

RICHARDSON'S BAY REGIONAL AGENCY

Thursday, April 14, 2016

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. Closed session :
Conference with legal counsel – litigation, pursuant to
CA Government Code § 54956.9 (d)(2)
(Public meeting should reconvene at approximately 6 pm)
2. Minutes of February 11, 2016 Meeting
3. Review report of Harbor Administrator
4. Approval of prior expenditures for February 5 – April 2016
5. Approval of resolution authorizing reserves expenditure for abatement and legal
6. Adoption of Fiscal Year 2016-2017 Budget
7. Water quality test results
8. Public comments invited concerning items NOT on this Agenda (3-minute limit)
9. Staff comments
10. Board member matters

NEXT MEETING: Tentatively planned for June 9, 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

April 8, 2016

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

Board members:

The RBRA is at an important crossroads. The current year's lack of an anchorage work program budget has worsened the situation on the anchorage. There appears to be consensus support for RBRA to focus on enforcement. This year's budget and work program is oriented to just that, including coordinating with our partner agencies.

A key question is assessing what level of RBRA activity is appropriate. The need for substantive actions on the anchorage is widely acknowledged. RBRA is the central governmental agency directing, coordinating, and participating in those actions. The FY 2016-2017 work program and budget is the beginning of the campaign to dramatically improve anchorage conditions. It provides the administration, legal, and enforcement / abatement support necessary to begin to systematically remove abandoned, derelict vessels from the anchorage. The alternative is to support the Harbor Administrator's removal of dozens of vessels on a bare-bones budget, but otherwise continue to watch the anchorage deteriorate for another year.

An always-feared situation - the sinking of a large vessel - occurred in the anchorage since the last RBRA Board meeting. As usual, financially responsible parties are nowhere to be found. The resulting abatement is exhausting our allocated State grant funds for vessel abatement. Additionally, since the Agency did not receive the funding requested to increase this year's legal budget, legal expenses have not surprisingly exceeded this year's bare bones budget, and also require a budget augment. Staff estimates that it can abate vessels and cover legal expenses to the end of the fiscal year by using unexpended carryover funds. Accordingly, Staff is requesting the Board authorize use of a portion of the prior year's fund balance to the end of the fiscal year. Once the recommended budget is adopted, a combination of local funding and appropriating other jurisdictions' unused SAVE funds can hold us through to the next grant funding cycle.

On a more positive note, water quality test results for the last dry- and wet-seasons are included. Aside from the usual Waldo exceedances, overall water quality met recreational-use standards for the majority of location for virtually all testing sites and dates (not the shellfish harvest standard, but that is a separate issue).

Staff would like to thank folks on the anchorage for their stalwart efforts in raising several vessels that recently sank. In addition to saving RBRA thousands of dollars, such actions demonstrate that certain mariners on the anchorage not only manage their own affairs, but help address problems as they occur.

See you next Thursday.

RICHARDSON'S BAY REGIONAL AGENCY

MINUTES OF FEBRUARY 11, 2016

HELD AT SAUSALITO CITY HALL CHAMBERS

MEMBERS PRESENT: Herb Weiner (Sausalito); Erin Tollini (Tiburon); Kathrin Sears (Marin County); Marty Winter (Belvedere)

ABSENT: Jim Wickham (Mill Valley) has been appointed to the Board but could not attend due to prior commitments.

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

ADDITIONAL: Leslie Alden (Aide to Supervisor Sears)

Meeting called to order at 5:35 PM. Closed session for conference with legal counsel concerning litigation. Public hearing re-convened at 6:00 PM. Chair Tollini advised the public that there was nothing to report.

Minutes of December 10, 2015 Meeting

Kevin Kiffer stated that he believed the award given to Ken Wachtel amounted to illegal gifting since it had been made with a piece of a salvaged vessel. He also asked that the meeting minutes not be condensed.

Chair Tollini said that it would be too unwieldy to prepare full verbatim minutes.

Minutes were approved unanimously

Harbor Administrator's Report

Mr. Price discussed the new Marine Debris regulations that had been signed into law. He also went over the grant funding issues for the pump-out vessel program.

David Lay stated that it would be a huge PR issue for the federal government if the program failed. Jeff Jacob felt that junked boats could be sold or bartered to reduce agency costs.

Prior expenditures: October – December 2015

Kevin Kiffer said that staff had made a personal decision to use a contractor and he believed him to be a disreputable contractor. He also accused Mr. Price of towing a personal boat back to Sausalito with the RBRA boat.

The expenditure report was accepted unanimously

Status Report on the Anchorage Management Program

Mr. Berto recounted the Jan. 26, 2016 Sausalito City Council meeting, where their Police Department outlined their enforcement plan to the Council. Mr. Berto felt there was a potential to produce ping pong behavior, with boats moving across the channel to Marin County waters to avoid citations, with no change in the number of vessels or shoreside problems. Staff also met with SPD, MSO and USCG to discuss this enforcement plan in more detail. He also reported on the boat tour with Senator McGuire and he was optimistic that the Senator was a quick study and willing to assist the RBRA in addressing the issues on the anchorage. He said that the anchor outs would be presenting a PowerPoint presentation later in the meeting, and recognized the need to incorporate the anchor outs in the process to turn things around for the better.

He addressed the budget, which has suffered without Sausalito's participation, but he said that their new enforcement program is a positive step toward a viable program with a budget. Lawsuits have created unforeseen budget issues and the increase in vessels challenges Staff as well. Without the RBRA, the region would be left with boats on the bottom, on the shoreline and under homes. Time is of the essence in responding to these problems, and individual jurisdictions would have a much harder time reacting to the emergency situations. Costs for disposal by RBRA are under ½ of the typical costs in other jurisdictions, and we're able to keep a vigilant responsive eye, but the agency needs to grow to keep up with increased demands for services.

My Lay said that there is a new boat every day, and a new friend from county lock-up quickly occupies it. He felt the process was long and often ignored. Scott Diamond said that apparently RBRA is doing their job, but that sunken derelicts were not addressed quickly enough, and they should be allowed to be taken to the Corps of Engineers if they are raised by citizens who are willing to save boats. Bob Lorenzi said that it appears that the boats come from out of town, and he asked Mr. Berto what are the features of a viable anchorage plan.

