding community
  - To know who is there/who's out
  - Better information

**TABLE 4**

***Issue Ranking***

- |                                   |      |
|-----------------------------------|------|
| • Environmental                   | III  |
| • Human Health + Safety           | IIII |
| • Public Safety + law Enforcement | II   |
| • Navigational hazards            | 0    |
| • Property damage                 | I    |
| • RBRA Operations & finance       | 0    |
| • Regulatory                      | I    |
| • Facilities / Amenities          | I    |

***Regulatory/Public Safety***

- Issues
  - Inter-Agency coop
  - Citizen advisory groups
- Strategies/Goals
  - Annual Mooring inspection
  - Sub-committees
  - Inter-Agency Committee

***Facilities/Amenities***

- Issues

- Moorings against the Law
- Strategies/Goals
  - Mooring field

### ***Environmental***

- Issues
  - Garbage
- Strategies/Goals
  - Garbage disposal

### ***Human Health & Safety / Community***

- Strategies/Goals
  - Safe Anchorage for boats currently in R. bay
  - Pilot Program – On-Shore Housing

## **TABLE 6**

### ***Issue Ranking***

- |                                   |      |
|-----------------------------------|------|
| • Environmental welcoming         | IIII |
| • Human Health & Safety           | II   |
| • Public Safety & Law Enforcement | II   |
| • Navigational Hazards            | IIII |
| • Property damage                 | IIII |
| • RBRA Operations & Finance       | 0    |
| • Regulatory                      | I    |
| • Facilities / Amenities          | III  |

### ***Environmental***

- Issues
  - Clean water
  - Garbage
  - Wildlife
  - Sampan (Hong Kong)
  - Plastic bags – regulatory – enforcement, leakages/ gas/ diesel slick, dumpster rental
- Strategies/Goals
  - Garbage – pump out, enforcement – Clean up Boats

### ***Facilities/Amenities***

- Issues
  - Moorings against the Law
- Strategies/Goals
  - Dingy docking facilities (temporary)
  - Secure clean water (Human Health and Safety)
  - Mooring Field / some public substations / cables

- Showers
- Trash disposal ease
- Getting water
- Local organizations to help financially
- Dingy Docks (temporary)
- Enforcement

### ***Regulatory***

- Issues
  - Illegally moored boats
- Strategies/Goals
  - Re-Anchor every 15 days
  - Taking personal responsibility
  - Anchorage and chain
  - Live aboard rights
  - Equal access

### ***Navigational Hazards***

- Issues
  - Sunken boats
  - Anchor chains
  - Junk boats / no lighting
- Strategies/Goals
  - Enforcement
    - i. 1 person / 3 boats unoccupied
    - ii. Owner occupied – boats must be sea-worthy

### ***Property Damage***

- Issues
  - If a boat is dragging, Vulnerable w/o power
- Strategies/Goals
  - Mooring fields
  - Better Facilities & Amenities
  - Appropriate ground tackle
  - Anchor/ chains / skills

## TABLE 8

### *Issue Ranking*

▪ Environmental	###	II
▪ HH & S	II	
▪ Facilities	III	
▪ Nav Haz	I	
▪ Prop Dam	I	
▪ Pub Safety	III	
▪ Regulatory (public trust)	II	
▪ Maritime History	I	
▪ Threat to Sailors' way of life (Open water anchoring)	I	

### *Environmental*

- Issues
  - Decline in herring pop → dim. Crop areas
  - Debris Fields
  - Agricultural runoff (from storms)
  - Storm pollution / Runoff from lawns
  - Trash
- Strategies/Goals
  - Mooring field to protect Eelgrass
  - Spill prevention
  - Public awareness (education)

### *Health and Human Safety*

- Issues
  - Abuse of \_\_\_\_\_???
  - Personal responsibility
  - Equality???
  - Should not be **the** topic
  - Self-reliance
- Strategies/Goals
  - Public showers, bathrooms, facilities
  - More shoreline access
  - Empathy towards others
  - Awareness/education

### *Public Safety / Law Enforcement / (Awareness)*

- Issues
  - Sunken Debris
  - Dock maintenance – who?
  - Use of boats for storage
- Strategies/Goals
  - Anchor Lights
  - Enforce registration



- Anchor – out management
- 

## TABLE 9

### *Health and Human Safety*

- Issues
  - Reducing pop/removing people
  - Financial issue
  - Human issue, homeless
  - Culture of anchor-out, Sausalito heritage lifestyle
  - Who gets to be out there + why?
    - Concern re: homeless
    - Keep R. Bay as great sailing spot
    - Diverse housing types, heritage, but safely, secure moorings
  - How much anchorage for lifestyle boats? Vs. day sailing – both needed
- Strategies/Goals
  - Everyone take responsibility for self
  - Government should not enable homeless to live on boats (Regulatory)

### *Environmental*

- Issues
  - Environment- be aware of impact on birds and Eelgrass

### *Regulatory*

- Issues
  - Illegally moored boats
  - **CA Law** for license to operate vessel
  - Need clear management between agencies, who is in charge?
  - Depending on individual is not working – public fed up
- Strategies/Goals
  - Need proper management systems
  - Government installed moorings, regulated, management systems
  - Should be managed anchorage with set #
  - Government should not be responsible for mooring, mariners should be
  - Boaters need to be responsible for themselves + boats
  - Legal – access to shore in CA should be equal
  - **RBRA** should make sure boaters responsible
  - Should be permanent opp. To live on water – culture
  - Government should control moorings / #s
    - Short term (private)
    - Long term (public)
  - “Anchorage Czar?” Overseer
  - Need for clear enforcement power
  - Need enforcement

### ***Public Safety/Law Enforcement***

- Issues
  - Boat theft
  - How many people will need help to cooperate?
  - Trust / theft not huge issue

### ***Navigational Hazards***

- Issues
  - Lack of maritime skill
  - Inappropriate use of Rich Bay Boats w/stuff
  - Many boats unoccupied!!!/ Storage of debris
- Strategies/Goals
  - Deal w/debris that accumulates on boats
  - Boaters should have anchoring boating skills

### ***Facilities/Amenities***

- Issues
  - Lack of shore facilities – water, trash, PG&E
  - Use of shore resources
  - Sewerage – need holding tank
- Strategies/Goals
  - Should be numbered in mooring field
  - Safe mooring essential
    - Liability for government but overall better, mooring cost well spent (Regulatory)
    - Licensing is essential (Regulatory)
    - Moorings should be inspected (Regulatory)
    - Reduce environmental damage of anchorage (Environmental)

