

RICHARDSON'S BAY REGIONAL AGENCY

Thursday, October 30, 2014

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 May 15, 2014 Meeting
2. Review report of Harbor Administrator
3. Finances
 - a. Approval of prior expenditures for May – October 2014
 - b. Resolution approving FY 2015 budget amendment
4. Resolution accepting \$12,500 Vessel Turn-In Program grant funding for 2014 – 15 from Division of Boating and Waterways
5. Water quality test results from Winter wet season 2014 and Fall dry season 2014
6. Vessel Census 2014 results
7. Vessel registration program update
8. Public comments invited concerning items NOT on this Agenda (3-minute limit)
9. Staff comments
10. Board member matters

NEXT MEETING: Tentatively planned for December 18, 2014. 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

RICHARDSON'S BAY REGIONAL AGENCY

MEMORANDUM

October 15, 2014

TO: RBRA Board
FROM: Ben Berto, RBRA Clerk
SUBJECT: October meeting

Board members:

After a number of scheduling challenges and a Boardmember change, we have a quorum and a number of items to go over. The first relate to the anchorage: a report on this year's vessel survey, and the latest status on the registration/documentation program.

Also of interest are the water quality results from both wet and dry weather testing. As has been the trend in recent years, overall water quality is very good. Some winter spikes following rain events have occurred at certain locations near storm drain outlets, pretty clearly attributable to landside runoff.

After a second 'hack' of RBRA's website (for reasons that elude Staff), a decision was made to switch website hosts to a hopefully more secure host. Additional security is included in the new web host package, and as of the writing of this memo our Agency once again enjoys full website functionality.

RBRA continues to wrestle with obtaining accurate costs for employee salary and benefits for our budget. Despite our best efforts, the actual cost slightly exceeded the FY 2014 adopted budget. To address this, no increase in local jurisdiction contributions will be required. Staff is requesting that the Board approve the resolution in the agenda authorizing a transfer carryover funds to the Professional Services (employee salary and benefits) line item, with an accompanying increase in the overall budget.

The Harbor Administrator uses his personal vehicle for RBRA business on a daily basis. The County of Marin (for which the Harbor Administrator is technically an employee) recently changed its insurance requirements for private vehicles used for County business. The County's coverage requirements and the County as additional insured result in additional expenses, Staff recommends that the RBRA Board authorize reimbursing the Harbor Administrator for the cost of these additional expenses.

Fiscal Year 2013-2014 has ended, and as the first pie chart demonstrates, RBRA was very close to the approved budget in both revenues and expenditures.

Former RBRA Boardmember Tom Cromwell has retired from public service and has been replaced by Belvedere with Marty Winter. Although Tom only served briefly as a RBRA Boardmember, Staff appreciated his participation and informed perspective. Tom, best wishes on wherever your future plans take you and a hearty welcome to Marty.

RICHARDSON'S BAY REGIONAL AGENCY

HARBOR ADMINISTRATOR'S REPORT

October 21, 2014

WORKING RELATIONSHIPS

- **Boating and Waterways** –The VTIP Grant for turned-in vessels in FY 14/15 has been approved for \$12,500 and is awaiting your Board's acceptance. 2) The person processing grant reimbursements in Sacramento is new, so our grant reimbursement request and grant application have been moving slowly through the process.
- **Cal Recycle** – Sending in a reimbursement package for \$101,435 for work accomplished through summer/fall 2014. Still have @ \$120K remaining in the original grant which expires June 2015. Preparing to amend the grant to extend it if necessary.
- **Corps of Engineers** – In a joint operation, the Corps disposed of a large floating dock covered in debris and tires, with RBRA covering the debris removal costs.
- **OSPR** – We have made progress on the grant to store a fully deployable oil spill trailer in Sausalito, and it should be completed and on site before this winter.

DEBRIS REMOVAL

- Disposed of 16 vessels. 6 vessels are currently awaiting demolition.
- 5 boats are currently impounded.

RAPID RESPONSE

- 4 vessels recovered and secured. One sea lion carcass removed from Sausalito shoreline.

WATER QUALITY

- 2014 Dry Wet Weather testing cycle complete. State Water Board participated, but has not submitted fecal coliform results.
- Re-worked the containment boom at the Corps ramp to ensure clean operations.
- Started testing in the Bridgeway Marine Corporation marina to monitor water quality within their boundaries. Results were below average in tests so far.

OTHER

- Patrol vessel "Mud Puppy" scheduled for haul out in November. SPD has been using the vessel regularly for patrol and we are still splitting costs on O & M.
- Attended Coast Guard abandoned vessel meeting in Hercules. Group is working on refining regulations for abandoned, derelict vessels.
- Attended and spoke at the California Association of Harbormasters and Port Captains annual training session and trade show in Santa Barbara.

Richardson Bay Regional Agency

RBRA Vessel Disposal List May - August 2014

Date	Name	Type	Amount	Condition	Location
5/17/2014	Marhefka	28' wooden powerboat	\$1,893.75	VTIP	SF Marina \$\$
5/20/2014	Pollock	40' wooden powerboat	\$5,900.00	VTIP	Pier 39 \$\$
5/23/2014	Friendship	20' f/g sailboat	\$1,435.00	sinking/abnd - CalRecycle	Sausalito anchorage
5/24/2014	Wings of Angels	38' wooden sailboat	\$3,008.08	abandoned - CalRecycle	Sausalito anchorage
5/30/2014	Chloe	37' wooden powerboat	\$4,175.00	abandoned - CalRecycle	Sausalito harbor
5/30/2014	Good Vintage	746' wooden powerboat	\$8,553.08	VTIP	San Rafael
5/31/2014	Zydeco	30' f/g sailboat	\$2,247.50	adrift/abnd - CalRecycle	Sausalito anchorage
6/10/2014	Alma	29' f/g sailboat	\$1,592.61	sunk/abnd - CalRecycle	Sausalito anchorage
6/21/2014	Chrysler	15' f/g runabout	\$753.66	VTIP	Sausalito
6/21/2014	Crestliner	18' f/g runabout	\$2,439.95	sunk/abnd - CalRecycle	Belvedere shoreline
6/27/2014	Elco	40' wooden powerboat	\$11,603.75	sunk/abnd - CalRecycle	Sausalito anchorage
6/28/2014	Colonial	37' woodn powerboat	\$1,600.15	abandoned - CalRecycle	Sausalito harbor
7/2/2014	Beachcraft	19' f/g runabout	\$453.24	VTIP	Sausalito
7/2/2014	Reinell JK	21' f/g runabout	\$530.00	VTIP	Sausalito anchorage
7/14/2014	Aldebaran	60' ferrocement sailboat	\$25,296.79	abandoned - CalRecycle	Sausalito anchorage
7/14/2014	Hermana	63' wooden powerboat	\$25,241.45	abandoned - CalRecycle	San Rafael/Sausalito
7/19/2014	August Sol	20' f/g sailboat	\$1,026.34	abandoned - CalRecycle	Sausalito harbor
7/19/2014	Un Un	30' f/g sailboat	\$2,803.35	abandoned - CalRecycle	Sausalito anchorage
7/21/2014	Fairliner	32' wooden powerboat	\$4,100.00	abandoned - CalRecycle	Sausalito harbor
7/25/2014	Formula	26' f/g powerboat	\$3,500.00	VTIP	Sausalito
8/16/2014	BelCal*	25' f/g sailboat	\$1,500.00	VTIP	Sausalito
8/16/2014	Indifference*	37' f/g sailboat	\$4,172.00	abandoned - CalRecycle	Sausalito anchorage
8/19/2014	Erin*	40' steel sailboat	\$6,395.00	abandoned - CalRecycle	Sausalito harbor

23 vessels total \$120,220.70

* indicates estimated invoices

\$\$ indicates 10% invoice paid by outside party

Richardson's Bay Regional Agency

RBRA Vessel Disposal List August - October 2014

Date	Name	Type	Amount	Condition	Location
8/21/2014	Travis Chris	28' powerboat	\$4,250.00	sunk - abnd. - CalRecycle	Sausalito harbor \$\$
8/23/2014	Sea Trotter	25' f/g sailboat	\$1,820.82	abandoned - CalRecycle	Sausalito harbor
9/16/2014	Shamal	37' wooden sailboat	\$2,436.60	sunk - abnd. - CalRecycle	Sausalito harbor \$\$
9/23/2014	3 runabouts	16' each f/g runabouts	\$1,026.60	abandoned - CalRecycle	Sausalito anchorage
9/27/2014	Indifference	37' f/g sailboat	\$3,001.97	abandoned - CalRecycle	Sausalito anchorage
10/7/2014	Haiku	33' f/g powerboat	\$5,000.00	abandoned - CalRecycle	Sausalito harbor
10/7/2014	Sazerac	50' wooden powerboat	\$6,685.00	abandoned - CalRecycle	San Rafael harbor \$\$
10/7/2014	Mirage	20' f/g sailboat	\$1,535.00	abandoned - CalRecycle	Sausalito anchorage
10/9/2014	Katie	35' wooden powerboat	\$4,896.00	abandoned - CalRecycle	Sausalito anchorage
10/11/2014	Ceremony	27' f/g sailboat	\$2,799.88	abandoned - CalRecycle	Sausalito anchorage
10/11/2014	Crony	32' wooden sailboat	\$2,928.88	abandoned - CalRecycle	Sausalito anchorage
10/14/2014	Sea Ray	24' f/g powerboat	\$1,038.24	abandoned - CalRecycle	Sausalito
10/18/2014	Chi	34' wooden sailboat	\$1,200.00	sunk - abnd. - CalRecycle	Sausalito anchorage *
10/18/2014	Sea Tack	35' wooden powerboat	\$1,400.00	sunk - abnd. - CalRecycle	Sausalito harbor *