Chad Carvey said that the RBRA should state publicly that anchor outs have a right to be on the water; that there is a feeling that the RBRA was created to eliminate anchor outs. Sausalito and the RBRA should acknowledge their right to exist. Mr. Lorenzi stated that the RBSAP was created to eliminate anchor outs. Mr. Kiffer asked when the federal government ceded jurisdiction to local agencies. He felt that RBRA could only enforce jet ski regulations, and he felt the agency should hire an employee to avoid being a shell agency. Doug Storms related that 25 years ago the anchor outs were in litigation with BCDC and there was a ruling made that if you were a maritime worker you could live aboard your vessel.

Member Sears said that it was a helpful report and directed Staff to pursue and lay out an anchorage regulation compliance option for the future.

Presentation by Anchor Outs

Asaf Ophir, Alden Bevington and Doug Storms gave a 20 minute PowerPoint presentation on their vision for the anchorage. Afterwards, Chair Tollini asked if the presentation could be made available, and Member Sears thanked the group for their efforts and there were lots of things to talk about related to their hard work.

Jeff Jacob said that the presentation didn't really represent all anchor outs, and he felt public access need more attention, and he was concerned with a proposal to close Dunphy Park for a year. My. Lay felt the presentation was devised by a clique determined to be power brokers and stated the community was not all in agreement here. Caroline Bright said we were all family and needed to take care of each other. Jesus spoke, saying they needed anchors and donations to the community church.

Mr. Diamond said that there needed to be a reality check within the context of the historical perspective. He said that for 30 years government has looked down on and been against people living on boats. He felt that these are public waters and asked if the RBRA was really interested in solving the issues. Mr. Kiffer said that if there was progress in staff meetings then we should step it up a notch. Otherwise disband. Mr. Lay thought that if there were moorings in front of Belvedere properties, we should get the residents to approve use in emergencies.

Michael Rex spoke in support of the anchor outs, to preserve them in a well-managed anchorage. He said BCDC wanted to remove them all and disregard the consequences, and he was horrified by Sausalito City Councilwoman Pfeifer's letter to wipe out the anchor outs. He was encouraged by the organization, applauded the initiative of the committee of peers. He wanted to see a public / private partnership and saw a blueprint on the screen for cooperation and an opportunity to work together to resolve this issue. Mr. Carvey said that he too applauded the plan but recognized that it wouldn't include everybody due to the rugged individualists out on the water. He demanded that BCDC recognize the anchor outs and begin addressing anchor out issues.

Member Sears asked Staff to include some of the ideas from the presentation and Member Weiner thought some great ideas were presented, and that he respected the anchor outs and felt they were part of Sausalito's heritage as long as there was a sustainable population.

Public Comments

See above

Staff Comments

None

Board Member Matters

The meeting was adjourned at 7:35 PM.

NOTE: The next meeting of the RBRA is tentatively scheduled for **June 9, 2016 at 5:30 PM** at the Sausalito City Hall Chambers.

RICHARDSON'S BAY REGIONAL AGENCY

HARBOR ADMINISTRATOR'S REPORT

April 5, 2016

WORKING RELATIONSHIPS

- **Boating and Waterways** – Our 2017 Surrendered and Abandoned Vessel (SAVE) Grant has been submitted, with a request for \$225,000 in order to meet the increased need for funding vessel disposal operations.
2) Submitted a request for the second 2016 SAVE reimbursement in February for \$51,935 for 20 vessels. 3) Preparing third reimbursement request for an additional \$36K for 19 vessels disposed under the 2016 SAVE Grant. 4) Since 2016 SAVE Grant funds are almost exhausted, Staff has asked DBW to divert other agency's unspent funds to RBRA in the form of an amended funding request. DBW is actively assisting staff.
- **Port of San Francisco** – In negotiations to up to procure \$30K in surplus grant funds from Port to dispose of vessels.
- **USCG** – met with Abandoned Vessel Group, and Sausalito PD sent a representative.
- **MSO and SPD** – updating operating procedures to follow through with new Cal Boating laws that came into effect on January 1, 2016 concerning marine debris. So far we have worked with MSO to remove two vessels within the parameters of this new process.

DEBRIS REMOVAL

- 14 vessels were disposed since 2/16/2015
- 1 boat is currently impounded
- 3 boats stored for disposal
- Assisted in a neighborhood beach clean-up in the Seminary area

RAPID RESPONSE

- 3 large and 3 small vessels recovered and secured. 3 drifting docks secured and disposed.

WATER QUALITY

- Finished testing during the winter. There were virtually no rainy days during the normally wet-weather testing month of February, so results mimicked a dry Fall test rather than showing the typical spikes due to run-off.
- All maintenance on the Waste Aweigh honey barge has been taken on by the pump-out contractors since the State has ceased paying for the operations and maintenance grant .
- Weekly beach testing has begun at Schoonmaker Beach, and it will continue through October.

OTHER

- Removed a very large (95 ton) steel ex-military vessel from the anchorage that sank last month. Thanks to the waterfront coalition that raised the vessel and kept it floating until it could be dismantled and disposed of properly.
- Assisted Audubon Center with removing their sanctuary buoys for the season and finding a replacement work boat since theirs was totaled in a storm this winter.