### ***RBRA Operations and Finance***

- Issues
  - Purpose to reduce operating cost – mooring would increase cost
  - Liability a concern
  - Property values
  - Bill Price listed in City Hall + Police Department – why?
- Strategies/Goals
  - Deal w/debris that accumulates on boats
  - **RBRA** should oversee but lack of authority / enforcement power

### ***Issue Ranking***

- 1) Human/ cultural heritage, lifestyle
  - 2) Proper management enforcement – safety crime accountability
  - 3) Reduce environment impact debris, anchorage, sewage
  - 4) Need shore facilities
-

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## TABLE 3

### ***RBRA Operations and Finance***

- Strategies/Goals
  - Education – outreach water front meeting
  - Registration – violations – standards

### ***Environmental***

- Issues
  - Environment- be aware of impact on birds and Eelgrass
  - Ground tackle - SCOPE
- Strategies/Goals
  - Pump out boat – more frequent?
  - Protect Eelgrass – prove it
  - Recycling/reuse

### ***Health and Human Safety***

- Strategies/Goals
  - low income housing - regional
  - warning services
  - Anchorage representation – non profit
  - Booth at festival
  - Liaison – needs supported communication

### ***Regulatory***

- Issues
  - Illegally moored boats
- Strategies/Goals
  - Fed – Special Anchorage District
  - State services – MODEL ANOTHER COMMUNITY

### ***Facilities/Amenities***

- Strategies/Goals
    - Friendly and not intimidating facilities
- 

## TABLE 5

### ***Issue Ranking***

Garbage Boat II

Regulatory – divers I

Human Health - showers, safety + sanitation, Food availability – Garden III

Docking – Availability, Environmental I

Mooring – Subsidized? Aesthetic, optional, Security challenge III  
Service Vessel I

### ***Environmental***

- Issues
  - Who to call for spill? Fish and Wildlife
  - Crop circles, eel grass, herring and fish population

### ***Facilities/Amenities***

- Issues
  - Shortage of live aboard marina
- Strategies/Goals
  - Paid showers
  - Volunteer maintenance
  - Insurance
  - Services bulletin board / yahoo group
  - Maps of facilities

### ***Health and Human Safety***

- Issues
  - Civil rights
  - Population density, land and sea, limited space
- Strategies/Goals
  - Work with skills in anchorage; talented
  - Work with non-profit or jurisdiction
  - Like to live on water
  - Communication
  - Work services
  - Community with community watch
  - Donation inspections
  - Information – Census – Anthropology

### ***Regulatory***

- Strategies/Goals
  - Different anchoring, bow and stern regulation, information

## **TABLE 7**

### ***Environmental***

- Issues
  - RBRA's demolition
    - Spillagell, non-deployment of boom
    - Non response to complaints, marina boat owners

- Crop circles, eel grass, herring and fish population
- Improve habitat even with more boats

### ***Facilities/Amenities***

- Issues
  - Burden on city dock and existing harbors
- Strategies/Goals
  - Access to shore, bathrooms, garbage, galley, harbor
  - City needs to support financially
  - Boater responsibility
  - Improved mooring
  - Expand locations and \$\$
  - Sustainability = mooring balls

### ***Regulatory***

- Strategies/Goals
  - Should be insured
  - Insure boats

### ***Health and Human Safety***

- Strategies/Goals
  - Respect all people on anchorage, harbors, police, land owners

## **TABLE 10**

### ***Health and Human Safety***

- Issues
  - Steady influx of new, unregistered and “very aggressive” tenants/ bay residents
  - theft, noise, violence, destruction of the bay front, human waste/ garbage, and disruption of businesses
- Strategies/Goals
  - Partnership between marina owners, county, and the business sector to improve conditions for all
  - Clearing out residents should not be an option
  - Look at best practices from Chula Vista, San Diego or the Galilee and Schoonmaker marina owners.
  - Engage the residents and guests with adequate information and roles to play in the monitoring of anchorage and anchor outs in partnership with government departments
  - Solutions/education for anchorage dwellers
  - Anchor outs as property registered residents/businesses

- Prompt and regular information dissemination to ALL residents about the benefits of all the new measures including;
  - Living wage employment creation for eligible residents with training opportunities, as a partnership of non- profits and commercial entities/ businesses and county.
  - Common use facilities for healthy living including – showers, bathrooms, pay-per-use amenities.
  - Role of other areas/bays that contribute to the overcrowding in Richardson’s bay.
- Cooperative ownership examples of best practices
  - Mail delivery; employ the unemployed residents
  - Good use of unused \_\_\_\_\_
  - Generating funding by improved use of mooring fields, dinghy docks
- Provide low income housing for homeless

### ***Public Safety/Law Enforcement***

- Issues
  - Overcrowding
  - Guests and patrons of bay front businesses harassed or frightened from the area. Aggressive new residents.
  - Intruders on boats
  - Theft
  - Local police not able to help due to jurisdictional boundaries
  - Enforcement not able to cope with the number of cases.
  - Boat owners renting out boats without appropriate training or registration
- Strategies/Goals
  - Provide incentives for Law enforcement of the bay use regulations
  - Business owners must take responsibility for rentals

### ***Navigational Hazards***

- Issues
  - Navigational dangers related to poor navigational skills and lack of information to anchorage residents
  - Anchors coming loose
  - Boat traffic
  - Improper sailing/use of boats
  - Leads to loss of business to the county and businesses
- Strategies/Goals
  - Monitors needed for mooring field. Current guests to take mooring classes as prerequisite.

### ***RBRA Operations and Finance***

- Issues
  - Difficulty of acquiring permits for charter companies and businesses

- Onerous obligations/rules re: licensing, drug testing, timed \_\_\_\_\_, outlaws
- Inaccuracies in statistics of abandoned boats.
- Disposal costs unnecessarily high
- Cost of improvements to be borne by all other bays (Tiburon, Belvedere)
- Shared responsibility for services/maintenance

### **Regulatory**

- Strategies/Goals
  - RBRA needs to follow up on issues raised by the business community (statistics), and enforce existing laws
  - Insure boats

### **Facilities/Amenities**

- Issues
  - Garbage disposal
  - Showers
  - Safety during storms
- Strategies/Goals
  - Create mooring fields with specific capacity, with regulations that can be monitored with residents and county cooperating to reduce the costs.
    - Regulations, equipment
    - Tenants/guests
    - Categories of residents
  - Create expanded dinghy docks and other facilities for seasonal guests or new residents with time regulated use and enforcement.
  - Schoomaker
    - De-cluster anchorage community from facility expansion
    - Business community is at risk financially and in terms of safety
    - Making private business viable in the anchorage area

