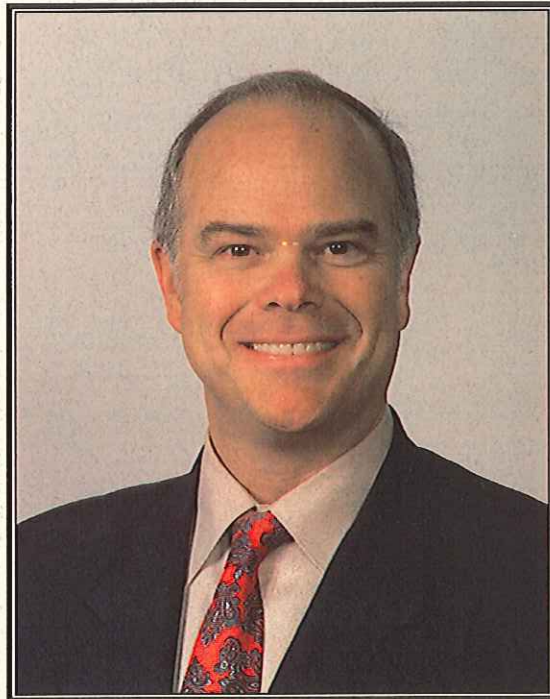


In Memoriam



The Richardson's Bay Regional Agency notes with deep sadness the unexpected passing of long-term Board member and very recent RBRA Chair Charles McGlashan.

It was only two meetings ago that Charles' service and leadership were lauded. Now we are left with eulogizing his legacy of compassion, vision, energy, leadership with a capital "L", and a collaborative approach to problem-solving that made everybody feel they were equals.

We weren't, of course, and are challenged to honor his memory by carrying forward his many good works.

Rest in peace friend.

RICHARDSON'S BAY REGIONAL AGENCY

Thursday, May 19, 2011

5:30 P.M. to 7:00 P.M.

Sausalito City Council Chambers 420 Litho Street Sausalito, CA

PUBLIC COMMENT IS INVITED CONCERNING EACH AGENDIZED ITEM PURSUANT TO THE BROWN ACT. PLEASE LIMIT YOUR COMMENTS TO THREE (3) MINUTES.

AGENDA

5:30 P.M. CALL TO ORDER - ROLL CALL

1. Minutes of March 17, 2011 Meeting
2. Review report of Harbor Administrator
3. Approval of prior expenditures for March to May, 2011
4. Review Boating and Waterways grant proposals for 2011-12
5. TMDL status report and discussion of recent water quality test results
6. Report on America's Cup
7. Public comments invited concerning items NOT on this Agenda (3-minute limit)
8. Staff comments
9. Board member matters

NEXT MEETING: Tentatively planned for July 21, 2011. 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@co.marin.ca.us

Marin County Community Development Agency, 3501 Civic Center Dr. Room 308, San Rafael, CA 94903
Office 415/289-4143 Cell 415/971-3919 bprice@co.marin.ca.us

RICHARDSON'S BAY REGIONAL AGENCY

MEMORANDUM

May 13, 2011

] **TO:** RBRA Board

FROM: Ben Berto, RBRA Clerk

SUBJECT: May meeting

Board members:

Staff has been operating under a cloud since the recent shocking passing of RBRA Boardmember (and County Supervisor) Charles McGlashan. We know he enjoyed his service on the Board, and Staff greatly enjoyed working with him. He is sorely missed, but his legacy on the RBRA continues.

Staff has not been able to get a read on when Governor Brown will appoint a replacement to serve out the remainder of Charles' Supervisorial term. We will look forward to that happening, and Staff will brief the new Supervisor concerning RBRA.

This meeting's agenda is straightforward. Staff prepared a memo on the America's Cup and the challenges RBRA may face in the run-up to that event. Authorization has finally been provided to draw funds from the local EPA grant for RBRA/Marin County's TMDL houseboat monitoring program. While the okay occurred too recently for any meetings, etc., to have occurred, Staff anticipates further progress, including a write-up, for the Board's deliberation in the future. The dry- and wet-season water quality test results are attached. No surprise that the wet season E. coli and Enterococcus results indicate more pollution than the dry season tallies. Waldo-Gates Coop is moving forward, and although progress is slow, in the medium run better results should be forthcoming for that testing area.

The recent influx of State Boating and Waterways grant money reported in the Harbor Administrator's report underscores the importance of this funding source. Given the ongoing State financial crisis, Staff hopes against but would not be surprised if DBW's funding to local agencies took a hit in the future, with major programmatic and budgetary consequences for the RBRA. There has been no word of any budget raid in the offing.

Meanwhile boat demolition goes on. It's been an exceptionally busy season. Staff included in the packet a copy of an article on Petaluma River derelict vessel cleanup to illustrate the order of magnitude increase in per-vessel cleanup costs when outside agencies undertake that work versus our able Harbor Administrator.

RICHARDSON'S BAY REGIONAL AGENCY
MINUTES OF MARCH 17, 2011
HELD AT SAUSALITO CITY HALL CHAMBERS

MEMBERS PRESENT: Chair Ken Wachtel; (Mill Valley); Emmett O'Donnell (Tiburon); Jerry Butler (Belvedere)

ABSENT: Charles McGlashan (Marin County); Jonathan Leone (Sausalito)

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

Meeting called to order at 5:40 PM

Minutes of January 20, 2011 RBRA Meeting

Minutes were approved unanimously.

Review report of Harbor Administrator

Report was accepted. Mr. Price also reported on the March 11 tsunami event in Richardson's Bay, fortunately very mild in comparison with impacts in Santa Cruz and elsewhere. It was noted that in California, boats in docks suffered worse than those in open anchorages.

Prior Expenditures

Member O'Donnell questioned the tugboat disposal high cost. Mr. Price responded that, the heavy construction and sheer amount of wrecked material in large ex-commercial vessels requires hiring outside contractors who have the capabilities to deal with the work. Therefore, costs increase dramatically. RBRA is reimbursed for 90% of costs.

The expenditure report was accepted.

Review and approval of 2011/12 annual budget

Mr. Berto provided a brief summary of the budget. Chair Wachtel asked if this was the final approval. Mr. Berto responded that the quorum of the Board could adopt it and that this would be the time to discuss any changes. Chair Wachtel asked what would be gained through the proposed increase. Mr. Berto responded that the last two years of flat budgets and increasing expenses has resulted in the agency barely meeting expenses at the end of the year, something that RBRA's recent audit confirmed. Staff believes that there is general recognition that member agencies and the public get their money's worth.

The budget passed unanimously.