RBRA - BALANCE SHEET

February 2 - March 31, 2016

REVENUES

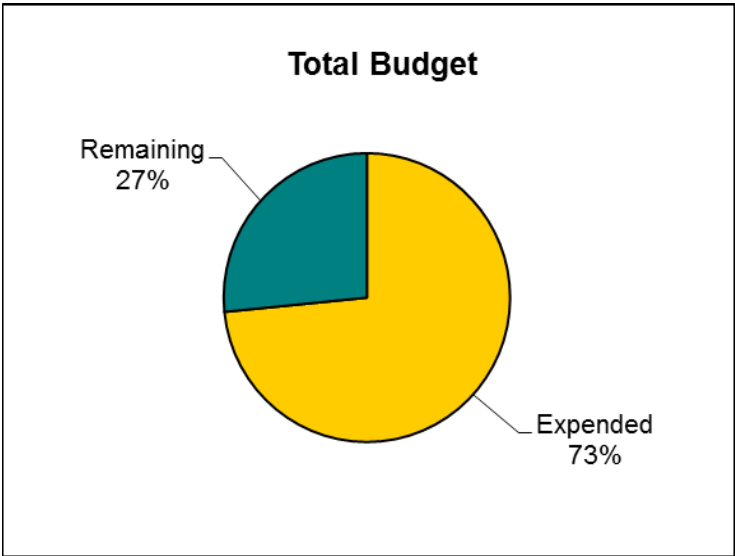
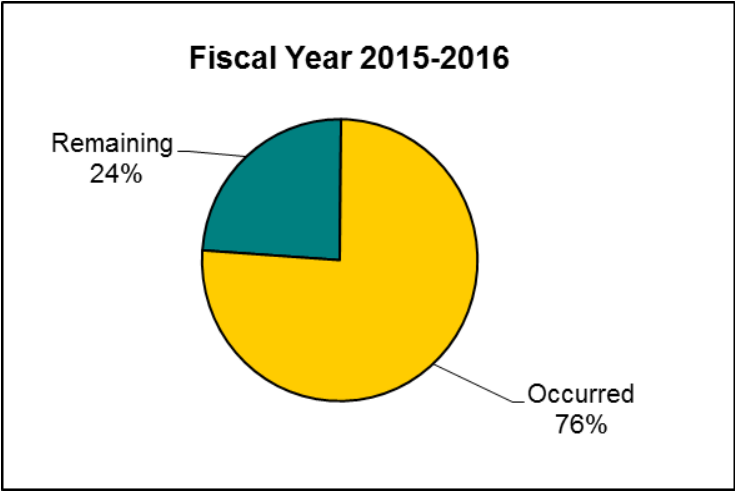
DATE	DESCRIPTION	
2/11/2016	Mooring rental	-160.00
2/11/2016	Mooring rental	-160.00
2/11/2016	Mooring rental	-100.00
2/11/2016	Mooring rental	-300.00
3/10/2016	Mooring rental	-150.00
3/10/2016	Mooring rental	-150.00
3/10/2016	Mooring rental	-160.00
3/10/2016	Mooring rental	-225.00
3/10/2016	Mooring rental	-150.00
3/10/2016	Mooring rental	-150.00
3/10/2016	Mooring rental	-100.00
3/23/2016	Mooring rental	-150.00
3/23/2016	Mooring rental	-300.00
3/10/2016	City of SF - boat disposal	-1,007.70
3/10/2016	Waldo Point - boat disposal	-2,484.58
3/23/2016	SAVE Grant #1 reimbursement	-28,621.24
	TOTAL REVENUES	-34,368.52

EXPENDITURES

DATE	COST CENTER	DESCRIPTION	
2/2/2016	Prof Svcs - Other	Parker Diving - vessel salvage	875.00
2/2/2016	Prof Svcs - Other	EMS - honeybarge	200.00
2/2/2016	Prof Svcs - Other	EMS - honeybarge	200.00
2/9/2016	Prof Svcs - Other	Denny Creative - website	360.00
2/9/2016	Prof Svcs - Other	Day labor	200.00
2/9/2016	Prof Svcs - Other	Whiting - marine survey	235.00
2/12/2016	Prof Svcs - Other	Parker Diving - vessel salvage	4,600.00
2/17/2016	Prof Svcs - Other	San Rafael YH - boat disposal	6,650.00
2/17/2016	Prof Svcs - Other	San Rafael YH - boat disposal	3,350.00
2/17/2016	Prof Svcs - Other	San Rafael YH - boat disposal	3,800.00
2/23/2016	Prof Svcs - Other	Parker Diving - vessel salvage	800.00
2/23/2016	Prof Svcs - Other	Parker Diving - Rapid Response	1,150.00
3/1/2016	Prof Svcs - Other	MT Head - honeybarge	350.00
3/1/2016	Prof Svcs - Other	Whiting - marine survey	235.00
3/2/2016	Prof Svcs - Other	EMS - honeybarge	200.00
3/9/2016	Prof Svcs - Other	Day labor	676.00
3/9/2016	Prof Svcs - Other	Dave's Diving - mooring repair	165.00
3/10/2016	Prof Svcs - Other	Day labor	150.00
3/10/2016	Prof Svcs - Other	Parker Diving - Rapid Response	1,400.63
3/10/2016	Prof Svcs - Other	Whiting - marine survey	235.00
3/23/2016	Prof Svcs - Other	Whiting - marine survey	235.00
3/24/2016	Prof Svcs - Other	Day labor	125.00
3/24/2016	Prof Svcs - Other	Parker Diving - vessel salvage	2,900.00
2/10/2016	HazMat Clean Up	Bay Cities debris removal	1,381.90
2/23/2016	HazMat Clean Up	San Rafael YH - fuel disposal	1,200.00
2/24/2016	HazMat Clean Up	Bay Cities debris removal	1,623.35
3/9/2016	HazMat Clean Up	Bay Cities debris removal	2,120.00
3/18/2016	HazMat Clean Up	Bay Cities debris removal	2,168.95
2/2/2016	Prof Svcs - Legal	County Counsel	2,511.25
2/29/2016	ProfServ-CntySalRe	Salary	11,743.11

