

RICHARDSON'S BAY REGIONAL AGENCY

Thursday, December 10, 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 October 1, 2015 Meeting
2. Review Harbor Administrator report
3. Approve prior expenditures for October - December 2015
4. Anchorage Program status update
 - a. Re-cap RBRA Sausalito community presentation
5. Public comments invited concerning items NOT on this Agenda (3-minute limit)
6. Staff comments
7. Board member matters

NEXT MEETING: Tentatively planned for February 12, 2016. 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@marincounty.org

RICHARDSON'S BAY REGIONAL AGENCY

MEMORANDUM

December 1, 2015

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

Board members:

As you are aware from having attended, RBRA Staff and its anchorage consultant conducted a presentation and public question and comment meeting at the Spinnaker Restaurant in Sausalito on November 12. Thanks to Boardmembers for your full attendance, and Board Chair Tollini in particular for her opening remarks, and to the many who worked hard to bring this event to fruition.

Staff has several takeaways from the event. The first is that it was very well attended – more than 250 people. Nobody was turned away but late arrivals had to stand. Most of those folks had not attended RBRA's March anchorage workshop. Awareness is increasing about problems on the anchorage, and folks want to become more informed.

The event is discussed in greater detail in the agenda report. It featured a lively range of commentors. The Sausalito Council, four of whom attended, achieved their desired outcome of providing a large group of Sausalito citizenry a focused picture of issues concerning the anchorage and what the RBRA has been and is trying to do about it.

Disappointing news is further action on this year's anchorage program is on hold until/ unless the Sausalito City Council provides funding (and feedback) for anchorage management. While the Sausalito Council may not want to impede RBRA's anchorage management activities and momentum, their lack of funding is unfortunately having that effect. A Sausalito Council meeting to consider anchorage issues and RBRA funding is tentatively scheduled for early in the new year.

The RBRA's anchorage work was the subject of a recent, supportive Independent Journal editorial (attached). Anchorage issues and RBRA's efforts are garnering attention.

With El Niño mostly behaving for now, work on the water continues to be mostly business as usual, as reported in the Harbor Administrator's report. Anticipatory to worse weather as we get further into the winter season, a letter has gone out to shoreline residents with emergency responder contact information and tips for dealing with vessels that may be adrift or have run aground (copy attached).

See everyone Thursday.

RICHARDSON'S BAY REGIONAL AGENCY

MINUTES OF OCTOBER 1, 2015

HELD AT SAUSALITO CITY HALL CHAMBERS

MEMBERS PRESENT: Herb Weiner (Sausalito); Erin Tollini (Tiburon); Ken Wachtel (Mill Valley);

ABSENT: Kathrin Sears (Marin County); Marty Winter (Belvedere)

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

ADDITIONAL: Leslie Alden (Aide to Supervisor Sears)

Meeting called to order at 5:35 PM.

Minutes of August 13, 2015 Meeting

Minutes were approved unanimously

Harbor Administrator's Report

Mr. Price said that after investigating the NOAA grant process and contact with the administrator, he had discovered that the average range being considered was in the \$15 – \$200K range, with the lower end being favored. The match was 1-1, so any grant issued would cost RBRA considerably more than the State grants we have and continue to utilize, making this a costly alternative to funding programs already in place.

Prior expenditures: July – October 2015

The expenditure report was accepted unanimously

Status Report on the Anchorage Management Program

Mr. Berto said that progress on any program was in a holding pattern while Staff and the sub-committee prepared for the public presentation at the Spinnaker Restaurant in Sausalito on November 12, 2015 where more feedback would be solicited from the citizens of Sausalito. He stated that the program was always envisioned to be outreach heavy, and that there was never an intention to close the anchorage to cruisers. He hoped Sausalito would decide to fund the program so we could continue public outreach through committee workshops, ground truth the program with BCDC and State Lands, and prepare for a heavy winter with resultant higher Rapid Response expenses. He also pointed to ongoing efforts to mandate registration and move toward removal of unseaworthy, unregistered vessels in conjunction with law enforcement.

Jeff Jacobs read from the Torah and asked for a mood of unity.

Bob Lorenzi questioned the Board on their ability to create and rescind code, and he wanted to know how to petition for a change. Kevin Kiffer stated that he can't use his contact info for

registration because he'd be committing perjury. He felt there was an embargo on anchor-out submissions to the agenda. Alden Bevington felt a more collaborative process should be engaged with more anchor-out participation. He agreed with the need for registration and ground tackle inspections, which he said could be accomplished with \$90-100K. Chad Carvey agreed with the RBRA's goals but listed problems with the process. Michael Rex spoke as an advocate for the anchor-outs, and asked for clarity on the agenda, which had not been set yet. He was pleased to see the report on Tomales Bay, and asked for more anchor-out participation, lots of outreach and input, and he looked forward to better management of the anchorage.

Leslie Alden said that the program wasn't set in stone, and that no pre-set ideas would drive the broad community stakeholder group aside from pursuing a safe, healthy, and limited-growth anchorage. Sausalito council had asked for a slow, deliberate outreach to their community. If they approved the budget increase after the November 12 presentation, the stakeholder group would be formed immediately after.

Mr. Carvey asked for assurances that the Board was committed to the anchor-out lifestyle – to preserve a way of life. He presented papers showing an increase in eelgrass growth. Member Weiner said that the anchor-out lifestyle was important to the community of Sausalito.

Mr. Jacobs stated that access to dumpsters was an important point, and that there should be a place to find shelter during rainstorms. He wanted to have anchor-outs work with Staff as day labor, and conduct \$25 ground tackle inspections.

Neil Whitelaw said that he couldn't get enough notice of the meetings through the website, which he felt was inadequate. Member Wachtel suggested that he give his email address to Staff so that an agenda could be electronically mailed from now on. Mr. Lorenzi asked if the RBRA was locked into a plan. Mr. Kiffer stated that the RBRA was not in compliance and shouldn't be here. Andre Scott said that everyone out there worries about dragging boats. Marie Bright complained that everyone looks down on the anchor-outs, and she wanted access to boat repair facilities and showers. Matt Holland said it was important for the community to break bread together and that could be done at a community grill at Dunphy Park.

Chair Tollini spoke in support of the process, saying nothing was pre-determined, and she invited everyone in attendance to the November 12 presentation at the Spinnaker Restaurant and the next RBRA meeting scheduled for December 10.

Mr. Whitelaw said that he smelled an attempt to bamboozle the public. Member Weiner disagreed with him strongly. Member Wachtel observed that if there was some attempt to keep anchor-outs from participating in the process, the RBRA was failing badly judging by the full-house attendance and pertinent comments.

Public Comments

See above

Staff Comments

None

Board Member Matters

None

The meeting was adjourned at 6:55 PM.

NOTE: The next meeting of the RBRA is tentatively scheduled for **December 10, 2015 at 5:30 PM** at the Sausalito City Hall Chambers.

RICHARDSON'S BAY REGIONAL AGENCY

HARBOR ADMINISTRATOR'S REPORT

November 30, 2015

WORKING RELATIONSHIPS

- **Boating and Waterways** – Able to procure an additional \$30K in SAVE grant funding for FY 2016 through Port San Luis Harbor, which was unable to spend down their grant within the current cycle. 2) Preparing reimbursement request for an additional \$25K for other vessels disposed under our original SAVE Grant
- **MSO and SPD** – reviewing legal steps relating to new Boating laws that come into effect on January 1, 2016 concerning marine debris. AB 1323 provides a new tool that allows law enforcement to be able to deal swiftly with marine debris.

DEBRIS REMOVAL

- 19 vessels were disposed once the SAVE grant was fully executed mid-October
- 4 boats are currently impounded
- 2 vessels were stolen out of impound slips. Both were recovered and subsequently disposed, but it illustrates the difficulty in securing impounded vessels in slips

RAPID RESPONSE

- 3 vessels recovered and secured. 4 drifting docks secured. All vessels and docks were blown into Sausalito on two separate north wind events

WATER QUALITY

- The water main at the Gates Cooperative houseboat area has been reconfigured, which means that the County can finish inspections for the new dock. That will alleviate 50% of the problem boats in that marina, and begin the process of getting all of the vessels on secure sewage lines
- Working with California Association of Harbormasters and Port Captains to send letter of response to the Clean Vessel Act program, trying to get them to reinstate funding for pumping out live-aboard vessels
- Sending out letters to anchor outs to encourage use of free sewage pump-out plan for the holidays and beyond

OTHER

- Sent out Rapid Response letter to residents of West Shore Road in Belvedere in advance of the upcoming winter. This letter is also being distributed to all local Sausalito marinas since the north winds directly affect the shoreline and businesses there.
- Rebuilding two RBRA moorings
- Replaced channel marker #8 with a steel piling since it was found to be rotten below the waterline. In contact with the Coast Guard to replace all of their faded channel markers as well.

RBRA - BALANCE SHEET

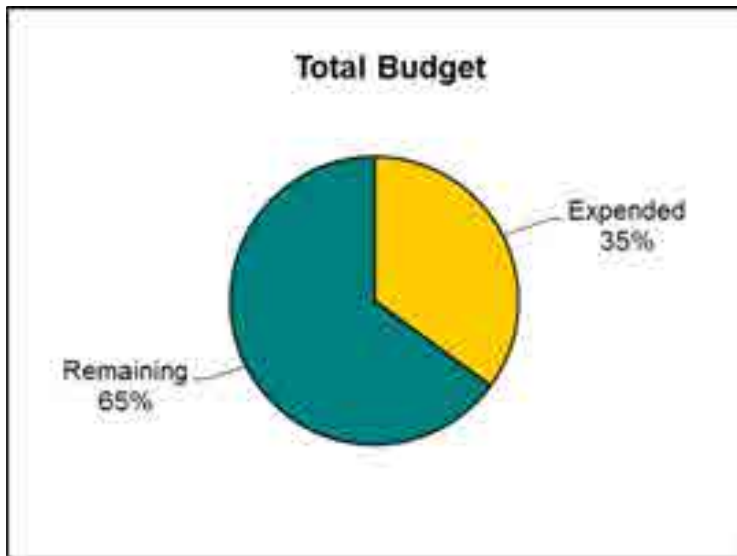
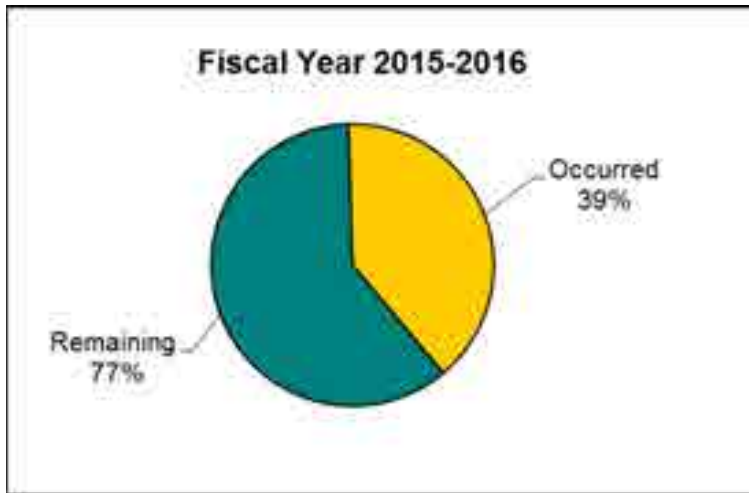
September 25 - November 23, 2015