Discussion of the America's Cup

Mr. Berto began the discussion by pointing out Sausalito's leadership role in the planning process, to gear up ahead of time and be willing to address issues and potential opposition from Sausalito's citizens. Without Sausalito's presence he felt the RBRA should defer the discussion. However, there were many in attendance who wanted to discuss the matter. Jim Gabbert, of the Sausalito Yacht Club, spoke about the potential for more megayachts in the area and the need for dredging the Sausalito Channel. He

stated that the Sausalito AC34 committee had been putting in lots of hard work. He mentioned the 2012 Hobie Cat World Cup coming to Sausalito, and he cautioned against using the America's Cup name without clearance due to copyright infringement issues. Sausalito Mayor Herb Weiner spoke about the high dredging disposal costs due to mud toxicology and disposal site location.

Mr. Berto spoke about the RBRA's participation being limited due to budget restrictions. He still envisioned a recreational mooring field, however that would be required to pass through the BCDC's approval process. Possibly that would be temporary. He also spoke of the potential for water taxis and other amenities including shore side , and reiterated that Sausalito would have to take the lead to move it forward. Mayor Weiner stated that Sausalito was 100% in support of the AC34 efforts moving forward, and emphasized the event's countywide benefits (for example, maximum motel occupancy).

Paul Kaplan of KKMI Boatyard advocated for a mooring field that could continue on beyond the Cup, for generations to come, like those found throughout the world in other harbors. Jerry Robertson stated that the issue of anchor-outs was a problem for the community and that the anchorage should be organized, with more small public docks and better access for megayachts. Mr. Gabbert said that the Sausalito Yacht Club had plans for installing temporary dock for spectator tenders.

Member Butler said the RBRA should have a Board representative at all upcoming AC34 meetings. Member O'Donnell volunteered to speak to the BCDC regarding recreational versus residential-focused moorings, and suggested a policing plan to assure adequate control. Chair Wachtel wanted the RBRA to seek approval for a limited mooring field.

Mr. Price said that this could serve as a test, and if successful might foster BCDC favorable consideration of a longer-term mooring program.

Staff Comments

Mr. Berto brought up the TMDL water testing and said that the State Water Board had resumed its multi-tube testing for fecal coliform this year. He recognized the long wait period for our \$5K grant for continued work in the houseboat community and felt that funds would finally be available later this spring. Mr. Kaplan asked about heavy metal tests. Mr. Price responded that no tests were required nor conducted by RBRA.

Mr. Berto also informed the Board that RBRA had received a Certificate of Appreciation from the California Association of Harbor Masters and Port Captains for RBRA's continued contributions to boaters in the State and the CAHMPC.

Board Member Matters

None

The meeting was adjourned at 6:35 PM.

NOTE: The next meeting of the RBRA is scheduled for **May 19, 2011 at 5:30 PM** at the Sausalito City Hall Chambers.

RICHARDSON'S BAY REGIONAL AGENCY

HARBOR ADMINISTRATOR'S REPORT

May 11, 2010

WORKING RELATIONSHIPS

- **Dept. of Boating and Waterways** – 1) Sent in 2 grant packages to the State Department of Boating and Waterways \$93,800 for the Abandoned Watercraft Abatement Fund (AWAF) and \$25,000 for the Vessel Turn-In Program (VTIP). 2) Requesting reimbursal for AWAF / VTIP projects totaling @ \$38,400
- **US Coast Guard** – Met with the Coast Guard's Abandoned Vessel group to discuss ongoing program of documenting derelict vessels. Detailed discussion of recent efforts in Petaluma River by EPA and Cal Recycle.
- **Sausalito Police Department** – 1) completed training two officers in the operation of the patrol vessel. 2) Working with SPD and Public Works to keep their city-owned docks clear of unauthorized vessels.
- **Marin Co. Sheriff** – secured a decedent's vessel for the coroner.

DEBRIS REMOVAL

- Disposed of 20 vessels. 4 boats are currently impounded.
- Beach clean-up efforts ongoing using Community Service volunteers. Removed a large dock from the Da Silva marsh in conjunction with Strawberry Rec District.
- A destructive wind storm on March 20 resulted in over 16 vessels washed ashore, and 4 sunken vessels. Shoreline was cleared within 10 days and 14 vessels were disposed by the Agency.

RAPID RESPONSE

- A 32' sailboat was retrieved from San Pablo Road/Westshore Road.
- 2 @30' sailboats were removed from a local marina beach in Sausalito.
- An 8' dead sea lion was removed from underneath a dock on Westshore Road.

WATER QUALITY

- The wet season water tests have been concluded. The results are attached.
- Responded to a large algae bloom in mid April, worked with other agencies to ensure it was algae and not sewage.

OTHER

- Met with Peter Stoneberg from St. Francis Yacht Club and Paul Kaplan from KKMI Boatyard in informal discussions regarding the America's Cup.
- Finished sewage line inspections of Galilee Harbor to ensure that all vessels are properly connected to the city sewage system.
- Met with CA Harbormasters and Port Captains board for discussions regarding, copper bottom paint, Clean Marinas Program, the Abandoned Boat program and changes in the Dept. of Boating and Waterways.