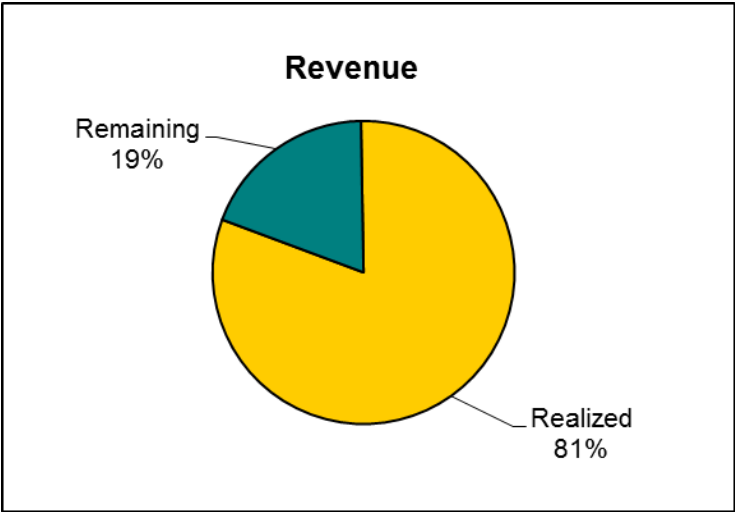
2/2/2016	Ins - Gen Liability	Alliant - SLIP insurance	1,548.00
2/2/2016	Com Srvc - Broadband	AT&T - phone line	40.00
2/2/2016	Com Srvc - Broadband	AT&T - internet	48.58
3/21/2016	Com Srvc - Broadband	AT&T - phone line	40.00
3/21/2016	Com Srvc - Broadband	AT&T - internet	48.79
2/12/2016	Com Srvc - Cell Phon	AT&T - mobile charges	269.79
3/15/2016	Com Srvc - Cell Phon	AT&T - mobile charges	53.09
3/9/2016	Rent - Equip Rental	Hertz - excavator rental	733.08
3/25/2016	Rent - Equip Rental	Hertz - excavator rental	889.93
2/2/2016	Rent - Off Space	ICB - office rental	431.81
2/2/2016	Rent - Off Space	Schoonmaker marina - slip rent	160.00
2/2/2016	Rent - Off Space	Schoonmaker marina - slip rent	243.00
2/2/2016	Rent - Off Space	Libertyship - dry storage	480.00
3/1/2016	Rent - Off Space	ICB - office rental	429.47
3/9/2016	Rent - Off Space	Clipper Yacht harbor - slip rental	250.00
3/9/2016	Rent - Off Space	Schoonmaker marina - slip rent	243.00
3/9/2016	Rent - Off Space	Schoonmaker marina - slip rent	160.00
3/9/2016	Rent - Off Space	Libertyship - dry storage	480.00
3/21/2016	Rent - Off Space	Clipper Yacht harbor - slip rental	250.00
3/9/2016	Trav-Meals	Mollie Stones - water fr crew	10.38
3/3/2016	Reprographic Srvc	Marin Co. - letterhead/envelopes	78.00
3/9/2016	Oth Maintenance	Marin Co. - letterhead/envelopes	27.50
3/24/2016	Oth Maintenance	Hertz - repair charges	48.61
2/24/2016	Maint & Rep Su - Oth	Hertz - excavator rental	861.23
3/9/2016	Laboratory Services	Solano Co Lab fees	2,810.00
3/18/2016	Laboratory Services	Turner - data entry	800.00
		TOTAL EXPENDITURES	63,274.45

Percent of Budget and Percent of FY2015-2016 as of April 4, 2016



Expenditures vs. Adopted Budget

Expenditures	\$299,200
Adopted Budget	\$407,508



Realized Revenue vs. Budgeted Revenue

Realized Revenue	\$330,592
Budgeted Revenue	\$408,400

RICHARDSON'S BAY REGIONAL AGENCY

RESOLUTION NUMBER 02-16

APPROVING A FUND BALANCE TRANSFER IN THE AMOUNT OF \$40,000 TO BE USED FOR PROFESSIONAL AND LEGAL SERVICES

WHEREAS, the RBRA has experienced the need to perform vessel abatements at a higher than anticipated rate, in particular a recent large vessel abatement; and

WHEREAS, professional services budget for vessel abatement has been expended, resulting in a funding shortfall for necessary vessel abatements to the end of the current fiscal year unless supplemented; and

WHEREAS, the legal budget has also been expended and requires supplemental funding to address expenses to the end of the fiscal year; and

WHEREAS, the RBRA has fund balance amounts available from the prior fiscal year sufficient to transfer \$40,000 to the professional and legal services budget line items this fiscal year;

NOW, THEREFORE, BE IT RESOLVED, that the Richardson's Bay Regional Agency by adoption of this resolution hereby transfers a fund balance amount of \$30,000 to Professional Services and \$10,000 to Legal Services.

BE IT ALSO RESOLVED, that the RBRA by this action increases the FY '15-16 budget in the Professional Services and Legal (expenditures) and Fund Balance (revenues) by \$40,000.00

PASSED AND ADOPTED by the Board of the Richardson's Bay Regional Agency on April 14, 2016.

CERTIFICATION:

Mary Winter, Acting Board Chair

Ben Berto, RBRA Clerk

RICHARDSON'S BAY REGIONAL AGENCY **REPORT**

April 8, 2016

TO: RBRA Board

FROM: RBRA Clerk

SUBJECT: Fiscal Year 2016-2017 Enforcement/Abatement Work Program and Budget

Much like the opening of baseball season this week, with the new fiscal year comes new hope and opportunities for the RBRA.

Background

Vessel Census

RBRA staff spent two days on the water on February 25-26 conducting its biennial vessel census. The results are sobering. The number of vessels continued to increase, by 40-50+ vessels (depending on methodology for counting), an increase of 20 percent or so from the 2014 census.

Perhaps more dramatically, the number of persons living on those vessels has at least doubled. While it is difficult to get a firm grasp on numbers, by looking at the number of vessels capable of on-the-water habitation, those that were in no condition to go anywhere observed with persons on them, and those with 1-6 tenders tied to them, it can be estimated that there are roughly 100 live-aboard vessels on the anchorage.

Regulatory compliance

Registration/documentation - The percentage of vessels on the anchorage that are not currently registered or documented (or at least lacking it displayed) has jumped. At the beginning of RBRA's vessel documentation/registration program in 2014, the number of vessels on the anchorage that were not currently registered or documented started at two-thirds of the total vessels. That out-of-registration percentage decreased to one-third by later in the year thanks to increased attention by RBRA and enforcement efforts by County Sheriff.

The percentage of vessels displaying currently registration or documentation in either Sausalito or County waters decreased to 25%, or 54 of the 213 total. Law enforcement has many competing priorities, and with Sausalito's elimination of the anchorage budget last year, RBRA's attention was curtailed as well.

Vessels substantially out of registration or documentation can be abated. For reasons that staff previously laid out at the inception of the registration/documentation program, achieving

universal compliance with regulation/documentation regulations is important and a priority for the proposed enforcement program. Vessels that continue to be out of compliance are volunteering themselves for abatement.

Other regulations - RBRA has had on its books for years a requirement for boaters whose vessels have been in Richardson's Bay to secure an anchoring permit. Sausalito has an even more stringent 10-hour limit before a permit is required. Neither has ever been enforced due to budgetary/staffing constraints.

The State passed new Harbor's and Navigation Code provisions that took effect on January 1, giving enforcement agencies the ability to expedite abatement of vessels determined to be "marine debris". Given that 132 vessels were found to be in either poor or very poor condition in the February vessel census, there is no shortage of vessels that potentially could be abated under the new statute. Again, at an estimated cost of \$10K per vessel to abate, financial constraints preclude widespread application of this statute at this time.

