

RICHARDSON'S BAY REGIONAL AGENCY

**Board of Directors Meeting
Thursday, May 10, 2018
5:30 P.M. to 7:30 P.M.
Tiburon Town Hall
1505 Tiburon Boulevard, Tiburon**

The Richardson's Bay Regional Agency Board of Directors encourages a respectful dialogue that supports freedom of speech and values diversity of opinion. The Board, staff and the public are expected to be polite and courteous, and refrain from questioning the character or motives of others. Please help create an atmosphere of respect by not booing, whistling or clapping; by adhering to speaking time limits; and by silencing your cell phone.

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. Approval of minutes, April 5, 2018
2. Information item: Community Outreach Subcommittee report and presentation regarding Community Efforts
3. Information item: Biannual water quality testing report
4. Fiscal year 2018-19 Budget. Staff recommendation: Approve Resolution No. 05-18 adopting a fiscal year 2018-19 budget
5. Open time for public expression. Members of the public are welcome to address the Board for up to three minutes per speaker on matters not on the agenda. Under the state Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally only may listen.
6. Comments: a) Staff; b) Board Members

NEXT MEETING: June 14, 2018

A COMPLETE AGENDA PACKET IS AVAILABLE FOR VIEWING AT THE SAUSALITO CITY LIBRARY AND ON THE RBRA WEBSITE <http://rbra.ca.gov>, WHERE WRITTEN COMMENTS MAY BE SUBMITTED. TO RECEIVE AN ELECTRONIC MEETING NOTICE, PLEASE EMAIL REQUEST TO DON ALLEE AT dallee@marincounty.org

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RICHARDSON'S BAY REGIONAL AGENCY
Board of Directors
Draft Minutes of April 5, 2018
Held at Belvedere City Hall Council Chambers

BOARD MEMBERS PRESENT: Marty Winter, Chair (Belvedere); Kathrin Sears (Marin County); Jim Wickham (Mill Valley); Jim Fraser (Tiburon)

ABSENT: None

STAFF: Beth Pollard, Executive Director

Meeting called to order at 5:35 PM.

1. Approval of minutes, February 8 and March 8, 2018
M/s, Sears/Fraser, to approve the minutes. Motion passed unanimously.

2. Information item: Audubon California presentation on eelgrass and herring habitats of Richardson's Bay.

Rebecca Schwartz-Lesberg, San Francisco Bay Program Director, Audubon California presented an analysis of the location and extent of damage to eelgrass from ground tackle in the area of Richardson's Bay (RB) where vessels are anchored. She explained that Audubon is dedicated to protecting birds, other wildlife and habitat, and Richardson's Bay is special because it is part of the largest estuary (SF Bay) on the Pacific Coast of North America, where there are tens of thousands of migratory birds with over 500 species of wildlife. The eight million people in the Bay area negatively impact the bay in various ways, including habitat destruction, climate change, and pollution. One of most crucial resources in the bay is eelgrass, a flowering plant that lives in salt water, found in shallow bays and estuaries and does best in clean water where it gets enough light. Eelgrass provides beds for baby fish, Dungeness crab, and birds and is a preferred place for herring to lay egg. Herring eggs are food for migratory birds along the Pacific Flyway. Herring eggs also support the last commercial fishery in San Francisco, stabilize the shoreline and reduce erosion. Eelgrass sequesters more carbon per acre than a rain forest, and reduces ocean acidification. She said it was impossible to overstate the importance of eelgrass to ecosystem and our communities, and that it has suffered drastic losses worldwide. Water pollution, high sediment loads and filling in of the bay in the early 20th century reduced the amount of eelgrass. According to the 2015 State of the Estuary report, the most recent bay wide analysis of eelgrass cover, that although there have been gains bay wide since the low points, a lot of those gains have been lost in recent years. It's not that it's doing well now, it was doing really badly before. This report was released by the SF Estuary partnership, which has 36 government agencies and non-profits. Although RB benefited from some of the increases seen in the late 1990's, between 2009 and 2014, that increase stopped and reversed and we lost nearly half of all eelgrass in RB. RB contains 12% of all eelgrass bay wide. The vast majority of eelgrass beds in RB are in waters off Sausalito and in County waters across the channel, where there is the largest density of anchor out boats in the bay. For years, there have been anecdotal

reports of damage to eelgrass from anchors, chains and moorings and other ground tackle. To better understand the extent of this damage, Audubon California began a project to count the acres that had been destroyed. It commissioned an aerial photograph of the bay at very low tide in July 2017; chose summer to capture eelgrass at its maximum extent. Used GIS software to determine how much of that image was damaged eelgrass. Focused in aerial photography showing dark areas of eelgrass, and light areas where there was no eelgrass – including so-called “crop circles” where eelgrass has been scraped away. Next step was to quantify the acres of eelgrass destroyed, by adding up the area in the crop circles (using average size). The study was limited to the area where the eelgrass overlaps the anchored boats and where eelgrass was clearly damaged. There will be a peer review paper that will include areas of likely damage. Results: In 204 acres of County waters where eelgrass overlaps with anchor outs and totals about 2/3 of the eelgrass in RB, almost 50 acres were directly damaged or destroyed by ground tackle. Each vessel creates about 0.4 acres of injury, She said it was not insignificant or unique; it’s consistent with damage from boats and ground tackle throughout the world. The State of California has a “no-net-loss” policy for eelgrass; they recommend 1.2 acres of restoration for every acre damaged; at \$50,000 to \$100,000 per acre, that is \$3 to \$6 million to restore the damage in Richardson’s Bay. Audubon has been here for more than 50 years, caring for protecting eelgrass for communities, the commercial fishermen and the wildlife that relies on it, and asked that the Board think about the scale of damage that’s been identified.