Richardson Bay Regional Agency

Vessel Disposal List March - May 2011

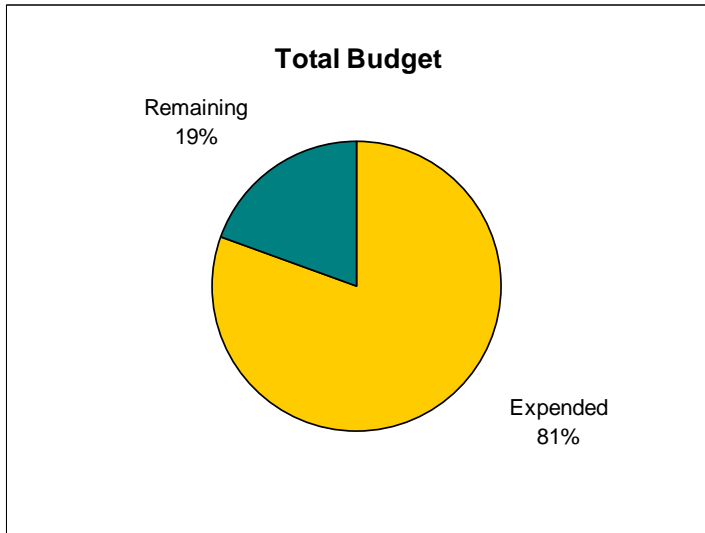
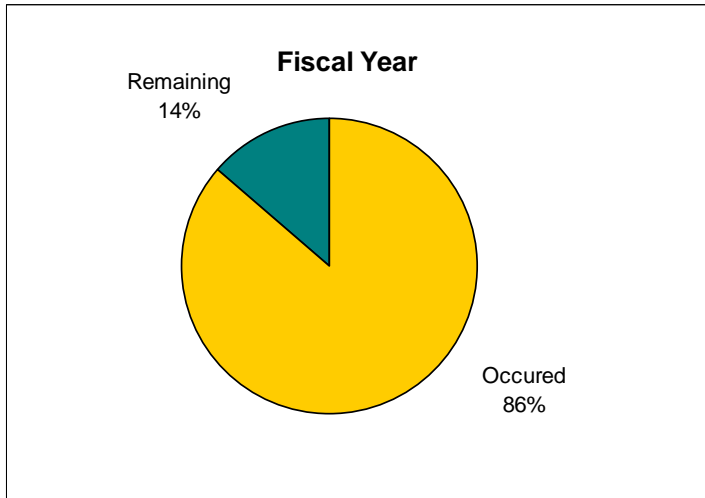
Date	Name	Type	Amount
3/16/2011	Red John	30' wood sailboat	1,380.00 SUNK
3/20/2011	Sea Bear (+ 2 skiffs)	20' f/g powerboat	300.00 SUNK
3/23/2011	Gurzi	34' aluminum houseboat	2,549.25 BEACHED
3/26/2011	Midshipman	28' f/g sailboat	300.00 BEACHED
2/4/2011	Bell	37' wooden powerboat	4,280.00 BEACHED
2/4/2011	Shoshana	26' f/g sailboat	5,175.22 BEACHED
2/4/2011	Whaleboat	26' f/g powerboat	3,285.00 BEACHED
2/4/2011	Res Ipsa Loquitur	28' f/g sailboat	3,480.00 BEACHED
2/19/2011	Lemonade	33' f/g powerboat	3,600.00 SUNK
3/5/2011	Broadbear	26' f/g sailboat	1,147.88 SUNK
3/5/2011	Opal	36' wooden sailboat	2,585.49 SUNK
3/5/2011	Allison	32' wooden sailboat	1,963.78 SUNK
3/21/2011	Mistress	30' f/g sailboat	250.58 VESSEL TURN-IN PROGRAM
3/31/2011	Jim Wilder	54' tug/houseboat	833.97 VESSEL TURN-IN PROGRAM
4/9/2011	Timaneri	30' steel lifeboat	0 VESSEL TURN-IN PROGRAM
4/16/2011	Isabella	29' f/g sailboat	550.07 VESSEL TURN-IN PROGRAM
5/6/2011	Grunion	36' wooden sailboat	550.01 VESSEL TURN-IN PROGRAM
5/6/2011	Urban II	26' f/g powerboat	845.00 VESSEL TURN-IN PROGRAM
5/14/2011	Slauson	28' f/g sailboat	200.00 VESSEL TURN-IN PROGRAM
5/14/2011	Hippy Chix	36' f/g sailboat	4,500.00 VESSEL TURN-IN PROGRAM
18 vessels total			37,776.25

RBRA FY 2010 - March 10, 2010 - May 10, 2011 BALANCE SHEET

COST ELEMENT	TYPE	EXPENSES	REVENUE
Bldgs & Grounds Rent	Mooring Rental - Bolton		-150.00
State - Grant	AWAF Reimbursal		-19312.25
Int on Pooled Invst	Interest On Pooled Invst		-94.91
Bldgs & Grounds Rent	Mooring - Snowberg		-150.00
Bldgs & Grounds Rent	Mooring - Hickman		-100.00
Bldgs & Grounds Rent	Mooring - Bolton		-150.00
	total revenues		-19957.16
Com Srvc - Cell Phon	AT&T Mobile phone	70.48	
Prof Svcs - Other	Parker Dive Service - salvage boat	3160.00	
Prof Svcs - Other	Diego Towing Service - haul boat	250.00	
Com Srvc - Broadband	Internet - AT&T	83.91	
Com Srvc - Broadband	internet - Earthlink	5.90	
Trav - Airline	CAHMPC Board of Directors Mtg	159.40	
Publicat & Legal Not	Marin IJ - public notice in paper	912.88	
Postage	Fed Ex	11.66	
Oth Maintenance	Trailer repair - Champion parts	96.57	
Oth Maintenance	oil absorbant materials - American Textiles	271.56	
Oth Maintenance	tools - Waterstreet hardware	22.88	
Oth Maintenance	tools - Waterstreet hardware	10.34	
Oil & Gas	fuel for patrol boat - Chevron	134.90	
Prof Svcs - Other	Day labor - Fleshman	300.00	
Prof Svcs - Other	Dave's Diving Service - salvage boat	1680.00	
Prof Svcs - Other	Parker Dive Service - salvage boat	2746.25	
Prof Svcs - Other	Parker Dive Service - salvage boat	1118.75	
HazMat Clean Up	Bay Cities - debris removal	2549.25	
Prof Svcs - Other	Parker Dive Service - salvage boat	4791.25	
Prof Svcs - Other	Parker Dive Service - salvage boat	3245.00	
Rent - Off Space	Schoonmaker Point Marina Slip fees	275.96	
Rent - Off Space	Schoonmaker Point Marina Slip fees	147.50	
Rent - Off Space	Libertyship Way - dry storage rental	240.00	
Prof Svcs - Other	Day labor - Fleshman	450.00	
Prof Svcs - Other	San Rafael Yacht Hrbr - dispose of boat	3050.00	
Prof Svcs - Other	Website services	125.00	
Prof Svcs - Other	Wedlock - survey boat	235.00	
Prof Svcs - Other	TNT Construction - vessel disposal	2800.00	
Prof Svcs - Other	Wedlock - survey boat	235.00	
Prof Svcs - Other	Wedlock - survey boat	235.00	
ProfServ-CntySalRe	Salary expenses	9995.75	
Rent - Equip Rental	Hertz - backhoe rental	383.97	
Rent - Equip Rental	Hertz - backhoe rental	1084.43	
Prof Svcs - Other	MT Head vessel pump-out	375.00	
Rent - Off Space	ICB - office rental	420.00	
Com Srvc - Cell Phon	AT&T Mobile phone	79.39	
Prof Svcs - Other	Day labor - Fleshman	200.00	
Prof Svcs - Other	Day labor - Fleshman	250.00	
Prof Svcs - Other	Diego Towing Service - haul boat	250.00	
HazMat Clean Up	Bay Cities - debris removal	1551.00	
Com Srvc - Broadband	Internet - AT&T	83.83	
Com Srvc - Broadband	internet - Earthlink	5.90	
Trav-Meals	Mollie Stones - water for crew	10.38	
Postage	Fed Ex	11.98	
Oth Maintenance	boat parts - West Marine	20.62	