14 vessels total \$40,018.99

* indicates estimated invoices

\$\$ indicates 10% invoice paid by outside party

RBRA - BALANCE SHEET

May 10 - August 10, 2014

DATE	COST CENTER	DESCRIPTION	REVENUES
5/13/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
5/13/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
5/21/2014	Sales and Services	Reimbursement - boat disposal	-460.00
6/19/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
6/26/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
6/26/2014	Bldgs & Grounds Rent	Mooring rental	-1,000.00
7/3/2014	City Contribution	Marin County annual dues	-107,106.00
6/30/2014	State - Grant	CalRecycle Grant Reimbursement	-69,732.91
6/30/2014	State - Grant	Pump-out Grant Reimbursement	-8,292.95
7/16/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
7/16/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
6/30/2014	Int on Pooled Invst	Interest payment	-38.96
7/23/2014	City Contribution	Mill Valley annual dues	-12,601.00
TOTAL			-200,131.82

			EXPENDITURES
5/16/2014	Laboratory Services	Solano Co. - Wet Weather Water tests	1,360.00
5/13/2014	Rent - Equip Rental	Hertz Equipment rental - backhoe rental	996.01
5/13/2014	Rent - Off Space	Sausalito Shipyard - Slip rental	425.00
5/16/2014	Laboratory Services	Solano Co. - Wet Weather Water tests	1,320.00
5/14/2014	Prof Svcs - Other	Alexander - Website services	260.00
5/20/2014	Com Srvc - Cell Phon	AT&T - Mobile service	76.95
5/21/2014	HazMat Clean Up	HMA - asbestos inspection	545.00
5/21/2014	Prof Svcs - Legal	Legal services - County Counsel	1,076.25
5/21/2014	Prof Svcs - Other	Day labor	150.00
5/27/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	5,900.00
5/27/2014	Prof Svcs - Other	Wedlock - pre-disposal survey	235.00
5/27/2014	HazMat Clean Up	HMA - asbestos inspection	475.00
6/3/2014	Com Srvc - Broadband	AT&T - Broadband	40.00
6/3/2014	Com Srvc - Broadband	AT&T - phone/fax line	45.44
6/3/2014	Trav-Meals	Crew Lunch - Safeway	25.05
6/3/2014	Trav-Meals	Crew lunch - Tommy's Wok	26.60
6/3/2014	Trav-Meals	Mollie Stone - Water test Ice	6.68
6/3/2014	Trav-Meals	Safeway - Crew water	6.74
6/3/2014	Oth Maintenance	West Marine - boat parts	9.74
5/27/2014	Prof Svcs - Other	Day labor	150.00
5/30/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	411.00
5/30/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	160.00
5/30/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	243.00
5/30/2014	Rent - Off Space	Libertyship Way - Dry storage	240.00
6/11/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	7,500.00
5/28/2014	HazMat Clean Up	HMA - asbestos inspection	350.00
5/30/2014	HazMat Clean Up	Bay Cities - Debris removal services	950.15
5/29/2014	Prof Svcs - Other	MT Head - pump-out services	375.00
6/10/2014	Rent - Equip Rental	Hertz Equipment rental - backhoe rental	865.50
5/29/2014	Rent - Off Space	ICB - Office rental	420.00
6/11/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	3,700.00
6/11/2014	Prof Svcs - Other	EMS - pump-out services	200.00
5/31/2014	ProfServ-CntySalRe	Other - Chrgs for Cur Svcs - Miscellaneous	11,529.98
6/5/2014	Trav-Meals	Crew lunch	46.44

6/5/2014	Trav - Mileage	Mileage - Harbormaster	103.04
6/5/2014	Oth Maintenance	Tools at Home depot, Harbor Freight	126.11
6/10/2014	Rent - Equip Rental	Hertz Equipment rental - backhoe rental	608.50
6/11/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	1,200.00
6/19/2014	Prof Svcs - Other	Parker Diving - boat salvage	1,931.25
6/18/2014	HazMat Clean Up	Bay Cities - Debris removal services	941.90
6/19/2014	Com Srvc - Cell Phon	AT&T - Mobile service	79.08
6/25/2014	Rent - Equip Rental	Hertz Equipment rental - backhoe rental	1,113.01
6/19/2014	Prof Svcs - Other	Dave's Diving - Recover anchor	200.00
6/24/2014	HazMat Clean Up	HMA - asbestos inspection	725.00
6/30/2014	HazMat Clean Up	American Textile - absorbent materials	703.08
6/30/2014	Com Srvc - Broadband	AT&T - Broadband	40.00
6/30/2014	Com Srvc - Broadband	AT&T - phone/fax line	45.54
6/30/2014	Rent - Off Space	Clipper Yacht Harbor - slip rental	82.00
6/30/2014	Trav-Meals	Saylor's - Crew lunch	22.45
6/30/2014	Trav-Meals	Safeway - Zip locks for posting	15.22
6/30/2014	Publicat & Legal Not	SailFlow - annual internet wind analysis	99.95
6/24/2014	Prof Svcs - Other	Day labor	150.00
6/25/2014	HazMat Clean Up	Bay Cities - Debris removal services	380.90
7/2/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	411.00
7/2/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	243.00
7/2/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	160.00
7/2/2014	Rent - Off Space	Libertyship Way - Dry storage	240.00
6/30/2014	Rent - Equip Rental	Hertz Equipment rental - backhoe rental	603.66
6/27/2014	Prof Svcs - Other	Wedlock - pre-disposal survey	235.00
6/27/2014	Prof Svcs - Other	Wedlock - pre-disposal survey	235.00
6/30/2014	HazMat Clean Up	HMA - asbestos inspection	685.00
6/27/2014	Prof Svcs - Other	Day labor	100.00
6/27/2014	HazMat Clean Up	HMA - asbestos inspection	350.00
6/30/2014	Professional Svcs	Misc Rev - Other	42,716.00
6/30/2014	Prof Svcs - Other	Parker Diving - boat salvage	5,983.75
6/30/2014	Prof Svcs - Other	Parker Diving - boat salvage	856.25
6/30/2014	Prof Svcs - Other	Parker Diving - boat salvage	2,850.00
6/30/2014	Prof Svcs - Other	MT Head - pump-out services	400.00
6/30/2014	Prof Svcs - Other	EMS - pump-out services	225.00
6/30/2014	ProfServ-CntySalRe	Other - Chrgs for Cur Svcs - Miscellaneous	17,294.97
6/30/2014	Rent - Off Space	Clipper Yacht Harbor - slip rental	250.00
6/30/2014	Trav-Meals	Panda Express - crew lunch	30.58
6/30/2014	Printing Supplies	JCX Expendables - Gaffer's tape	92.36
6/30/2014	Oth Maintenance	Tools, keys, boat parts	134.20
6/30/2014	Oil & Gas Outside	Clipper Fuel Dock - patrol boat fuel	163.90
6/30/2014	HazMat Clean Up	Bay Cities - Debris removal services	531.85
6/30/2014	Rent - Equip Rental	Hertz Equipment rental - backhoe rental	618.30
7/8/2014	Prof Svcs - Other	Diego Truck - Haul boat to dump	530.00
7/9/2014	Rent - Off Space	ICB - Office rental	420.00
7/15/2014	HazMat Clean Up	Marin Resource Recovery Center - hazmat disposal	591.75
7/15/2014	Publicat & Legal Not	Marin IJ - Legal notice fees	751.60
6/30/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	4,700.00
7/11/2014	HazMat Clean Up	Parker Diving - boat salvage	2,730.00
7/11/2014	HazMat Clean Up	HMA - asbestos inspection	705.00
7/18/2014	Maint & Rep Su - Oth	Hirschfeld McCormick - engine repair	1,335.78
6/30/2014	Prof Svcs - Legal	Legal services - County Counsel	1,947.50
6/30/2014	Com Srvc - Cell Phon	AT&T - Mobile service	77.08
7/15/2014	Prof Svcs - Other	Parker Diving - boat salvage	305.00
7/15/2014	Prof Svcs - Other	Parker Diving - boat salvage	6,176.45

7/15/2014	Prof Svcs - Other	Parker Diving - boat salvage	3,296.79
7/15/2014	HazMat Clean Up	HMA - asbestos inspection	350.00
7/18/2014	Prof Svcs - Other	Wedlock - pre-disposal survey	235.00
7/22/2014	Prof Svcs - Other	Dave's Diving - Mooring inspection	100.00
7/18/2014	Prof Svcs - Other	Martin Bros. - Boat disposal	14,000.00
7/18/2014	Prof Svcs - Other	Martin Bros. - Boat disposal	22,000.00
7/22/2014	Prof Svcs - Other	Day labor	150.00
7/22/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	3,500.00
7/25/2014	Prof Svcs - Other	Dave's Diving - Boat cleaning	85.00
7/23/2014	HazMat Clean Up	HMA - asbestos inspection	350.00
7/30/2014	HazMat Clean Up	West Contra Costa Landfill - boat disposal	453.24
7/30/2014	Oth Maintenance	Boat parts, camera batteries	84.13
8/6/2014	Prof Svcs - Other	EMS - pump-out services	212.50
8/6/2014	Prof Svcs - Other	MT Head - pump-out services	375.00
8/6/2014	Rent - Off Space	ICB - Office rental	420.00
8/6/2014	Prof Svcs - Other	Dave's Diving - Rapid Response	350.00
8/6/2014	Prof Svcs - Other	Parker Diving - Rapid Response	1,814.38
8/6/2014	Prof Svcs - Other	Parker Diving - Rapid Response	352.50
		TOTAL	192,496.08