Board members inquired about replacing, repairing, restoring and/or replanting eelgrass, preventing the creation of crop circles by using moorings rather than anchors, finding other areas for eelgrass, whether there are other eelgrass growth areas in Richardson’s Bay, and other eelgrass restoration projects off the Marin County shoreline.

Ms. Schwartz-Lesberg responded that eelgrass tend to be finicky about where they inhabit, that they tend to grow on their own where they have been and are going to be successful with the right depth, the right influx of fresh and salt water. Restoration attempts are not always successful, and a certain amount is not always going to come back. That said, restoration is possible and it is happening around the bay. Existing resources are so valuable – it will be more successful to stop damage to existing beds and restore it there than try to plant it elsewhere. Only about nine percent of the bay is suitable for eelgrass, and eelgrass inhabits one percent. As to moorings instead of anchors, she said that eelgrass also needs light and good water quality, so shading from vessels should be considered; even if enough sunlight got through, they would have to make sure that the herring is spawning. Eelgrass growth and herring spawning has a significant and cascading effect on the ecosystem as a whole. Regarding eelgrass elsewhere in Richardson’s Bay, she said it is denser off the waters of Sausalito. There are other eelgrass restoration projects in San Francisco Bay, but she is not sure about Marin being a restoration location.

Public comments:

Jeff Jacobs commented that James Audubon wanted to be an anchor out but got seasick, that he lived in an abandoned hut and survived by hunting and fishing; he listed a number of fish species that are no longer viable in the bay due to hydraulic mining, dams, pollution, and the high cost of labor.

Chad Carvey reported from a study titled Habitat Golds Project dated November 10th that reported that in the in SF Bay Area in 1987, there were 316 acres of eelgrass; in 2003 there was 1165; and in 2009, 3700 acres; in RB in 1987, there were 13 acres of eelgrass, in 2003 it was 436; and in 2009, 670 acres. He questioned why they aren't examining the 4,000 vessels that hug the shoreline where eelgrass likes to grow in shallow waters. There is damage from crop circles, but there are different mooring techniques that will prevent damage in eelgrass. There is a study in Florida about a line with a float that never touches the bottom. He showed a video of many birds that are at or near his boat in the morning, and said that houses on land have displaced wildlife.

Sarah Bice suggested pursuing new federal grant funding from NOAA for assistance in removing abandoned vessels; she wished to clarify that her comments last month came from concern about bay pollution and the health of the bay for fish, birds, shellfish and people, and that eelgrass is critical for marine health and climate change. *Bay Nature* magazine has an article about ducks not appearing due to shortage of herring. We are a compassionate society, it is not a black and white issue, and we should take care of our anchor outs; it is about preservation of habitat and health and recognizing the importance of eelgrass.

Greg Baker said there were times when the eelgrass is so thick you cannot row over it; he had never seen herring on eelgrass; birds don't care about the boats, they don't panic when you motor through them, there doesn't seem to be a conflict between the boats and the birds. He issued an invitation for anyone to go out with him on his boat to see the eelgrass when it is growing.

Christopher Parra said he had been homeless, dealing with depression and acquired some funds that enabled him to own what had been Dick Van Dyke's 44-foot boat. He said there is more damage along or from development on the shoreline, preventing microbiology. He said the correct way to anchor was with two anchors so that the boat does not swivel. He is looking forward to sailing and navigating by the stars. He supported people paying attention to what is going on around them and working together to find solutions.

Barbara Salzman, Marin Audubon Society, said it was clear that anchor out boats are incompatible with eelgrass. She wanted to emphasize that if there are other locations for eelgrass, it is there already. It floats around the bay and takes hold where conditions are right. It is important to keep the eelgrass population that is in the bay. She pointed to the last slide that showed a lot of birds foraging in the bay that did not include anchor out vessels. She recognizes that it is a complex problem but it needs to be dealt with. Just keeping boats out of the eelgrass means they'll go somewhere else and that is contrary to public trust doctrine and protecting the whole bay. She asked the Board to make sure part of its focus is restoring the bay by eliminating the boats.

Rich Giamino, Greenbrae, said he was taken aback by the number of anchor outs he saw on Sunday. He was concerned about public safety as he saw vessels loaded with gas cans, tarps, and equipment, and from a human safety standpoint, and if those gas cans are ignited, there are issues for first responders and others; it seems like a number of vessels lack registration, creating problems in contact and enforcement. He belongs to the Marin Rod and Gun Club, and there are no anchor outs in San Pablo Bay, and they are succeeding in restoring oyster beds.

Rory Wilcox wanted to share his observations that people at lower economic status feel under attack, wanted to encourage them to not be reactive about it; in Puget Sound where eelgrass is also an issue, building of new docks were more of an issue than anchor out; activities of persons of higher economic status need to be held accountable; if the anchor outs feel they are being persecuted in an unbalanced way they are going to feel under attack; the notion of eliminating the anchor outs seem draconian; embrace the creative problem solving virtue; there's some behaviors in anchor out community that are problematic and perhaps measures and regulations need to be introduced through discussion, where both parties are willing to come together about the issue and not see everything in black and white; there has to be integrated dialogue to embrace creative solutions.