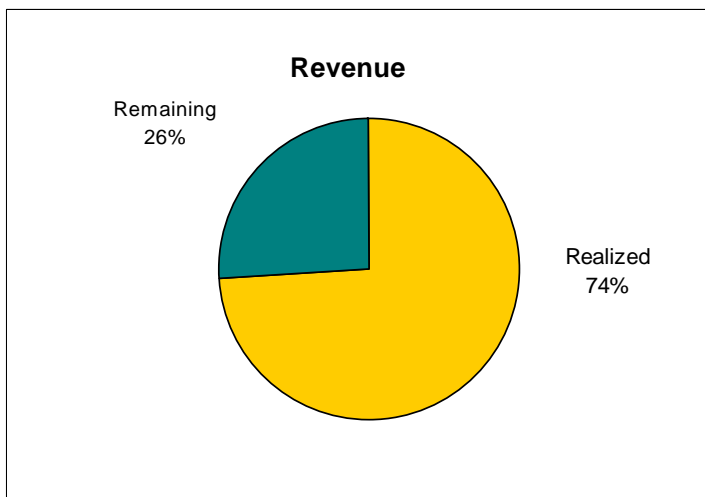
Oth Maintenance	gloves - Goodman's hardware	12.97
Oth Maintenance	boat parts - West Marine	7.15
Oth Maintenance	boat parts - West Marine	28.86
Oil & Gas	Diesel for backhoe	20.50
Oil & Gas	Diesel for backhoe	22.04
Oil & Gas	fuel for volunteer truck	58.99
Prof Svcs - Other	Parker Dive Service - salvage boat	1500.00
Rent - Equip Rental	Hertz - backhoe rental	835.49
Prof Svcs - Other	Day labor - Fleshman	125.00
Prof Svcs - Other	Hertz - backhoe rental	158.78
Prof Svcs - Other	Wedlock - survey boat	235.00
Rent - Off Space	Schoonmaker Point Marina Slip fees	275.32
Rent - Off Space	Schoonmaker Point Marina Slip fees	147.50
Rent - Off Space	Libertyship Way - dry storage rental	240.00
Rent - Off Space	ICB - office rental	420.00
Prof Svcs - Legal	County Counsel legal fees	390.00
Prof Svcs - Other	Parker Dive Service - salvage boat	450.00
Prof Svcs - Other	Day labor - Fleshman	200.00
	total expenses	49264.29

Percent of Budget and Percent of Year as of May11 2011



Expenditures vs. Budgeted Expenditures

Expenditures	\$281,522
Adopted Budget	\$349,590



Realized Revenue vs. Budgeted Revenue

Realized Revenue	\$257,906
Budgeted Revenue	\$349,626

DRY SEASON

	Single Sample					30 Day Geo Mean
Total Coliform Not To Exceed	10,000					1000
E. coli Not to Exceed	235					126
Enterococcus Not to Exceed	104					35



	14-Sep-10	21-Sep-10	28-Sep-10	5-Oct-10	7-Oct-10	7-Oct-10
WALDO POINT GATES COOP Station #41						
Total Coliform 10,000 / 1000	728	1211	2352	4160	337	1238
E. coli 235 / 126	97	31	107	63	74	68
Enterococcus 104 / 35	98	31	203	10	52	50
KAPPAS HOUSEBOATS Station #43						
Total Coliform 10,000 / 1000	857	309	520	41	256	270
E. coli 235 / 126	97	122	20	10	63	43
Enterococcus 104 / 35	20	9	20	9	41	17
WALDO "A" DOCK Station #40						
Total Coliform 10,000 / 1000	134	588	287	235	193	252
E. coli 235 / 126	20	20	10	10	10	13
Enterococcus 104 / 35	9	9	9	9	9	9
WALDO POINT SOUTH 40 Station 15						
Total Coliform 10,000 / 1000	446	327	223	199	226	271
E. coli 235 / 126	52	41	20	10	20	24
Enterococcus 104 / 35	10	9	9	10	9	9
CLIPPER BASIN #4 Station 14						
Total Coliform 10,000 / 1000	397	504	97	20	173	146
E. coli 235 / 126	31	20	10	9	9	14
Enterococcus 104 / 35	31	41	9	9	10	16
ARQUEZ MARINA Station #37						
Total Coliform 10,000 / 1000	408	298	1860	51	336	329
E. coli 235 / 126	301	52	1607	31	203	174
Enterococcus 104 / 35	9	9	9	9	9	9
CLIPPER BASIN #1, Station CB1 (NEW)						
Total Coliform 10,000 / 1000	3282	253	2481	443	52	544
E. coli 235 / 126	9	10	538	20	9	24
Enterococcus 104 / 35	30	9	9	41	10	16
SCHOONMAKER BEACH Station #33						
Total Coliform 10,000 / 1000	63	41	131	169	9	55
E. coli 235 / 126	52	10	20	41	9	21
Enterococcus 104 / 35	9	10	10	9	10	10
SCHOONMAKER Station #32						
Total Coliform 10,000 / 1000	228	10	75	84	193	77
E. coli 235 / 126	199	10	9	9	86	27
Enterococcus 104 / 35	41	10	10	9	9	13
GALILEE / NAPA Station #8						
Total Coliform 10,000 / 1000	96	20	278	75	86	81
E. coli 235 / 126	9	9	10	9	63	14
Enterococcus 104 / 35	9	9	9	10	10	9

WET SEASON

	Single Sample					30 Day Geo Mean
Total Coliform Not To Exceed	10,000					1000
E. coli Not to Exceed	235					126
Enterococcus Not to Exceed	104					35