DATE	COST CENTER	DESCRIPTION	REVENUES
9/30/2015	Int on Pooled Invst	Int on Pooled Invst	-37.53
10/21/2015	Cash on Hand	mooring fees	-100.00
10/21/2015	Cash on Hand	mooring fees	-100.00
10/21/2015	Cash on Hand	mooring fees	-150.00
10/21/2015	Cash on Hand	mooring fees	-160.00
10/21/2015	Cash on Hand	mooring fees	-150.00
10/21/2015	Cash on Hand	mooring fees	-150.00
10/21/2015	Cash on Hand	mooring fees	-150.00
11/4/2015	Cash on Hand	mooring fees	-150.00
11/4/2015	Cash on Hand	mooring fees	-150.00
11/4/2015	Cash on Hand	mooring fees	-100.00
11/4/2015	Cash on Hand	mooring fees	-150.00
11/19/2015	Cash on Hand	mooring fees	-300.00
11/19/2015	Cash on Hand	mooring fees	-160.00
11/19/2015	Cash on Hand	mooring fees	-100.00
10/1/2015	Sausalito PD	Boat Maintenance	-1,509.71
10/21/2015	Mill Valley	City Contribution	-13,455.00
TOTAL			-18,619.77

DATE	COST CENTER	DESCRIPTION	EXPENDITURES
10/1/2015	Alexander - web services	Prof Svcs - Other	400.00
10/1/2015	MT Head - pump-out services	Prof Svcs - Other	300.00
10/13/2015	Parker Diving - salvage boat	Prof Svcs - Other	1,140.00
10/13/2015	San Rafael YH - boat disposal	Prof Svcs - Other	1,590.00
10/13/2015	San Rafael YH - boat disposal	Prof Svcs - Other	5,700.00
10/16/2015	San Rafael YH - boat disposal	Prof Svcs - Other	24,000.00
10/16/2015	EMS pump-out service	Prof Svcs - Other	225.00
10/21/2015	San Rafael YH - boat disposal	Prof Svcs - Other	4,250.00
11/3/2015	Wedlock - survey	Prof Svcs - Other	235.00
11/3/2015	MT Head - pump-out services	Prof Svcs - Other	300.00
11/3/2015	EMS pump-out service	Prof Svcs - Other	225.00
11/4/2015	Marine Lein Sale Services	Prof Svcs - Other	160.00
11/4/2015	Dave's Diving - Mooring check	Prof Svcs - Other	65.00
11/4/2015	GoDaddy - web hosting	Prof Svcs - Other	17.88
11/9/2015	Diego Towing - boats to dump	Prof Svcs - Other	525.00
11/10/2015	San Rafael YH - boat disposal	Prof Svcs - Other	750.00
11/10/2015	Wedlock - survey	Prof Svcs - Other	235.00
11/10/2015	Parker Diving - salvage boat	Prof Svcs - Other	1,800.00
11/10/2015	Parker Diving - salvage boat	Prof Svcs - Other	1,400.00
11/10/2015	Alexander - web services	Prof Svcs - Other	260.00
11/13/2015	Alexander - web services	Prof Svcs - Other	260.00
11/18/2015	Parker Diving - salvage boat	Prof Svcs - Other	3,200.00
11/18/2015	Wedlock - survey	Prof Svcs - Other	235.00
11/9/2015	W. Contra Costa dump	HazMat Clean Up	638.29
11/13/2015	Bay Cities - debris	HazMat Clean Up	1,445.85
11/13/2015	Bay Cities - debris	HazMat Clean Up	1,373.15

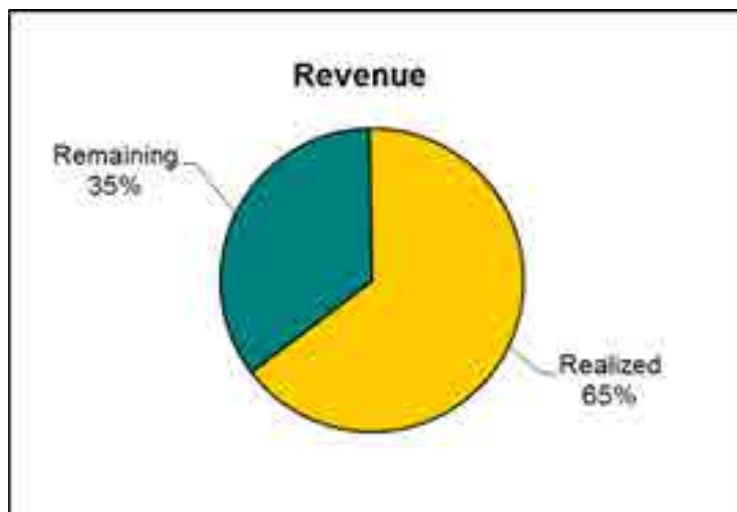
10/21/2015	County Counsel 1st Qtr.	Prof Svcs - Legal	-153.75
9/30/2015	Salary and benefits	Prof. Svcs - County Salary	11,580.75
9/30/2015	AT &T fax line	Communications Services	48.83
11/4/2015	AT &T broadband	Communications Services	40.00
11/4/2015	AT &T fax line	Communications Services	48.01
10/20/2015	mobile phone	Communications Services	80.00
11/13/2015	mobile phone	Communications Services	80.00
11/12/2015	Hertz - Backhoe rental	Rent - Equip Rental	1,013.27
9/30/2015	Libertyship - dry storage	Rent - Off Space	240.00
10/13/2015	ICB - office rent	Rent - Off Space	428.00
10/13/2015	Schoonmaker - slip rent	Rent - Off Space	160.00
10/13/2015	Schoonmaker - slip rent	Rent - Off Space	243.00
10/13/2015	Libertyship - dry storage	Rent - Off Space	480.00
11/4/2015	Schoonmaker - slip rent	Rent - Off Space	243.00
11/4/2015	Schoonmaker - slip rent	Rent - Off Space	160.00
11/4/2015	ICB - office rent	Rent - Off Space	428.00
11/4/2015	Libertyship - dry storage	Rent - Off Space	240.00
11/9/2015	Rite-Aid - Batteries	Oth Maintenance	13.99
10/13/2015	Hertz - backhoe repairs	Maintenance	130.88
10/20/2015	Hertz - Backhoe rental	Rent - Equip Rental	1,832.12
11/18/2015	Hertz - backhoe repairs	Maintenance	1,708.00
10/13/2015	Solano County Labs - Fall tests	Laboratory Services	4,142.00
		TOTAL	73,916.27

Percent of Budget and Percent of FY2015-2016 as of November 22, 2015



Expenditures vs. Adopted Budget

Expenditures	\$142,854
Adopted Budget	\$407,508



Realized Revenue vs. Budgeted Revenue

Realized Revenue	\$265,286
Budgeted Revenue	\$408,400

RICHARDSON'S BAY REGIONAL AGENCY

Dear West Shore Road Resident,

Living on the waterfront exposes you to a very dynamic natural environment. As many of you who have lived in the area for some time can attest, wind-driven debris or vessels are an unavoidable fact of life on the windward shore during storm events locally.

The Richardson's Bay Regional Agency (RBRA) has a program to provide some vessel and debris interception capabilities. While this program does not create any duty on RBRA's part, with your assistance it will increase the likelihood of intercepting a vessel or debris before it contacts shore.

As Harbor Administrator for the RBRA, the following is a response guideline for persons who have waterfront property that is exposed to wind-generated debris or drifting vessels.

Upon becoming aware of this circumstance, you should first attempt to contact me directly. If at all possible, I will intercept the vessel or debris on the open water and safely remove the threat. If you cannot contact me, please use the list below to call the open water responders listed and they will do their best to assist you.

Our goal is to provide open-water interception at no cost to private parties. Our response time goal is 24 hours. However, this program has a small budget and its operation may be limited or curtailed. West Shore residents bear ultimate responsibility for dealing with any vessel, object, or debris that has drifted onto their property, including damages and the expense of having the vessel or debris removed.

Please be aware that trying to fend off vessels or debris that might threaten your property is extremely hazardous and should not be attempted by a non-professional. Wait for professional assistance - do not ever try to manage wind and wave-driven objects due to the risk of personal injury.

The following are local emergency phone numbers to call:

Business name	Contact person	Phone number
Richardson's Bay Regional Agency	Bill Price Harbor Administrator	415/ 971-3919
Parker Dive Service	Tim Parker	415/ 331-0329 cell 415/ 740-1276
Dave's Diving	Dave Gissendaner	415/ 331-3612 415/ 339-9517
Local emergency	Marin County Dispatch	415/ 289-4141
Tiburon Fire District	direct line	415/ 435-7200
Belvedere Police	direct line	415/ 435-3266
U.S. Coast Guard	Station Golden Gate	415/ 331-8247
County Sheriff Marin City sub-station	Deputy David Stires Deputy Kyle Couture	415/308-8061 415/720-8458

c/o Community Development Agency, 3501 Civic Center Drive, Room 308, San Rafael, CA 94903
Cell 415/971-3919 Fax 415/331-1667

If debris or a vessel is has drifted onto your property, and you are unable to reach any of the above emergency responders, the best solution is for you to promptly contact a local salvage operator and arrange for them to remove the debris or vessel. Time is of the essence, because the longer the object stays in place, the more difficult, damaging, and costly it will be to remove.

A good look-out can often forestall disaster. If a vessel or debris is spotted adrift and may be threatening, a call to me and emergency responders is recommended and can avert property damage and salvage costs as well. Please report any such sightings quickly, even if you are not sure of the situation.

In the event of an incident occurring, it is important that you always contact or leave a message with me, the RBRA Harbor Administrator at **415/ 971-3919**. Since I am on call most of the week, I may be able to respond directly, keeping everyone's costs to a minimum. Regardless of the circumstances, I will be coordinating with local agencies and contractors concerning further work.

In addition to notifying the Harbor Administrator, please also contact the Belvedere Police, the County Sheriff, and the Coast Guard if debris or a vessel drifts onto your property. This will alert responding agencies and allow them to determine the next steps. It is also essential in cases where your homeowner's insurance requires you to file a police report in order to document the accident.