### **General Q&A**

- How to preserve anchorage culture?
- Improve/maintain navigable waters of the Bay
- Concern that RBRA is misusing federal admiralty law to seize property
- Establish a mooring field, preference for seaworthy/habitable vessels, guest moorings
- Great support in the community for live-aboards
- Providing basic services should be a priority (showers, trash, etc)
- Lack of space in Bay to anchor safely, illegal moorings take up too much space
- RBRA is taking people's homes, intention is for profit
- Legal vs. lawful

May 7, 2015

**TO:** RBRA Board  
**FROM:** RBRA Anchorage subcommittee  
**SUBJECT:** RBRA anchorage program

Boardmembers:

This report of the Anchorage Subcommittee follows up on the community workshop on the anchorage conducted on March 14 by the RBRA, and work conducted by the subcommittee, staff, and WRT, the consultant hired by RBRA to conduct the public workshop.

The subcommittee is very pleased with the workshop and its results, as reported by the workshop consultant WRT (their presentation and report is elsewhere in this meeting's agenda). This report follows up on the workshop results.

We want to thank the 100 or so folks who took time out of their weekends to attend the workshop and give us their views. The subcommittee also thanks the following public and nongovernmental organizations who brought their perspectives and expertise to the workshop discussion:

Jordan Wellwood - Richardson's Bay Audubon Center and Sanctuary  
Mitch Goode – CA Dept. of Fish and Wildlife  
Tom Jordan – Marin County Office of Emergency Services  
Jason Satterfeld – Marin County Health & Human Services  
Sean Stephens – Marin County Veterans Service Office  
Reverent Paul Mowry – Sausalito Presbyterian Church  
Jennifer Tejada – Sausalito Police Department  
David Stires – Marin County Sheriff's Office

#### Workshop recap

The purpose of the community workshop was to solicit community input on the management of the anchorage, both currently and in the future.

Public comments and breakout session discussions yielded a number of useful pieces of information. Key consensus takeaways for RBRA from the discussions include:

- The current anchorage situation is adverse, getting worse, and is damaging the environment, human health and safety, navigation.
- The RBRA needs to more actively manage the anchorage, consistent with laws and its responsibilities.
- Community social elements are an important factor in any anchorage program going forward.



- Developing a mooring field is a logical means of achieving effective anchorage management.

Information RBRA presented at the workshop included:

- The 205 vessels surveyed in the anchorage in April 2014 is more than twice the number of vessels (98) surveyed in 2008, six years previously.
- RBRA increased its vessel disposal budget by 50% in the last three years. Despite this increase, and an all-time high number of vessels disposed, the number of vessels on the anchorage is also at an all-time high, and continues to increase.
- The number of people living on the anchorage is the highest in recent years, and appears to be growing as well.
- Our area has enjoyed three consecutive much milder than average winters. A return to more typical winter conditions and storms could drastically impact the anchorage and adjacent waterfront areas.

### Options for next steps

Anchorage management matrix Building on the workshop information and discussion, the Anchorage Subcommittee developed the matrix shown in Attachment 1 (see attachment) to summarize the relative strengths and weaknesses of different anchorage management approaches. The color background in the matrix shows issues varying between green for an issue being well-addressed by an option to varying shades (yellow, orange, then red) showing issues being progressively less well-addressed.

Possible anchorage management options shown in the matrix are discussed as follows:

No Change Continuing current management practices (no action option) is very adverse from standpoints of environmental hazards, human health and safety, navigational hazards, property damage, regulatory compliance, and fiscal issues. With twice the number of vessels on the anchorage from 6 years ago, one winter storm and associated sunk/aground vessels could wipe out RBRA's entire vessel salvage budget in one fell swoop. Business as usual is simply not sustainable.

Close Anchorage Closing the anchorage theoretically offers a mix of both benefits (regulatory compliance) and problems (extreme expense, shoreside access would be closed, and adverse human welfare impacts depriving people living on the anchorage of their homes). Removing vessels on a widespread involuntary basis could cost \$10,000 - \$50,000 per vessel, even assuming no legal challenges (which there would be).

Enhanced Anchorage Management An enhanced anchorage management program (short of a mooring field) would be very expensive, and offers uncertain regulatory compliance. Absent organizing the anchorage via a mooring field, it will take constant patrols to monitor arrivals and stay on top of citations, towing, and other enforcement necessary to control the ongoing influx of vessels into Richardson's Bay. Widespread involuntary vessel removal runs into the same cost issues as closing the anchorage.

Mooring Field A mooring field follows standard practices for anchorage management used around the world. There are many common-sense reasons for this. Environmentally, mooring lines have much less impact on eelgrass than current anchor chains. A mooring field will allow implementation of requirements for vessel seaworthiness and sewage and garbage collection. A mooring field better protects vessels and individuals on those vessels in the anchorage since moorings provide much better storm security. Property damage would be reduced for the same reason. Fiscally, current ongoing vessel salvage expenses (\$495,000 in the last three years) would be substantially reduced, since all vessels in the anchorage will be either short-term visitors or required to be on a ball. Vessels that are not either will be easily ascertained. Regulatory compliance will be better than the current situation, since the influx of vessels stored long-term will be curtailed.

Mooring Field with Amenities and Services This option represents a fleshed-out mooring field operation that encompasses a range of services for vessels on the anchorage. A mooring field program will probably end up with this. In terms of issues, Fiscally, there shouldn't be much difference from the basic mooring field

### **Subcommittee recommendations**

Based on the feedback at the workshop and analysis of how the various anchorage management options address the primary issues, the Anchorage Subcommittee has the following anchorage program recommendations:

1) Mooring field The RBRA should pursue implementing a mooring field as the best option for meeting its management responsibilities. A mooring field offers the most effective way to organize all of the vessels on the anchorage and keep track of new arrivals. It also provides for a future revenue stream to help RBRA defray the expense of more comprehensive management of the anchorage.

2) Advisory group RBRA is committed to a consensus-driven approach to anchorage management. An advisory group reflecting the wide variety of community members involved with the anchorage is an effective method to ensure that whatever mooring-based program RBRA develops reflects the many interests and factors present.