	2-Mar-11	9-Mar-11	16-Mar-11	23-Mar-11	30-Mar-11	30-Mar-11
WALDO POINT GATES COOP Station #41						
Total Coliform 10,000 / 1000	1281	4352	1616	12997	910	2544
E. coli 235 / 126	98	20	121	754	233	133
Enterococcus 104 / 35	110	98	160	789	20	122
KAPPAS HOUSEBOATS Station #43						
Total Coliform 10,000 / 1000	323	552	19863	1112	1046	1327
E. coli 235 / 126	20	41	1396	173	31	91
Enterococcus 104 / 35	9	0	4106	52	9	64
WALDO "A" DOCK Station #40						
Total Coliform 10,000 / 1000	173	74	528	776	323	279
E. coli 235 / 126	20	9	86	75	41	34
Enterococcus 104 / 35	20	9	173	63	9	28
WALDO POINT SOUTH 40 Station 15						
Total Coliform 10,000 / 1000	350	84	521	2143	246	381
E. coli 235 / 126	122	10	75	650	63	82
Enterococcus 104 / 35	52	9	345	134	20	53
CLIPPER BASIN #4 Station 14						
Total Coliform 10,000 / 1000	1483	24192	285	3076	160	1382
E. coli 235 / 126	41	9	63	121	10	31
Enterococcus 104 / 35	20	9	85	420	9	36
ARQUEZ MARINA Station #37						
Total Coliform 10,000 / 1000	738	259	583	2014	420	624
E. coli 235 / 126	83	9	52	246	63	57
Enterococcus 104 / 35	52	20	146	318	10	55
CLIPPER BASIN #1, Station CB1 (NEW)						
Total Coliform 10,000 / 1000	2987	199	3654	2046	2187	1576
E. coli 235 / 126	110	41	231	187	880	177
Enterococcus 104 / 35	218	9	959	148	75	116
SCHOONMAKER BEACH Station #33						
Total Coliform 10,000 / 1000	86	52	315	959	145	181
E. coli 235 / 126	10	10	10	145	9	17
Enterococcus 104 / 35	20	10	41	135	10	26
SCHOONMAKER Station #32						
Total Coliform 10,000 / 1000	52	52	410	1515	241	210
E. coli 235 / 126	20	20	20	52	10	21
Enterococcus 104 / 35	9	10	52	120	31	28
GALILEE / NAPA Station #8						
Total Coliform 10,000 / 1000	187	85	556	1376	132	276
E. coli 235 / 126	20	10	63	122	74	41
Enterococcus 104 / 35	9	10	98	135	9	25

DRY SEASON

	Single Sample					30 Day Geo Mean
Total Coliform Not To Exceed	10,000					1000
E. coli Not to Exceed	235					126
Enterococcus Not to Exceed	104					35



MARINEWAYS Station MW (NEW)	14-Sep-10	21-Sep-10	28-Sep-10	5-Oct-10	7-Oct-10	7-Oct-10
Total Coliform 10,000 / 1000	6867	3076	759	2595	158	1457
E. coli 235 / 126	537	1076	246	563	41	319
Enterococcus 104 / 35	374	520	213	135	9	138

PELICAN HARBOR Station #6	14-Sep-10	21-Sep-10	28-Sep-10	5-Oct-10	7-Oct-10	7-Oct-10
Total Coliform 10,000 / 1000	63	31	146	41	201	75
E. coli 235 / 126	41	10	20	10	20	17
Enterococcus 104 / 35	20	10	9	9	9	11

SAUSALITO YACHT HARBOR Station #5	14-Sep-10	21-Sep-10	28-Sep-10	5-Oct-10	7-Oct-10	7-Oct-10
Total Coliform 10,000 / 1000	160	10	173	52	309	85
E. coli 235 / 126	10	9	20	30	146	24
Enterococcus 104 / 35	10	9	9	10	9	9

SAUSALITO YACHT HARBOR Station #3	14-Sep-10	21-Sep-10	28-Sep-10	5-Oct-10	7-Oct-10	7-Oct-10
Total Coliform 10,000 / 1000	84	41	231	211	171	123
E. coli 235 / 126	31	9	10	10	121	20
Enterococcus 104 / 35	9	10	9	30	9	12

CONTROL STATION DAYMARK #6 Station C	14-Sep-10	21-Sep-10	28-Sep-10	5-Oct-10	7-Oct-10	7-Oct-10
Total Coliform 10,000 / 1000	52	9	85	9	135	34
E. coli 235 / 126	20	9	10	9	9	11
Enterococcus 104 / 35	9	9	9	9	9	9

CONTROL O STRAWBERRY POINT	14-Sep-10	21-Sep-10	28-Sep-10	5-Oct-10	7-Oct-10	7-Oct-10
Total Coliform 10,000 / 1000	627	452	431	177	52	257
E. coli 235 / 126	10	9	20	31	10	14
Enterococcus 104 / 35	9	20	9	9	9	11

WET SEASON

	Single Sample					30 Day Geo Mean
	10,000					1000
	235					126
	104					35



	2-Mar-11	9-Mar-11	16-Mar-11	23-Mar-11	30-Mar-11	30-Mar-11
	97	677	1576	2359	1296	794
	20	345	431	266	504	209
	10	31	63	216	62	48

	2-Mar-11	9-Mar-11	16-Mar-11	23-Mar-11	30-Mar-11	30-Mar-11
	120	52	546	563	158	198
	41	20	110	10	20	28
	20	20	52	97	9	28

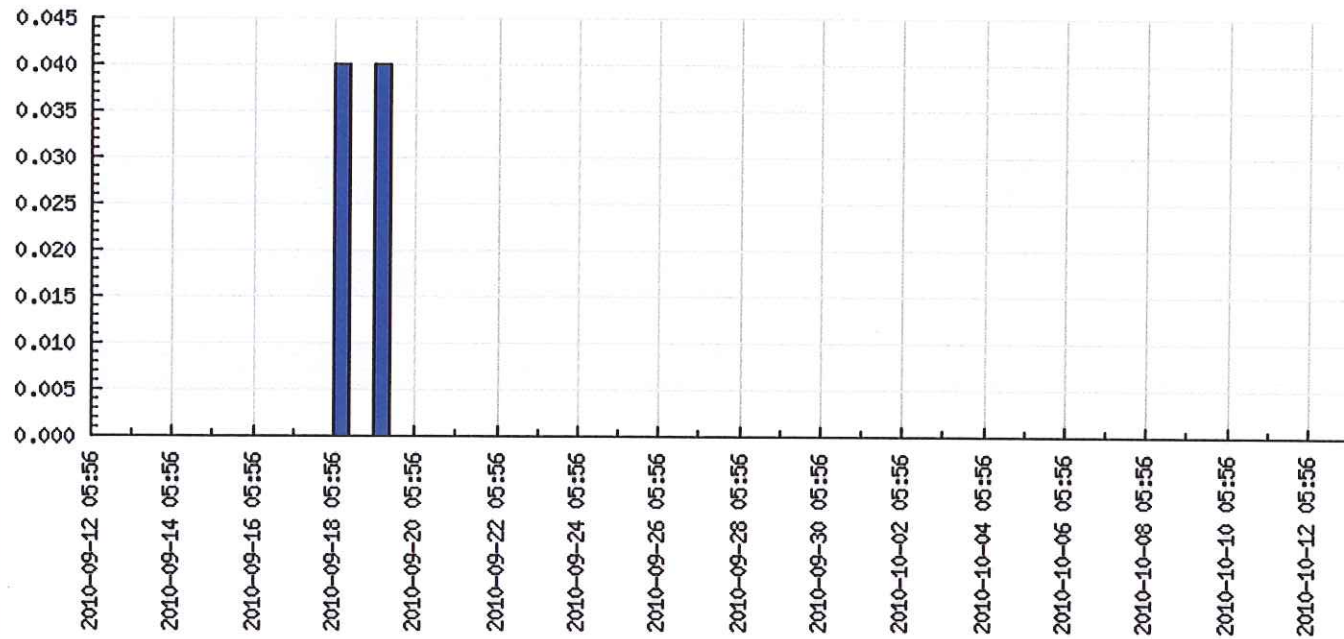
	2-Mar-11	9-Mar-11	16-Mar-11	23-Mar-11	30-Mar-11	30-Mar-11
	134	171	265	521	638	289
	10	10	20	52	20	18
	10	10	62	97	31	28