Please keep an eye on your neighbor's waterfront as well. If your neighbor is away and debris or a vessel washes up on their property, you may be the first or only person to notice and be able to initiate a response in a timely manner. Work out a plan with your neighbors ahead of time so that everyone knows what to do if a problem should arise that requires a neighbor's assistance.

Don't hesitate to contact me at **415/ 971-3919** or via the address listed below if you have any comments or questions.

Bill Price
Harbor Administrator
Richardson's Bay Regional Agency

c/o Community Development Agency, 3501 Civic Center Drive, Room 308, San Rafael, CA 94903
Cell 415/971-3919 Fax 415/331-1667

RICHARDSON'S BAY REGIONAL AGENCY **REPORT**

December 10, 2015

TO: RBRA Board
FROM: RBRA Clerk
SUBJECT: Anchorage Management and Sausalito Update

On May 19, 2015, the Sausalito City Council received a presentation from RBRA staff that described the Anchorage Management Program that was developed by RBRA's Anchorage Management Subcommittee over an 11 month period, and which included a public workshop on March 14, 2015. The proposed process, as presented to the Sausalito Council, was broken down into three different timeline and funding options, with attendant costs, and a request for additional funds from RBRA member jurisdictions to support the development of the proposed anchorage management program.

The Sausalito Council acknowledged the seriousness of current conditions, but expressed a desire for additional public outreach, questioned costs, and questioned whether a mooring-based program would achieve the desired results. At the conclusion of the Council's discussion, the Sausalito Council declined to direct funds. Instead Mayor Tom Theodores requested that RBRA do additional outreach to the Sausalito community. Mayor Theodores appointed RBRA Board member and Sausalito Council member Herb Weiner, Sausalito Vice-Mayor Jill Hoffman, and City Manager Adam Politzer to work with RBRA Board member Marty Winter of Belvedere and RBRA staff.

On June 4th, pursuant to Sausalito's position, RBRA's Anchorage Subcommittee recommended, and the RBRA Board subsequently adopted, a reduced program that focused on public outreach – including a Stakeholder Advisory Committee, legal consultation, and a budget for additional staff time to oversee both. The RBRA Board unanimously approved the revised program for the FY '15-'16. Confirmation from four of the five RBRA jurisdictions that they would commit program funding approval was subsequently received, contingent on full participation by all members. To date, Sausalito has not approved any anchorage program management funding.

The working group appointed by the Sausalito Mayor was not able to meet until October 9th, and then met twice more to develop a public informational meeting specifically for the Sausalito community, including outreach strategies and presentation content. Sausalito committed \$3,000 to cover the printing and mailing of a flyer and post card (attached) and venue rental. The County of Marin allocated \$2,100 to hire a meeting facilitator. RBRA paid \$300 to have the Community Media Center of Marin record the meeting, edit and make the video available publicly (which can be accessed at the following web address: <https://youtu.be/pvtFfO5V164>).

The presentation was intended to inform the Sausalito community of the issues of an overcrowded anchorage, explain the process by which the RBRA arrived at its recommended anchorage program, and share its proposed “path forward”, including forming a public Stakeholder Advisory Committee. It should be noted that the meeting was not designed to measure public opinion or derive consensus. Based on input from the working group, County and RBRA staff created a post card, flyer and PowerPoint presentation, and submitted 3 articles to Sausalito Currents, the city’s weekly e-newsletter (attached). Flyers were distributed around town (markets, bulletin boards, ferry terminal, etc.), and post cards were mailed to every residence in the City of Sausalito.

The community meeting was held on Thursday, November 12, 2015 at The Spinnaker Restaurant in Sausalito. 257 people signed in, and it was “standing room only” - the total number of attendees far exceeded the number who had signed in. Of signees, 185 indicated that they were Sausalito residents. Most had not attended the March 14th workshop at the Bay Model. 154 attendees shared their contact information and asked to receive information in the future (all who provided an email address have been added to RBRA’s Board meeting electronic agenda mailing list). All RBRA Board members attended, as well as four of five Sausalito Council members.

The presentation recapped issues facing the anchorage, the March 14th workshop, the process that resulted in the RBRA Anchorage Management Sub-Committee’s recommendation, and the RBRA Board’s subsequent decision to pursue an anchorage management program that included a mooring field. Following the PowerPoint presentation, the audience had the opportunity to comment and ask clarifying questions, which were transcribed (see attached).

Staff thanks the working group, as well as additional Sausalito staff and Supervisor Kate Sears’ Aide Leslie Alden, for their instrumental work in making the evening a success. Staff also applauds the more than 250 people who took time out of their busy lives to become better informed about Richardson’s Bay, the RBRA, and the many issues confronting our anchorage.

The evening concluded with RBRA’s invitation to community members to apply to serve on a Stakeholder Advisory Committee, the integral part of the proposed Phase One: the community process to identify local preferences, requirements, and design ideas to help RBRA navigate the myriad complexities of developing an anchorage program. Applications were provided at the meeting (attached), are available on RBRA’s website, and assuming the program proceeds, will be emailed to attendees who both indicated their interest in receiving additional information and shared their email address. Several applications have been received to date.

Staff had hoped to assemble the Stakeholder Advisory Committee and move ahead with Phase One before year’s end. However, Sausalito’s share, \$31,850, remains outstanding, and must be received before Phase One can proceed.

Unfortunately, events since the November 12th presentation have militated against moving forward at this time. Specifically, at the November 17 Sausalito City Council meeting, the City Manager’s remarks indicate additional input is desired from the Sausalito community, and that expense and scope are concerns. The Sausalito Council is not scheduled to take this up again before the new calendar year.

Conclusion: To date, the FY '15-'16 RBRA anchorage budget and work program has focused on the recommendation to develop an appropriate mooring field as the most effective means of managing the anchorage. However, the lack of funding from Sausalito raises serious doubts that the RBRA can continue to proceed on that basis at this time. One suggestion heard from Sausalito is that the four other jurisdictions simply fund Sausalito's portion. This is a non-starter insofar as other RBRA member jurisdictions conditioned their contributions on Sausalito doing the same. Furthermore, it is unlikely that any program could be successful without Sausalito's willing participation and support.

The RBRA has been working on developing a program to address the worsening anchorage situation for nearly a decade. In particular the situation over the last six years has reached an unsustainable crisis stage.

If funded, RBRA's proposed program will begin the process of transforming the agency from attempting to maintain the status quo, to one that actively manages the anchorage in a fiscally sound manner that respects human health and safety, protects the environment, and improves navigational access.

The RBRA awaits the outcome of the Sausalito Council's deliberations in the new year. It is hoped that they will provide clear program direction and a commensurate level of support. Half of the fiscal year will have passed prior to any decision by Sausalito. It therefore must be expected that most planning and budget efforts will have to be folded into next year's (FY '16-'17) work program and budget. Preparation of the next FY budget is scheduled to begin in February 2016, for Board approval of a draft budget in April.

Attachments:

1. Presentation flyer
2. Stakeholder Advisory Committee application form
3. November 12, 2015 Sausalito Presentation comments
4. Sausalito Currents articles
5. PowerPoint presentation

Please join your neighbors at a community presentation hosted by the
Sausalito City Council and the Richardson's Bay Regional Agency

Anchorage in Jeopardy | Issues and Solutions

THURSDAY NOVEMBER 12, 2015 6:00 – 7:30 pm

The Spinnaker Restaurant

100 Spinnaker Road, Sausalito, CA

Richardson's Bay, home to boats, boaters, and marine wildlife, remains a scenic part of our maritime heritage, and has provided safe anchorage for boats for over a century. However, an increasing number of vessels have arrived as other anchorages around SF bay have closed, and the impacts of the economic downturn have contributed to a dramatic increase in the number of abandoned vessels. Real concerns are growing about environmental health, human endangerment, unsustainable operating costs, and property damage.



This facilitated presentation offers the public an opportunity to understand the issues facing the anchorage, ask questions of city council and RBRA board members and staff, and share comments on the process to create a sustainable anchorage management program, as we work together to seek solutions.

APPLICATION

COMMUNITY STAKEHOLDER ADVISORY GROUP

of the
Richardson's Bay Regional Agency

Purpose: Community members will discuss the cultural, aesthetic, environmental and fiscal issues that will ultimately inform the design of a mooring field, or a viable alternative, in the Richardson's Bay anchorage. The advisory group will present their findings and recommendation to the Board of the Richardson's Bay Regional Agency.

NAME: _____

ADDRESS AND CITY: _____

EMAIL: _____ PHONE: _____

Applicants agree to the following "Stakeholder Member Responsibilities":

The **desire** to be part of the **solution**

The **ability** and willingness to **be an effective spokesperson** for, and to communicate to and from, the community group or organization that you represent on the Stakeholder Advisory Committee

A **respect** for differing, even opposing, viewpoints, and the ability to explore the pros and cons of different aspects and ideas

A **commitment to stay engaged** with the process to formulate a recommendation to the RBRA Board, the community and the other regulatory agencies

Time to prepare for and attend meetings, including reading materials and communicating with and soliciting input from the community group or organization that you represent.

Time commitment: approximately 10 hours per month for the first three months of 2016.

Please check which group you would like to represent:

- | | |
|---|--|
| <input type="checkbox"/> "Anchor Out" Community | <input type="checkbox"/> Sausalito Resident |
| <input type="checkbox"/> Houseboat Community | <input type="checkbox"/> Business |
| <input type="checkbox"/> Marina | <input type="checkbox"/> Community/Chamber |
| <input type="checkbox"/> Owner/Harbormaster | <input type="checkbox"/> West Shore Resident |
| <input type="checkbox"/> Cruising Community | <input type="checkbox"/> Service Provider |
| <input type="checkbox"/> Environment | <input type="checkbox"/> Other _____ |

APPLICATION CONTINUES ON THE REVERSE SIDE

Please use this space to tell us why you would like to be a part of the RBRA Stakeholder Advisory group, including:

- 1) Your reasons for applying;
- 2) Your relationship and involvement with the group or constituency that you wish to represent;
- 3) The number of years that you have been in the community, what particular experience or expertise that you will contribute to this working group;
- 4) How you will support excellence in serving the public in this process; and
- 5) What experience you have in engaging with a wide variety and diversity of people in our community.

Preferred Meeting Times: Weekdays Weekends Mornings Afternoons Evenings

Submit application no later than December 10th: by email, RBRA@marincounty.org
or mail to RBRA, 3501 Civic Center Drive, Room 308, San Rafael, CA 94903

The Board and staff of the Richardson's Bay Regional Agency thank you very much for your interest in working together on this process.