Proposed FY 2016-2017 enforcement/abatement program

Your Board has consistently supported enforcement efforts within a severely constrained budget. Last (current) year's anchorage management is largely a nonstarter due to lack of Sausalito funding. Staff accepts that Sausalito has their own reasons for what they decide. Subsequent meetings with Sausalito staff and decisionmakers indicates that Sausalito supports an enforcement-oriented program.

Enforcement alone cannot fully address the anchorage mess - it requires a comprehensive program designed to prevent backfill and address the complex, dynamic social and political environment. Future work program efforts will be required to determine what those efforts consist of, how much they will cost, and how to pay for it.

Even without scheduling overall anchorage management program and its elements at this time, better enforcement is a key element. Given the local political environment and realistic budget limits, staff recommends the RBRA focus on enforcement this next fiscal year.

As demonstrated below, effective enforcement requires a substantial increase in RBRA's capabilities. The need to develop RBRA's functional capabilities is a theme that staff has emphasized for the last several years. Simply put, RBRA's current 1.12 staff Full Time Equivalent (FTE) is simply not sufficient to manage and enforce ~250 (and growing) vessels. RBRA has been utilizing staff resources in anticipation of work program adoption and funding commensurate with that resource demand. It cannot continue to do so without work program funding. Unless funding is provided, the RBRA will have to reduce its functions to a baseline level.

Assuming there is a consensus to focus the RBRA towards an enforcement-based work program and a willingness to fund it, the proposed enforcement budget has three main elements. The first is a request (already in process) to State DBW for \$230,000 from their Surrendered and Abandoned Vessel (SAVE) abatement grant program. Staff has previously operated under the

assumption that the ceiling for grant funding was considerably less than what is currently requested. However, recent word is that \$200,000 or so may be realistic, particularly given that RBRA is a shining star statewide in terms of providing consistent bang for the buck for vessel abatement. The requested higher level of funding is important to successfully abate substantial numbers of vessels in FY '17.

The second primary enforcement program element is increasing the agency's legal budget from its current \$8,500 (\$18,500 if the Board approves the budget transfer requested at this meeting – see separate staff memo). Recent, ongoing legal actions demonstrate that minimal budgets will no longer be sufficient to operate with a regulatory, enforcement orientation. Accordingly, staff is requesting \$60,000 to address ongoing legal expenses, and upgrade the regulation options we have to face current challenges and those which continue to arrive .

The third enforcement program element, as mentioned above, is to increase the Clerk's time to from .12 to .25 FTE, increasing the budget line from its current approximately \$45,000 to \$91,000. It has been clear for some time that the current level of administrative staff funding is insufficient to perform a full range of important RBRA functions. A quick look at some of the previous/current years' activities quickly demonstrate this: Spring anchorage workshop, Fall Spinnaker presentation, site tours with a State Senator McGuire, multiple coordination efforts with various public safety and regulatory agencies, anchor-out outreach, preparation of various work program options and budgets, and presentations before multiple RBRA member agency city/town councils. All this anticipated funding which has not yet occurred. For FY '17, a decision will need to be made by the RBRA Board and its member jurisdictions about whether to fund program efforts so our Agency's responsibilities and abilities can continue to grow, or to have a much more circumscribed Agency.

An enforcement based program will not be effective unless ongoing, expanded coordination/communication occurs between public safety/ enforcement agencies and the RBRA. The focus of enforcement efforts is anticipated to proceed in the same vein as has been discussed for some time - unregistered and undocumented vessels and marine debris.

While RBRA does and continues to conduct limited enforcement on its own, Staff recognizes that it will rely on Sausalito PD and County Sheriff in particular, as well as US Coast Guard, State Lands Commission, to assist RBRA in comprehensively planning and coordinating enforcement efforts. Staff will work closely with those organizations and RBRA's legal subcommittee to vet and pursue increased, enhanced regulations and multi-agency efforts.

Another substantial line item is a request for \$30,000 to enable vessel abatements to continue until the next State SAVE grant becomes effective, anticipated for October. While Staff is not happy about requesting 100% local agency contributions for what is typically covered by the State, as discussed elsewhere, large vessel sinkings have a drastically negative effort on the RBRA's vessel abatement budget. Even just focusing on sunken vessels takes ongoing funds, and the \$30K will allow the Agency to do so.

Other budget increase items are relatively prosaic: cost-of-living increase for the Harbor Administrator, additional funds to pay for insurance increases, and money to update the RBRA website.

Conclusion - Staff is recommending a 56% increase in member contributions for FY '17 . This funding and the work program it supports represents staff's best estimate of what is necessary to achieve substantive progress in on-the-water enforcement. If a lessor budget is adopted by your Board (and your respective jurisdictions), progress on anchorage management will be accordingly reduced in the upcoming fiscal year.

- Attachments: 1. Proposed Fiscal Year 2016-2017 budget 4/14/16
2. Agency member current/proposed budget contribution amounts 4/14/16

RICHARDSON'S BAY REGIONAL AGENCY - FY 16/17 BUDGET 041416 draft

EXPENDITURES

BUDGET#	DESCRIPTION	15/16 ADOPTED	15/16 ACTUALS	16/17 PRJCTD		DIFFERENCE
5210100	PROFESSIONAL SERVICES	\$371,958	\$401,245	\$567,959	SAVE salvage; salary; legal; county management	\$ 196,001.00
5210500	INSURANCE PREMIUMS	\$17,000	\$17,000	\$20,000		\$ 3,000.00
5210700	COMMUNICATION	\$2,400	\$2,400	\$2,400	phone, fax, internet, mobile	\$ -
5211200	RENTAL & OPER. LEASES	\$32,000	\$34,500	\$32,000	Office; slips & dry storage; heavy equipment rental	\$ -
5211300	PROF. DEVEL. EXPENSES	\$600	\$600	\$600	professional associations, continued education	\$ -
5211400	TRAVEL & MEETINGS	\$2,200	\$2,200	\$2,200	Harbormaster's Conference, mileage	\$ -
5211520	PUBLICATION	\$2,400	\$2,400	\$2,400	Legal ads	\$ -
5220100	OFFICE EXPENSES	\$350	\$350	\$350		\$ -
5220200	MAINT. & REPAIR - EQUIP	\$8,000	\$8,280	\$8,000	Patrol boat, pump-out boat maintenance	\$ -
5220600	OIL AND GAS	\$600	\$640	\$600		\$ -
		\$437,508	\$469,615	\$636,509		\$ 199,001.00