Anne Libbon said she was a volunteer docent with the Bayshore Studies Program at the Richardson Bay Audubon Center, where they take children to the beach to explore the bay habitat, including the invertebrates, which is part of what the eelgrass beds support. Her daughter is a marine biologist studying sea grass in a lab where most of the people are studying coral reefs. For a temperate climate like ours, eelgrass beds serve the same function as coral reefs, in providing nurseries for vertebrate fish and invertebrates, as well as being a place where herring can lay their eggs, and being a food source and refuge. Think about what we would say if those circles of damage were in coral reefs; the eelgrass is just as valuable. Eelgrass needs clear water, light; if water is clear enough it can grow in deeper water, but if the water is turbid it cannot grow. Its roots stabilizes sediments and provides a basis for growth of some other types of animals, and also helps birds and fish; there is a concern about the inability of the bay to support some species of fish – like salmon and steelhead - when they don't have places of refuge. The idea that we can just move sea grass to another location is not accurate.

Julia Kelly said she was Conservation Program Manager for the San Francisco Bay Program with Audubon California, part of the Science Team that did the analysis about the anchor outs and eelgrass. She explained that they chose the study area because it was the densest portion of the eelgrass bed in Richardson's Bay; there are other eelgrass areas, but they focused on the area with the boats. This would be a good candidate for restoration because the majority of eelgrass in the bay spreads colonially through its roots so if the boats were not there it would likely re-grow, and eelgrass can re-grow in about a year. She said they were looking to protect many different bird species, not just the birds that we tend to see in that area.

Marge Macris, Baylands Advocates and former Marin County Planning Director, commented that the issue of anchor outs was a problem years ago, was not solved, and has gotten worse. She said it was important to remember that anchor outs is not a permitted use, so either they need to be abated and assistance provided to those who are displaced, or change the law; they have no more a right to live on the bay than on the slopes of Mt. Tam.

Jennifer Spinach, Sausalito resident, wondered why after 40 years no one is solving the problem by listening to the anchor outs; why aren't there mooring balls or showers; do something to help them stay.

Alden Bevington, Richardson's Bay Special Anchorage Association, said the Association is working hard on reducing their ecological footprint, they have anchoring and safety guidelines

that prevent crop circles, and he encouraged people to not think of this as a binary issue of anchor outs vs. eelgrass, that we can make it all work.

2. Information item: Community Outreach Subcommittee report and presentation regarding Community Efforts

Alden Bevington, Richardson's Bay Special Anchorage Association, reported on the Association's meeting with Board Member Sears, her aide Leslie Alden, and Executive Director Beth Pollard and was pleased that folks were communicating with one another. Association members offered their solutions to the significant problems of a mailbox and voting rights, dignified work for the most vulnerable people, and shore facilities and shore access - which is being reduced in Sausalito. The Sausalito City Council directed staff to look into the concern that marinas were not complying with the shore access requirements of their leases. The rights of persons when they come in contact with law enforcement is another area that is being worked on, in addition to what are their responsibilities. There are people who live on boats who feel marginalized and feel they are being treated as second-class citizens. The members of the Association are seeking to address the social issues and feel they can help people be better neighbors. They are continuing to make progress in their voluntary boat safety certification, including distributing burgees to vessels who are deemed seaworthy, pass yearly ground tackle certification, have a working sewage system with a bilge pump with a float switch. It is a very active community that works together to address issues.

Robert Rourk said that Sausalito was pushing boats into County waters.

Chad Carvey said the vast majority of those on the water have no tolerance for unsafe and environmentally hazardous boats. Imagine if your home was in constant threat of being removed, and how you would feel.

Sarah Bice said it doesn't need to be a socio-political problem, that the environment needs a voice, that it's not people over animals, and supports having a good balance in the discussion.

Chris Parra said there is not much affordable housing, and that living on the bay has helped him deal with his depression.

3. Resolution No. 04-18 accepting grant funds from the State Department of Parks and Recreation, Division of Boating and Waterways, for a supplemental amount of \$70,000 to be used for the surrendered and abandoned vessel exchange program. Staff recommendation: Approve Resolution No. 04-18, and a \$70,000 increase to authorized revenue and expenditures for the 2017-18 budget.

Executive Director Pollard presented the staff report.

Jeff Jacobs said that most of the money being spent by RBRA is being spent on destruction, and everything is interconnected.

M/s, Sears/Fraser, to approve. Motion passed unanimously.

4. Board direction on option(s) to pursue towards the goal of a healthy, safe, and well-managed bay. Staff recommendation: Provide direction to staff on option(s) to pursue, and identify additional information needed.

Executive Director Pollard presented the staff report.

Board members asked about whether Option 2 could be a sub-part of Option 3, about Sausalito rejoining, and about unoccupied vessels being pulled into Option 2 and/or 3, and about Sausalito rejoining RBRA. Pollard responded affirmatively to the first two questions and deferred to the Board on the matter of Sausalito rejoining while adding that she is receptive to the opportunity to work more closely with them.

Sarah Bice commented that all of the options are comprehensive and costly, and encouraged the Board to develop a hybrid approach among all the options, with a budgetary priority for removing unoccupied and unsafe vessels – which could be done compassionately. She encouraged working with Sausalito. She said that if RBRA could deal with 40 unoccupied boats in the next fiscal year it would be a way to progress.