COMMENTS FROM 11.12.15 RBRA/SAUSALITO COMMUNITY PRESENTATION

- How do we get state funding reinstated, and increased?
- Anchor-outs have solutions, too
- Need more anchor-outs on the Stakeholder Advisory Committee
- This is an environmental issue, not anchor-outs
- Concern that there would be limitations on the number of people on moorings, unfair assignment of balls, and this would benefit only a few
- Doubling the number of boats out on the Bay is no big deal
- There has been mismanagement by RBRA
- Boats can break loose from mooring balls, as well from anchors
- Land-side run-off and sewage is the major water quality issue
- Living on a boat is an affordable alternative for many
- Why is the focus on the anchorage and not on the marinas? Bay fill is bay fill
- The make-up of the SAC should include the other cities, not just Sausalito
- What role does the Army Corps play?
- There must be a competitive bid for any design
- A sewage and pump-out program is needed
- Permitting for long-term mooring is an issue
- Concern for the displacement of otherwise homeless anchor outs
- Who pays for this?
- Water quality out on the anchorage is not a problem (3 people)
- What is the purpose of this process and how will it affect Sausalito/
- Why aren't there more mariners on the SAC list? (2 people)
- Integrity of the process and transparency is critical (2 people)
- Where do the boats come from? Are they all from Richardson's Bay?
- There is community feeling among the mariners
- What are the governing jurisdictions?
RB SAP, State Lands, BCDC
- Storage of boats on the bay is a violation of the Public Trust Doctrine (2 people)
- A mooring field is a good idea
- Why haven't the ordinances been enforced?
- Process must include anchor-outs, more are needed to find consensus and solve problem
- Go back to the drawing board
- Concern about development of the bay
- People illegally anchoring out in the bay is equivalent to people parking their car or RV out in the middle of GGNRA or other parks. It's not acceptable
- More "enforcement" won't help – everyone has to talk together

(These notes are from participant comments recorded by Leslie Alden, and are separate from any video transcript, which may include additional public questions and comments.)



Forum on the Richardson's Bay Anchorage to be Held November 12

September 25, 2015



The Richardson's Bay Regional Agency (RBRA) has been working hard to improve its management of the **Richardson's Bay anchorage** over the past nine years. Despite those efforts, the situation on the anchorage has deteriorated. The most recent vessel census conducted by the RBRA, in 2014, revealed that the number at anchor in Richardson's Bay has approximately doubled to over 200 in the last six years, and has reached an unsustainable crisis point.

Recognizing the seriousness of the current situation, the RBRA focused its efforts on the anchorage in late 2014 and early 2015, culminating in a workshop held at the Bay Model in March, 2015. The workshop reviewed issues affecting the RBRA's ability to sustainably manage the anchorage. Also discussed were potential solutions to the crisis and a public process for developing an anchorage management plan. Based on the findings of the workshop, the RBRA Board recommended developing a plan for a mooring field, utilizing expert and community input.

The RBRA Board's recommended anchorage management plan and budget failed to achieve financial backing from the Sausalito City Council. The Council determined that additional community outreach would be necessary to inform a broad cross-section of Sausalito residents and businesses of the issues facing

the anchorage, the City, and the RBRA, prior to committing program funding.

RBRA staff (Ben Berto, Bill Price, and Leslie Alden of Supervisor Sears' office), the RBRA Anchor Management Sub-Committee (Sausalito Councilmember Weiner and Belvedere Councilmember Winter), the Sausalito Council Sub-Committee on the Anchorage (Sausalito Councilmembers Hoffman and Weiner), and Sausalito City Manager Adam Politzer have been meeting as a working group to discuss next steps for community outreach and engagement in Sausalito. The working group recommended, and the Sausalito Council approved, a **public forum** for Sausalito residents and businesses on **November 12 at the Spinnaker Restaurant**, 100 Spinnaker Drive in Sausalito.

This is the first of several brief articles laying out issues facing the anchorage, the City of Sausalito, and the RBRA, in advance of the November meeting. In the last [Currents article](#) we outlined the **Richardson's Bay Regional Agency's (RBRA)** efforts to revise management of the anchorage over the last nine years. The current situation, with over 200 vessels - roughly double the number over six years ago - has reached crisis proportions that are unsustainable. RBRA hosted a community workshop at the Bay Model on March 14, 2015. The workshop identified seven primary issues that affect RBRA's ability to manage the anchorage: environmental, human health and safety, navigational hazards, property damage, regulatory, shoreside access, and fiscal. Below are some of the highlights:

- **Environmental:** Vessels release hazardous materials into the Bay, such as fuel, oil, and other chemicals and compounds when they sink, are in disrepair, or discharge sewage or garbage. As wind and currents change, boats swing on their anchors and anchor chains scrape bay mud, damaging eelgrass beds which support the herring runs and migratory birds.
- **Human health and safety:** Living on the water is challenging, with minimal amenities, and can be dangerous. In storms, vessels can break free from their anchors, creating perilous and potentially fatal situations. The locations of boats are not fixed and emergency professionals may not be able to respond.
- **Navigational hazards:** When vessels sink both the boat and the debris that floats from it cause hazards for other boaters, as do unlit boats.
- **Property damage:** Vessels can break loose in strong winds, crashing into other boats, and often into property on land, including people's homes and marinas.
- **Regulatory:** The majority of vessels anchored for extended periods in Richardson's Bay are violating a variety of local and State laws and regulations. The sheer number of vessels on the anchorage and limited funds make enforcement a challenge.
- **Shoreside access:** Public docking space and amenities, including access to showers, bathrooms and laundry, are very limited.
- **Fiscal:** The RBRA budget relies on contributions from its member jurisdictions (Mill Valley, Sausalito, Belvedere, Tiburon and the County), and grants from State and other agencies. There is still no funding stream to develop a program to achieve anchorage management improvements.

There will be a **public forum** for Sausalito residents and businesses on **November 12 at 6 p.m. at the Spinnaker Restaurant**, 100 Spinnaker Drive in Sausalito to discuss these issues

This is the second in a series of several brief articles laying out issues facing the anchorage, the City of Sausalito, and the RBRA, in advance of the November meeting.

Primary Issues Facing the Richardson's Bay Anchorage

October 16, 2016

In the last [Currents article](#) we outlined the **Richardson's Bay Regional Agency's (RBRA)** efforts to revise management of the anchorage over the last nine years. The current situation, with over 200 vessels - roughly double the number over six years ago - has reached crisis proportions that are unsustainable. RBRA hosted a community workshop at the Bay Model on March 14, 2015. The workshop identified seven primary issues that affect RBRA's ability to manage the anchorage: environmental, human health and safety, navigational hazards, property damage, regulatory, shoreside access, and fiscal. Below are some of the highlights:

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This is the second in a series of several brief articles laying out issues facing the anchorage, the City of Sausalito, and the RBRA, in advance of the November meeting.

Options for Richardson's Bay Anchorage

October 30, 2015

The Board of the Richardson's Bay Regional Agency (RBRA) created an Anchorage Management Subcommittee in late 2014 to address issues resulting from over 200 vessels anchored in the bay, an unsustainable level.

A workshop was held at the Bay Model in March 2015 to share the issues with the community. The overwhelming community input was that "something" needed to be done, and a "mooring field" was suggested at each workshop table. The Subcommittee evaluated different options for consideration: "no change", "close anchorage", "enhanced anchorage management", and "a mooring field". The workshop results were reported to the RBRA Board in May and to the Sausalito City Council in June.

Here is a summary of the options:

No Change: Current trends indicate mounting issues in several areas: fiscal, environmental, human health and safety, navigational hazards, property damage, and regulatory compliance. "No Change" confronts the RBRA Board with escalating problems and increasing costs. What is currently unsustainable will only get worse.

Close Anchorage: Closing the anchorage is prohibitively expensive: assuming average costs of \$5-10,000 per vessel to remove, RBRA's budget would have to be increased 4-5 times. Additional enforcement and legal expenses would be substantial, as would ongoing enforcement to keep the anchorage cleared. Aside from costs, other considerations include housing displacement and relocation impacts for the dozens of people who currently call the bay "home" and the 150+ year history as an anchorage and part of the culture of the area and Sausalito in particular. Finally, Richardson's Bay is a federally- designated "special anchorage", and it would be difficult to secure federal approval to close it.

Enhanced Anchorage Management: A more comprehensive management of

the anchorage, short of developing a mooring field, is technically possible. However, the high rate of vessel turnover and the bay's appeal as a place to store or abandon vessels would require additional patrols and enforcement to ensure compliance with regulations. Disposing noncompliant vessels would demand substantial resources. Continued use of anchors raises safety, hazard, and environmental concerns.


Mooring field: A mooring field requires that all boats be attached to a secure, designated mooring ball, much like having a "home address". This creates an effective, long-term solution to managing the bay and an orderly and welcoming environment for visiting sailors. A mooring field would also produce a cost-recovering funding stream. Moorings are safer and more environmentally friendly than anchors.

Conclusion: The Board and staff of the RBRA have spent years coping with issues on the anchorage, and conducted the well-attended workshop on this topic in March. The RBRA has recommended a mooring field as the best solution to address the many unresolved issues associated with the anchorage. However, the RBRA Board also recognizes that public collaboration is critical to creating viable solutions, and determining to what extent or whether a mooring field ends up being part of a final project.

This year's (proposed) anchorage program budget designates funds to create an advisory task force to continue that process. Your input and participation is vital to a successful outcome. Please join your neighbors on **Thursday, November 12 at The Spinnaker, 6:00 - 7:30 p.m.**, to hear RBRA's presentation and share your views.

November 6, 2015

Anchorage in Jeopardy: Issues and Solutions. There are over two hundred boats anchored in Richardson's Bay, many abandoned and derelict, some sinking, and many with live-aboard residents. The anchorage cannot sustain this many boats and the ecological health of Richardson's Bay is in jeopardy. Permanent, sustainable solutions are needed. Is a mooring field the answer? The City of Sausalito and the Richardson's Bay Regional Agency invite you to an informational presentation on **Thursday, November 12 at 6 p.m.** at the Spinnaker Restaurant. The presentation will review the issues on the anchorage and discuss the proposed process to formulate solutions, including a mooring field. There will be time for questions, answers and comments.

An aerial photograph of Richardson's Bay in Sausalito, California. The image shows the coastline with buildings, roads, and greenery. The water is a deep blue-green color. A semi-transparent grey box with a grid pattern is overlaid on the middle of the image, containing the title text.