PROFESSIONAL SERVICES BREAKOUT

		15/16 ACTUALS	16/17 PRJCTD			
	LEGAL	\$8,500	\$4,000	\$60,000	RBRA Counsel, outside legal	\$ 51,500.00
	RAPID RESPONSE PROGRAM	\$7,000	\$7,000	\$7,000	Contractor cost	\$ -
	LAB SERVICES	\$4,200	\$7,752	\$4,200	TMDL testing Solano Co. Labs	\$ -
	SPECIAL APPOINTMENT	\$150,761	\$142,221	\$158,299	Estimated salary and benefits (5% COLA)	\$ 7,538.00
	PROFESSIONAL SERVICES	\$140,000	\$144,500	\$230,000	200K SAVE, 30K RBRA backfill (SAVE '17 funds avail.10/17)	\$ 90,000.00
	CDA ADMIN	\$43,997	\$41,472	\$89,960	CDA Admin. expense (.25 FTE x \$173/hour)	\$ 45,963.00
	AUDIT	\$6,500	\$6,500	\$6,500	towards biennial audit	\$ -
	WASTE AWEIGH PROGRAM	\$9,000	\$6,000	\$9,000	Sewage pump-out services	\$ -
	WEBSITE DEV & ADMIN	\$2,000	\$1,800	\$3,000	updates and maintenance	\$ 1,000.00
	FUND BALANCE TRANSFER		\$40,000		Mid-year correction - Add'l vessel disposal and legal fees	\$ -
		\$371,958	\$401,245	\$567,959		\$ 196,001.00

REVENUES











	Beginning Balance	15/16 ADOPTED	15/16 ACTUALS	16/17 PRJCTD		
4410125	INTEREST POOLED INVST	\$300	\$169	\$300		\$ -
4410225	SLIP RENTALS	\$7,000	\$7,075	\$7,000	mooring rentals	\$ -
4410410	OTHER SALES & SERVICES	\$6,000	\$5,328	\$6,000	misc. reimbursement, vessel disposal chargeback	\$ -
4530527	INTERGOVT REVS - STATE	\$156,000	\$144,500	\$204,000	DBW 200K, MCCSTOP 4K	\$ 48,000.00
4640322	INTERGOVT REVS - LOCAL	\$269,100	\$269,100	\$419,209	RBRA Member Dues (56 percent increase)	\$ 150,109.00
	FUND BALANCE TRANSFER		\$40,000		Mid-year correction - Add'l vessel disposal and legal fees	\$ -
		\$438,400	\$466,172	\$636,509		\$ 198,109.00

RBRA BUDGET SPLITS: FY 2016-17

JURISDICTION CONTRIBUTION PERCENT (%)	Adopted FY 15-16	Proposed FY 16-17	Increase from FY 15-16
MILL VALLEY (5%)	\$ 13,455	\$ 20,960	\$ 7,505
BELVEDERE (7.5%)	20,183	31,441	\$ 11,258
TIBURON (10%)	26,910	41,921	\$ 15,011
SAUSALITO (35%)	94,185	146,723	\$ 52,538
MARIN COUNTY (42.5%)	114,368	178,164	\$ 63,796
TOTAL	\$ 269,100	\$ 419,209	\$ 150,109











DRY SEASON

WET SEASON

	Single Sample					30 Day Geo Mean	Single Sample					30 Day Geo Mean
Total Coliform Not To Exceed	10,000					1000	10,000					1000
E. coli Not to Exceed	235					126	235					126
Fecal Coliform Not to Exceed	400					200	400					200
Enterococcus Not to Exceed	104					35	104					35
												
WALDO POINT GATES COOP Station #41	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	865	198	1439	2909	908	918	6131	836	4884	1314	1090	2046
E. coli 235 / 126	142	31	313	1421	309	227	201	63	538	160	109	164
Fecal 400 / 200	110	40	1600	17	70	97	50	26	500	80	50	76
Enterococcus 104 / 35	63	52	441	121	96	111	122	10	63	10	52	33
KAPPAS HOUSEBOATS Station #43	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	536	379	171	294	529	352	426	161	185	12336	98	434
E. coli 235 / 126	41	85	10	10	63	29	75	41	41	10	10	26
Fecal 400 / 200	50	11	17	23	30	23	30	30	8	80	7	21
Enterococcus 104 / 35	9	10	10	9	20	11	41	9	31	41	41	29
WALDO "A" DOCK Station #40	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	318	426	459	241	794	412	228	62	187	96	393	158
E. coli 235 / 126	10	9	52	9	299	26	74	10	20	10	63	25
Fecal 400 / 200	8	30	22	14	17	17	80	2	22	23	23	18
Enterococcus 104 / 35	20	85	20	9	110	32	31	10	9	30	20	18
WALDO POINT SOUTH 40 Station 15	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	158	74	288	160	262	170	175	422	97	359	171	213
E. coli 235 / 126	10	9	10	9	52	13	20	171	10	52	9	28
Fecal 400 / 200	15	30	8	22	17	17	50	300	1	80	11	27
Enterococcus 104 / 35	9	9	10	10	10	10	10	84	9	20	10	17
CLIPPER BASIN #4 Station 14	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	121	2613	816	121	259	382	201	109	327	241	31	140
E. coli 235 / 126	10	203	41	31	20	35	9	9	9	10	9	9
Fecal 400 / 200	2	1600	13	9	23	24	30	2	1	11	13	6
Enterococcus 104 / 35	9	10	110	10	121	26	9	9	9	30	10	12
ARQUEZ MARINA Station #37	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	52	417	789	97	860	270	134	120	31	160	63	87
E. coli 235 / 126	30	10	9	10	20	14	20	10	9	9	9	11
Fecal 400 / 200	8	7	23	2	11	8	4	8	2	17	1	4
Enterococcus 104 / 35	9	20	9	9	9	11	9	10	9	9	9	9
CLIPPER BASIN #1, Station CB1	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	30	216	75	1019	145	148	238	31	175	355	73	127
E. coli 235 / 126	9	31	9	10	9	12	9	9	20	10	10	11
Fecal 400 / 200	4	7	8	30	4	8	17	17	8	4	13	10
Enterococcus 104 / 35	9	9	9	10	9	9	51	9	10	9	20	15
SCHOONMAKER BEACH Station #33 (EHS)	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	19-Oct-09	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	160	144	10	393	20	71	211	183	30	98	86	100
E. coli 235 / 126	41	9	9	20	9	14	109	20	9	31	9	22
Fecal 400 / 200	4	13	1	2	2	3	13	1	1	4	4	7
Enterococcus 104 / 35	9	9	9	9	9	9	31	41	9	9	9	16