Chad Carvey said he supports getting rid of junky, derelict and unsafe boats and feels that people can agree on that. There are mooring tactics that are environmentally friendly, we agree that unsafe junk-strewn unsafe boats need to go, and that the sewage situation has been addressed. He said this leaves the social issue of lives, history, and rich tradition of living on the water. He put a poll on Next Door and 82 percent of the 75 respondents were supportive of anchor outs if they are clean and environmentally safe. He said there are ten different varieties of birds and animals around his boat, and that housing on land displaces far more. He did not have an issue with an objective and neutral eelgrass study, and that he has yet to hear any research on the proper level of eelgrass. He questioned how many herring lay their eggs in eelgrass vs. solid surfaces including boat bottoms; the vast majority of boats area covered with herring eggs.

Sage Stezak noted that the California Code of Regulations has a definition of seaworthiness.

Marge Macris Marin Baylands Advocates, supported Option One, as residential use of boats on the bay is not allowed. As long as that is the law, those boats should be abated. Support services should be provided.

Barbara Salazman, Marin Audubon Society, said that people spoke up for enforcement in the group discussion on March 8, with information on prior Board members being outvoted on enforcement efforts, and that there may be legal action on behalf of the environment.

Carolyn Carvey, said she was an anchor out, no anchor out should discharge raw sewage into the bay, the anchor outs have worked with RBRA to provide free, regular pump out service and holding tanks for those who can't afford one, and there is only a tiny fraction of anchor outs who misbehave. RBRA water quality testing has not found water contamination from the anchor out areas. She said there had been millions of gallons of municipal sewage overflows or discharges into bay waters in the past two decades, and cited statistics from the past year of raw sewage spills in Marin totaling over 87,000 gallons. In the Bay Area there was more than 12 million gallons of raw sewage spills in the past six months.

Ann Libbin,said she didn't think there's any reason to question the scientific validity of the Audubon study; there are alternative sources readily available, including the Estuary & Ocean Science Center of SF State University, at the Romberg Center in Tiburon. Professor Katherine Boycr's students are working on sea grass studies throughout San Francisco Bay. Regarding mooring balls, she suggested RBRA obtain data to see if it does in fact work to mitigate problems with dragging lines.

Greg Baker invited Board members to go out on his boat.

Rebecca Schwartz Lesberg, Audubon California, encouraged looking at how well each option achieves the goals and consistency with existing laws and General Plans, and looking at costs over the long term. She said there are many more questions we can ask about eelgrass and herring in Richardson's Bay; there are shifting baselines, meaning that we may think there are many birds, but what we're forgetting is that there used to be significantly more birds, and it's said that birds are left to make do with what's left.

Jeff Jacobs raised the question of how much of the loss of the bird population could be attributed to the development and population of Sausalito and beyond as compared with the fewer number of persons on boats. What would be better for the environment is if people consumed less and generated less plastic, glass, metal and toxics. He read Exodus Chapter 13, Verse 17. He supported Option 3, and supported working on the environmental issues that way and through peaceful resolution.

Alden Bevington equated Richardson's Bay as a last anchorage on the west coast to being like a protected rare species. He said there is the potential to create something that people can be proud of. There are a lot of issues on the anchorage, and yet there is a lot of support from people on land for what it offers culturally. If the solution respects and nurtures the cultural asset and the endangered species of the anchorage, he will work with the Special Anchorage Association to do what it can to reduce costs for the government and operate as safe mariners.

Board Member Sears supported pursuing Option 3 as incorporating the issues that RBRA started talking about in 2015, and since then we've arrived at a better place in terms of relationships - even with strong views on different sides. She said progress has been made in people talking to each other and expressing common values to protect the environment and make a safe anchorage. There are people on the anchorage who want to have a positive and productive role. A lot to be done and we need to start doing it. As RBRA moves forward it could collaborate with Sausalito.

Board Member Wickham noted that he's seen the boats in the bay for six decades, supports resolving the eelgrass issue, understand about homelessness, affordable housing, debris, safety, and that there needs to be buy-in from those who are affected by the whole process. He supported community outreach, coffees, and talking to folks. He said Option 3 is a great start, and would like to have a hybrid with Option 1; that abandoned boats that are just anchored as a parking lot should have a time limit and then they should be gone, and then come up with a program eventually that we have moorings that we can control and manage, address the eelgrass,

and hopefully in the future have an area for the anchor outs and for people who want to stay for 20 or 30 days. We have to look at funding from Audubon, federal, state, Measure A, and others.

Board Member Fraser supported pursuing Option 3. There are many issues but we can't do everything at exactly the same time; we need to develop a pace, funding, and adjustments in regulations. It's a hard thing to do, but with the right can-do attitude it can be done. We can make adjustments as we go along to address abandoned boats, new boats, etc.

Chair Winter thanked everyone who has been working on the issues for more than four years, felt people are being more cooperative because they can see a common goal, and with a common goal comes a greater chance of raising the funds needed, and then eventually put in the facilities on the water and facilities on the shore.

M/s, Sears/Fraser, to proceed with all due haste on Option 3. Motion passed unanimously.

Option 3 includes placing requirements on vessels such valid registration with the State of California; registration with the Harbor Administrator; vessels to be securely moored rather than anchored; vessels must be seaworthy, criteria to be determined/established; vessels are free of debris/excess materials on the exterior deck; no sewage, or other polluting substance, material or debris discharge into the bay; options for other regulation modifications now or in the future could include: maximum number of dinghies/skiffs per vessel; maximum number of vessels per owner; maximum number of vessels and/or modified length of stay in anchorage.