3) Multi-year resource-intensive process Developing and implementing a mooring-based program will take several years and require resources beyond RBRA's present capabilities. Therefore it is incumbent on RBRA, beginning this next fiscal year, to secure additional funding for this program

#### 1) Mooring field

As touched upon in the matrix discussion, a properly designed and installed mooring field offers the most benefits of any anchorage management option. Benefits include:

- Safety – Vessels attached to moorings are much safer in the range of weather conditions present in Richardson's Bay than the current hodgepodge of bottom tackle.
- Environmental –Current environmental conditions on the anchorage are adverse and worsening. As noted by workshop attendees, numerous issues are present

including anchor chain crop circles, garbage, sewage, debris, and sinking boats. RBRA's efforts to date, for example sewage pickup, have been piecemeal. A mooring field program will normalize relationships with vessel owners, providing management oversight addressing seaworthiness, sewage, garbage, debris, drifting/sinking boats, and providing straightforward monitoring and (if necessary) enforcement.

- Design –Consistent with RBRA's consensus-building approach to date, the subcommittee anticipates a cooperative approach with an advisory task force (see below) to help design a mooring field that best engenders Richardson's Bay's various interests. Issues such as the number of moorings, where and how they are located, and on what terms vessels hook up will be discussed and addressed.
- Regulatory - With the anchorage organized onto moorings, it will be relatively straightforward to apply regulations to vessels and ensure compliance status with respect to applicable regulations. Navigating various requirements and regulations will be challenging, but the real-world results would benefit everyone.
- Fiscal. As discussed in greater detail in 3) below, instead of the ongoing and increasing expenses to attempt to address a worsening situation, investing into a mooring field program offers the benefit of substantially reduced ongoing vessel salvage expenses once the field is operational.

## 2) Advisory task force

RBRA conducted the anchorage workshop because it recognizes that long-term solutions to anchorage issues requires a community-based, consensus-oriented approach. Consistent with this principle, ongoing public engagement and feedback is important to inform and assist RBRA in developing and implementing a mooring program.

A wide variety of persons and organizations have a stake in Richardson's Bay, including but not limited to those that participated in the community anchorage workshop. Along these lines, the subcommittee recommends that an advisory task force be formed to assist RBRA in developing the mooring program.

Persons/organizations recommended for inclusion in the advisory group are:

RBRA Board Members: 2 - one from the Legal subcommittee, one from the Anchorage subcommittee  
Sausalito City Council: 1  
Law Enforcement: 2 – one from Sausalito PD, one from Sheriff marine patrol  
County Staff: 2-3  
“Anchor Out” Community: 2  
Houseboat Community: 1  
Marina Owners/Harbormasters: 1-2  
West Shore Resident: 1  
Service Providers: 1-2 –Mental Health and Community Assistance  
Environment: 1-2  
US Army Corps of Engineers: 1  
BCDC: 1-2  
Legal: 1

An advisory task force must be efficiently utilized. RBRA continues to face a very limited budget, even if the most comprehensive work program and budget for FY '15-16 (see discussion below) is selected by the RBRA Board. Given the reasonable range of issues presented in developing a mooring program, staff believes that a schedule and discrete tasks/deliverables should be set for every advisory group meeting. With staff/consultants providing technical background, staff projects that three meetings should be adequate to cover the topics involved.

With the Board's direction as to representation, staff would post advisory task force applications on the RBRA website and send out invitations to groups listed. At the next RBRA meeting (tentatively scheduled for July 2), the Board would make appointments based on categories and qualifications (experience, etc.). By that time, final budget decisions should have been reached by each member jurisdiction, so RBRA will know upon what fiscal basis work will be based.

### 3) Multi-year resource-intensive process

The RBRA is at the end of a three-year grant cycle where our Agency could rely on a steady source of income from its \$495,000 CalRecycle grant. RBRA was able to use this funding to salvage an all-time high number of vessels. The funds kept the problem from getting worse than it would otherwise have been.

With the CalRecycle grant funding ending, our Agency faces a much more fiscally austere vessel salvage budget next year. As is further discussed in the budget presentation, not only is our Agency looking at a one-third reduction in vessel salvage grant funding, there is a distinct possibility that the funding will not be available for Agency use for several months into the new fiscal year.

The result is under the best of circumstances our Agency will not be able to remove vessels at anywhere near the level of the last several years. Combine reduced funding with a severe winter and it is easy to envision a scenario where the Agency could be severely constrained in terms of what it is able to do in terms of vessel management and salvage for significant portions of next fiscal year.

All this lends urgency to the subcommittee and staff's request that our Agency move decisively into a new era of vessel management via a mooring field.

The subcommittee envisions three phases to develop the mooring field. Phase 1 would take place in FY '15-16 if the proposed budget is adopted. Phase 1 will largely be spent developing the mooring field design, including how the field will operate.

The second phase, once the design is settled, is to initiate environmental review consistent with the requirements of the California Environmental Quality Act (CEQA). It is estimated CEQA review could begin by end of FY '15-16. An Environmental Impact Report (EIR) will almost certainly be required. These typically take about a year to complete. How quickly the general design is agreed upon will determine how much of the EIR work occurs in in FY '15-16 and how much would take place the following year (FY '16-17).

Assuming the CEQA process take the better part of FY '16-17, the third phase, implementation, would occur in Fiscal Year '17-18.

As show in the attached budget breakdown, the program to develop a mooring field and bring it online in a three-year period is estimated to cost approximately \$650,000. Of that total, RBRA staff is hopeful that the approximately \$150,000 expense of installing the mooring field could be defrayed with grant funding.

### Budget

Scenario #3 The subcommittee recommends the Board approve the Scenario #3 anchorage budget for the upcoming fiscal year's (FY '15-16) RBRA budget. Scenario #3 is the only option that will allow development of a mooring field to proceed with the elements and on the schedule outlined above. This scenario provides for an advisory task force, and will pay for background and technical studies to support design work. Also see the attached Anchorage Program Scenario Options Costs and Details sheets.

As can be seen from costs and details, sheet, requested local agency expenditures for Scenario #3 total \$248,000 in FY /15-16. This essentially doubles the \$252,000 local agency contributions the RBRA Board previously approved for the current fiscal year (FY '14-15).

As can be seen in the attached agency contribution breakouts, the County bears the largest share of the increase (42.5%, or approx. \$104,000), with Sausalito's 35% share increasing by \$87,000. Other jurisdiction's increases are Tiburon \$25,000, Belvedere \$19,000, and Mill Valley \$12,000.

The increased budget for the upcoming year and the next few years are consistent with the workshop consensus that RBRA needs to substantially upgrade its management practices. Current funding levels severely constrain our agency's ability to do so. The workshop results and this report should leave little illusion that a change from past practices is not only warranted, but necessary.