DRY SEASON

WET SEASON

	Single Sample					30 Day Geo Mean	Single Sample					30 Day Geo Mean
	10,000					1000	10,000					1000
Total Coliform Not To Exceed	235					126	235					126
E. coli Not to Exceed	400					200	400					200
Fecal Coliform Not to Exceed	104					35	104					35
Enterococcus Not to Exceed												
SCHOONMAKER Station #32	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	10	1782	9	134	9	45	20	52	9	86	31	30
E. coli 235 / 126	9	9	9	9	9	9	9	10	9	63	9	14
Fecal 400 / 200	1	11	1	1	2	2	1	4	2	22	2	3
Enterococcus 104 / 35	10	9	9	9	9	9	9	9	9	9	10	9
GALILEE / NAPA Station #8	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	148	309	6867	31	404	330	520	173	31	9	426	101
E. coli 235 / 126	20	31	10	9	41	19	185	9	9	9	10	17
Fecal 400 / 200	4	30	11	1	8	6	50	22	1	4	4	7
Enterococcus 104 / 35	9	10	10	9	9	9	41	9	10	9	9	12
MARINEWAYS Station MW	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	211	771	10	52	464	131	457	4106	41	776	384	470
E. coli 235 / 126	41	20	9	9	98	23	108	3076	10	173	10	90
Fecal 400 / 200	7	50	1	1	22	6	50	1599	4	2	50	32
Enterococcus 104 / 35	9	52	9	9	10	13	63	20	9	9	9	16
PELICAN HARBOR Station #6	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	20	121	10	20	175	39	495	52	52	712	241	187
E. coli 235 / 126	10	20	9	9	9	11	75	20	9	98	30	33
Fecal 400 / 200	4	4	4	2	1	3	80	7	2	2	7	7
Enterococcus 104 / 35	9	9	9	9	9	9	9	9	9	9	20	11
SAUSALITO YACHT HARBOR Station #5	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	10	279	10	624	74	66	86	73	20	86	173	71
E. coli 235 / 126	9	9	9	10	9	9	9	9	9	10	9	9
Fecal 400 / 200	4	7	4	1	4	3	13	4	1	2	2	3
Enterococcus 104 / 35	10	9	9	9	9	9	9	9	9	9	9	9
SAUSALITO YACHT HARBOR Station #3	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	10	455	9	63	31	38	9	96	41	63	30	37
E. coli 235 / 126	9	20	9	20	9	12	10	10	9	20	9	11
Fecal 400 / 200	4	170	1	2	2	5	2	2	1	7	4	3
Enterococcus 104 / 35	9	31	9	9	9	12	0	10	9	1081	9	31
CONTROL STATION DAYMARK #6 Station	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	9	73	9	10	31	18	40	31	20	52	9	26
E. coli 235 / 126	9	9	9	9	9	9	9	31	10	9	9	12
Fecal 400 / 200	11	1	1	1	4	2	1	2	1	23	1	2
Enterococcus 104 / 35	9	9	9	9	9	9	9	9	10	10	9	9
CONTROL O STRAWBERRY POINT	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	0	0	0	0	0	0	0	0	0	0	0	0
E. coli 235 / 126	0	0	0	0	0	0	0	0	0	0	0	0
Fecal 400 / 200	0	0	0	0	0	3	0	0	0	0	0	0
Enterococcus 104 / 35	0	0	0	0	0	0	0	0	0	0	0	0
BRIDGEWAY MARINA	26-Aug-14	2-Sep-14	9-Sep-14	16-Sep-14	23-Sep-14	23-Sep-14	19-Feb-15	26-Feb-15	5-Mar-15	11-Mar-15	17-Mar-15	17-Mar-15
Total Coliform 10,000 / 1000	20	331	122	63	97	87	275	86	20	908	9	83
E. coli 235 / 126	9	30	9	9	9	11	31	10	10	10	9	28
Fecal 400 / 200	0	0	0	0	0	0	22	17	4	8	1	7
Enterococcus 104 / 35	9	9	9	9	9	9	31	10	10	10	9	12



Marin Audubon Society

P.O. Box 599 | MILL VALLEY, CA 94942-0599 | MARINAUDUBON.ORG

March 23, 2016

Erin Tollini, Chair
Richardson Bay Regional Agency
C/O Marin County Community Development Agency
3501 Civic Center Drive
San Rafael, CA 494939

ATT: BEN BERTO

Dear Chair Tollini and Agency Members:

Marin Audubon Society applauds Sausalito's action to commit funding for its police department to enforce existing ordinances to abate anchor outs. This is a meaningful start; however, Sausalito cannot do it alone. A coordinated and comprehensive effort from all Richardson Bay Regional Agency (RBRA) members is essential. Otherwise, the problem will just move to other jurisdictions. We urge the other RBRA jurisdictions, Marin County, Mill Valley, Tiburon and Belvedere to join Sausalito in committing their law enforcement authorities to join with Sausalito in enforcing requirements of the Richardson Bay Plan and supporting ordinances.

The RBRA was established in 1988 to implement the Richardson Bay Special Area Plan. On July 6, 2009 the California State Lands Commission wrote to Harbor Master, Bill Price, reminding him "... The Public Trust is a sovereign public property right held by the State or its delegated trustee for the benefit of all the people. This right limits the uses of these lands to waterborne commerce, navigation, fisheries, open space, recreation and other recognized Public Trust purposes."

She continues: "It is the position of Commission staff, based on advice from the Attorney General's office that residential use of the State's tidelands and submerged lands, whether granted or ungranted, including residential liveaboard use, is not a use consistent with the Public Trust Doctrine, as it is for a purely private purpose that is unrelated to, not dependent upon, and does nothing to stimulate or promote the purposes for which tidelands are uniquely suited."

The Richardson Bay Special Area Plan and its ordinances identify a 72 hour limit to mooring in Marin County waters and no mooring in other waters. Sausalito articulates a mooring limit of 10 hours.