5. Open time for public expression.

None.

The meeting was adjourned at 7:30 pm.

RICHARDSON'S BAY REGIONAL AGENCY
STAFF REPORT

For the meeting of: May 10, 2018

To: RBRA Board of Directors
From: Bill Price, Harbor Administrator
Subject: 2018 Wet Weather Water Testing

BACKGROUND:

The RBRA conducts water tests in both the dry and wet seasons, with 5 days of testing over the course of one month. These results are then averaged and analyzed to gauge water quality at certain high impact areas of Richardson's Bay. The State's Regional Water Quality Control Board (RWQCB) conducts its own tests with us and their results are reported here as well.

DISCUSSION:

Tests show continuous improvement, especially in the houseboat marinas. The Gates Coop has ceased to be the constant problem it once was, with almost all of the improvised sewage system replaced and most of the renovation work completed. The main area of concern is detectable looking at the final day of testing which had a considerable rain event. The sites that show elevated levels of pollution are all directly adjacent to Sausalito city storm drains that were all in full flow. During the prior four dry weeks, all of the levels were safely within the standards for water recreation.

ANALYSIS:

Since most of the tests are conducted in marinas and open water sites, it is reassuring that there are no issues in either of these areas ,which are often suspected of being hot spots. Unfortunately, the RBRA cannot effectively manage stormwater runoff and / or broken laterals upstream of the storm drains.

NEXT STEPS:

Staff will continue with this program so that the data collection and recording is carried forward. This is also a mandated program as part of the RWQCB's mandated TMDL (Total Maximum Daily Load) requirement for Richardson's Bay. It is worth noting that the Marin County Office of Environmental Health is conducting weekly tests from April until October at

the public beach at Schoonmaker Marina to monitor water quality at this heavily frequented location.

Attachments:

Test results for Fall 2017 and Winter 2018

DRY SEASON

	Single Sample				30 Day Geo Mean				
	23-Aug-17	30-Aug-17	6-Sep-17	13-Sep-17	20-Sep-17	27-Sep-17	4-Oct-17	13-Oct-17	20-Oct-17
Total Coliform Not To Exceed	206	743	488	1335	75	376			
E. coli Not to Exceed	98	341	98	63	30	56			
Fecal Coliform Not to Exceed	27	350	23	23	23	41			
Enterococcus Not to Exceed	9	10	41	20	41	20			
WALDO POINT GATES COOP Station #41									
Total Coliform 10,000 / 1000	265	75	496	142	161	186			
E. coli 235 / 126	72	20	52	10	10	27			
Fecal 400 / 200	79	33	31	49	79	50			
Enterococcus 104 / 35	9	9	20	10	9	11			
WALDO "A" DOCK Station #40									
Total Coliform 10,000 / 1000	130	10	195	85	110	75			
E. coli 235 / 126	10	9	20	20	9	13			
Fecal 400 / 200	2	2	49	94	17	13			
Enterococcus 104 / 35	9	9	9	9	10	9			
WALDO POINT SOUTH 40 Station 15									
Total Coliform 10,000 / 1000	98	75	253	359	98	146			
E. coli 235 / 126	9	9	20	52	10	15			
Fecal 400 / 200	8	5	23	79	13	15			
Enterococcus 104 / 35	9	9	9	9	9	9			
CLIPPER BASIN #4 Station 14									
Total Coliform 10,000 / 1000	148	85	262	74	52	105			
E. coli 235 / 126	10	9	41	63	10	19			
Fecal 400 / 200	13	8	79	79	23	27			
Enterococcus 104 / 35	9	9	10	10	9	9			
ARQUEZ MARINA Station #37									
Total Coliform 10,000 / 1000	52	20	241	1500	31	103			
E. coli 235 / 126	9	9	41	74	20	22			
Fecal 400 / 200	9	2	49	79	33	19			
Enterococcus 104 / 35	9	9	10	10	9	9			

WET SEASON

	Single Sample				30 Day Geo Mean			
	1-Feb-18	8-Feb-18	15-Feb-18	22-Feb-18	1-Mar-18	8-Mar-18	15-Mar-18	22-Mar-18
Total Coliform Not To Exceed	187	676	109	201	3654	399		
E. coli Not to Exceed	41	52	31	31	188	50		
Fecal Coliform Not to Exceed	48	33	70	49	140	59		
Enterococcus Not to Exceed	20	52	9	31	275	38		
WALDO POINT GATES COOP Station #41								
Total Coliform 10,000 / 1000	295	395	131	74	563	229		
E. coli 235 / 126	41	41	10	9	41	23		
Fecal 400 / 200	17	23	26	8	140	26		
Enterococcus 104 / 35	109	63	10	20	175	47		
WALDO "A" DOCK Station #40								
Total Coliform 10,000 / 1000	156	31	98	63	175	88		
E. coli 235 / 126	31	9	31	20	74	26		
Fecal 400 / 200	11	49	13	49	49	28		
Enterococcus 104 / 35	9	9	10	10	428	20		
WALDO POINT SOUTH 40 Station 15								
Total Coliform 10,000 / 1000	132	173	119	74	908	179		
E. coli 235 / 126	74	52	9	10	85	31		
Fecal 400 / 200	8	22	13	8	130	19		
Enterococcus 104 / 35	9	20	9	20	203	23		
CLIPPER BASIN #4 Station 14								
Total Coliform 10,000 / 1000	121	185	52	75	3076	193		
E. coli 235 / 126	10	31	10	30	253	30		
Fecal 400 / 200	17	79	5	49	240	37		
Enterococcus 104 / 35	9	10	9	20	373	23		
ARQUEZ MARINA Station #37								
Total Coliform 10,000 / 1000	75	161	20	20	24196	164		
E. coli 235 / 126	20	41	10	9	1017	38		
Fecal 400 / 200	5	23	17	4	540	21		
Enterococcus 104 / 35	10	10	9	9	1765	27		