In additional to the timeframe for developing the mooring field and bringing it online, there will be a transition period while it evolves to a recreational function. As noted above, once the mooring field and its management system are in place, the much clearer administration and enforcement it affords will finally give the RBRA the tools necessary to curtail the current unrelenting arrival of vessels in Richardson's Bay.

Scenarios #1 & #2 These two scenarios represent what is possible with anchorage program budgets that are roughly one-fourth and one-third the recommended budget. Recognizing the complex regulatory and jurisdictional context in which any mooring program would take place, both scenarios are fully funded for legal resources to assist our Agency in navigating through that process.

Scenario #1 eliminates the advisory task force. Staff would be solely responsible for developing work products, and information used would be whatever has already been generated and is available (for example, on eelgrass extent in Richardson's Bay). Staff is

familiar enough with conditions and issues that it will be able to make recommendations for the Board to consider. A workshop would also be scheduled to explore whatever work product emerges. Depending on the workshop results and what action the Board takes, some preliminary work could take place pursuant to CEQA.

Scenario #2 places the same reliance on existing information as Scenario #1, but allocates additional funding to provide for the advisory task force. While the task force would not have the benefit of technical information developed for this task, several of the issues pertaining to a mooring field (size and composition for example) have substantial social and legal elements that a group could explore. More of the technical information would have to be garnered through the CEQA process, adding to its cost.

### Summary recommendations

The Anchorage Subcommittee is recommending the RBRA Board take the following actions:

- 1) Adopt the Scenario #3 work program and budget (as part of adopting the overall RBRA budget at this meeting)
- 2) Direct staff to begin work on advisory task force membership.

Attachments: 1. Issues-Solution Options matrix  
2. Anchorage Program Scenario Options Costs and Details  
3. RBRA Budget Scenarios: FY 2015-16

## RBRA ANCHORAGE MANAGEMENT MATRIX ISSUES - SOLUTION OPTIONS

POTENTIAL OPTIONS ►	NO ACTION	CLOSE ANCHORAGE	ENHANCED ANCHORAGE MANAGEMENT	MOORING FIELD	MOORING FIELD w/ ACCESSIBLE AMENITIES & SERVICES
ISSUES ▼					
<b>ENVIRONMENTAL</b> Avian, mammal and fish habitat; Pacific flyway; Eel grass, herring fishery; crop circles; sinking vessels leak hazardous materials & contaminate the water (oil, diesel, etc.); sewage, water quality (TMDL) trash	Environmental impacts unabated, additional risk of lawsuits	Environmental impacts from anchored boats eliminated		Environmental impacts from boats substantially reduced; still requires boaters to dispose of trash	Environmental impacts from boats greatly reduced; pump-out services and trash collection available
<b>HUMAN HEALTH &amp; SAFETY</b> Long-term community; historic anchorage Range of users, including visiting recreational mariners, “lifestyle preference”, impoverished & otherwise homeless, at-risk populations Challenge to bring services to people in an emergency Challenge for law enforcement	Housing, safety and aiding at-risk anchor-outs not addressed; community remains intact	Housing and maritime lifestyle not addressed		Safety improved, community remains intact, improved anchorage for visiting boaters	Creates access to shore amenities, facilities and services for visiting and longer-term residents, regular contact with all vessels insures a safer environment
<b>NAVIGATIONAL HAZARDS</b> Sunken and drifting boats pose navigational hazards Debris and personal property from boats dropped, blown or washed overboard	Impacts unabated, additional risk of lawsuits	Navigational hazards due to boats eliminated		Navigational hazards due to boats greatly reduced	Navigational hazards due to boats greatly reduced
<b>PROPERTY DAMAGE</b> Poorly anchored boats cause damage to other boats, docks, marinas and land-based property, as well as damage the marsh habitat	Property damage due to boats unabated	Property damage due to boats eliminated		Property damage due to boats reduced	Property damage due to boats greatly reduced
<b>REGULATORY</b> Richardson’s Bay Special Area Plan prohibits anchoring in RB for more than 72 hours. BCDC prohibits “fill”. State Lands Comm. has restrictive regulations & statutes		Regulatory issues due to anchored boats eliminated		Regulatory issues re: moored boats will need accommodation and or changes	Regulatory issues re: moored boats will need accommodation and or changes
<b>SHORESIDE ACCESS</b> Limited access to shore, few “welcoming” dingy docks, limited shore-side facilities, limited trash and pump-out facilities, impacts to businesses					
<b>FISCAL ISSUES</b> Short- and longer-term effects on RBRA and member jurisdictions					

Anchorage Program Option Costs/Details

Scenario #1

Ben Berto	20% F.T.E. = 416 hours x \$173/hr (n.incl. \$43K Feb budget mtg)	\$29,000
Facilitator	1 workshop	10,000
Legal	BCDC, State Lands, state & local regulations	15,000
Other expenses: data, website		8,000

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Total		\$62,000
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Feb budget mtg proposed RBRA FY '15-16 Local Government contributions	\$269,654
Local contributions with Scenario #1	\$331,654

Scenario #2

Ben Berto	20% F.T.E. = 416 hours x \$173/hr (n.incl. \$43K Feb budget mtg)	\$29,000
Facilitator	1 workshop, 3 community stakeholder meetings	40,000
Legal	BCDC, State Lands, state & local regulation	15,000
Other expenses: data, website, noticing		8,000

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Total		\$92,000
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Proposed RBRA FY '15-16 Local Government contributions (2/19/15 mtg)	\$269,654
Local contributions with Scenario #2	\$361,654



### Scenario #3

Ben Berto	25% F.T.E. = 520 hours x \$173/hr (n.incl. \$43K Feb budget mtg)	\$46,000
Facilitator	1 workshop, 3 community stakeholder meetings	40,000
CEQA	history, baseline, RFP, aquatic/avian biology, visual, mapping, surveying, contamination, wave/tidal, waste, uses, etc.	120,000
Legal	BCDC, State Lands, state & local regulatory context, regulation amendment	30,000
Other expenses: Publicity/education/outreach, website, noticing, case studies		12,000
<hr/>		
Total		248,000
Proposed RBRA FY '15-16 Local Government contributions (2/19/15 mtg)		\$269,654
Local contributions with Scenario #3		\$518,654

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### Post FY '15-16

CEQA review completion		\$50,000
Entitlements (County, Sausalito)		100,000
Implementation		
Capital		150,000
Legal		100,000

# **RICHARDSON'S BAY REGIONAL AGENCY**

## **MEMORANDUM**

May 1, 2015

**TO:** RBRA Board  
**FROM:** Ben Berto, RBRA Clerk  
**SUBJECT:** Fiscal Year 2015-1016 Budget

Board members:

Arising out of the workshop, and as reflected in the reports from the workshop consultant WRT, and the RBRA Anchorage subcommittee, a consensus has emerged that RBRA should substantially expand its anchorage program in the upcoming Fiscal Year. Accordingly, the Anchorage subcommittee and staff considered three anchorage program funding scenarios (see attached Anchorage subcommittee report), and is recommending Scenario #3, the most comprehensive anchorage program. This program also carries attendant budget expenses.