RBRA - BALANCE SHEET

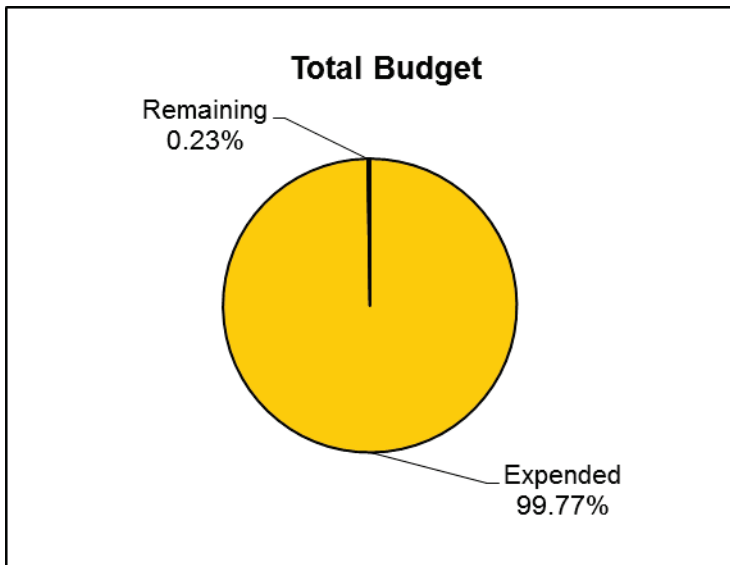
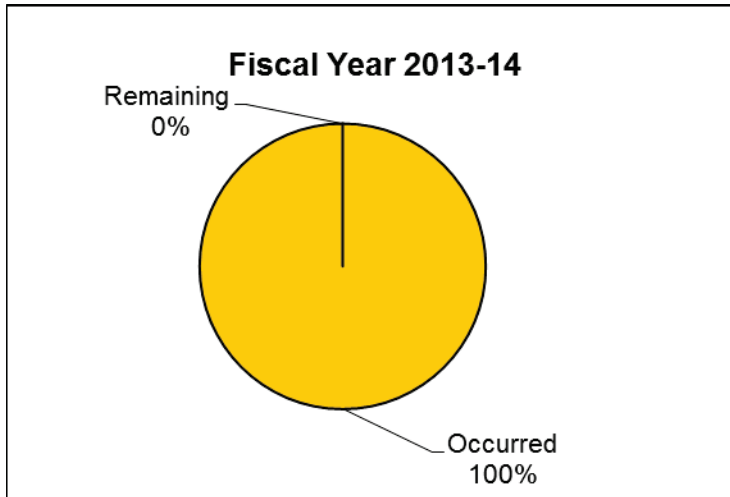
August 10 - October 17, 2014

DATE	COST CENTER	DESCRIPTION	REVENUES
8/13/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
8/13/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
8/21/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
8/27/2014	City Contribution	Sausalito annual dues	-88,205.00
9/5/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
9/5/2014	Bldgs & Grounds Rent	Mooring rental	-300.00
9/29/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
9/29/2014	City Contribution	Tiburon annual dues	-25,201.00
9/29/2014	City Contribution	Belvedere annual dues	-18,901.00
10/9/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
10/9/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
10/9/2014	Bldgs & Grounds Rent	Mooring rental	-150.00
10/9/2014	Sales and Services	Reimbursement - boat disposal	-425.00
TOTAL			-134,232.00

			EXPENDITURE
8/13/2014	Com Srvc - Broadband	AT&T - Broadband	40.00
8/13/2014	Com Srvc - Broadband	AT&T - phone/fax line	45.55
8/13/2014	HazMat Clean Up	HMA - asbestos inspection	600.00
8/14/2014	Com Srvc - Cell Phon	AT&T - Mobile service	79.86
8/20/2014	Prof Svcs - Other	Dave's Diving - boat salvage	565.00
8/20/2014	Rent - Equip Rental	CalWest Equipment rental - backhoe rental	576.34
8/20/2014	Postage	US Post Office	21.72
8/20/2014	Prof Svcs - Other	Day labor	1,700.00
8/15/2014	Reprographic Svcs	Co of Marin - Printing Services	73.20
8/19/2014	HazMat Clean Up	HMA - asbestos inspection	510.00
8/20/2014	Prof Svcs - Other	Dave's Diving - tow vessel	750.00
8/20/2014	Prof Svcs - Other	Dave's Diving - tow vessel	465.00
8/22/2014	Prof Svcs - Other	Denny Creative - website services	260.00
8/19/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	3,100.00
8/20/2014	Rent - Off Space	Clipper YH - Slip fees	250.00
8/20/2014	Postage	Fed Ex	31.31
8/20/2014	Rent - Equip Rental	CalWest Equipment rental - backhoe rental	873.00
8/20/2014	Conferences	CA Harbormaster's conference fees	325.00
8/21/2014	State - Grant	Charges from over-estimate on grant fund	945.20
8/22/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	3,500.00
8/25/2014	Maint & Rep Su - Oth	Hirschfeld Marine - engine services	1,790.23
8/22/2014	Prof Svcs - Other	Day labor	125.00
8/22/2014	HazMat Clean Up	HMA - asbestos inspection	475.00
8/31/2014	ProfServ-CntySalRe	Salary and benefits	16,671.68
9/4/2014	Com Srvc - Broadband	AT&T - Broadband	40.00
9/4/2014	Com Srvc - Broadband	AT&T - phone/fax line	45.53
9/9/2014	HazMat Clean Up	Bay Cities - Debris removal services	524.00
9/4/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	160.00
9/4/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	411.00
9/4/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	243.00
9/4/2014	Rent - Off Space	Rent - Off Space	240.00
9/9/2014	Prof Svcs - Other	Dave's Diving - boat salvage	650.00
9/10/2014	Prof Svcs - Other	EMS - pump-out services	225.00
9/25/2014	Prof Svcs - Other	CO of Marin - internet service	160.00

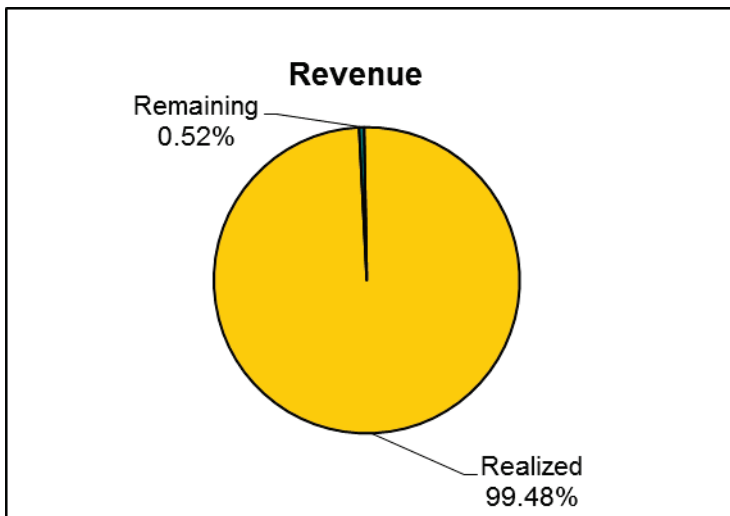
9/4/2014	Rent - Off Space	ICB - Office rental	420.00
9/4/2014	Prof Svcs - Other	MT Head - pump-out services	400.00
10/8/2014	Ins - Gen Liability	Alliant Insurance - annual policy charges	15,137.31
9/25/2014	Laboratory Services	Solano Co. - Dry Weather Water tests	680.00
9/9/2014	Prof Svcs - Other	Dave's Diving - tow vessel	345.00
9/12/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	2,100.00
9/22/2014	Com Srvc - Cell Phon	AT&T - Mobile service	84.12
9/25/2014	HazMat Clean Up	HMA - asbestos inspection	760.00
9/23/2014	Prof Svcs - Other	Day labor	237.50
9/25/2014	HazMat Clean Up	Bay Cities - Debris removal services	443.05
9/25/2014	Prof Svcs - Other	Parker Diving - salvage services	730.00
10/7/2014	HazMat Clean Up	HMA - asbestos inspection	350.00
10/8/2014	Trav-Meals	Lunch for work crew	30.77
10/8/2014	Com Srvc - Broadband	AT&T - Broadband	40.00
10/8/2014	Com Srvc - Broadband	AT&T - phone/fax line	46.29
10/6/2014	Trav - Mileage	Mileage	22.50
10/6/2014	Rent - Equip Rental	CalWest Equipment rental - backhoe rental	1,269.82
10/6/2014	Maint & Rep Su - Oth	Port Supply - boat parts	93.79
10/6/2014	Oth Maintenance	Hirschfeld Marine - engine services	1,722.18
10/6/2014	Rent - Off Space	Clipper YH - Slip fees	250.00
10/6/2014	Trav-Meals	Mollie stones - water for crew	5.19
10/6/2014	Oil & Gas Outside	Clipper fuel dock - Patrol boat fuel	200.70
10/7/2014	Prof Svcs - Other	Day Labor	125.00
10/8/2014	Prof Svcs - Other	EMS - pump-out services	225.00
10/8/2014	Prof Svcs - Other	Dave's Diving - seal removal	450.00
10/8/2014	Rent - Equip Rental	Hertz Equipment rental - backhoe rental	608.97
10/8/2014	Rent - Off Space	Libertyship Way - Dry storage	240.00
10/8/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	243.00
10/8/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	160.32
10/8/2014	Rent - Off Space	Schoonmaker Point Marina - slip rental	411.00
9/30/2014	ProfServ-CntySalRe	Salary and benefits	11,114.46
10/7/2014	HazMat Clean Up	HMA - asbestos inspection	985.00
10/8/2014	Prof Svcs - Other	MT Head - pump-out services	400.00
10/8/2014	Rent - Off Space	ICB - Office rental	420.00
10/8/2014	Laboratory Services	Solano Co. - Dry Weather Water tests	2,720.00
10/8/2014	Prof Svcs - Other	Wedlock - Survey	235.00
10/8/2014	Prof Svcs - Other	Wedlock - Survey	235.00
10/8/2014	Prof Svcs - Other	Wedlock - Survey	235.00
10/8/2014	Prof Svcs - Other	Wedlock - Survey	235.00
10/8/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	4,650.00
10/8/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	5,700.00
10/8/2014	Prof Svcs - Other	San Rafael Yacht Harbor - boat disposal	1,300.00
10/8/2014	Prof Svcs - Other	Day labor	650.00
10/9/2014	Adver & Marketing	Marin IJ - Legal ad	1,023.76
10/10/2014	Prof Svcs - Other	Wedlock - Survey	235.00
		TOTAL	94,441.35

