



Richardson's Bay Regional Agency

February 21, 2019

Presentation to BCDC Enforcement Committee

Richardson's Bay Regional Agency (RBRA)

**Formed in 1985 to locally and jointly manage
the waters of Richardson's Bay**

Belvedere
City Council Member
Marty Winter

Mill Valley
City Council Member
Jim Wickham

JPA Board of Directors

Tiburon
Town Council Member
Jim Fraser

County of Marin
Supervisor, District 3
Kathrin Sears

How is it governed?

Joint Powers Agency comprised of all the agencies on Richardson's Bay shoreline, except Sausalito – which withdrew from JPA July 2017.

Local Resources

- ❑ FY 18-19 Budget: \$701,896
- ❑ \$200,00: SAVE reimbursements, Boating & Waterways
- ❑ Includes \$415,196 from member agencies:
 - ❑ County: 65.4%
 - ❑ Tiburon: 15.4%
 - ❑ Belvedere: 11.5%
 - ❑ Mill Valley: 7.7%
- ❑ Marin County Sheriff Marine Patrol Unit

Successes

- Good water quality test results
- Own pump-out vessel
- Obtain and utilize funds from State Boating & Waterways to abate marine debris and abandoned vessels
- Rapid response program to address vessels in distress
- Special Anchorage Association formation and efforts to improve vessel conditions and mariner safety

Current Conditions

- ❑ Approximately 200 vessels in RBRA waters
- ❑ Estimated \pm 50% lived aboard
- ❑ New vessels arriving from other waterways
- ❑ Removal of vessels – average 70/year

Challenges

Overabundant Supply Of Vessels

- Continuous stream of vessels at the end of their useful life
- Boats acquired for very little \$\$
- Little incentive to turn them in
- Don't have to demonstrate wherewithal to acquire a boat
- Limiting options in anchorages, harbors and marinas due to:
 - ▣ Enforcement actions
 - ▣ Tightened requirements
 - ▣ Cost of slip fees
 - ▣ Capacity

Challenges

Protecting valuable
eelgrass and other
marine ecology
considerations from
anchored vessels

Unsecured vessels affect
the safety of persons
and property

Challenges

Boats became
alternative
housing with onset
of housing crisis

- Persons without mariner skills, knowledge and abilities moved onto vessels beginning with the recession
- Related to cost and shortage of affordable housing

Challenges

Consideration for
people on the
anchorage

Varying intentions and
capacities

Resource:

Rev. Paul Mowry
Sausalito Presbyterian
Church, who engages
with people on the
anchorage

Challenges

Cultural, Social or Values Tension:

Liveaboard anchorage  open water

On one end: History of vessel habitation before regulations; some have lived on bay for decades

On another end: Policies that bay is not for residential use; concerns about ecology, safety and free use

Middle area: Is there a path that respects the concerns of both ends

RBRA: Seeking resolution - 2018

- **Adopted Guiding Principles:** *Relationships with stakeholders: regard for specialized experience and knowledge; concern for impact on lives and on environmental conditions; communication between RBRA and the community; opportunities for collaboration; fiscal responsibility; deliberate speed in achieving results; regard for implementation, enforcement and maintenance; meeting protocols*
- **Conducted community engagement and work sessions on options for Board direction**

RBRA Goals & Direction

Goals

Improve health, safety,
and management of
the bay

Direction

Pursue the potential
for secure moorings as
a means to achieve
the goals

Mooring Advantages

Health of the Bay

Proper placement, location and equipment to minimize impacts on eelgrass

Safety in the Bay

Appropriate mooring equipment properly placed and maintained diminishes risk of vessels breaking loose

Mooring Advantages

Management

Through a mooring system, can readily identify authorized and unauthorized vessels

Means of implementing vessel requirements – monitoring, notification, and enforcement

Informing Mooring Potential

Marine ecology-based
mooring feasibility and planning study
underway by
Merkel & Associates
Includes Sausalito waters

Marine-ecology mooring study

In light of eelgrass, bathymetry, wind & waves, birds, and any other marine ecology conditions, what are advisable/inadvisable....

- Mooring locations
- Mooring equipment/technique
- Overall capacity for moorings/vessels
- Transiting between vessels and shore via motorized or non-motorized skiffs

Other RBRA Steps

Ordinance with vessel requirements:

- ▣ Seaworthy
- ▣ Operable
- ▣ Adequate sanitation facilities
- ▣ Registration

Other RBRA Steps

November 8, 2018:

RBRA Board Resolution No. 10-18 setting priorities for efforts to improve marine health and safety through enforcement

Priorities:

- Unoccupied marine debris
- Unattended/unused mooring balls and floats
- Unregistered vessels
- Unattended and unoccupied vessels

Other RBRA Steps

- Communication with the City of Sausalito, and with the Richardson's Bay Special Anchorage Association and members of the anchorage community
- Other stakeholder communication & engagement
- NOAA Marine debris removal grant application

RBRA Next Steps

Apply study findings to make informed decisions about pursuing moorings:

- If; and if so, where, how many, what type
- Liveaboard, unoccupied vessels and/or transient vessel utilization of moorings
- Mooring requirements
- Shore access
- Achieving congruence with policies, plans and regs
- Financially sustainable management and enforcement

RBRA Request to BCDC

Recognize:

- Challenges to the management and enforcement of vessels on Richardson's bay
- Local agency efforts for local solutions to improving health, safety, and management of the bay
- Moorings as a potential means of achieving enforcement and improved health, safety, and management

rbra.ca.gov

Board Meetings: 2nd Thursday, 5:30 pm

Tiburon Town Hall (Back-up: Belvedere City Hall)