

# RICHARDSON BAY REGIONAL AGENCY

## STAFF REPORT

For the meeting of December 8, 2022

**To:** Board of Directors  
**From:** Jim Malcolm, Harbormaster  
**Subject:** Vessel Incentive Program (Buyback) Closure/ Final Report

### STAFF RECOMMENDATION:

Receive report

### SUMMARY:

In June of 2022 the RBRA board approved the Vessel Incentive Program (Buyback) in order to incentivize the surrendering of vessels on the anchorage that belonged to people that either possessed them as a second vessel, had transitioned to housing ashore, or desired to transition to housing ashore and were willing to surrender their vessels. As of this writing, seven vessels were removed from the anchorage through this program. Of those seven vessels five of their occupants no longer reside on the anchorage. Currently staff has received interest from two other vessel owners/ occupants and is working with those people to come to a final arrangement for vessel buy back. Total amount of money expended for vessel purchases to date is \$41,400 which includes final payments owed to vessels already retrieved from the anchorage.

The program as initially conceived ends as of December 31, 2022. Staff may allow limited use of the program, to the extent funds are available, solely in conjunction with the temporary housing support program with Marin Housing Authority.

### SUCCESSSES:

Successes of the program were obvious through voluntary removal of unoccupied vessels as well as vessels belonging to people with a pathway off of the anchorage. A critical step toward success of the program was the point in time count conducted on June 1, 2022. This ensured that vessels were not brought to the anchorage for the sole purpose of sale through the program contributing to prevention of additional vessels on the anchorage. The program also allowed for three people transitioning off of the anchorage to do so with some monetary gain in order to start fresh elsewhere. One vessel was retrieved through the program with proceeds of the buy back going to a next of kin after an untimely death of the vessel resident.

Marin Link proved to be a critical partner in the program and their responsiveness and customer service was key in all of the successes of the program.

**CHALLENGES:**

Bullying and stigma on the anchorage of “selling out to the RBRA” was a frequently observed mantra amongst the anchor out community and is believed to have prevented some people from participating in the program who may have done so without social pressure to abstain from participation.

Administrative issues delayed initiation of the program, and continuation after the initial expenditure of funds; regardless, Marin Link proved to be a very responsive and capable partner for the purposes of this program.

**CONCLUSION:**

The Vessel Incentive Program was a success due to the fact that vessels were removed voluntarily from the water that would otherwise have had to go through the marine debris or impound process, and vessel occupants were able to benefit from their surrender. I would highly recommend future iterations of this program as the agency progresses toward its future goals.