Percent of Budget and Percent of FY2013-2014 as of June 30, 2014



Expenditures vs. Adopted Budget

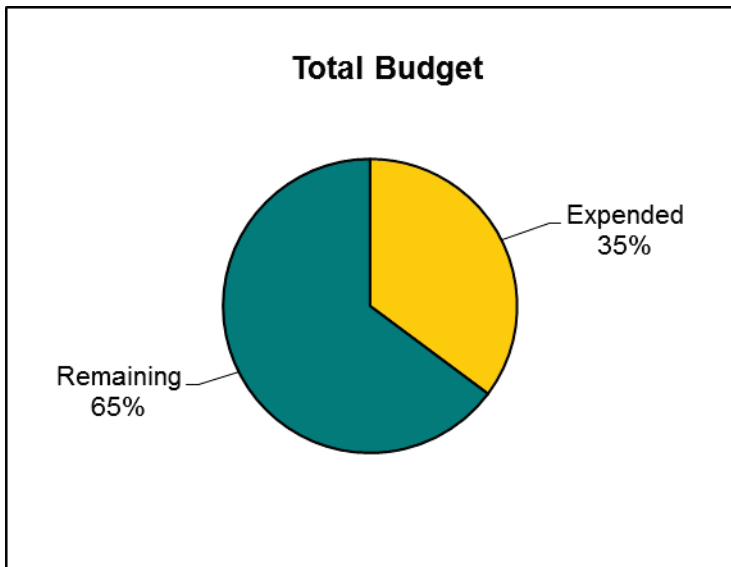
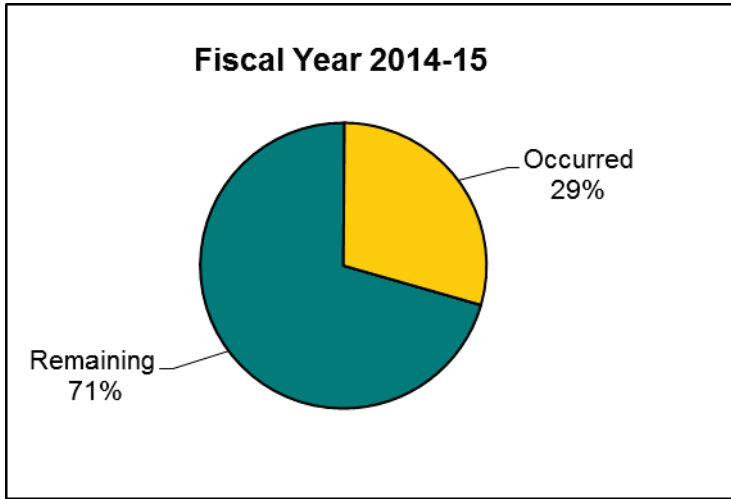
Expenditures	\$470,567
Adopted Budget	\$471,672



Realized Revenue vs. Budgeted Revenue

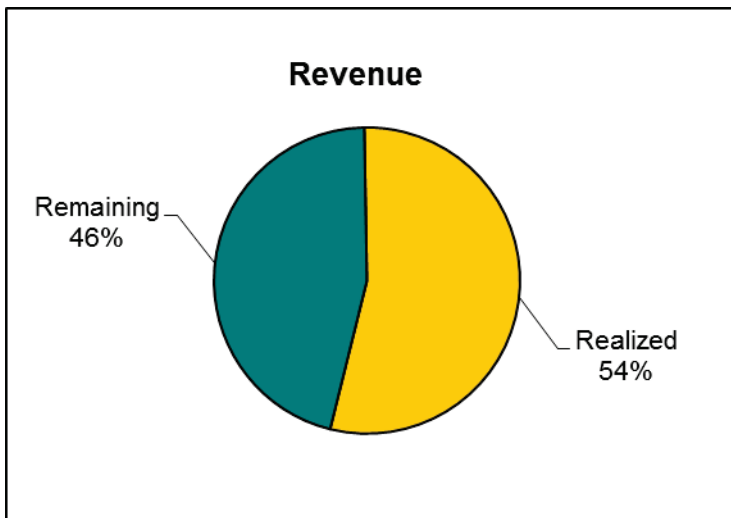
Realized Revenue	\$469,201
Budgeted Revenue	\$471,673

Percent of Budget and Percent of FY2014-2015 as of October 16, 2014



Expenditures vs. Adopted Budget

Expenditures	\$164,533
Adopted Budget	\$467,548



Realized Revenue vs. Budgeted Revenue

Realized Revenue	\$253,293
Budgeted Revenue	\$467,813

RICHARDSON'S BAY REGIONAL AGENCY

RESOLUTION NUMBER 01-15

INCREASING EXPENDITURES AND REVENUES IN THE FY 2014/15 BUDGET TO ACCOMMODATE INCREASED COSTS

WHEREAS, expenses for professional services (salary and benefits) increased by an amount that is \$1,400 greater than the amount in the approved FY 2014 budget, and

WHEREAS, the RBRA has adequate carryover funds to cover the additional cost, and

WHEREAS, the FY 2015 budget needs to be adjusted on the expenditures and revenues sides to incorporate the increased cost and funding.

NOW, THEREFORE BE IT RESOLVED, the Board of the Richardson's Bay Regional Agency hereby approves the transfer of \$1,400 from carryover funds to salary and benefits, with an accompanying increase in the overall budget.

PASSED AND ADOPTED by the Board of the Richardson's Bay Regional Agency on October 30, 2014 by the following vote:

Ayes:

Noes:

Absent:

CERTIFICATION:

Kathrin Sears, Board Chair

Ben Berto, RBRA Clerk

RICHARDSON'S BAY REGIONAL AGENCY

RESOLUTION NUMBER 02-14

OF THE RICHARDSON'S BAY REGIONAL AGENCY

APPROVING THE ACCEPTANCE OF GRANT FUNDS FROM THE STATE DEPARTMENT OF PARKS AND RECREATION, DIVISION OF BOATING AND WATERWAYS, IN THE AMOUNT OF \$12,500.00 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 \$12,500.00 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 **Grant Agreement #C7702115** for \$12,500.00 from the State Division of Boating and Waterways, and authorizes the Harbor Administrator, William Price, to represent RBRA as signatory in contract execution.

PASSED AND ADOPTED by the Board of the Richardson's Bay Regional Agency on October 30, 2014 by the following vote:

Ayes:

Noes:

Absent:

CERTIFICATION:

Kathrin Sears, Board Chair

Ben Berto, Clerk, RBRA

DRY SEASON

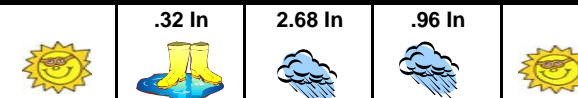
	Single Sample	30 Day Geo Mean
Total Coliform Not To Exceed	10,000	1000
E. coli Not to Exceed	235	126
Fecal Coliform Not to Exceed	400	200
Enterococcus Not to Exceed	104	35

Rain Totals for the week prior to testing



WET SEASON

	Single Sample	30 Day Geo Mean
Total Coliform Not To Exceed	10,000	1000
E. coli Not to Exceed	235	126
Fecal Coliform Not to Exceed	400	200
Enterococcus Not to Exceed	104	35



WALDO POINT GATES COOP Station #41	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	1720	3873	448	2382	784	1410
E. coli 235 / 126	189	98	75	389	109	143
Fecal 400 / 200	240	50	50	130	60	86
Enterococcus 104 / 35	41	52	96	20	450	71

20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
1624	931	3448	389	161	799
84	161	173	31	41	78
0	0	0	0	0	
98	185	323	41	20	86

KAPPAS HOUSEBOATS Station #43	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	1106	181	435	373	345	407
E. coli 235 / 126	31	30	52	41	41	38
Fecal 400 / 200	130	110	240	50	80	107
Enterococcus 104 / 35	52	10	9	30	9	17

20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
122	199	1664	97	134	221
20	20	214	41	10	32
0	0	0	0	0	
9	41	108	10	9	20

WALDO "A" DOCK Station #40	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	231	201	97	223	109	161
E. coli 235 / 126	31	10	10	20	10	14
Fecal 400 / 200	50	8	17	23	17	19
Enterococcus 104 / 35	10	9	10	10	52	14