Richardson's Bay Anchorage Management: Community Process, Challenges, Possible Solutions, Recommended Option, and Budget Considerations

**Presented by the Richardson's Bay Regional Agency
and the City of Sausalito
November 12, 2015**

Agenda and Presentation Overview

6:00 PM Welcome: Sausalito Vice Mayor Jill Hoffman

**Meeting Overview: Erin Tollini (Tiburon Town Council),
Chair, Richardson's Bay Regional Agency**

- **Why We Are Here Tonight**
- **Jurisdictions that Govern Richardson's Bay**

6:15 PM Presentation: John Gibbs, Facilitator

- **Anchorage In Jeopardy: The Context**
- **March 14, 2015 Community Meeting Summary**
- **Summary of Identified Issues**
- **Summary of Strategies**
- **Proposed Process, Funding and Timeline**

6:45 PM – Clarifying Questions, Answers and Comments

- **2 minutes maximum each**

7:30 PM - Thank You and Adjourn

Background: Meeting Objective

On May 19, 2015, the Sausalito City Council requested that the RBRA and the City jointly host this meeting to share the history and findings that led to the recommendation of the RBRA Board to manage the anchorage, including public input on the design and installation of a mooring field.

This is an informational presentation, not a community workshop with breakout sessions, but it is our hope that an engaged community will lead to sustainable solutions that address the regulatory, fiscal, community and environmental challenges that are currently faced by the RBRA.

There will be time this evening for clarifying questions and answers, as well as comments.

Richardson's Bay: Anchorage in Jeopardy



Background: Richardson's Bay Regional Agency



Formed in 1985 as a Joint Powers Agency to manage the bay, RBRA consists of 5 members: Belvedere, County of Marin, Mill Valley, Sausalito & Tiburon –

RBRA employs 1 full-time Harbor Administrator and has part-time County staff (.1 FTE)

- **Manages anchorage safety**
- **Enforces RBRA regulations**
- **Monitors & tests water quality**
- **Manages disposal operations & Vessel Turn-In Program (VTIP)**

Background: RBRA Management Goals

CREATING A SUSTAINABLE ANCHORAGE

- Manage anchorage in a fiscally sustainable manner
- Ensure public health, safety, and wellbeing
- Protect bay ecology
- Enforce regulations
- Reinforce maritime use and heritage
- Promote a welcoming and safe harbor for all to enjoy
- Address public improvements and facilities



Background: Jurisdiction and Oversight of the Bay



- **State Lands Commission**
Has jurisdiction over the entirety of Richardson's Bay and has authority to remove vessels
- **State Fish & Wildlife**
- **Bay Conservation & Development Commission**
Considers boats anchored over 30 days to be illegal "bay fill"; can enforce McAteer-Petris Act regulations
- **US Coast Guard**
Ensures public safety, removes hazardous materials, regulates vessel safety
- **Army Corps of Engineers:**
channel maintenance, permits

Background: RBRA Funding



Background: Funding Objectives



In addition to its annual operating budget, RBRA is requesting a total of \$91,000 from its members for FY 2015-2016 to initiate the following:

- Stakeholder Advisory Group process
- Preparation of Anchorage Management Program recommendation to RBRA Board
- Additional staff resources
- Expand “Rapid Response” program during winter storms
- Collaboration with Regulatory Agencies

Sausalito’s share is \$31,000

Background: Meeting Objective

This meeting is to inform the Sausalito community of the issues of an over-crowded anchorage, and share the proposed “path forward”, including forming a Stakeholder Advisory Committee.

The Richardson’s Bay Regional Agency members voted to support and fund a process to address the issues.

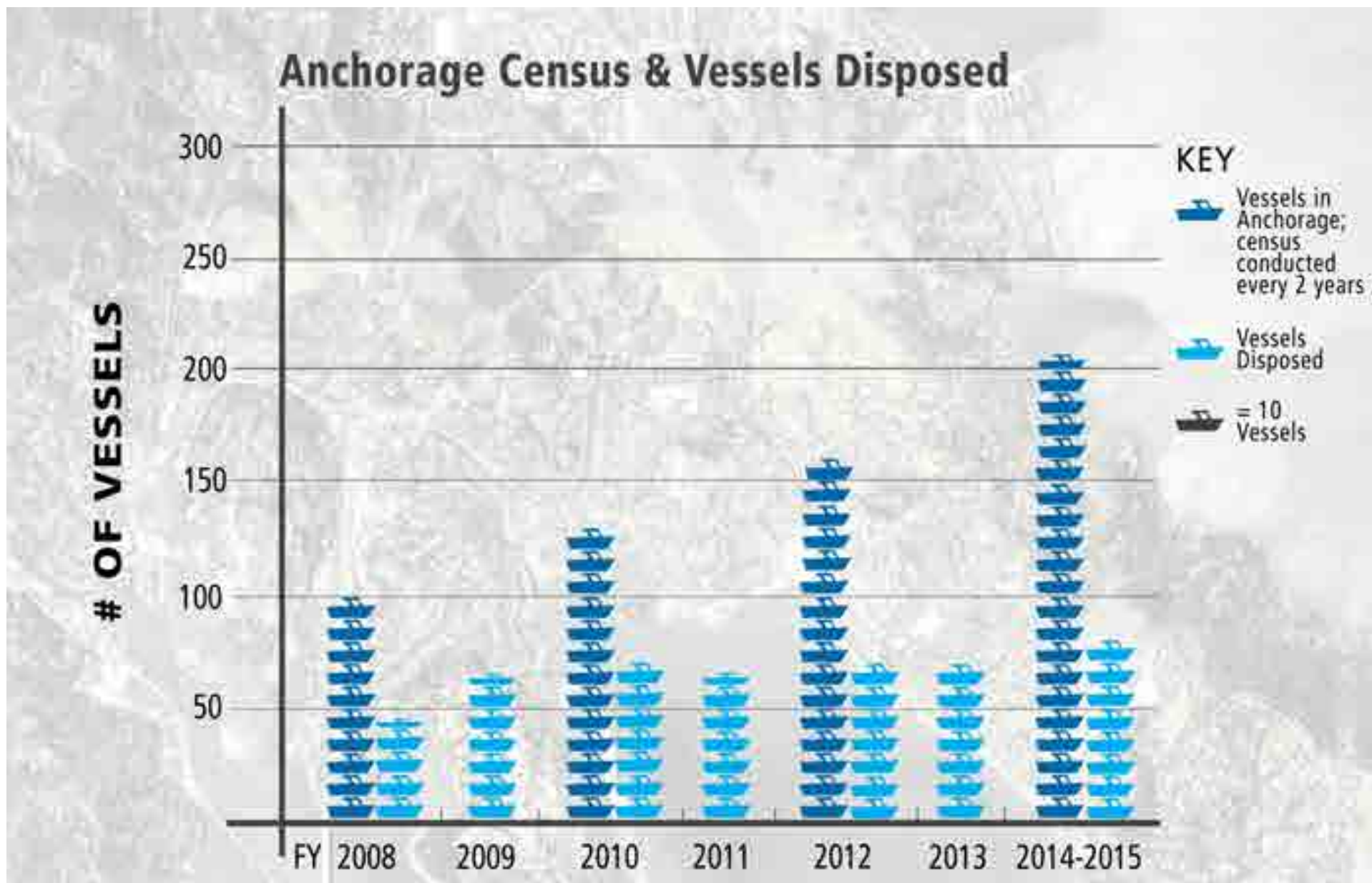
Four of the RBRA member jurisdictions have already contributed full funding.

RBRA seeks funding from the City of Sausalito in order to proceed.

Context: SF Bay Anchorage Closures



Context: Increase in Number of Vessels



Context: Precarious Living



Photo Credit: Alan Dep, Marin IJ

“This is not a free ride. When it storms, you have to pay attention or else Mother Nature will evict you without notice. Without my skill and experience, I would have been swept away in my own wreckage many times.”

*- Ale Eckstrom
50 year anchor-out resident*

*The Marin Independent Journal
Paul Liberatore “Lib at Large”
August 19, 2012*

Community Meeting Overview

Public Workshop at the Bay Model: Invited Speakers

March 14, 2015



- **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

Identifying the Issues and Impacts



Environmental Impacts



Human Health & Safety



Public Safety & Law Enforcement

RBRA
State Lands Commission
Bay Conservation & Development Comm.
State Fish & Wildlife
County of Marin & Cities
Army Corps of Engineers
US Coast Guard

Regulatory Agencies with Jurisdiction



RBRA Operations & Finance



Shore Facilities

WORKSHOP SUMMARY: Environmental

- “Crop circles” created by swinging anchor chains in eel grass beds impact herring habitat and fishery
- Trash, debris, hazardous materials & sewage from boats
- Logistical complications for response efforts in the event of a major release of oil or other toxic material in the bay



WORKSHOP SUMMARY: Human Health & Safety

- Homeless population at-risk, with limited access to social services
- Lack of on-shore facilities (e.g., restrooms, showers, trash, dock access)
- Preserving local culture is important, though there is mistrust between anchorage user groups
- Minimal participation in Alert Marin self-registration
- Unknown number of individuals who may require services after a storm or hazard event (i.e., an oil spill)



WORKSHOP SUMMARY: Public Safety

Navigational Hazards & Property Damage

- Breakaway vessels
- Abandoned and sunken vessels
- Lack of maritime skill



Law Enforcement

- Theft and other illegal activities
- Enforcement challenges on the water
- Recreational watercraft rentals to inexperienced users
- Increasing costs to patrol both land-side and marine areas



WORKSHOP SUMMARY: RBRA Anchorage Management

Regulatory, Fiscal & Operational Challenges

- Anchorage is over capacity
- Illegal private gain from a public resource, via illegal rentals of moorings and vessels (e.g., Craig's List)
- High vessel disposal costs
- Inconsistent enforcement due to haphazard anchoring, lack of funding, and overlapping agency and regulatory jurisdictions
- Anchorage does not comply with State and local regulatory requirements

Sausalito Mooring for Sale or Rent - \$5000

This mooring is a grandfathered mooring that was placed in Richardson Bay by the only owner before the RBRA was created in 1987. Located on the West side of the Sausalito channel, 250yds East of the Sausalito Cruising Club, in 8 feet of water (low tide). Please call for more info or see contact info.