WET SEASON

	Single Sample				30 Day Geo Mean			
	1-Feb-18	8-Feb-18	15-Feb-18	22-Feb-18	1-Mar-18	8-Mar-18	15-Mar-18	22-Mar-18
Total Coliform Not To Exceed	836	754	41	148	24196	621		
E. coli Not to Exceed	63	420	9	9	8164	112		
Fecal Coliform Not to Exceed	17	790	8	2	5400	63		
Enterococcus Not to Exceed	20	41	9	9	5475	52		

DRY SEASON

	Single Sample				30 Day Geo Mean			
	23-Aug-17	30-Aug-17	6-Sep-17	13-Sep-17	20-Sep-17	27-Sep-17	4-Oct-17	13-Oct-17
Total Coliform Not To Exceed	41	86	388	2481	30	159		
E. coli Not to Exceed	20	9	146	86	9	29		
Fecal Coliform Not to Exceed	5	23	110	170	13	30		
Enterococcus Not to Exceed	9	9	10	120	9	15		
CLIPPER BASIN #1, Station CB1								
Total Coliform 10,000 / 1000	41	86	388	2481	30	159		
E. coli 235 / 126	20	9	146	86	9	29		
Fecal 400 / 200	5	23	110	170	13	30		
Enterococcus 104 / 35	9	9	10	120	9	15		

	23-Aug-17	30-Aug-17	6-Sep-17	13-Sep-17	20-Sep-17	19-Oct-09	1-Mar-18	8-Feb-18	15-Feb-18	22-Feb-18	1-Mar-18
SCHOONMAKER BEACH Station #33 (EHS)											
Total Coliform 10,000 / 1000	20	86	63	538	20	65	20	121	52	30	260
E. coli 235 / 126	9	9	9	121	9	15	10	30	20	20	20
Fecal 400 / 200	2	6	4	70	8	8	2	13	14	8	14
Enterococcus 104 / 35	9	9	9	52	9	13	10	9	9	9	20
SCHOONMAKER Station #32											
Total Coliform 10,000 / 1000	75	86	20	3873	9	85	52	41	31	201	609
E. coli 235 / 126	4	31	9	175	9	21	10	10	9	9	31
Fecal 400 / 200	4	7	13	350	2	12	17	33	5	33	130
Enterococcus 104 / 35	10	9	9	52	9	13	9	9	9	9	31
GALLILEE / NAPA Station #8											
Total Coliform 10,000 / 1000	20	20	9	246	10	45	52	41	62	31	1223
E. coli 235 / 126	9	9	9	41	10	12	10	9	10	31	63
Fecal 400 / 200	5	2	2	79	130	11	23	33	31	17	130
Enterococcus 104 / 35	9	9	9	10	9	9	9	9	9	9	820
MARINEWAYS Station MW											
Total Coliform 10,000 / 1000	359	2247	225	1553	933	766	327	670	98	262	19863
E. coli 235 / 126	268	226	9	620	379	167	31	213	20	97	1467
Fecal 400 / 200	240	920	2	1600	240	176	11	130	13	130	1600
Enterococcus 104 / 35	10	10	9	9	10	10	9	20	9	10	3076
PELICAN HARBOR Station #6											
Total Coliform 10,000 / 1000	41	10	63	464	85	63	146	121	98	107	959
E. coli 235 / 126	9	9	20	41	10	15	41	30	20	10	75
Fecal 400 / 200	5	2	2	130	22	8	13	33	13	17	70
Enterococcus 104 / 35	9	9	9	20	9	11	9	9	9	9	121

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

WET SEASON

	1-Mar-18	8-Feb-18	15-Feb-18	22-Feb-18	1-Mar-18
SAUSALITO YACHT HARBOR Station #5					
Total Coliform 10,000 / 1000	30	305	52	86	81
E. coli 235 / 126	9	9	9	10	31
Fecal 400 / 200	2	5	8	13	8
Enterococcus 104 / 35	9	9	9	148	10
SAUSALITO YACHT HARBOR Station #3					
Total Coliform 10,000 / 1000	20	134	52	496	63
E. coli 235 / 126	10	20	259	31	28
Fecal 400 / 200	5	2	9	17	23
Enterococcus 104 / 35	9	9	9	52	10
CONTROL STATION DAYMARK #6 Station					
Total Coliform 10,000 / 1000	31	10	9	86	31
E. coli 235 / 126	9	9	9	41	9
Fecal 400 / 200	2	2	2	49	4
Enterococcus 104 / 35	9	9	9	10	9
BRIDGEWAY MARINA					
Total Coliform 10,000 / 1000	52	10	86	583	31
E. coli 235 / 126	10	9	9	10	9
Fecal 400 / 200	5	2	4	49	22
Enterococcus 104 / 35	9	9	9	31	9

RICHARDSON'S BAY REGIONAL AGENCY

STAFF REPORT

For the meeting of: May 10, 2018

To: RBRA Board of Directors
From: Beth Pollard, Executive Director
Subject: Fiscal Year 2018-19 Budget

STAFF RECOMMENDATION:

Approve Resolution No. 05-18 adopting the annual RBRA budget for fiscal year 2018-19.