20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
31	146	2282	110	228	192
10	20	131	31	173	43
0	0	0	0	0	
10	41	288	9	9	25

WALDO POINT SOUTH 40 Station 15	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	865	181	341	211	657	375
E. coli 235 / 126	120	31	31	52	85	55
Fecal 400 / 200	80	50	17	80	14	38
Enterococcus 104 / 35	10	9	41	9	20	15

20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
189	578	1723	98	185	321
31	86	107	31	10	39
0	0	0	0	0	
20	135	235	30	31	57

CLIPPER BASIN #4 Station 14	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	1789	97	73	110	644	246
E. coli 235 / 126	85	10	10	9	10	15
Fecal 400 / 200	140	17	13	13	7	19
Enterococcus 104 / 35	30	9	9	10	10	12

20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
110	988	1236	75	75	237
41	189	63	10	10	34
0	0	0	0	0	
10	328	171	10	9	35

ARQUEZ MARINA Station #37	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	173	31	315	31	108	89
E. coli 235 / 126	10	9	31	9	9	12
Fecal 400 / 200	23	2	13	4	8	7
Enterococcus 104 / 35	10	9	41	9	9	12

20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
216	5475	4352	41	52	406
31	318	305	10	20	57
0	0	0	0	0	
9	663	213	9	9	40

DRY SEASON

	Single Sample		30 Day Geo Mean
Total Coliform Not To Exceed	10,000		1000
E. coli Not to Exceed	235		126
Fecal Coliform Not to Exceed	400		200
Enterococcus Not to Exceed	104		35

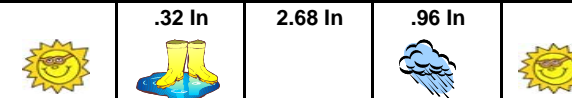
Rain Totals for the week prior to testing



CLIPPER BASIN #1, Station CB1 (NEW)	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	336	52	2723	98	132	228
E. coli 235 / 126	30	9	63	9	41	23
Fecal 400 / 200	17	4	50	13	23	16
Enterococcus 104 / 35	9	9	96	10	30	19

WET SEASON

	Single Sample				30 Day Geo Mean
Total Coliform Not To Exceed	10,000				1000
E. coli Not to Exceed	235				126
Fecal Coliform Not to Exceed	400				200
Enterococcus Not to Exceed	104				35



	20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
Total Coliform 10,000 / 1000	455	24196	1785	292	617	1288
E. coli 235 / 126	52	1935	110	63	52	129
Fecal 400 / 200	0	0	0	0	0	0
Enterococcus 104 / 35	10	4611	193	10	52	86

SCHOONMAKER BEACH Station #33 (EHS)	29-Aug-12	5-Sep-12	12-Sep-12	26-Sep-12	3-Oct-12	19-Oct-09
Total Coliform 10,000 / 1000	86	134	52	161	583	141
E. coli 235 / 126	20	9	20	10	31	16
Fecal 400 / 200	50	1	2	2	23	4
Enterococcus 104 / 35	9	9	9	9	31	12

	20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
Total Coliform 10,000 / 1000	51	583	1872	295	173	310
E. coli 235 / 126	10	341	63	10	20	34
Fecal 400 / 200	0	0	0	0	0	0
Enterococcus 104 / 35	9	41	121	9	9	20

SCHOONMAKER Station #32	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	332	9	24196	9	213	169
E. coli 235 / 126	30	9	31	9	10	15
Fecal 400 / 200	50	2	4	2	30	8
Enterococcus 104 / 35	10	9	9	9	10	9

	20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
Total Coliform 10,000 / 1000	20	373	281	201	74	126
E. coli 235 / 126	9	63	41	10	9	18
Fecal 400 / 200	0	0	0	0	0	0
Enterococcus 104 / 35	9	73	10	9	10	14

GALILEE / NAPA Station #8	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	199	9	86	31	146	59
E. coli 235 / 126	52	9	9	9	31	16
Fecal 400 / 200	50	7	22	2	26	13
Enterococcus 104 / 35	30	9	9	9	74	17

	20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
Total Coliform 10,000 / 1000	63	295	1137	30	110	147
E. coli 235 / 126	9	20	97	9	20	20
Fecal 400 / 200	0	0	0	0	0	0
Enterococcus 104 / 35	9	20	10	30	9	14

MARINEWAYS Station MW (NEW)	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	410	185	313	85	160	200
E. coli 235 / 126	63	10	41	9	20	22
Fecal 400 / 200	170	8	23	4	27	20
Enterococcus 104 / 35	10	9	9	9	9	9

	20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
Total Coliform 10,000 / 1000	292	24196	2909	311	3255	1835
E. coli 235 / 126	20	1012	318	85	2014	256
Fecal 400 / 200	0	0	0	0	0	0
Enterococcus 104 / 35	9	3654	313	20	10	73

PELICAN HARBOR Station #6	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	119	41	96	110	146	94
E. coli 235 / 126	10	9	9	10	10	10
Fecal 400 / 200	4	1	8	4	8	4
Enterococcus 104 / 35	9	9	10	9	9	9

	20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
Total Coliform 10,000 / 1000	213	4106	226	156	63	287
E. coli 235 / 126	20	256	41	30	20	42
Fecal 400 / 200	0	0	0	0	0	0
Enterococcus 104 / 35	9	246	41	9	9	24

DRY SEASON

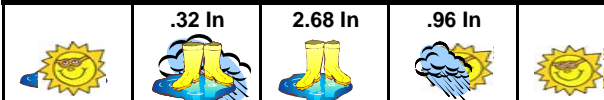
	Single Sample	30 Day Geo Mean
Total Coliform Not To Exceed	10,000	1000
E. coli Not to Exceed	235	126
Fecal Coliform Not to Exceed	400	200
Enterococcus Not to Exceed	104	35

Rain Totals for the week prior to testing



WET SEASON

	Single Sample	30 Day Geo Mean
Total Coliform Not To Exceed	10,000	1000
E. coli Not to Exceed	235	126
Fecal Coliform Not to Exceed	400	200
Enterococcus Not to Exceed	104	35



SAUSALITO YACHT HARBOR Station #5	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	41	10	41	41	31	29
E. coli 235 / 126	9	9	9	9	20	11
Fecal 400 / 200	4	2	13	8	11	6
Enterococcus 104 / 35	9	9	9	9	9	9

20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
148	862	285	84	9	122
52	63	62	9	9	28
0	0	0	0	0	
10	62	30	9	9	17

SAUSALITO YACHT HARBOR Station #3	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	122	10	85	359	85	79
E. coli 235 / 126	10	9	9	20	30	14
Fecal 400 / 200	4	13	13	8	11	9
Enterococcus 104 / 35	9	9	9	9	9	9

20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
63	862	158	10	108	98
9	201	10	10	10	18
0	0	0	0	0	
9	161	10	85	9	26






CONTROL STATION DAYMARK #6 Station C	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	173	9	74	9	10	25
E. coli 235 / 126	9	9	9	9	10	9
Fecal 400 / 200	2	2	4	1	2	2
Enterococcus 104 / 35	9	9	9	9	9	9

20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
41	122	20	63	9	36
10	10	10	9	9	10
0	0	0	0	0	
10	20	9	9	9	11






CONTROL O STRAWBERRY POINT	11-Sep-13	18-Sep-13	25-Sep-13	2-Oct-13	8-Oct-13	8-Oct-13
Total Coliform 10,000 / 1000	63	98	41	388	31	79
E. coli 235 / 126	9	10	10	31	9	12
Fecal 400 / 200	4	2	4	4	2	3
Enterococcus 104 / 35	10	10	9	9	9	9

20-Mar-14	26-Mar-14	1-Apr-14	9-Apr-14	16-Apr-14	16-Apr-14
9	8164	3255	51	10	165
9	156	109	9	9	26
0	0	0	0	0	
9	275	168	10	10	33

DRY SEASON

	Single Sample					30 Day Geo Mean
Total Coliform Not To Exceed	10,000					1000
E. coli Not to Exceed	235					126
Fecal Coliform Not to Exceed	400					200
Enterococcus Not to Exceed	104					35
						
WALDO POINT GATES COOP Station #41	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	865	198	1439	2909	908	918
E. coli 235 / 126	142	31	313	1421	309	227
Enterococcus 104 / 35	63	52	441	121	96	111
KAPPAS HOUSEBOATS Station #43	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	536	379	171	294	529	352
E. coli 235 / 126	41	85	10	10	63	29
Enterococcus 104 / 35	9	10	10	9	20	11
WALDO "A" DOCK Station #40	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	318	426	459	241	794	412
E. coli 235 / 126	10	9	52	9	299	26
Enterococcus 104 / 35	20	85	20	9	110	32
WALDO POINT SOUTH 40 Station 15	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	158	74	288	160	262	170
E. coli 235 / 126	10	9	10	9	52	13
Enterococcus 104 / 35	9	9	10	10	10	10
CLIPPER BASIN #4 Station 14	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	121	2613	816	121	259	382
E. coli 235 / 126	10	203	41	31	20	35
Enterococcus 104 / 35	9	10	110	10	121	26
ARQUEZ MARINA Station #37	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	52	417	789	97	860	270
E. coli 235 / 126	30	10	9	10	20	14
Enterococcus 104 / 35	9	20	9	9	9	11
CLIPPER BASIN #1, Station CB1	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	30	216	75	1019	145	148
E. coli 235 / 126	9	31	9	10	9	12
Enterococcus 104 / 35	9	9	9	10	9	9
SCHOONMAKER BEACH Station #33 (EHS)	29-Aug-12	5-Sep-12	12-Sep-12	26-Sep-12	3-Oct-12	19-Oct-09
Total Coliform 10,000 / 1000	160	144	10	393	20	71
E. coli 235 / 126	41	9	9	20	9	14
Enterococcus 104 / 35	9	9	9	9	9	9