RBRA Operations & Finances

1997-2013: RBRA disposed of an average of **50 vessels per year**

- a total of 797 vessels
- over 9,900 tons

2014-2015: RBRA disposed of **76 vessels**, the highest annual #

RBRA Operations & Finances

2008-2015: State **funding** for disposal **Increased**

- \$120,000 to \$180,000

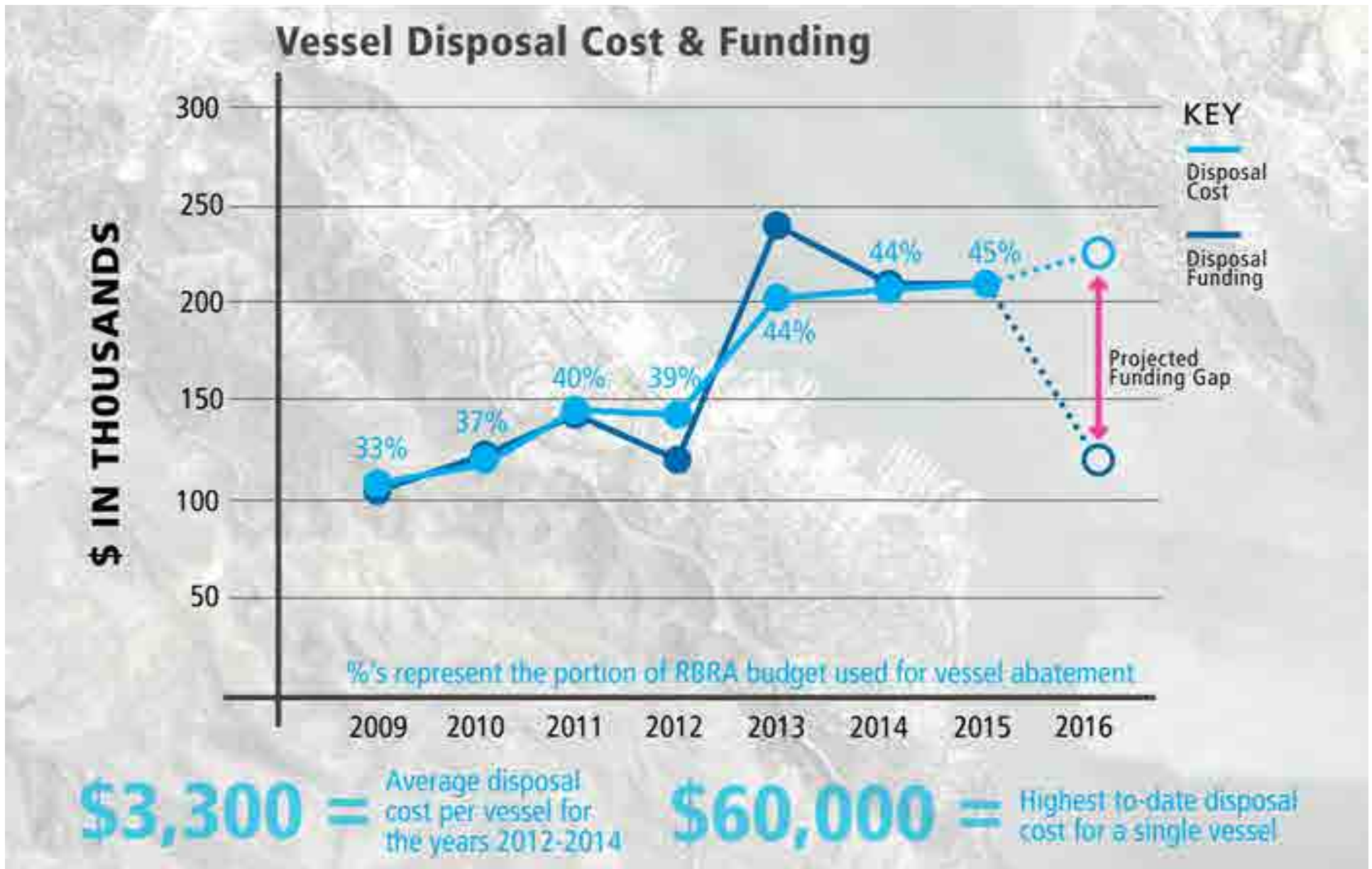
2016: State **funding reduced** to \$120,000

- Rising costs for enforcement abatement, legal fees
- Rising costs for Rapid Response Team

Average annual **disposal cost** per vessel is **increasing**:

- 2009: \$1,600
- 2014: \$4,000

RBRA Operations & Finances



RBRA & Law Enforcement Response

Collaboration between RBRA, Marin County Sheriff, Sausalito PD and US Coast Guard to address issues:

- RBRA Rapid Response program
- RBRA Vessel Registration program increased percentage of currently registered vessels from 1/3 to 2/3
- Increased vessel & life vest inspections
- Identifying and removing abandoned vessels
- Provide health services and other resources
- Increased environmental enforcement
- Identifying and arresting those associated with theft, Boating Under the Influence (BUI), etc.
- Recent police outreach



Community Meeting Input

“I was so surprised at how quickly every single table came up with a “mooring field” as the most effective solution. I thought it would take many more meetings, but you know, this has been successfully done up and down the California coast. It’s not like we’re reinventing the wheel. We just have to figure out the best way to implement that idea here for Sausalito.”

- Doreen Gounard, Galilee Harbor
and community meeting participant

Management Matrix Tool

ISSUES, OPTIONS	NO ACTION	CLOSE ANCHORAGE	ENHANCED ANCHORAGE MANAGEMENT	MOORING FIELD
ENVIRONMENTAL Avian, mammal and fish habitat; Pacific flyway; Eel grass crop circles, herring fishery; sinking vessels, hazardous materials, water contamination the water (oil, diesel, etc.); sewage, water quality (TMDL), trash	Red	Green	Yellow	Yellow
HUMAN HEALTH & SAFETY Long-term community; historic anchorage Range of users, including visiting recreational mariners, "lifestyle preference", impoverished, at-risk populations Challenge for emergency services, law enforcement	Yellow	Yellow	Yellow	Green
NAVIGATIONAL HAZARDS Sunken and drifting boats pose navigational hazards Debris from boats dropped, blown or washed overboard	Red	Green	Yellow	Green
PROPERTY DAMAGE Poorly anchored boats cause damage to other boats, docks, marinas and land-based property, as well as damage the marsh habitat	Red	Green	Yellow	Green
REGULATORY 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	Red	Green	Yellow	Yellow
SHORESIDE ACCESS Limited access to shore, few "welcoming" dingy docks, limited shore-side facilities, limited trash and pump-out facilities, impacts to businesses	Yellow	Red	Yellow	Green
FISCAL ISSUES Short- and longer-term effects on RBRA and member jurisdictions	Red	Red	Red	Yellow

OPTION: NO CHANGE

- Anchor-out community remains intact
- Number of vessels remains or increases
- Housing, safety and aiding at-risk anchor-outs not addressed;
- Heavy law enforcement demand; limited emergency services
- Environmental impacts
- Navigational hazards
- Property damage
- Ongoing substantial outlays for vessel abatement with funding uncertainties, enforcement costs
- Violates regulations
- Same limited access to services and amenities
- Additional risk of lawsuits

ESTIMATED ANNUAL COST: \$250,000 - increasing annually, and requiring additional RBRA member contributions

OPTION: CLOSE ANCHORAGE

- Environmental impacts eliminated
- Navigational hazards eliminated
- Property damage eliminated
- Regulatory issues eliminated
- Costs increase exponentially - all boats must be dealt with
- Historic maritime lifestyle eliminated
- Challenges re-housing displaced population
- Richardson's Bay remains an anchorage because of Federal designation; Federal regulation amendment difficult to justify
- Vessel enforcement eventually reduced, not eliminated

ESTIMATED COST: multi-million dollar expense, over multiple years, including legal challenges

OPTION: ENFORCEMENT ONLY

- Substantial increase in law enforcement
- Anchorage management challenging due lack of mooring/anchorage organization
- Potential for additional visiting seaworthy vessels, requiring ongoing management
- Difficult to monitor bottom tackle of boaters
- Requires substantial revenue increases to support additional RBRA staff and law enforcement
- Legal challenges

ESTIMATED ANNUAL COST: **\$700,000 - \$1,200,000**

OPTION: MOORING FIELD W/ ENFORCEMENT

- Environmental impacts from boats greatly reduced
- Enhances access to/from shore
- Navigational hazards greatly reduced
- Property damage due to boats greatly reduced
- Substantial program development and implementation costs, with future cost recovery means field will provide ongoing funding stream
- Regulatory issues regarding long-term moored boats will need to be addressed

ESTIMATED COST:

\$750,000 to implement, including design, regulatory changes, CEQA review and installation expenses; Cost neutral after five years

RBRA Member Follow-Up Status: **May, 2015**

- **May 7, 2015:** RBRA Board accepted the Anchorage Management Sub-Committee report of Community meeting and recommendation that a mooring field design concept be explored
- RBRA Board approved FY 2015-2016 Budget
- Proposal and budget requirements presented to all 5 RBRA jurisdictions
- Four jurisdictions approved RBRA FY 2015-16 budget, PLUS anchorage management program
- Sausalito did not approve anchorage program funding pending additional outreach

Anchorage Management Program Process

PLAN & DEFINE

Create Stakeholder
Advisory Group
Technical Studies
Agency Coordination
Local City Coordination

DESIGN & PERMIT

Technical Plans
Design Improvements
CEQA & Permitting

FUND

Grants
RBRA Member
Contributions
Complete CEQA

IMPLEMENT

Construct
Improvements

First Quarter 2016

PROCESS DELIVERABLES: **Phase One**

PLAN & DEFINE

DESIGN & PERMIT

FUND

IMPLEMENT

- Create Stakeholder Advisory Group (RBRA Board appoints)
- Engage experts/Agencies to advise committee and staff
- Conduct workshops to discuss anchorage solutions
- Advisory Group makes recommendation to RBRA
- Develop RBRA budget for Phase 2

PHASE ONE budget: \$91,000

PROCESS DELIVERABLES: **Phase Two**

PLAN & DEFINE

DESIGN & PERMIT

FUND

IMPLEMENT

- Regulatory Review/update of RBRA Ordinances
- Technical Design of Improvements
- CEQA & Permitting
- Grant funding
- Community Outreach

PROCESS DELIVERABLES: **Phase Three**

PLAN & DEFINE

DESIGN & PERMIT

FUND

IMPLEMENT

- Conclude CEQA & Permitting
- Grant Funding
- Entitlements

PROCESS DELIVERABLES: **Phase Four**

PLAN & DEFINE

DESIGN & PERMIT

FUND

IMPLEMENT



STAKEHOLDER ADVISORY GROUP (Proposed)

Representation	# Persons (21-26)
Sausalito City Council	1
“Anchor Out” Community	2
Houseboat Community	1
Marina Owners/Harbormasters	1-2
Cruising Community	1
Sausalito Residents	2-3
Business Community/Chamber	1
West Shore Resident	1-2
Service Providers	1-2
Environment	1-2
Legal	1
Law Enforcement (SPD, Marine Patrol)	2
County Staff	2-3
Regulatory Partners (BCDC, State Lands)	2
RBRA Board Members (Legal & Anchorage Mngmnt Sub. Coms.)	2

STAKEHOLDER ADVISORY GROUP

Committee Member Responsibilities:

- The **desire** to stay **engaged** and be part of the solution
- The ability to be an **effective spokesperson** for, and to communicate to and from, the community group or organization that you represent on the Stakeholder Advisory Committee
- A **willingness** to explore the pros and cons of different aspects and ideas
- A **respect** for differing, even opposing, viewpoints
- A **commitment** to stay engaged with the process until there is a formal project recommendation to the RBRA Board, the community and the other regulatory agencies
- **Time** to prepare for and attend meetings, including reading materials and communicating with and soliciting input from the community group or organization that you represent. Approximately 10 hours per month.