	2-Mar-11	9-Mar-11	16-Mar-11	23-Mar-11	30-Mar-11	30-Mar-11
	96	62	52	384	173	116
	41	20	20	86	20	31
	9	10	9	31	9	12

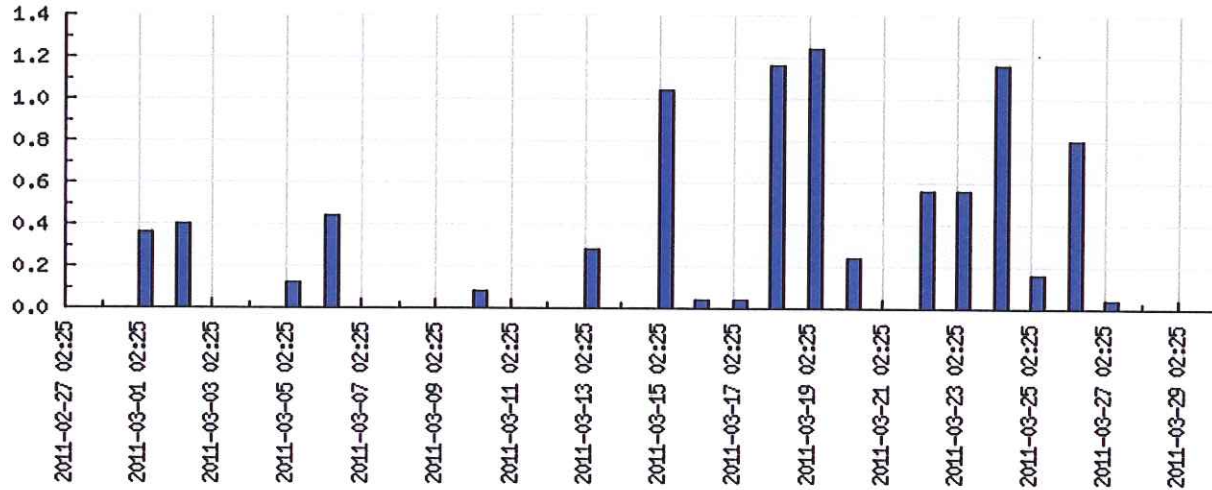
	2-Mar-11	9-Mar-11	16-Mar-11	23-Mar-11	30-Mar-11	30-Mar-11
	160	41	341	301	457	198
	74	31	20	20	292	48
	9	10	109	20	9	18

	2-Mar-11	9-Mar-11	16-Mar-11	23-Mar-11	30-Mar-11	30-Mar-11
	31	142	934	4611	168	317
	10	31	108	241	10	38
	9	9	279	663	9	42

Hyetograph



Hyetograph



Date	Inch Rain	Date	Inch Rain
9/14/2010		2/27/2011	
9/15/2010		2/28/2011	
9/16/2010		3/1/2011	0.36
9/17/2010		3/2/2011	0.40
9/18/2010	0.04	3/3/2011	
9/19/2010	0.04	3/4/2011	
9/20/2010		3/5/2011	0.12
9/21/2010		3/6/2011	0.44
9/22/2010		3/7/2011	
9/23/2010		3/8/2011	
9/24/2010		3/9/2011	
9/25/2010		3/10/2011	0.08
9/26/2010		3/11/2011	
9/27/2010		3/12/2011	
9/28/2010		3/13/2011	0.28
9/29/2010		3/14/2011	
9/30/2010		3/15/2011	1.04
10/1/2010		3/16/2011	0.04
10/2/2010		3/17/2011	0.04
10/3/2010		3/18/2011	1.16
10/4/2010		3/19/2011	1.24
10/5/2010		3/20/2011	0.24
10/6/2010		3/21/2011	
10/7/2010		3/22/2011	0.56
10/8/2010		3/23/2011	0.56
10/9/2010		3/24/2011	1.16
10/10/2010		3/25/2011	0.16
10/11/2010		3/26/2011	0.80
10/12/2010		3/27/2011	0.04
		3/28/2011	
		3/29/2011	
		3/30/2011	

Bill Price Sampling Dates (15 Sites)
 EHS Sampling Dates (Schoonmaker Station #33)

RICHARDSON'S BAY REGIONAL AGENCY

MEMORANDUM

May 12, 2011

TO: RBRA Board
FROM: Ben Berto, RBRA Clerk
SUBJECT: America's Cup

Background

It seems like a logical idea: better boating amenities in San Francisco Bay in general and Richardson's Bay in particular for the 2013 America's Cup. Richardson's Bay may seem the ideal location to develop such boating facilities. However, the history in this waterway, together with a dearth of funds, short planning timeframes, the political situation (include an unfilled seat on the RBRA Board), and unsupportive controlling agencies caution against expecting much change in the short term.

The March 17 RBRA meeting included the first discussion of the America's Cup. In addition to Staff's oral comments, several individuals, including a member of the local America's Cup organizing committee, spoke on preparation efforts taking place.

The Board expressed substantial interest in potential roles for RBRA in the America's Cup preparations and activities. The Board directed Staff to continue to investigate this subject and report back.

RBRA participation

RBRA will be involved with the America's Cup in some capacity. A number of factors dictate this involvement, including:

- 1) Boaters will be visiting San Francisco Bay for the America's Cup.
- 2) Richardson's Bay and immediate environs are perhaps the ideal anchorage in San Francisco Bay for boaters here for the America's Cup.
- 3) Richardson's Bay is in close proximity to both predicted race course locations and water- and shore-side viewing locations.
- 4) Communities in Marin are very interested in preparing for and participating in the America's Cup.