BACKGROUND:

Each year in April or May, the Board of Directors adopts a budget for the next fiscal year that begins July 1 and ends June 30.

DISCUSSION/ANALYSIS:

In developing the fiscal year 2018-19 budget, staff considered the following factors:

1. Projected actual revenues and expenses for fiscal year 2017-18, and projected expenses and grant and other revenue funds next year
2. Board action at its April meeting on a direction to modify requirements and conditions on Richardson's Bay
3. Reliance on member agency contributions for a significant portion of RBRA's revenue, recognizing city/county budget constraints
4. State of California Division of Boating & Waterways grant funding for abatement of marine debris and abandoned vessels

Projected actual revenues, expenses, and adjustments

A milder winter this year contributed to some cost savings to date in budgeted expenses in fiscal year 2017-18. However, an unanticipated expense has arisen that will eliminate most of those cost savings, thereby erasing a potential resource to carry over into the next fiscal year. Specifically, RBRA needs to abate a commercial tugboat that is in imminent danger of sinking; if it does sink, not only is it detrimental to the environment but would cost significantly more to remove. For these reasons, staff plans to proceed with abating the vessel this month, using contingency and cost savings from various line items in fiscal year 2017-18.

Going forward into fiscal year 2018-19, most current expenses are projected to remain relatively stable, with minor adjustments for cost of living increases.

Board's direction to modify conditions on the bay

At its April meeting, the Board selected moving forward with making modifications to requirements and conditions for vessels on the bay. This direction will necessitate expenses such as:

- Legal counsel support in amending requirements and pursuing implementation.
- Planning and implementing a transition to requiring moorings for vessels on the bay; this will include environmental analysis, in addition to other considerations related to placement
- Other costs related to enforcing requirements on vessels whose owners are unable or unwilling to comply. Where possible, staff will use grant funds from State Boating & Waterways for marine debris and abandoned vessels; some costs, however, will not be grant eligible.

All of the above are in addition to more vigilant monitoring efforts that will utilize staff time and incur some miscellaneous costs (such as census technology, gas, legal noticing, etc.)

Member agency contributions

Last year the member agencies increased their contributions by 84% to backfill most of the revenue lost when the City of Sausalito withdrew from RBRA; the remaining backfill came from budgeting \$23,825 in carryover funds/fund balance. With a modest estimated year-end fund balance of approximately \$25,000, staff does not recommend tapping into it as an operating revenue source for the next fiscal year's budget. Backfilling the absence of these carryover funds amounts to a seven percent member agency contribution increase for fiscal year 2018-19.

As explained above, implementing the Board's direction will require funding. The area of the Board's direction that may have the most potential for grant or other outside funding beyond member contributions is the transition of the anchorage to moorings. In addition, as noted above, some costs will be eligible for reimbursement with grant funds from State Boating & Waterways. For other costs, member agency contributions are currently the first line of funding. RBRA staff recommends that the budget for member contributions increase by ten percent next year to generate \$35,000 in funding for non-reimbursable implementation costs.

As implementation steps are more clearly developed and cost estimates become more refined, the Board may consider asking member agencies to accept mid-year assessments to carry out its direction. Until that time, RBRA staff considers the ten percent increase a good faith effort in initiate the Board's new work program.

Finally, the remaining segment of the member agency contribution increase is three percent for cost of living. All told, the proposed contribution increase is 20 percent, which generates \$69,199 in revenue for RBRA.

Division of Boating & Waterways grant funding

Boating & Waterways has announced another annual round of grant funding for the abatement of recreational vessels that are abandoned or marine debris; staff has submitted an application for funding. Although State grant revenues will not be confirmed until late summer, staff has budgeted what can reasonably be expected as RBRA's share; this is budgeted in addition to primary and supplemental grant funds from 2017-18 that carryover over into the 2018-19 fiscal year.

NEXT STEPS:

Adoption of the budget will allow continued operation of the agency. Staff will work on establishing more refined next steps, cost estimates, and potential outside sources of funding to support the RBRA and Board direction.

Attach:

Draft Resolution No. 05-18 and Proposed 2018-19 Budget and Member Agency Contributions

RICHARDSON'S BAY REGIONAL AGENCY

RESOLUTION NUMBER 05-18

OF THE RICHARDSON'S BAY REGIONAL AGENCY

ADOPTING A FISCAL YEAR 2018-19 BUDGET

WHEREAS, the Board of Directors annually establishes a budget of projected revenues and expenditures for the Richardson's Bay Regional Agency (RBRA); and

WHEREAS, RBRA staff has prepared a proposed 2018-19 budget that reflects cost estimates and revenue projections for the current and next fiscal years; and

WHEREAS, the proposed 2018-19 budget reflects an increase of 20% in member agency contributions; and

WHEREAS, the Board of Directors may call for mid-year budget adjustments to reflect new grant commitments or additional assessments on member agencies to carry out the Board's direction; and

WHEREAS, the proposed budget was presented to the Board of Directors for its meeting of May 10, 2018, at which time the public had the opportunity to comment,

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby adopts the attached budget for fiscal year 2018-19 in the amount of \$701,896.