DRY SEASON

	Single Sample					30 Day Geo Mean
Total Coliform Not To Exceed	10,000					1000
E. coli Not to Exceed	235					126
Fecal Coliform Not to Exceed	400					200
Enterococcus Not to Exceed	104					35
						
SCHOONMAKER Station #32	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	10	1782	9	134	9	45
E. coli 235 / 126	9	9	9	9	9	9
Enterococcus 104 / 35	10	9	9	9	9	9
GALILEE / NAPA Station #8	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	148	309	6867	31	404	330
E. coli 235 / 126	20	31	10	9	41	19
Enterococcus 104 / 35	9	10	10	9	9	9
MARINEWAYS Station MW	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	211	771	10	52	464	131
E. coli 235 / 126	41	20	9	9	98	23
Enterococcus 104 / 35	9	52	9	9	10	13
PELICAN HARBOR Station #6	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	20	121	10	20	175	39
E. coli 235 / 126	10	20	9	9	9	11
Enterococcus 104 / 35	9	9	9	9	9	9
SAUSALITO YACHT HARBOR Station #5	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	10	279	10	624	74	66
E. coli 235 / 126	9	9	9	10	9	9
Enterococcus 104 / 35	10	9	9	9	9	9
SAUSALITO YACHT HARBOR Station #3	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	10	455	9	63	31	38
E. coli 235 / 126	9	20	9	20	9	12
Enterococcus 104 / 35	9	31	9	9	9	12
CONTROL STATION DAYMARK #6 Station C	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	9	73	9	10	31	18
E. coli 235 / 126	9	9	9	9	9	9
Enterococcus 104 / 35	9	9	9	9	9	9
BRIDGEWAY MARINA (NEW)	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14
Total Coliform 10,000 / 1000	20	331	122	63	97	
E. coli 235 / 126	9	30	9	9	9	11
Enterococcus 104 / 35	9	9	9	9	9	9

RICHARDSON'S BAY REGIONAL AGENCY REPORT

October 15, 2014

TO: RBRA Board
FROM: Ben Berto, RBRA Clerk
SUBJECT: Anchorage Vessel Survey

Board members:

Staff has compiled the results of the biennial Richardson's Bay anchored vessel survey, conducted on April 24, 2014. Following is a comparison of the 2014 data with prior surveys, with particular emphasis on the 2012 survey. Some interesting information emerges for your Board's consideration.

Table 1 below shows the total vessels counted in the 2014 and 2012 surveys, split out into whether and the number of those year's vessels' were also present in Richardson's Bay during prior surveys.

Table 1: 2014 & 2012 vessel counts compared to prior surveys.

Vessel counts	Total	New 2014	New 2012	New 2010	Present 2008
2014 survey	205	115	50	24	16
% of total		56%	24%	12%	8%
2012 survey	159	---	83	39	37
% of total			52%	25%	23%
2010 survey	133				
2008 survey	98				

Of the 205 vessels anchored in Richardson's Bay in April 2014, 115 have arrived since April 2012, 50 were newly in Richardson's Bay in the 2012 survey (more specifically, they arrived between April 2010 and April 2012 and have since remained), 24 vessels have been present since 2010 (i.e., arrived between April 2008 and April 2010), and 16 have been present in Richardson's Bay since before the first survey in 2008.

Of the 159 vessels tallied in the 2012 survey, 83 were newly arrived since the April 2010 survey, 39 were present in the 2010 survey (i.e., arrived between April 2008 and April 2010), and 37 had been present in Richardson's Bay since before the first survey in 2008.

Although arrival date breakouts are not available for the 2010 and 2008 surveys, the 133 vessels on the anchorage in 2010 and 98 present in 2008 illustrate the ongoing steady

increase in the number of vessels in each successive survey. Overall, between 2008 and 2014 the number of vessels anchored in Richardson’s Bay has roughly doubled.

In both the 2014 and 2012 surveys, slightly more than half of the vessels arrived in the interim since the prior survey - 56% (since 2012) in the 2014 survey, and 52% (since 2012) in the 2012 survey. This indicates a rapid vessel turnover rate in Richardson’s Bay, with vessels arriving and leaving (or being salvaged by RBRA). The rapid turnover rate is also reflected in the fact that as of this year’s count, only 16 vessels (or 8%) have been present since April 2008 or earlier.

The 205 vessels anchored in Richardson’s Bay on April 24, 2014 represents an increase of 47 vessels (or 29%) since the 2012 survey. The 159 vessels in the 2012 survey is an increase of 26 vessels (or 20%) since the 2010 survey. The 133 vessels counted in the 2010 survey is an increase of 35 vessels (or 36%) since the 2008 survey.

The RBRA has never salvaged vessels at a higher rate than the last couple of years, and those efforts have not been (nor were they intended to be) effective in reducing the ongoing vessel influx. Since the 2010 survey, the RBRA has disposed of over 300 vessels with the financial assistance of the AWWAF, VTIP and CalRecycle grant programs. The cost for this work has been over \$740K.

More figures of interest from this year’s survey are the registration and documentation counts as shown in Table 2 below.

Table 2: Documentation and registration rates

Registration year	2015	2013	Pre-2103 or none	Current documentation
No. of vessels	82	45	66	12
% of total	40%	22%	32%	6%
City of Sausalito	28	7	12	5
% of total	54%	13%	23%	10%
Other RBRA juris.	54	38	54	7
% of total	35%	25%	35%	5%

Relevant information gleaned from these figures include that as of April 2014, only 46% of the vessels on the entire anchorage (or 95 out of 205) were currently registered or documented. Also as of April, under relevant State law 66 vessels were far enough out of current registration or documentation (i.e., pre-2013 or not registered/documented at all) that they could be impounded.

Current registration/documentation rates in April for vessels within the City of Sausalito’s jurisdiction were substantially higher (64%) than in the remainder of the anchorage (40%). This reflects Sausalito’s ongoing enforcement program pre-RBRA involvement. A majority of vessels in Sausalito’s jurisdiction were/are either getting registered or are moving out of Sausalito’s jurisdiction.

In the County and other jurisdictional waters, law enforcement's prior (to the RBRA program) inability to cite for lack of current or proper registration/documentation prior to RBRA's involvement resulted in considerably lower registration/documentation rates.

It should be noted that the Harbor Administrator has recently observed a considerable increase in current overall registration and documentation, no doubt resulting from the efforts and outreach/publicity that RBRA and law enforcement agencies have invested in the vessel registration program

Conclusions

The high vessel throughput rate noted by Staff following the 2012 survey continues to be manifested in this year's survey. Vessels are arriving and leaving Richardson's Bay on a fairly constant basis. Unfortunately many of those present (more than half according to the 2014 survey) are in fair-poor or worse condition, leading one to surmise that these are not merely temporary visiting boaters. Richardson's Bay continues to be a convenient place to bring and store vessels of varying conditions for various, indeterminate periods of time. The RBRA has done a workmanlike job of addressing the most problematic of those. Our agency currently lacks resources and anchorage organization to do much more than implement a registration/documentation program to keep current on ownership (see attached update report) at this time.

If the RBRA were ever to come up with a program to effectively organize and regulate vessels arriving in Richardson's Bay, it is likely that many of the derelict vessels currently in the anchorage would, through normal processes of attrition and relocation, be reduced to a much lower number and percentage of the total than is presently the case.

Survey limitations

One factor present in this and prior year's surveys is the difficulty of making accurate survey-to-survey vessel comparisons in some instances. The reason is there are enough similar, unregistered, unnamed, moderate length, old, poor condition white fiberglass sailboats that it can be difficult to ascertain for a certainty whether some of those are new to the anchorage or have been there in previous surveys. In addition, staff included tenders and small skiffs that have or previously had motors (and thus are required to be registered) in this year's survey, whereas in previous years it has not counted those boats.

A direct benefit of RBRA's registration/documentation program will be a significant reduction in the number of unregistered or undocumented derelict vessels in the future. What to do about currently and properly registered semi-derelict vessels is a question left to future deliberations (see registration program report elsewhere in this month's agenda).

RICHARDSON'S BAY REGIONAL AGENCY

REPORT

October 15, 2014

TO: RBRA Board

FROM: Ben Berto, RBRA Clerk

SUBJECT: Vessel registration/documentation program update

Boardmembers:

The Board adopted the vessel registration /documentation program at their May meeting. Since that time, the following implementation steps have taken place:

Anchorage posting

Staff spent June 11-12 posting courtesy notices (see attached) on every vessel in the anchorage that lacked current and proper registration or documentation. If a vessel was occupied, the occupants were personally given the notice if possible. On one or two occasions, the vessel occupant refused to accept the notice and directed that RBRA Staff not post their vessel, in which case RBRA complied with their wish. The purpose of the notice is informational, to provide program information and assist vessel owners' avoid future enforcement actions. The occupants refusing the notice and information contained therein were denying themselves information that could prove important.

Over 100 courtesy notices were posted or handed out in those two days. Staff is confident that such notices made a noticeable impression on those in the Bay. Public dinghy docks were also posted with larger-sized versions of the courtesy notice.

Additional outreach

The RBRA Harbor –Administrator and representatives of Sausalito Police, the County Sheriff, and Supervisor Sears held a lightly attended question-and-answer meeting for the anchorout community in Sausalito on June 4. In addition, the Harbor Administrator and public safety officers continue to be in almost daily personal contact with individuals on the waterfront about current program activities.