The RBRA has clear responsibility to enforce the Richardson Bay Special Area Plan mooring limits and other provisions of the ordinances. Specifically, Administrative Code Section 2.04.010 b. provides that "The Harbor master or his designee/assistant, acting under the orders and jurisdiction of the Regional Agency shall have full authority in the enforcement of all ordinances and regulations affecting Richardson Bay." and "The appropriate law enforcement Department of each Member City and County is hereby authorized to issue infraction and misdemeanor citations for violations of this and all ordinances."

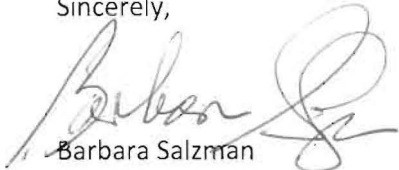
As you are aware, in the 20 years RBA has been in existence the number of anchor-outs has greatly increased and now number approximately 250. While the RBRA has done a good job of removing derelict boats, enforcement of existing and new anchor-out boats is needed.

Enforcing the Plan and ordinances under the complex and volatile circumstances that exist is a larger and much more complicated job than any one person can be expected to do. A coordinated effort of the law enforcement authorities of all of the RBRA jurisdictions is needed. Police departments are the only entities that can be expected to have the necessary authority, experience, capabilities, human relations and other skills required to enforce the law in this volatile situation.

Sausalito has begun the task. Now it is time for the other RBRA jurisdictions to commit their police departments to clean up Richardson Bay and ensure that natural resources and public trust rights are protected, as they have been throughout the rest of San Francisco Bay.

The RBRA must remember and carry out its responsibility to the State and to the public to enforce these laws.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Barbara Salzman', written in dark ink.

Barbara Salzman
President

cc: City of Sausalito
City of Mill Valley
Town of Tiburon
City of Belvedere
County of Marin

Sausalito anchor-outs face removal



Sausalito officials are cracking down on an anchor-out rule that has been in existence for 35 years.

By Joseph Mayton

Boats anchored in Sausalito's waters for more than 10 hours are required to obtain special permission from the city to remain, but with police in the Southern Marin city to begin cracking down on illegal use of water, it could mean a number of individuals might be forced to look elsewhere for a night's sleep.

While the law of enforcing the 10-hour rule has been in existence for 35 years, it has largely been ignored, which has given those who live on their boats the opportunity to dock for the evening. But that appears to be coming to an end, and some residents are showing support for those who use Richardson Bay or Turney basin for their evening stay.

According to the city's statistics, in 2015, there were approximately 225 boats anchored in Richardson Bay, making it one of the largest encampments of houseboats in the region. The city also argued that a majority of the boats were in "fair to poor" condition and required repairs.

Police added that the boats are also responsible for creating pseudo landfills on the vessels, which "can cause a number of issues and environmental problems for others using the water," a Sausalito officer said.

"What people are tired of is looking at unoccupied vessels stacked full of garbage," Sausalito Chief of Police John Rohrbacher said at a meeting in January that was largely attended by the anchor-out community. "No one is living on them and how they got here we don't know. That will be our first target once we get going."

The Sausalito City Council's move to end the de facto allowing of residents to use the water to anchor at night has left many wondering how it will be enforced and what the city plans to do if people currently living on their vessels are forced to stop.

"I don't know what the situation will be, but to all of a sudden change how a law is being enforced doesn't seem like a smart idea at this time when rental prices and housing costs are skyrocketing across the Bay Area," said Osman Mahmoud, a Marin resident who says he knows a number of people who live on boats and have found safety and calm in Sausalito.

It could be a regional move as well. South of Sausalito, in Redwood City, residents of Docktown Marina, where dozens of houseboats have created a well-established community, are also under threat and have been ordered to be removed by the state. While the city council recently requested additional time to implement their removal, the end of Docktown seems near.

The city settled a \$4.5 million lawsuit earlier this year that calls for it to develop a plan by 2016 to relocate the residents there if the State Lands Commission rules against its existence.

Mayor John Seybert has crafted a letter to State Controller Betty T. Yee, the chair of the State Lands Commission; Assemblyman Kevin Mullin, D-South San Francisco; and state Sen. Jerry Hill-D-San Mateo; spelling out the city's desire to develop a legislative solution.

"It seemed like the right amount of time to figure out the next steps," Seybert was reported to have said in San Mateo's *Daily Journal* about the 15-year time limit.

But in Sausalito, councilmembers did not answer calls for additional information on relocation planning for those on the boats or how much city resources would be needed in order to forcibly remove those who violate the 1981 law.

The worry for many who call Sausalito waters home is that this enforcement of the ordinance could have long-term effects on their ability to find a place to sleep at night. Peter Romanowsky, who said that he has lived on a boat since 1983, told the council that he is fearful that if he and others are kicked out of Sausalito and made to go elsewhere, the new location could also pass an ordinance that won't permit boats from remaining docked overnight.

"Then where do we go?" he asked. "You will push everyone across the channel and we will be in Belvedere," he said. "Then Belvedere will pass an ordinance and they will come out and start harassing us, too."

The city of Sausalito believes that the enforcement of the law will help ensure safety for those living on the boats and for residents of the city. "Some of these boats are hazards and not particularly seaworthy," said Jill Hoffman, Sausalito's mayor, at the council meeting. "It's become an increasing problem over the years."

Jim (who declined to give his last name) has lived on a boat since the late 1990s. "Maybe the city can come up with a compromise solution that doesn't put people in a bad situation without the ability to go somewhere else," he said. "Many of the boats are not really able to go anywhere and if the city begins enforcing this law, some people may become homeless."

Mayor Hoffman's office did not return calls for comment on whether alternatives are being sought in order to assist those who cannot relocate their boats to another location when police begin their crackdown.

But Jim is optimistic that a compromise can happen. He's spoken with a number of public officials and believes that there is "a climate that will help people and not just start enforcing something that hasn't been enforced without thinking of the people."

And he is right. Richardson's Bay Regional Agency is already discussing an initiative that would permit a permanent anchoring area in Richardson Bay. 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.

“We are the municipality most affected right now and we have a different perspective,” Hoffman told the public, adding that Sausalito is working with the agency. “It’s a dangerous situation in our waters.”

For now, Romanowsky, Jim and others are waiting, hoping that their ability to lay down and sleep in peace will continue. But they are cognizant of the political debate that is ongoing in the city. At the council meeting, the city was clearly divided over how to deal with the situation.

The expectation is that it will take months and could face a legal challenge from those who live on boats. For now, it’s a waiting game.