PROPOSED TIMELINE: Phase One

November 12 – December 1 - Accept applications for membership on stakeholder committee

Sausalito must approve additional funding prior to RBRA Board meeting on December 10 in order for program to move forward

December 10: RBRA Board meets, reviews staff recommendations for appointments to the Stakeholder Advisory Committee, makes appointments and/or conducts interviews

Dec 10-31: Convene advisory group

PROPOSED TIMELINE: Phase One

Jan – Mar 2016: Advisory Group meetings

March 2016: Committee makes design recommendations to RBRA Board

March – May 2016: Budget process for FY 16-17+ (Cities, County, RBRA)

May, June 2016: All member jurisdictions approve their budgets for FY16-17

Proceed to Phase Two: Technical Design, Community Outreach, CEQA process



Questions? Comments?

RBRA@marincounty.org

Bill Price, Harbor Administrator

**Ben Berto, Clerk to the RBRA Board and Principal Planner,
County of Marin Community Development Agency**

Richardson's Bay

Anchorage Management:

**Community Process, Challenges, Possible Solutions
and Budget Considerations**

OPTION: NO CHANGE

- Anchor-out community remains intact;
 - Number of vessels remains or increases
 - Housing, safety and aiding at-risk anchor-outs not addressed;
 - Heavy law enforcement demand; limited emergency services
 - Environmental impacts unabated
 - Navigational hazards, such as sunken vessels, unabated
 - Property damage due to break-away boats unabated
 - Ongoing substantial outlays for vessel abatement with funding uncertainties, enforcement costs
 - Continues to violate State, Regional, and local regulations
 - Same limited access to services, and amenities
 - Additional risk of lawsuits
- ESTIMATED ANNUAL COST: \$250,000**
- increasing annually, and requiring additional RBRA member contributions

OPTION: CLOSE ANCHORAGE

- Environmental impacts from anchored boats eliminated
- Navigational hazards due to boats eliminated
- Property damage due to boats eliminated
- Regulatory issues due to anchored boats eliminated
- Costs increase exponentially - all boats must be dealt with to avoid capricious enforcement, incurring storage, disposal, and legal costs

- Historic maritime lifestyle eliminated
- Challenges re-housing displaced population
- Richardson's Bay remains an anchorage because of Federal designation; Federal regulation amendment difficult to justify
- vessel enforcement eventually reduced, not eliminated

ESTIMATED COST:

multi-million dollar expense, over multiple years, including legal challenges

OPTION: ENFORCEMENT ONLY

- Substantial increase in patrols, law enforcement
- Anchorage management challenging due lack of mooring/anchorage organization
- Potential for additional visiting seaworthy vessels, requiring ongoing management
- Difficult to monitor bottom tackle of boaters with varying aptitudes and experience
- Requires substantial revenue increases to support additional RBRA staff and law enforcement
- Legal challenges

**ESTIMATED ANNUAL COST:
\$700,000 - \$1,200,000**

OPTION: MOORING FIELD W/ ENFORCEMENT

- Environmental impacts from boats greatly reduced; pump-out services & trash collection required of all vessels
- Enhances access to/from shore facilities, services, and amenities,
- Navigational hazards greatly reduced, anchoring/ mooring standards implemented and enforced
- Property damage due to boats greatly reduced with seaworthy vessels and secure bottom tackle

- Substantial program development and implementation costs, with future cost recovery means field will provide ongoing funding stream
- Regulatory issues regarding long-term moored boats will need to be addressed, with potential regulatory changes and legal expenses

ESTIMATED COST:
\$750,000 to implement, including design, regulatory changes, CEQA review and installation expenses;
Cost neutral after five years

By [Mark Prado](#), Marin Independent Journal

Posted: 11/09/15, 10:55 PM PST |



Boats sit anchored in Richardson Bay just outside a Sausalito marina last year. The agency that oversees the bay has disposed of more than 300 vessels since 2010. (Frankie Frost/Marin IJ archives)

A permanent anchoring area in Richardson Bay will be one of the issues discussed at a hearing this week on the growing number of boats — some of them derelict — that populate the water between Sausalito and Belvedere.

The bay has become something of a parking lot — and dumping ground — for boats from around the region in recent years, according to the Richardson’s Bay Regional Agency.

The agency, formed in 1985 by the county and Sausalito, Mill Valley, Belvedere and Tiburon, is responsible for maintaining and improving the waterways, open waters and shoreline of Richardson Bay.

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

The bay “continues to be a convenient place to bring and store vessels of varying conditions,” concluded a report by the agency.

During a meeting earlier in the year on the topic, agency board member and Sausalito Councilman Herb Weiner said the situation “is not sustainable.”

Now at a [meeting](#) set for 6 p.m. Thursday at the Spinnaker Restaurant, 100 Spinnaker Drive, in Sausalito, solutions will be presented including the possibility of a mooring field. No final decisions will be made.

A field is a set of anchored moorings and would allow people to tie off their vessels without them hitting each other. Having an established field would more easily allow the agency to regulate the bay.

Anchoring in the bay is legal if 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.

A regulated mooring field could affect the “anchor out” community, people who essentially live on their boats in the bay and have parked in the bay. They are often poor and living under austere conditions, prompting concern from the Rev. Paul Mowry of Sausalito Presbyterian Church about an anchoring program.

“When we hear about a vessel being cleared out, we are often talking about someone’s home,” said Mowry, who has a weekly lunch at the church for the anchor outs. “It’s akin to having a home bulldozed, or someone being evicted. Many of these people have not had the best luck in life. But they are talented theologians, artists and musicians. People may not have the full picture of who these people are.”

But agency officials note some 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.

With El Niño storms predicted for this winter, concerns have been raised about damage or injury caused by derelict or poorly maintained boats.

Since 2010, the agency has disposed of more than 300 vessels. Often, they are older boats that 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.



By David S. Shields

Mooring field could help clean up the bay

For years, officials of communities ringing Richardson Bay have talked about creating a “mooring field” as a way to bring more order to the boats that weigh anchor in the bay.

In recent years, despite the ongoing efforts of the Richardson Bay Regional Agency to clear abandoned and unregistered boats off the bay, the number of vessels using the bay as a parking lot and dumping grounds has grown.

Last year, the agency removed about 70 derelict vessels per year, up from 50 four years ago.

Creating a “mooring field” would not only bring order to where boats can legally anchor, but also make it easier for the agency to differentiate boats that have been dumped in the bay.

In the past, the agency’s biggest hurdle has been the San Francisco Bay Conservation and Development Commission, the regional agency assigned with the task of protecting the bay. In the past, it has frowned on the idea, concerned that having a designated area assigned for anchor-outs would run counter to its mission of preventing “fill” in San Francisco Bay.

BCDC has had little patience with anchor-outs. Even though the bay is a federally designated anchorage, BCDC ordered the county to remove anchor-outs, claiming they should be moved to marinas.

But there’s not enough space in the bay’s marinas, and not every boat owner can afford the rent for a berth.

Creating a mooring field was a primary goal of the late Supervisor Charles Mc-

Glushan and even though he was a BCDC consultant, he could not get the agency to budge.

The bay is a federally designated anchorage and creation of a mooring field would bring penitence, or due to boats anchored in the bay. McGlushan also saw the mooring field as a way to protect the affordable housing that some of the boats provide.

It is interesting that now some of the worries being raised about the mooring field are that affordable housing would be lost; that people who do not anchor in the designated area, because they can’t afford the mooring fees, will lose their homes.

For communities with waterfronts along the bay, one of their concerns is the number of boats that, during stormy weather, break free from their anchor and wind up swept ashore on land beaches.

With the recent increase in people abandoning their boats by leaving them anchored in the bay, that worry has increased.

This is a problem for which there is a solution, creating a reasonably sized mooring field with affordable charges. Building public support for the concept should help BCDC see it as a valid improvement over what is occurring in Richardson Bay today.

Dispensary licenses zones

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— Kevin Hessel

Derelict boat problem could be worsened by El Niño storms

By **GRETCHEN LANG**
glang@thearknewspaper.com

The Richardson Bay Regional Agency is stepping up efforts to register all boats on the bay in anticipation of a stormy winter ahead.

Agency Clerk Ben Berto told the assembled board Oct. 1 that the agency was trying to prepare for a season of strong winds and storms that could drive dozens of boats off their moorings.

"When you look at the reports, we are likely to have an El Niño, and we've gotten clobbered by those in the past," Berto said.

Berto said he would be sending out postcards to Belvedere residents listing emergency contacts for the harbor master, emergency providers and salvage companies. Belvedere's West Shore Road residents often bear the brunt of the damage when derelict boats off Sausalito slip anchor in stormy weather and are swept across Richardson Bay.

"We rely on the people on the water to notify us (when boats go astray)," Berto said.

Bay agency Chair Erin Tollini, Tiburon's vice mayor and representative to the board, asked staff to outline what preparations were being made for the winter to come.

Berto said the agency will work with law enforcement to register any remaining boats on the anchorage. A recent survey had found 187 vessels registered and 35 unregistered.

The agency's registration drive is supposed to make it easier for Harbormaster Bill Price to identify a vessel's owner in an emergency.

The agency is sometimes "handcuffed in its ability to find the owners" of certain vessels, Berto conceded; boats found to be unregistered and unseaworthy will be towed.

The anchorage is home to more than 200 boats, many of them barely seaworthy with inadequate bottom tackle that leaves them vulnerable to slipping anchor in storms. While some have been dumped illegally, others are home to a vocal group of anchor-outs who fight for their right to

live unencumbered on the water.

At the Oct. 1 meeting of the agency board in Sausalito, a large number of floating residents made their views known. Talk of towing unseaworthy boats off the anchorage was met with alarm.

"There are people living on those boats," said anchor-out Andre Scott. "Those are people's homes. If you start towing boats with people on them, you're going to have trouble."

There have been decades of fruitless debate over the problem of derelict boats on Richardson Bay, with claims that the vessels are an eyesore and an environmental and navigational hazard, while anchor-outs counter that they have a right to live aboard them.

Belvedere residents have threatened to sue the agency, which regulates the harbor, and its members — Tiburon, Belvedere, Sausalito, Mill Valley and the county — saying the agency refuses to enforce its own laws against long-term anchorage.