Staff has also determined that Ritter House may be available to assist those who need financial assistance in order to register their vessel. Interested persons should get in touch with RBRA Harbormaster Bill Price for contact particulars.

Other publicity

Gretchen Lang of the Ark has regularly been writing up RBRA meetings and other RBRA activities regarding the registration-documentation program. Other media outlets including the Independent Journal and Latitude 38 also have also run articles on the program and related goings-on (see attached). Staff issued a press release (see attached) in early September, and information contained therein was included in the IJ article . Of course every Staff report on this subject, as well as RBRA meeting minutes, are posted on the RBRA website.

Enforcement

Following RBRA's courtesy notice, Sausalito Police and County Sheriff have been issuing citations for vessels on the anchorage that have continued to lack current, proper registration or documentation. After the 10-day courtesy notice period, County Sheriff reports writing 26 citations as of mid-August. Sausalito has already been enforcing on the anchorage on an ongoing basis, which is one of the reasons why the rate of vessel registration / documentation in Sausalito's jurisdiction was 25% higher than elsewhere on the anchorage as of the April census.

Registration/documentation compliance

Since inception of the program, the number and percentage of currently registered vessels has increased substantially, which is certainly welcome news. Of the 26 individuals cited by the Sheriff, 9 were reported as having subsequently rectified the violation.

County Sheriff personnel report that certain live-aboard anchorouts continue to be a problem with respect to registration/ documentation compliance. It is the intention that no group be judgment-proof – that current registration/ documentation be universal. Staff notes that the cost of registering vessels that are only recently out of current registration is only \$30. Resources (e.g. Ritter House) may be available to assist individuals experiencing financial difficulty. In the event that those efforts prove fruitless, public safety personnel will continue to follow up, including citations, with those individuals.

Procedures

RBRA Staff, Counsel, and legal subcommittee members Wachtel and Tollini met to further refine procedures to be used by RBRA on vessels that continue to have unresolved registration/documentation issues. The procedures are consistent with applicable State laws for providing due process. For example, upon filing with the RBRA Clerk an appeal of an enforcement action, RBRA is directed by State law to hold a hearing on an abatement within 48 hours. However, if the applicant requests an extension, RBRA Staff will endeavor to schedule the appeal hearing on a mutually convenient date.

Insofar as these procedural steps are administrative and procedural, Staff requests direction from the RBRA Board to continue to finalized the steps with the legal subcommittee.

Soon we will be into winter and its accompanying inclement weather. Given the more than 100 vessels currently on the anchorage in varying stages of disrepair, there is a likelihood that some number of them will come to grief during such storms. As

previously noted, it is an unwelcome distraction under such circumstances for RBRA Staff to be forced to expend its resources attempting to determine owners of unregistered/undocumented vessels. Achieving universal registration/documentation is important to public safety and RBRA's emergency operations and will continue to be a priority.

The progression of program steps include eventual impoundment and towing of vessels that continue to lack current, proper registration/ documentation. From Staff's perspective, it is better to resolve any legal issues associated with requiring registration/ documentation now as part of a routine process, rather than when time and resources are all-too-scarce responding to storm conditions.

Recommendations

Accept this report and direct staff to continue program steps to encourage comprehensive compliance with vessel registration / documentation laws, and direct the legal subcommittee and Staff to prepare registration / documentation compliance procedures for Board review.

- Attachments:
1. Courtesy notice
 2. August 2014 Latitude 38 article
 3. October 2014 Latitude 38 letter to the editor and editorial comment
 4. September 5 2014 Independent Journal article
 5. September 14 2014 Independent Journal editorial
 5. Press release

RICHARDSON'S BAY REGIONAL AGENCY

- Press release -

(for immediate publication)

The Richardson's Bay Regional Agency, in cooperation with local law enforcement agencies the Sausalito Police Department and the Marin County Sheriff's Office, is undertaking a vessel registration program. The goal of the program is to achieve current registration or documentation of all vessels in Richardson's Bay. A survey of the Richardson's Bay anchorage in April 2014 revealed that a majority of the vessels did not have current registration. Issues with lack of current registration include difficulties with contacting vessel owners in emergency situations – for example, if their vessel goes adrift or runs aground.

The Richardson's Bay Regional Agency (RBRA) is a joint powers authority comprised of the five jurisdictions ringing Richardson's Bay: County of Marin, City of Sausalito, City of Belvedere, Town of Tiburon, and City of Mill Valley. The RBRA developed the registration program over concerns with increasing numbers of unregistered vessels and their potential impacts. The RBRA has spent several months finalizing the program, including community stakeholder meetings.

The program is envisioned as a multiple-step process, with the first steps – outreach and discussions - having already been completed. In early June, RBRA staff posted courtesy notices on every vessel without current registration or documentation in Richardson's Bay. "It was a blustery couple of days, but well worth it to get the word out", reported RBRA Clerk Ben Berto. Subsequent steps include citations for vessels that continue to lack current registration or documentation. The RBRA Harbor Administrator and Marin County Sheriff deputies already report substantially better registration compliance than in April. With over 200 vessels currently anchored in Richardson's Bay, it is important to have as many vessels as possible registered before winter storms arrive.

Persons with questions about the program may contact the RBRA Harbor Administrator Bill Price at 415-071-3919 bprice@marincounty.org, or RBRA Clerk Ben Berto at 415-473-3658 bberto@marincounty.org.

SIGHTINGS

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moored boats must get legal

Richardson Bay, which lies between Sausalito and the Tiburon Peninsula, has a colorful history that includes construction of liberty ships during WWII, and a long tradition of boaters living aboard. It's also become the moorage of choice for boat owners trying to avoid high-priced local slip fees.

Although the official maximum stay at anchor is 90 days, local law enforcement agencies have generally taken a hands-off approach to compliance, as there has

never been the political will among leaders of neighboring cities and the Richardson Bay Regional Authority to play hardball with dozens of longtime anchor-outs and derelict boat owners. We suspect that dealing with Richardson Bay anchorage-dwellers is about as attractive to Marin County Sheriffs as rousting naked joggers during the Bay to Breakers is to San Francisco police.

But this month the RBRA and the

get legal — continued

Sheriff's Department are finally taking a first step toward getting derelict boats and anchor-outs into basic compliance with the laws that their marina-dwelling neighbors have always been forced to abide by. That is, all boats in the anchorage must now — some would say, finally! — be currently registered and tagged, or face enforcement including citations, fines,

towing and disposal.

Marin sheriffs will be issuing notices and urging compliance. But the guy to contact if you have issues to discuss is Harbor Administrator Bill Price. Email him: bprice@marincounty.org. Or call (415) 971-3919. The next step? How about a regulated public mooring field?

— *andy*

Richardson Bay becoming parking lot for vessels

By Mark Prado

mprado@marinij.com

POSTED: 09/04/2014 07:33:40 PM PDT

Richardson Bay has become something of a parking lot — and dumping ground — for boats from around the region in recent months, according to the agency that monitors activity on the Southern Marin body of water.

Now officials have set out to verify ownership and registration to determine just who is on the bay.

A survey done earlier this year had 205 boats parked in the bay, compared with 159 counted in 2012 — a 29 percent increase. While many are in very good condition, more than half are in fair to poor, or worse condition. The agency typically removed about 50 derelict vessels a year, but that has jumped to about 70 annually over the last four years.

"Richardson's Bay continues to be a convenient place to bring and store vessels of varying conditions," concludes a report by the Richardson's Bay Regional Agency.

A likely reason: "Keeping a boat isn't cheap," said Ben Berto, clerk of the agency.

Some theorize people drop anchor to avoid paying docking and marina fees, which are climbing throughout the Bay Area.

"There has been an increase in the number of boats on Richardson's Bay because of the recession and people being forced out of other alternatives, including other docking areas around the bay," said Jonathan Leone, Sausalito city councilman who has sat on the agency board. Anchoring in the bay is perfectly legal, as long as the boat does not linger for more than 72 hours and has a permit from the agency. But many of the boats are not registered. Starting in June the agency launched a program to put courtesy notices on every vessel without current registration or documentation in the bay.

"It was a blustery couple of days, but well worth it to get the word out," said Berto, who plied the waters with Bill Price, harbor administrator for the agency, to get to each vessel.

Price and Marin sheriff's deputies already report substantially better registration compliance since the effort.

With more than 200 vessels currently anchored in the bay, Berto said it is important to have as many boats as possible registered before winter storms arrive.

"It becomes a problem when the first storm comes down the bay and we get a dozen or so of these boats on the rocks," Price said.

Vessels that break loose of anchors during storms can cause damage to other boats or property along the shorelines or end up releasing hazardous chemicals, such as oil, if they break on rocks.

The bay also has been used as a place to abandon boats.

"Some of the boats are just dumped in the bay," Berto said. "You can see the algae and moss growing. They haven't been moved for years."

Since 2010, the agency has disposed of more than 300 such vessels.

Price said the agency sees a lot of boats built in the 1970s, when there was a boom in water recreation. But the boats are now dated and often cannot be sold. The owners, unwilling to pay rent for storage, or dispose of them properly, bring them to Richardson Bay, drop anchor and slip away. It is often difficult to find the owners of the vessels, he added.

The agency gets about \$180,000 annually in state money to remove derelict boats from the bay, but it does not have the staff to do enforcement beyond the recent documentation program. Sheriff's deputies and Sausalito police, however, have issued some citations for lack of registration.

"Our main goal now is to know who the current owners are of all these boats," Berto said.