Under Scenario #3, a \$248,000 increase is requested in local agency contributions for the anchorage management program in FY '15-16. This is in addition to the \$17,641.00 amount over last year's budget recommended by Staff in the February draft budget to cover cost-of-living and other non-anchorage program expenses.

The \$248,000 would be specifically allocated to the various anchorage program activities – advisory task force meetings, an additional workshop, technical studies, legal expenses, and additional staff time.

Staff will provide a verbal report on the proposed budget and alternatives next Thursday.

Attachment: Draft Fiscal Year 2015-2016 budget

**RICHARDSON'S BAY REGIONAL AGENCY - FY 15/16 BUDGET 050115 draft**

**EXPENDITURES**

BUDGET#	DESCRIPTION	14/15 ADOPTED	14/15 ACTUALS	15/16 PRJCTD		DIFFERENCE
5210100	PROFESSIONAL SERVICES	\$405,298	\$386,472	\$589,958	AWAF salvage; salary; legal; county management	\$ 184,660.00
5210500	INSURANCE PREMIUMS	\$15,500	\$17,000	\$17,000		\$ 1,500.00
5210700	COMMUNICATION	\$3,000	\$2,400	\$2,400	phone, fax, internet, mobile	\$ (600.00)
5211200	RENTAL & OPER. LEASES	\$30,000	\$37,000	\$32,000	Office; slips & dry storage; heavy equipment rental	\$ 2,000.00
5211300	PROF. DEVEL. EXPENSES	\$800	\$600	\$600	professional associations, continued education	\$ (200.00)
5211400	TRAVEL & MEETINGS	\$2,000	\$2,200	\$2,200	Harbormaster's Conference, mileage	\$ 200.00
5211520	PUBLICATION	\$2,000	\$2,400	\$2,400	Legal ads	\$ 400.00
5220100	OFFICE EXPENSES	\$350	\$350	\$350		\$ -
5220200	MAINT. & REPAIR - EQUIP	\$8,000	\$6,403	\$8,000	Patrol boat, pump-out boat maintenance	\$ -
5220600	OIL AND GAS	\$600	\$640	\$600		\$ -
		<b>\$467,548</b>	<b>\$455,465</b>	<b>\$655,508</b>		<b>\$ 187,960.00</b>

**PROFESSIONAL SERVICES BREAKOUT**

		14/15 ACTUALS	15/16 PRJCTD		
	COMMUNITY WORKSHOP		\$248,000	Anchorage program expenses	
	LEGAL	\$8,500	\$8,500	RBRA Counsel	\$ -
	RAPID RESPONSE PROGRAM	\$9,500	\$7,000	Contractor cost	\$ (2,500.00)
	LAB SERVICES	\$7,000	\$4,200	TMDL testing Solano Co. Labs	\$ (2,800.00)
	SPECIAL APPOINTMENT	\$143,582	\$130,000	Estimated salary and benefits (5% COLA)	\$ 7,179.00
	PROFESSIONAL SERVICES	\$180,000	\$182,000	AWAF / VTIP	\$ (70,000.00)
	CDA ADMIN	\$42,716	\$41,472	CDA Admin. expense (3% COLA)	\$ 1,281.00
	10% AWAF grant expenditures	\$0	\$0	AWAF salvage match funds (now covered by in-kind match)	\$ -
	AUDIT	\$6,500	\$6,500	towards biennial audit	\$ -
	WASTE AWEIGH PROGRAM	\$6,000	\$6,000	Sewage pump-out services	\$ 3,000.00
	WEBSITE DEV & ADMIN	\$1,500	\$1,500	updates and maintenance	\$ 500.00
		<b>\$405,298</b>	<b>\$382,672</b>		<b>\$ 184,660.00</b>

**REVENUES**

		14/15 ADOPTED	14/15 ACTUALS	15/16 PRJCTD		
	Beginning Balance					
4410125	INTEREST POOLED INVST	\$300	\$260	\$300		\$ -
4410225	SLIP RENTALS	\$6,500	\$7,000	\$7,000	mooring rentals	\$ 500.00
4410410	OTHER SALES & SERVICES	\$9,000	\$4,800	\$6,000	misc. reimbursement, disposal chargeback	\$ (3,000.00)
4530527	INTERGOVT REVS - STATE	\$200,000	\$200,000	\$126,000	DBW 110K, EPA Grant 12K, MCCSTOP 4K	\$ (74,000.00)
4640322	INTERGOVT REVS - LOCAL	\$252,013	\$252,013	\$518,654	RBRA Member Dues (98 percent increase)	\$ 266,641.00
	COMMUNITY WORKSHOP	\$10,000			County funding for March community workshop (amendment)	
		<b>\$477,813</b>	<b>\$464,073</b>	<b>\$657,954</b>		<b>\$ 180,141.00</b>

## RBRA BUDGET SCENARIOS: FY 2015-16

JURISDICTION CONTRIBUTION PERCENT (%)	Adopted FY 14-15	<b>FY 15-16 Scenario #1</b>	Increase from FY 14-15	<b>FY 15-16 Scenario #2</b>	Increase from FY 14-15	<b>FY 15-16 Scenario #3</b>	Increase from FY 14-15
MILL VALLEY (5%)	\$ 12,601	<b>\$ 16,583</b>	\$ 3,982	<b>\$ 19,083</b>	\$ 6,482	<b>\$ 25,000</b>	\$ 12,399
BELVEDERE (7.5%)	18,901	<b>24,874</b>	5,973	<b>28,624</b>	9,723	<b>37,500</b>	18,599
TIBURON (10%)	25,201	<b>33,165</b>	7,964	<b>38,165</b>	12,964	<b>50,000</b>	24,799
SAUSALITO (35%)	88,205	<b>116,079</b>	27,874	<b>133,579</b>	45,374	<b>175,000</b>	86,795
MARIN COUNTY (42.5%)	107,106	<b>140,953</b>	33,847	<b>162,203</b>	55,097	<b>212,500</b>	103,394
<b>TOTAL</b>	<b>\$ 252,013</b>	<b>\$ 331,654</b>	<b>\$ 79,641</b>	<b>\$ 381,654</b>	<b>\$ 129,641</b>	<b>\$ 518,654</b>	<b>\$ 247,987</b>