PASSED AND ADOPTED by the Board of Directors of the Richardson's Bay Regional Agency on May 10, 2018.

CERTIFICATION: _____

Marty Winter - Board Chair

Beth Pollard – Executive Director

FY 2018-19 Proposed Budget

EXPENDITURES		FY 17-18		FY 17-18		FY 18-19	
BUDGET ACCT	DESCRIPTION	Budget	Projected Actual	Projected Actual	Proposed	Budget Notes	
522510	PROFESSIONAL SERVICES	\$594,471	\$530,137	\$530,137	\$638,096	SAVE salvage; salary; legal; county management, etc.	
521615	INSURANCE PREMIUMS	\$17,000	\$15,500	\$15,500	\$17,000		
521310	COMMUNICATION	\$2,400	\$2,100	\$2,100	\$2,400	Phone, fax, internet, mobile	
522910	RENTAL & OPER. LEASES	\$32,000	\$25,560	\$25,560	\$32,000	Office; slips/dry storage (~16k); heavy equip. rental (~12k)	
523210*	PROF. DEVEL. EXPENSES	\$600	\$500	\$500	\$600	Professional associations, continued education	
523410*	TRAVEL & MEETINGS	\$1,100	\$350	\$350	\$1,500	Harbormaster conference (reduced cost in 17-18)	
522815	PUBLICATION	\$1,200	\$130	\$130	\$1,200	Legal noticing	
522410*	OFFICE EXPENSES	\$350	\$450	\$450	\$400		
521810	MAINT. & REPAIR - EQUIP	\$8,000	\$6,000	\$6,000	\$8,000		
	OIL AND GAS	\$600	\$750	\$750	\$700	Patrol boat, pump-out boat maintenance	
	TOTAL EXPENDITURES	\$657,721	\$581,477	\$581,477	\$701,896		

PROF. SERVICES BREAKOUT		FY 17/18		FY 17/18		FY 18/19	
		Budget	Projected Actual	Projected Actual	Proposed	Budget Notes	
522545	LEGAL	\$35,000	\$22,000	\$22,000	\$36,000	Routine + regulations/enforcement	
522510	RAPID RESPONSE PROGRAM	\$7,000	\$6,000	\$6,000	\$7,000	Contractor cost	
522715	LAB SERVICES	\$8,534	\$8,700	\$8,700	\$8,534	Water quality testing	
522510	SPECIAL APPOINTMENT	\$159,737	\$159,737	\$159,737	\$164,529	Harbor Administrator salary & benefits	
522510	PROFESSIONAL SERVICES	\$200,000	\$125,000	\$125,000	\$235,533	SAVE grant + non-grant implementation costs	
522510	ADMINISTRATION	\$85,000	\$85,000	\$85,000	\$91,000	Exec Dir, CDA admin support, census, website	
522510	AUDIT	\$6,500	\$6,500	\$6,500	\$6,500	Towards biennial audit expense	
522510	WASTE AWEIGH PROGRAM	\$9,000	\$7,500	\$7,500	\$9,000	Sewage pump-out services	
	WEBSITE DEV & ADMIN	\$2,000	\$3,000	\$3,000	\$0	Now minimal, moved to Admin	
522510	STATE - SUPPLEMENTAL SA	\$71,700	\$71,700	\$71,700	\$70,000		
522510	CONTINGENCY	\$10,000	\$35,000	\$35,000	\$10,000	17-18 Tug removal	
	SUBTOTAL - PROF SERVICES	\$594,471	\$530,137	\$530,137	\$638,096		

REVENUES		FY 17/18		FY 17/18		FY 18/19	
		Budget	Projected Actual	Projected Actual	Proposed Budget	Budget Notes	
	Beginning Balance						
441115	INTEREST POOLED INVST	\$300	\$1,500	\$1,500	\$900		
441215	SLIP RENTALS	\$7,000	\$7,000	\$7,000	\$7,000	Mooring rentals	
462610	OTHER SALES & SERVICES	\$6,000	\$12,000	\$12,000	\$6,000	Misc. reimbursement, vessel disposal chargeback	
451970	INTERGOVT REVS - STATE	\$202,800	\$125,000	\$125,000	\$202,800	DBW \$200K (reimb. based) est.	
461250	INTERGOVT REVS - LOCAL	\$345,997	\$345,997	\$345,997	\$415,196	RBRA Member Dues	
451970	STATE - SUPPLEMENTAL	\$71,700	\$71,700	\$71,700	\$70,000		
	TOTAL REVENUES	\$633,797	\$563,197	\$563,197	\$701,896		
	USE OF FUND BALANCE	\$23,825	\$18,280	\$18,280	\$0		
	Total Funds Available:	\$657,622	\$581,477	\$581,477	\$701,896		

RBRA
FY 2018-19 Proposed Member Contributions

Jurisdiction & Percentage	2017-18 Contribution	2018-19 Proposed	Increase From 17-18
MILL VALLEY (7.7%)	26,642	31,970	5,328
BELVEDERE (11.5%)	39,790	47,748	7,958
TIBURON (15.4%)	53,283	63,940	10,657
MARIN COUNTY (65.4%)	226,282	271,538	45,256
	345,997	415,196	69,199