Editorial:

Number of Richardson Bay anchor-outs raises issues

Marin Independent Journal

POSTED: 09/14/2014 02:33:34 PM PDT

The Richardson's Bay Regional Agency was formed in 1985 to clean up the bay.

The agency has made impressive headway, keeping busy removing derelict and often deserted boats from the bay. It has also worked on improving water quality and addressing sanitation issues.

But in recent years the number of so-called anchor-outs, boats that drop anchor in the bay, has been rising, despite ongoing enforcement and the confiscation and demolition of abandoned boats.

Officials say the rising number is the result of the economy, boaters unable to keep up with rising cost of berths at marinas and many finding boats as an affordable-housing option in high-priced Marin. In some cases, many boats are abandoned, left for the agency and taxpayers to pay to have them towed away to be demolished.

"Some of the boats are just dumped in the bay," said Ben Berto, a county planner and the agency's clerk. "You can see the algae and moss growing."

The agency's law is clear: you can anchor-out, but not for longer than 72 hours.

Obviously, more boat owners are testing that rule.

A survey conducted earlier this year showed 205 boats "parked" in the bay. That's a nearly one-third increase over the number counted in 2012.

Bill Price, the agency's harbormaster, says some boat owners are unwilling to pay rent for storage or dispose of them properly. They bring them to Richardson Bay, drop anchor and abandon them.

Every agency meeting includes a long list of boats that the agency has had to tow off the bay and have demolished. Between May and August, 23 sailboats and powerboats, large and small, were seized, towed away and destroyed.

The boats aren't that different from abandoned cars, only more costly to dispose of.

For years, agency leaders have talked about — and have even designed — a mooring field in the bay that would provide an affordable alternative to a visitor just dropping anchor. It would make enforcement a lot easier.

But the agency's plans have had trouble winning the blessing of the San Francisco Bay Conservation and Development Agency, which had ordered the agency's crackdown on anchor-outs to begin with.

The idea has even been advanced as a way to stem the seasonal problem of anchor-out boats breaking free and being driven by storms onto shorelines, mostly in Belvedere, Tiburon and Strawberry.

If they were fastened more firmly in a mooring field, fewer boats would become post-storm problems for the boat owners, property owners and public agencies.

That argument has not been enough to win over BCDC.

The bay and boating go hand-in-hand and some people see anchoring out as a remnant of Richardson Bay's bohemian lifestyle. They probably wouldn't like a designated mooring field.

Others have found living on the bay a form of affordable housing, which is also vanishing from our landscape as rents and home prices continue to rise.

An unfortunate byproduct, however, is a growing number of boats, many derelict, anchored out in Richardson Bay and an increased workload for the agency. By not cracking down on those boats, more vessels will wind up as flotsam whipped around by winter storms.

↑↓ BAY FILL IN RICHARDSON BAY

Following a recent Richardson Bay Regional Association (non-)meeting about the ongoing problem of illegal anchor-outs in Richardson Bay, I wrote the following letter to Kate Sears, President of the Marin Board of Supervisors:

I cannot tell you how disappointed I was at the RBRA meeting on Thursday in Sausalito. This was my first RBRA meeting, and I was looking for the stewards of Richardson Bay. I found none. Is there not a policy in place to make sure there are at least three boardmembers in attendance at a meeting? Would this lack of concern be the same if the subject had been Muir Woods?

The number of illegal anchor-outs on Richardson Bay recently doubled to 218 'boats'. I consider this to be the wholesale giving away of public land, and it's happening on your watch. At what point do you draw the line? Marin County is the last area to allow this permanent 'fill' of the Bay. Oakland, Redwood City, Clipper Cove, and the Delta have all taken control of their public lands. I am not asking you to enact new county laws, all I am asking is that you enforce the current laws of the County of Marin and the State of California.

San Diego had a similar situation, which they controlled with regulation and enforcement. You can do the same. I suggest you move the County Sheriff's patrol boat to Schoonmaker Point Marina in Sausalito to show presence. Then have the Sausalito Police Department boat patrol the bay between the hours of 7-9 a.m., and the Sheriff's boat between the hours of 4-6 p.m. You have no idea of the impact that it would have.

This cannot be a budget issue, as the county and other government agencies have already spent millions on the problem. Please just enforce the laws of Marin County and make the prevention of the loss of public lands in Marin County a priority.

Recently, two boats washed up on the beaches of Richardson Bay. You might also look up the article on SFGate.com

LETTERS

FROM LATITUDE 38
OCTOBER 2014

about the owner of one of them, *Paloma*. According to the article, he was wanted in San Mateo County on a \$70,000 drug conviction warrant. Both of these boats had gallons of motor oil and diesel oil that leaked from them. I understand the clean-up cost over \$100,000.

Why are the anchor-outs given immunity from state and county law? This amounts to selective prosecution for those of us who follow the law.

The winter storms are coming soon, so now is the time to act. Millions have been spent on the Richardson Bay problems to date, but the number of illegal boats has just increased and the problems gotten worse. Nobody in government is being held accountable for this. You are our elected leader, so it's your responsibility to be on top of this.

After seeing the apathy at the RBRA meeting, I have contacted Lieutenant Governor Gavin Newsom, Attorney General Kamala Harris, and the Bay Conservation and Development Commission. If you're not up to handling the problem, maybe the state needs to do it for you.

We need to solve this problem, as more people than ever are using the Schoonmaker Point beach, a beach where I have seen everything from dead bodies to human waste wash ashore. We owe it to our children to clean up the situation.

Name Withheld By Request
Richardson Bay Boatowner

ing, adept and imperious politician who won't be seen again anytime soon. Notoriously foul-mouthed, Burton, according to the Daily Show's John Oliver, cursed "more than a West Coast rapper." And despite being as progressive as could be, Burton settled a \$10 million sexual harassment suit in 2008 with Kathleen Driscoll, who had been the executive director of his charitable foundation for homeless children. According to Google, Driscoll accused Burton of making lewd and suggestive comments about her underwear and body parts on a near daily basis, accused her of being "probably wild sexually like all Catholic girls," mimicked masturbation on a number of occasions, and introduced her to business associates as a thong model. While Burton would be unelectable today, he currently is — you can't make this stuff up — the Chairman of the California Democratic Party.)

We might not be understanding you correctly, but it sounds as though you're opposed to all anchor-outs, referring to them as Bay "fill" — as the BCDC famously does. We're not in agreement with the concept of boats being fill, or the idea of eliminating boats from Richardson Bay. In fact, we think Richardson Bay is a lot more scenic with boats on it than without. However, we think that boats on the bay for the long term should be in specific mooring fields, and should have to meet the basic navigation and environmental requirements. In addition, there should be specific areas set aside for short- and medium-term anchoring. And derelicts should be removed.

Years ago San Diego had a similar problem with collections of illegally anchored boats that had sometimes become crime centers. They came up with what we believe has been a good solution. They organized mooring fields and made sure the boats in them met and continue to meet navigation and environmental standards. The Laurel St. Anchorage is one example, and is a very attractive part of the San Diego waterfront. In addition, San Diego has a reasonably large area where out-of-county boats — meaning legitimate transients — can anchor, after obtaining a permit, for up to three months at no charge.

We'd like to know why something like that can't be done with Richardson Bay. The only reason we can think of is that there isn't the political will. Unless we're reading them wrong, members of the RBRA and Marin Board of Supervisors have historically thought of Richardson Bay as an acceptable place for homeless people and/or those recently released from San Quentin and other detention centers. As if they would allow Muir Woods to serve a similar purpose. In our opinion, the RBRA hasn't done a good job in this respect. And in the long run, we don't believe they've done any favors for the down and nearly out people whom they apparently believe they've been helping. We're sure others will disagree with us, but that's our opinion.

EDITORIAL RESPONSE (ITAWCS)

N.W.B.R. — We at Latitude have nothing against the concept of anchor-outs, as we ourselves are anchor-outs for at least three months of each year. But the thing that has always boggled our minds about Richardson Bay anchor-outs is that they seem to be sacred cows.

A few years ago, a member of the Marin County Sheriff's Department wrote us a citation at Schoonmaker Point Marina because we'd inadvertently put the state registration sticker for our photoboot on our dinghy, and vice versa. It was an obvious error on our part, and if the deputy felt he had to write it up, so be it. But what really bothered us was not getting any response when we pointed to the fleet of 'boats' anchored about 200 feet away, almost none of which had any registration, let alone met any navigation or environmental standards, and asked why none of them were ever written up.

Can you imagine if the Highway Patrol only enforced laws on newer cars, and ignored rolling wrecks without headlights, license plates or seatbelts? In our view, Richardson Bay is the nautical version of that.

How did the anchor-outs acquire sacred cow status? We're not sure if it's true, but the way it was explained to us in the greatest of confidence, 15 or so years ago the BCDC was going to come down hard on the illegal anchor-outs because they consider them 'Bay fill'. But just before they did, San Francisco's John Burton, then-president pro tempore of the State Senate and said to be nearly as powerful as the governor, told the BCDC to back off or he'd make sure their budget was slashed in half. Anchor-outs have seemed to be immune to BCDC regulations — which are strictly enforced on everyone else — ever since.

As we said, we don't know how much, if any, of the above explanation is true, but some things would seem to fit. Burton, for example, has always been a champion of the poor and homeless. Indeed, it's the main focus of his foundation. And having resigned from the U.S. House of Representatives in 1982 because of admitted addictions to cocaine and alcohol, he has always felt empathy for people struggling with those problems, as a number of anchor-outs do.

(In an aside, Burton, now 79, was the kind of swagger-