**SCENARIO #1: Base member contribution, plus additional 8 hours/week of Staff time, one public workshop and additional legal**

**SCENARIO #2: All of the above, plus facilitated advisory task force process (3 meetings)**

**SCENARIO #3: All of the above, plus mooring field project design technical support and CEQA process initiated**

# RICHARDSON'S BAY REGIONAL AGENCY

## RESOLUTION NUMBER 05 -15

OF THE RICHARDSON'S BAY REGIONAL AGENCY

APPROVING THE ACCEPTANCE OF AMENDED GRANT FUNDS FROM THE STATE DEPARTMENT OF PARKS AND RECREATION, DIVISION OF BOATING AND WATERWAYS, FOR THE ADDITIONAL AMOUNT OF \$8,800.00 TO BE USED FOR THE VESSEL TURN-IN PROGRAM.

WHEREAS, the Vessel Turn-In Program (VTIP) has been an integral part of the RBRA's effort to reduce the number of abandoned boats since its inception; and

WHEREAS, the State Division of Boating and Waterways has made \$8,800.00 of additional funds available for use in this program, with a 10% matching contribution from the RBRA; and

WHEREAS, these funds will be available with a term from October 1, 2014 through October 1, 2016;

NOW, THEREFORE, BE IT RESOLVED, that the Richardson's Bay Regional Agency by adoption of this resolution hereby accepts **Amendment No. 1, Grant Agreement #C7702115** for an additional \$8,800.00 from the State Division of Boating and Waterways.

BE IT ALSO RESOLVED, that the RBRA by this action increases the FY '14-15 budget in the Professional Services (expenditures) and Intergovernmental Revenues (revenues) by \$8,800.00

PASSED AND ADOPTED by the Board of the Richardson's Bay Regional Agency on May 7, 2015.

CERTIFICATION:

\_\_\_\_\_











Kathrin Sears, Board Chair

\_\_\_\_\_

Ben Berto, Clerk, RBRA











**DRY SEASON**

**WET SEASON**

	Single Sample						30 Day Geo Mean	Single Sample						30 Day Geo Mean
	10,000						1000	10,000						1000
	235						126	235						126
	104						35	104						35
														
<b>WALDO POINT GATES COOP Station #41</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	865	198	1439	2909	908	918	6131	836	4884	1314	1090	2046		
E. coli 235 / 126	142	31	313	1421	309	227	201	63	538	160	109	164		
Enterococcus 104 / 35	63	52	441	121	96	111	122	10	63	10	52	33		
<b>KAPPAS HOUSEBOATS Station #43</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	536	379	171	294	529	352	426	161	185	12336	98	434		
E. coli 235 / 126	41	85	10	10	63	29	75	41	41	10	10	26		
Enterococcus 104 / 35	9	10	10	9	20	11	41	9	31	41	41	29		
<b>WALDO "A" DOCK Station #40</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	318	426	459	241	794	412	228	62	187	96	393	158		
E. coli 235 / 126	10	9	52	9	299	26	74	10	20	10	63	25		
Enterococcus 104 / 35	20	85	20	9	110	32	31	10	9	30	20	18		
<b>WALDO POINT SOUTH 40 Station 15</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	158	74	288	160	262	170	175	422	97	359	171	213		
E. coli 235 / 126	10	9	10	9	52	13	20	171	10	52	9	28		
Enterococcus 104 / 35	9	9	10	10	10	10	10	84	9	20	10	17		
<b>CLIPPER BASIN #4 Station 14</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	121	2613	816	121	259	382	201	109	327	241	31	140		
E. coli 235 / 126	10	203	41	31	20	35	9	9	9	10	9	9		
Enterococcus 104 / 35	9	10	110	10	121	26	9	9	9	30	10	12		
<b>ARQUEZ MARINA Station #37</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	52	417	789	97	860	270	134	120	31	160	63	87		
E. coli 235 / 126	30	10	9	10	20	14	20	10	9	9	9	11		
Enterococcus 104 / 35	9	20	9	9	9	11	9	10	9	9	9	9		
<b>CLIPPER BASIN #1, Station CB1</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	30	216	75	1019	145	148	238	31	175	355	73	127		
E. coli 235 / 126	9	31	9	10	9	12	9	9	20	10	10	11		
Enterococcus 104 / 35	9	9	9	10	9	9	51	9	10	9	20	15		
<b>SCHOONMAKER BEACH Station #33 (EHS)</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	19-Oct-09	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	160	144	10	393	20	71	211	183	30	98	86	100		
E. coli 235 / 126	41	9	9	20	9	14	109	20	9	31	9	22		
Enterococcus 104 / 35	9	9	9	9	9	9	31	41	9	9	9	16		

**DRY SEASON**

**WET SEASON**

	Single Sample						30 Day Geo Mean	Single Sample						30 Day Geo Mean
	10,000						1000	10,000						1000
	235						126	235						126
	104						35	104						35
														
<b>SCHOONMAKER Station #32</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	10	1782	9	134	9	45	20	52	9	86	31	30		
E. coli 235 / 126	9	9	9	9	9	9	9	10	9	63	9	14		
Enterococcus 104 / 35	10	9	9	9	9	9	9	9	9	9	10	9		
<b>GALILEE / NAPA Station #8</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	148	309	6867	31	404	330	520	173	31	9	426	101		
E. coli 235 / 126	20	31	10	9	41	19	185	9	9	9	10	17		
Enterococcus 104 / 35	9	10	10	9	9	9	41	9	10	9	9	12		
<b>MARINEWAYS Station MW</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	211	771	10	52	464	131	457	4106	41	776	384	470		
E. coli 235 / 126	41	20	9	9	98	23	108	3076	10	173	10	90		
Enterococcus 104 / 35	9	52	9	9	10	13	63	20	9	9	9	16		
<b>PELICAN HARBOR Station #6</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	20	121	10	20	175	39	495	52	52	712	241	187		
E. coli 235 / 126	10	20	9	9	9	11	75	20	9	98	30	33		
Enterococcus 104 / 35	9	9	9	9	9	9	9	9	9	9	20	11		
<b>SAUSALITO YACHT HARBOR Station #5</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	10	279	10	624	74	66	86	73	20	86	173	71		
E. coli 235 / 126	9	9	9	10	9	9	9	9	9	10	9	9		
Enterococcus 104 / 35	10	9	9	9	9	9	9	9	9	9	9	9		
<b>SAUSALITO YACHT HARBOR Station #3</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	10	455	9	63	31	38	9	96	41	63	30	37		
E. coli 235 / 126	9	20	9	20	9	12	10	10	9	20	9	11		
Enterococcus 104 / 35	9	31	9	9	9	12	0	10	9	1081	9	31		
<b>CONTROL STATION DAYMARK #6 Station</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	9	73	9	10	31	18	40	31	20	52	9	26		
E. coli 235 / 126	9	9	9	9	9	9	9	31	10	9	9	12		
Enterococcus 104 / 35	9	9	9	9	9	9	9	9	10	10	9	9		
<b>BRIDGEWAY MARINA (NEW)</b>	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15		
Total Coliform 10,000 / 1000	20	331	122	63	97	87	275	86	20	908	9	83		
E. coli 235 / 126	9	30	9	9	9	11	31	10	10	10	9	28		
Enterococcus 104 / 35	9	9	9	9	9	9	31	10	10	10	9	12		