Last spring, an agency subcommittee proposed to create a regulated mooring field on which boat owners would have to pay to anchor. The planning stages alone, however, would require an additional \$248,000 in contributions from its members.

While Belvedere and Tiburon have offered tentative support for the idea, Sausalito, which contributes the lion's share of agency funding, has declined to fund the proposal at this time, saying it needs more public support in its own community for the idea.

The city is underwriting an agency-led public discussion of the anchorage program Nov. 12 at The Spinnaker restaurant in Sausalito. The event is open to all members of the public.

The agency's next scheduled meeting is Dec. 10.

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.

Peninsula's Pets

Police hold outreach event

1



Saylor's is a comfy dining harbor in Sausalito

Sonja and Sean Saylor have owned and operated the restaurant since 2006. Before that, they ran Saylor's Landing on Harbor Drive. Photos by Privette

Posted: Wednesday, November 4, 2015 12:00 pm | Updated: 5:10 pm, Wed Nov 4, 2015.

By Soren Hemmila Marinscope Newspapers | 0 comments

Free tacos from Saylor's Restaurant led to long lines at Dunphy Park in Sausalito during the city's annual anchor-out and homeless outreach event last week.

The Sausalito Police Department teamed up with the County of Marin to hand out fire extinguishers, life vests, blankets, clothing and medical supplies, said Sausalito Police Sgt. Stacie Gregory.

"It was pretty awesome," Gregory said. "We had 60-70 people come through and a line of people waiting before the event started."

The department holds the outreach event each year in hopes of breaking down the barriers between law enforcement and anchor-out and homeless people. The event is an opportunity to bring county services to people in Sausalito who have a difficult time getting to county services in San Rafael, Gregory said.

"We are also trying to help them winterize," Gregory said. "We are providing supplies that will help them be out on the water during the winter months."

County nurses gave ten flu shots and several quick checkups while the Marin Humane Society was on hand to give out dog food and leashes.

It was the tacos from a local restaurant that was the most popular and brought out more people than last year where the basic PB&J was on the menu.

Saylor's Restaurant owner Sean Saylor said providing a hot lunch at the outreach event was a great way to give back to the community.

"We did chicken tacos and beef tacos and fed probably 45 for the needy plus the staff and officers that were there," Saylor said. "It was really cool to be involved in the event and give back to the community."

A Push to Clear Abandoned Boats From New York's Waters

By [COREY KILGANNON](#) NOV. 2, 2015



Contractors removing a discarded boat in the Bronx. Credit Sam Hodgson for The New York Times

The sleek military transport vessel inched up to the edge of the marshland and flipped down its front gate, as if to discharge troops. Instead, a lone scuba diver stepped off the decommissioned Navy craft and dragged heavy straps out to a 22-foot Catalina sailboat, the initial steps in pulling the abandoned vessel from the waters off City Island in the Bronx.

The sailboat, a red day-sailer named Lady Rage, had been left stranded there by [Hurricane Sandy](#) in October 2012 and never reclaimed, one of hundreds of storm-strewed boats littering city waterways three years after it barreled across the region.

It was hauled away on a recent weekday as part of a new initiative by New York City to remove the many unwanted vessels sunken in the waters around the city or languishing along the shorelines. Work began this summer on a project to finally start cleaning up New York's watery graveyards.

[Hurricane Sandy](#) exacerbated what has been an intractable problem for decades: the large numbers of abandoned boats polluting some of the nation's busiest waterways.



Some jobs are too big and expensive for the city to tackle immediately, such as the two working barges sitting abandoned in Flushing Bay. Credit Sam Hodgson for The New York Times

“They are navigational, environmental and public safety hazards,” said Nate Grove, a senior manager for the 14 public marinas managed by the city’s Department of Parks and Recreation.

After [Hurricane Sandy](#), the city had about 115 boats that posed immediate public safety hazards removed from waterways, he said.

But many more remain. Mr. Grove put the tally around 600 citywide, but he said a precise count was unavailable in part because no single agency was responsible for taking them away. Recreational boaters, environmental advocates and even government officials have long complained that it was a nearly impossible task.

Lisa Scheppke, the local restoration project coordinator for the American Littoral Society, a conservation group, said extensive surveys of the waters and marshlands of Jamaica Bay revealed 133 abandoned boats and wave runners, and an additional 132 boat fragments.

John Lipscomb, a patrol boat captain for Riverkeeper, an environmental group, said discarded boats were one of the organization’s biggest issues.

“It’s a regulatory no man’s land: No one wants to deal with these boats, and there hasn’t been an easy way to get any of the regulating agencies to pay attention to them,” Mr. Lipscomb said. “The problem is, these boats are mostly fiberglass, and in the old days, a wooden boat would rot away.” Fiberglass boats, he added, endure “for the rest of time.”

The Army Corps of Engineers removes abandoned vessels that block federal navigation channels, like those in the East and Hudson Rivers, while the United States Coast Guard moves recreational boats that pose environmental risks, primarily because they are leaking fuel, or that

impede commercial traffic. That still leaves plenty of boats closer to the shoreline or in less heavily trafficked waterways.



An official estimates there are 600 abandoned boats in the waterways of New York, but says a precise count is difficult to reach because no one agency is responsible for removing them. Credit Sam Hodgson for The New York Times

Compounding the problem are the layers of bureaucracy required to remove a boat, including the issuance of environmental permits and the legal filings needed to declare vessels abandoned property.

“It’s a horrible fact of these bays and inlets that there’s no real mechanism to get rid of them,” Dan Mundy, vice president of the environmental advocacy group Jamaica Bay Ecowatchers, said of the boats. “Right now, it’s nobody’s job. You ask anyone and they’ll tell you, ‘Nobody does this.’ ”

The recession has contributed to the problem. Boaters who do not have the money for dock fees, maintenance and gas, and face a poor resale market and expensive disposal costs, can simply remove the state registration and hull identification numbers to make the boat untraceable and then leave it at a dock or along a shoreline.

It is a crime that carries large fines, but it can be difficult to prosecute.

In Jamaica Bay, for example, it is simple to get rid of an unwanted boat, Mr. Mundy said. “They just wait for an east wind and push it out so it floats toward Brooklyn,” he said. “Anyone who has a junky boat, half sinking, is inclined to let it go instead of paying a few thousand dollars for a Dumpster.”

Mr. Mundy said he had long had more success removing beached boats by persuading local towboat companies to help him move them to Floyd Bennett Field in Brooklyn, where they are picked up by city sanitation workers.

“After Sandy, nobody really addressed the boats,” he said. “Everybody looked at each other, and no one had a mechanism to remove them.”



The Army Corps of Engineers removes abandoned vessels that block federal navigation channels, while the United States Coast Guard moves recreational boats that pose environmental risks or that impede commercial traffic. But that still leaves plenty of boats closer to the shoreline. Credit Sam Hodgson for The New York Times

Until now. After years of work, New York City has developed a contracting system to streamline the removal process and make it easier to comply with regulatory requirements, allowing workers to start chipping away at the large inventory.

“Everyone who tried to do this for decades was trying to figure it out on their own,” said Keith Kerman, a deputy commissioner at the Department of Citywide Administrative Services, who along with Mr. Grove, of the parks department, developed the contract.

The first phase of the city’s project, financed with a \$2 million federal grant, is focused on the removal of more than 50 boats in several pressing areas, including Eastchester Bay in the Bronx, College Point in Queens and Shell Bank Creek and Gerritsen Creek in Brooklyn. The city is applying for part of another \$2 million federal grant to expand the cleanup to other notorious boat graveyards, in Coney Island Creek and the Arthur Kill along the North Shore of Staten Island.

The sailboat near the City Island Bridge was one of the boats recently removed by a crew from Custom Marine, a salvage company based in Dobbs Ferry, N.Y., that the parks department hired for the first phase of the cleanup. Its mast had jugged several feet out of the water at low tide but remained submerged at high tide; local boaters learned to steer clear of it and had attached a large foam float to the boat as a warning.

After Mr. Grove’s workers noticed fuel leaking from an abandoned sailboat at World’s Fair Marina in Flushing, Queens, he was able to contain the spill and have the vessel quickly

removed. Without the contract with Custom Marine, the process could have taken a year, involving the solicitation of bids, the awarding of a contract and the arrangements that had to be made for the work.

After nonresponsive agencies ignored a 25-foot motorboat beached for weeks near their waterfront properties, homeowners along a Gerritsen Beach inlet in Brooklyn resorted to calling news outlets, and word reached Mr. Grove. He had the boat removed within hours.

Still, the contracting process does not resolve the thorny issue of what agency is responsible for removing the boats, in part, it seems, because no one wants to assume the cost.



Nate Grove, a senior manager for the 14 public marinas managed by the city's Department of Parks and Recreation, puts the tally of abandoned boats at about 600 citywide. Credit Sam Hodgson for The New York Times

The parks department hired Custom Marine after the company came in with a low bid and an impressive fleet of barges and cranes, which included the decommissioned military landing craft. Designed as amphibious assault and transport vessels, the vehicles can haul up to 80 tons and need only a few feet of water in order to float. A front gate that flips down allows equipment and cargo to be easily moved off and on. Boats are plucked from the water and taken to local marinas to be sent to waste transfer stations.

Dwayne Reith, the owner of Custom Marine, who bought the Navy landing craft from a military salvage auction, agreed to set a fixed price list for the city, based on the size and condition of the castoffs. The average cost for removing and disposing of a typical pleasure boat is about \$2,000, but higher if it is completely submerged.

The prices are lower than what the city would confront if it had to put out bids for individual removal jobs, said Mr. Grove, adding that, "We now have a standing contract, an agreed-upon price list, saving time and money."

Also, Mr. Reith is now on standby to make emergency removals.

“He’s ready to go, and we know exactly what it will cost us,” Mr. Grove said, calling the contract a safeguard to help the city in the immediate cleanup after future storms without it falling prey to “storm chasers,” or high-priced contractors that are often hired out of desperation.

Still, some jobs are too big and expensive for the city to tackle immediately, such as the two working barges sitting abandoned in Flushing Bay, shedding chunks of flotation foam.

Kenneth Wells, a spokesman for the Army Corps in New York, said it was “in the process of evaluating the next steps” regarding the barges.

If the barges were squarely in the channel, he said, it would fall to the corps to remove them, but their being on the “sideslopes” creates a “gray area” in terms of that responsibility.

Mr. Lipscomb, the patrol boat captain for Riverkeeper, expressed impatience. “They’re a hazard and they are active pollution sites, and it’s apparently nobody’s problem,” he said. “Here in the greatest city on earth and they can’t manage this.”

“You get a nor’easter and these things are going to move again,” he added.