Issues

At this date, a number of issues are emerging concerning the America's Cup:

) Environmental

The County of Marin submitted comments, which Bill and I reviewed, to the San Francisco Planning Department, which is handling the environmental review for the proposed project (see attached copy of letter). While Staff does not anticipate that RBRA

taking a prominent role in the America's Cup environmental review, the review provides a useful means of reporting potential effects and the sponsor's proposed means of addressing them. Insofar as some potential effects, particularly an increase in boater visitation, can be anticipated in/near Richardson's Bay and on RBRA, we could/should be in line for assistance from the project sponsors in addressing those effects. Other issues mentioned in the County's letter include traffic and circulation. Although the brunt of any impacts will be felt landside, the daily flux of boaters to and from race viewing areas will affect users of Richardson's Bay and RBRA.

) Public Services

Boater visitation and resulting activities and demands for public services, will probably be the genesis for the strongest America's Cup impacts on RBRA and affiliated agencies.

Staff met with Peter Stoneberg, Vice Chairman of the America's Cup Organizing Committee to discuss visitation and other issues. Mr. Stoneberg felt that many of the visiting boaters would be anchoring in or near Richardson's Bay. His personal experience with the America's Cup was historically 100 or so 'mega-yachts' of greater than 100 feet in length have showed up to participate in the festivities. These number some of the finest private yachts in the world (examples include recent Bay visitors the Maltese Falcon and the A).

Mega-yachts are very unlikely to anchor within the jurisdictional limits of the RBRA. Richardson's Bay within RBRA's jurisdiction is 10 feet or less in depth at Mean Lower Water, less than what those yachts draw. These vessels will use their own ground tackle to anchor in deeper water, generally southeast of Sausalito Point.

Some number of smaller vessels will anchor (or potentially moor) in RBRA's portion of Richardson's Bay during the time of the America's Cup. It is a tough beat up the Coast at that time of year, but we know some will come to see the America's Cup. Neither Mr. Stoneberg nor anybody else has attempted to date to estimate the potential numbers of smaller visiting vessels. The environmental review process should develop some figures.

As noted at the last RBRA meeting, with an influx of America's Cup-related vessels comes organization and potential regulation-control challenges. The RBRA currently has a 72-hour anchorage restriction, and additional regulatory mechanisms may be needed. Staff anticipates that the County Sheriff's Department could likely experience substantially increased patrol vessel service requests.

)Funding

At this time there is no budget to develop or perform any program work the America's Cup might entail. Increased funding will be necessary for RBRA to perform many activities in connection to the America's Cup.

Examples of potential expenditure areas include (but are not limited to):

- Patrol and other service requests
- Mooring field development and installation (temporary or permanent)
- Administration of mooring field or anchorages

Staff discussed with Mr. Stoneberg the potential and potential costs of a mooring field. Even with 20 or so moorings, a much more modest level than RBRA's prior to proposal to BCDC, total costs to develop and complete a mooring field will be substantial. Staff gathered that the America's Cup Organizing Committee isn't leaping at the opportunity to incur expenses on behalf of the RBRA. Nor did Mr. Stoneberg feel that private investors would be interested given preliminary indications of a slim chance for a return on investment.

Options

There are a number of options for America's Cup visiting boater facilities:

) Large mooring field

A large-scale mooring field along the lines of what RBRA previously proposed to BCDC is probably not realistic. Such a field involves six-figure expenditures and a number of substantial built-in issues (including what to do about the existing anchor-outs). A large mooring field concept got a negative reception from BCDC in 2009.

) Small mooring field

A small-scale mooring field may be a more realistic option, particularly if funding sources for development can be found. A small mooring field will provide new boater amenities in the Bay, and has the possibility of assisting in organizing visiting boaters separate from long-term anchor-outs. If the RBRA Board wishes to pursue a reduced-scale mooring field, Staff will generate some cost figures for the next Board meeting.

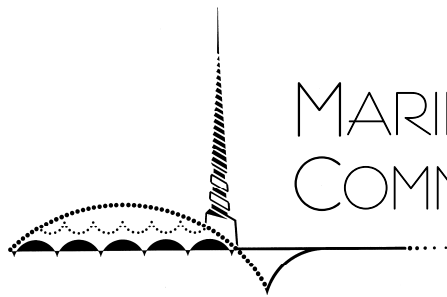
) Anchorage only

Another option would be to continue with the current open anchorage situation. This has the major advantage of minimizing additional RBRA expenses. Even with a relatively unregulated anchorage, Staff could explore enhanced amenities and implementation of a more proactive management and enforcement structure for the America's Cup period. .

Recommendations

Staff requests that the Board provide direction to Staff on the following:

- 1) Tracking the environmental review process, particularly its projections for boater visitation and their potential effects, and proposed mitigations.
- 2) Communicating with the America's Cup organizers concerning their assistance in addressing boater visitation.
- 3) Assessing potential demands for RBRA services
- 4) Exploring visiting boater facilities
- 5) Developing cost estimates and funding sources



MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
BRIAN C. CRAWFORD, DIRECTOR

March 21, 2011

Bill Wycko
San Francisco Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

SUBJECT: Notice of Preparation Comments- 34th America's Cup Races and James R. Herman Cruise Terminal and Northeast Wharf Plaza

Dear Mr. Wycko:

Thank you for providing the Marin County Community Development Agency (CDA) with the opportunity to submit slightly belated comments regarding the Notice of Preparation for the Draft EIR on the 34th America's Cup Races and James R. Herman Cruise Terminal and Northeast Wharf Plaza project. CDA respectfully offers the following comments to assist the San Francisco Planning Department in their environmental review process.

CDA along with other Marin County Departments such as Public Works, Parks & Open Space, and the Richardson's Bay Regional Agency (RBRA) have consolidated our comments to include the following:

Traffic and Circulation:

The People Plan should be expanded to address people, transportation, circulation and site safety at official and unofficial viewing venues in Marin County. The EIR should evaluate impacts of the project to the surrounding roads, highways and pathways as more people will congregate within areas in view of the races. Are additional shuttles, buses or other public transportation options going to be offered in order to reduce the number of vehicles that will impact the surrounding areas? We are concerned about impacts to Sausalito and areas around Richardson's Bay when people fail to use the 'designated' viewing area at Ft. Baker.

Land Use and Greenhouse Gas Emissions:

The EIR should discuss the Marin Countywide Plan policies that pertain to Greenhouse Gas emission reduction targets and goals, and evaluate how this project will temporarily and/or ultimately affect the Greenhouse Gas emissions projections before, during and after the America's Cup Races. The discussion should include spectator vehicle trips to areas in Marin

County specifically to watch the events. Will there be adverse effects on shoreline habitat due to additional boating activity by competitors, support teams and/or spectators?