# At forum, Richardson Bay agency threatens anchorage closure

By **GRETCHEN LANG**

*glang@thearknewspaper.com*

On- and offshore residents heard some straight talk at the Richardson Bay Regional Agency's anchorage management workshop on March 14, including a scolding to Belvedere's West Shore residents and threats to close the anchorage altogether if drastic changes aren't made soon.

With the number of derelict vessels anchored on the bay at an all-time high, and state funding to abate them diminishing, business as usual on the anchorage is no longer an option, workshop leaders warned.

"We have some issues that need to be resolved," said workshop facilitator John Gibbs. "There are going to need

to be changes, and we want those changes to be as easy as possible."

More than 100 local residents met with legislators and law enforcement, social service and environmental officials at the Bay Model Visitor Center in Sausalito to discuss the worsening conditions.

Listeners were told that the number of vessels anchored in Richardson Bay, many of them derelict and unsafe, has doubled since 2008 to more than 200 — despite more than \$500,000 in taxpayer money spent to abate them in the past two years.

Some 30 boats a year slip anchor in stormy weather

See **ANCHORAGE, PAGE 22**

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## **Anchorage**, *continued from page 5*

and wash up on Tiburon, Belvedere and Strawberry shores, where they can cause significant property damage — a nuisance that quite literally hits too close to home for peninsula residents.

Herb Weiner, the Sausalito councilmember who represents the city on the bay agency's board, told audience members that Richardson Bay's anchorage could be closed altogether and its free-floating residents kicked out if significant changes in the anchorage aren't made.

Weiner warned that other anchorages in the East Bay had taken drastic measures to deal with derelict boats in their harbors, using law enforcement to drive them out and closing the anchorages to new vessels. Weiner said he did not want to see similar actions in Sausalito.

Harbormaster Bill Price estimated that about half of the boats anchored in the bay are inhabited by "anchor-outs," people who either have chosen to live off the grid on their boats or who are squatting on boats because they have no where else to live.

Jason Satterfield of the Marin County Department of Health and Human Services said a survey conducted Jan. 29 found 75-100 "homeless" on the anchorage.

Pastor Paul Mowry of Sausalito Presbyterian Church stood to remind the audience that living on the water was a difficult and dangerous way of life and that many anchor-outs are cold, hungry and disenfranchised.

Many officials addressing the crowd said that the historical anchor-out community should be respected and supported by social services, but that Sausalito is ill equipped to do so, Sausalito Police Chief Jennifer Tejada said.

There are few shore facilities such as showers, toilets and garbage disposal for those coming to shore from anchored boats. The bay agency has instituted a free pump-out service for the anchorage, but not everyone is using it, choosing instead to put raw sewage into the environmentally sensitive waters of the bay. Onshore and houseboat residents complain of crime and drunkenness in the harbors.

But perhaps a more urgent problem is the increasing number of abandoned boats on the anchorage. With anchorages in Alameda, Oakland and San Leandro now closed to long-term stays, there has been a surge in derelict boats stored or abandoned in Richardson Bay, officials said. Some of these vessels are unregistered and their owners hard to trace, bay agency officials say.

"These boats are at the end of their lives, and owners think they are too expensive to repair," said Price, who added that a recent drive to get all boats on the anchorage registered was improving the situation.

Homeowners on Belvedere's West Shore Road have talked of organizing a class-action lawsuit against the agency

and the municipalities that make it up in order to force the agency to enforce its own regulations regarding long-term anchorage.

Along with Sausalito, the agency includes representatives from Tiburon, Belvedere and Mill Valley's city councils, as well as Southern Marin Supervisor Kathrin Sears representing Strawberry as part of unincorporated Marin.

Those Belvedere homeowners took their arguments to the agency's February meeting and were encouraged to attend the Sausalito workshop. Only a few of those residents showed up, however, and Sears, the board chair, chastened the group for it.

"I'm sorry people chose not to come," she said. "The people in Belvedere cannot give up when we are looking seriously for your input. The board is genuine in wanting to come up with a solution."

Those who did participate gathered into small groups to discuss their concerns and brainstorm solutions. Many groups expressed frustration that the agency's laws were not being enforced, and several suggested that a regulated mooring field be added — a solution that has been discussed repeatedly in the past but has run into roadblocks.

The San Francisco Bay Conservation and Development Commission refused to issue a permit for a mooring field several years back, saying under its regulations boats moored permanently for residential purposes must be docked in a marina and not on the open water.

While the announcement of the workshop at the last agency board meeting had been met with skepticism by Belvedere residents, West Shore resident Walt Strycker attended the workshop briefly and agreed that momentum seemed to be building for a resolution to a 30-year problem.

"I wasn't for it, but I changed my mind," Strycker said. "I think they've really made up their mind to do something."

Strycker said his initial investigations into the problem suggested that Sausalito and other towns making up the agency could be liable if a boat that washes ashore causes a fire or other major property damage in Belvedere.

Workshop officials admitted that laws enacted in the 1980s regarding the anchorage were not being enforced. Section 6 of agency ordinance 87.1 states that living aboard a houseboat or vessel anchored or moored offshore for more than 30 days is illegal.

"Long-term anchorage here is illegal," Gibbs said. "We are out of compliance, and there need to be changes made."

*Contributing writer Gretchen Lang of Belvedere covers the environment. She spent 15 years abroad writing for newspapers including the Boston Globe and the International Herald Tribune.*