Noise Impacts:

Will the project increase noise levels in the surrounding areas (including in Marin) while the races are underway that could impact residents in Marin County? Prior to and during the event, what will the impacts be of media coverage, especially the use of helicopters, planes and speed boats? Will noise impacts result from planned or spontaneous celebrations that occur following or before the races? Will there be time limits and specified hours for the events that comply with normal hours of operation or special events, and if so what will they be? What are the mitigations measures for any potential noise impact to Marin County? Also, will the Marin County Board of Supervisors be asked to pass any interim ordinances prior to or during the events?

Public Services:

The EIR should include a discussion regarding the potential need for an increase in public services in the time up to and during the event. Will the project scope provide for additional services such as police, fire and emergency services on the Bay and in the surrounding communities such as in Marin for the temporary increase in population, and the potential need for additional public services for health and safety?

Richardson's Bay will be an obvious destination for a large number of boaters visiting for the races. Estimates should be provided of those numbers and their potential demands for services. Additional temporary restrictions and regulations may need to be enacted to ensure adequate control authority. Coordination with involved agencies (for example, RBRA for area within its jurisdiction) will need to occur well in advance of the event.

Given that there will be certain exclusionary zones- the project will need to provide for additional law enforcement and other race personnel on the bay to monitor and provide controls so that the spectator boats do not cross into the designated race-ways or cause congestion and/or potential traffic accidents within the spectator boat areas.

Along the surrounding bluff areas in Marin (such as Yellow Bluff); will there be additional safety precautions put in place to keep spectators away from the bluff cliffs and other hazards? Will there be additional security measures to ensure that the spectators are not allowed to cross into the hazardous areas along the bluff?

Will there be additional impacts along shorelines and how will boating spectators impact shoreline spectators? Other concerns for consideration include: portable toilets and freelance vendors selling goods, foods, services, etc.

Figure 4: Proposed Sailing Race Area:

Is this the final proposal for the proposed racing and spectator corridors in the bay? The spectator boat area above Alcatraz Island is directly surrounded by the boat raceway, with the main shipping channel reconfigured to the north of the spectator area. There is a concern whether spectator boats will be able to access this area or leave this area as the race is underway. Are there other plans for access by spectator boats to this area that are not shown on the map? The

EIR should include safe corridors in which spectator boats can enter and exit the spectator boat area while the race is in progress, and this information should be widely available to boaters.

In addition, Figure 4 should be revised to show the Marin-San Francisco County line and expanded to show potential official and informal viewing areas in Marin County where spectators can see the Race Area and in Richardson Bay from the shore and vista areas. If the race area should change and move further north into Marin County, the EIR should consider the project's impacts to the County's shoreline parks from increased use of these areas to view the race.

Thank you again for the opportunity to comment. We are hopeful that our input will assist in clarifying the areas of the NOP that warrant further clarification and improvement, and we look forward to seeing these changes reflected in the Draft EIR. If you have any questions or would like to discuss this matter, please contact me at this office.

Sincerely,



Rachel Warner
Interim Environmental Coordinator

cc: Charles McGlashan, Board of Supervisors
Brian Crawford, Director, CDA
Tom Lai, Planning Director, CDA
James Raives, Planner, Parks & Open Space
Craig Tackaberry, Assistant Director, DPW
Bill Price, RBRA Harbor Administrator, CDA
Ben Berto, Principal Planner, RBRA Clerk



Feds launch environmental study of abandoned vessels in Petaluma River

By Richard Halstead
Marin Independent Journal

Posted: 05/02/2011 04:54:42 PM PDT

The U.S. Environmental Protection Agency on Monday began assessing the environmental affect on the Petaluma River of abandoned vessels and associated debris.

So far, the EPA has a list of eight derelict vessels to inspect, including a mostly submerged houseboat near the Highway 37 bridge that is sometimes visible at low tide in Novato's Bahia neighborhood.

"If we find anything else while we're out here, we'll look at those as well," said Will Duncan, on-scene coordinator for the emergency response section of the EPA.

If the assessment demonstrates the vessels are harming the environment, EPA funds may be made available to remove the abandoned boats in June, Duncan said. He estimates the work could cost \$500,000.

Most of the identified vessels range from 20 to 40 feet long, Duncan said.

"Some were barges. Some look like they were commercial fishing boats. Now, they're basically wrecks," Duncan said.

Even though the wrecks are partially submerged — the river ranges in depth from 2 to 16 feet — there is little danger of another boat hitting them because they're lodged close to river banks, Duncan said. In addition to oil and gas, the most likely contaminants

to be stowed aboard, EPA inspectors will be looking for mercury, used often in electric switches, and asbestos, found often in engines.

"The lead paint on some of these is also a big concern and how that affects the sediments and eventually the marine


habitat around these wrecks," Duncan said.

The EPA's action came as welcome news to J. T. Wick, a principal at Berg Holdings, which owns the Port Sonoma Marina. Wick said he wouldn't be surprised if the inspectors find chemicals used to make methamphetamine aboard some of the derelicts.

"A lot of them end up being floating meth labs," Wick said. "They do a crackdown, no pun intended, in Petaluma, and a lot of those folks get creative and get on a boat. It's just disgusting."

Wick is familiar with the submerged houseboat.

"We watched it sink. It's right underneath one




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of the pylons on Highway 37," he said.
"People moored it out there. It floated loose, hit the bridge pylon and went down in a storm several years ago."

The marine unit of the Sonoma County Sheriff's Department removes abandoned vessels when it can spare the time, Wick said. Sheriff's deputies bring the derelicts to Port Sonoma for sale or destruction.

"They're stacking up here," Wick said.

Sonoma County sheriff's Sgt. Ed Hoener said the sheriff's marine unit will lose one of its four deputies at the end of June because of budget cuts. In addition to the river, the unit oversees San Pablo Bay, Bodega Bay, Russian River and Lake Sonoma.

"Any time you slice a pie thin, it's going to be hard to feed everybody," Hoener said.

Marin Audubon President Barbara Salzman also cheered the EPA inspection. Marin Audubon helped block development on about 300 acres in the northeast corner of Novato, next to Bahia, so that it could be restored to wetlands with the help of Petaluma River water.

"I am always bringing up the Petaluma River and San Antonio Creek at various meetings," Salzman said, "because it is one of the neglected systems in the Bay Area. Nobody looks much at Petaluma River."

Contact Richard Halstead via email at rhalstead@marinij.com



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