MARCH 2026 PROGRESS REPORT
ON
RBRA TRANSITION PLAN 2.0 ADOPTED JUNE 2022

EELGRASS HABITAT

Eelgrass Habitat Goal: Healthy And Robust Eelgrass Beds In Richardson Bay

Eelgrass beds in Richardson Bay are improving in health and size, supported by the near absence of anchored vessels causing damage to the beds, as well as the completed and projected planting of additional eelgrass and removal of debris from the bay floor.

EELGRASS HABITAT OBJECTIVES:

1. **Protection of eelgrass beds against damage from anchor scour.**

   Through establishment and enforcement of an Eelgrass Protection Zone, no vessels are allowed to anchor in 300 acres of the most sensitive eelgrass habitat area.

2. **Development and implementation of a phased, collaborative, and adaptive approach to eelgrass habitat restoration.**

   RBRA prepared and adopted a Restoration and Adaptive Management Plan (RAMP) outlining a 10-year plan to restore, monitor, and manage eelgrass in Richardson Bay. With project partners, a first phase of planting 14.5 acres of eelgrass has been accomplished, along with the removal of more than two tons of debris from the bay floor. Funds remain in the current EPA funded grant for the next phase of eelgrass planting/restoration and debris removal in 2027. Additional phases of restoration and debris removal beyond 2027 is pending the outcome of grant applications.

EELGRASS HABITAT STRATEGIES AND STRATEGIC ACTIONS:

1. **Strategy: Prevent vessels from anchoring in sensitive eelgrass habitat areas.**

   Vessels are not allowed to anchor in the sensitive eelgrass habitat area designated by RBRA as the Eelgrass Protection Zone.

   Strategic Actions:

   a. Implement RBRA's Eelgrass Protection and Management Plan (EPMP), which provides for an Eelgrass Protection Zone/no anchoring area (EPZ) separate from an authorized anchorage area; implementation includes codifying the EPZ through RBRA ordinance adoption.

      Through adoption of an ordinance by the Board of Directors, RBRA codified the establishment of an Eelgrass Protection Zone (EPZ) separate from an authorized

anchorage area, along with enforceable regulations that prohibit the anchoring of any vessel in the EPZ.

b. Coordinate with the United States Coast Guard to update the Code of Federal Regulations, if necessary, and US Nautical Navigation Charts 18649 and 18653 and United States Coast Pilot 7 to reflect boundaries and related information pertaining to the EPZ and the Anchorage Area. Complete by December 15, 2023.

Code of Federal Regulations, US Nautical Navigation Charts 18649 and 18653, and United States Coast Pilo 7 have been updated to reflect the EPZ/no anchoring zone and the authorized anchorage area.

c. Conduct educational outreach and place signage to inform the public about the boundaries, regulations, and purpose of the EPZ and the importance of eelgrass. Note that most of the EPZ is five feet deep or less in low tide, which is a shallow depth for visiting vessels especially for sailboats with keels. In addition to signage at relevant locations along the Sausalito shoreline (with the cooperation of the City of Sausalito and landowners), consider installation of a hard piling or marker at the southern tip of the Richardson Bay Audubon Society, marked appropriately for visibility from Day Marker Four.

New water-based signs have been installed on existing pilings identifying the EPZ as a no anchoring area. One piling mounted sign and three additional floating buoys were also installed to delineate the designated 72-hour anchorage. Additionally, in collaboration with the City of Sausalito, signage about the EPZ and its regulations described has been placed at the Turney Street launch area. The boundaries of the EPZ no-anchoring zone are marked on publicly accessible charts and maps.

d. Prohibit and enforce against new vessels anchoring in the EPZ for any period of time, upon promulgation of the EPZ regulations. No permission shall be granted for anchoring in the EPZ. *Notification and enforcement action is conducted to prevent and cease the anchoring of vessels in the EPZ.*

e. Place up to 15 temporary moorings in the revised Anchorage Area, pursuant to the provisions in the 2021 agreement with BCDC, outside the EPZ; complete by December 15, 2022. *BCDC and RBRA agreed to eliminate the provision in the agreement calling for placement of temporary moorings.*

f. Encourage vessels enrolled in RBRA's Safe & Seaworthy Program, and other eligible vessels to relocate from the EPZ to the new RBRA moorings. (See Vessel Enforcement).

The remaining vessel in RBRA's Safe & Seaworthy Program has relocated out of the EPZ and into the Anchorage Area.

g. Other than RBRA moorings, allow only standard removable marine equipment to be utilized as ground tackle for vessels anchoring in the anchoring zone (i.e. no individual mooring placement). *To RBRA's knowledge, there has been no individual mooring placement. Turney Street signage and the RBRA website recommend the use of a Danforth-type anchor.*

2. **Strategy: Collaborate with partners to seek grant funding for preparation and implementation of a 10-year Restoration and Adaptive Management Plan (RAMP) for eelgrass habitat.**

RBRA received grant funds to prepare a 10-year Restoration and Adaptive Management Plan (RAMP), which was completed in December 2023. With project partners, initial phases of eelgrass restoration/planting, debris removal, and surveying/monitoring have been accomplished. Funds remain in this grant to continue this project. The main project goal is to restore a minimum of 15 acres of eelgrass by 2027. This goal is anticipated to be achieved by the second quarter of 2026. Planting and debris removal will continue until all funds are expended. Grant applications have been submitted for additional collaborations on eelgrass planting and debris removal.

Strategic Actions:

a. Be on active watch for grant opportunities for which preparation and implementation of a RAMP may be eligible for funding.

The RAMP was prepared with grant funds. Grants and other outside funding has supported the completion of 15 acres of eelgrass restoration, aerial surveying of eelgrass beds and waterbird rafting, and the removal of two tons of debris from the bay floor.

Applications are pending for grant funds to: a) collaboratively restore at least another 20 acres through proven transplantation; b) obtain autonomous underwater seed-planting vehicles to perform transplantation more efficiently and cost-effectively; and c) remove 3,000 pounds of debris, including derelict gear and marine plastics, to clear the seabed for planting, restoration, and eelgrass growth.

b. Collaborate with organizations and agencies with shared interests in eelgrass protection and growth to support and submit grant applications to prepare and implement an RAMP.

RBRA has successfully partnered with San Francisco State University's Estuary & Ocean Science Center, Audubon California, Merkel & Associates, and Coastal Policy Solutions on acquiring grants and other funding to prepare and implement the RAMP.

c. Identify local, regional, state, and/or federal resources to supply any needed funding support for preparing and implementing a RAMP.

RBRA received grants for preparing and implementing the RAMP from the Environmental Protection Agency Ocean Protection Council (OPC), and the National and Atmospheric Administration (NOAA). Grant applications for continued implementation of the grant have been submitted to OPC and to the San Francisco Bay Restoration Authority (SFBRA).

d. Secure research study data on restoration scenarios to inform the RAMP, with scenarios including passive (no intervention) restoration of scour pits; restoring the bay bottom grade of scour pits by adding clean dredged sediment without planting eelgrass;

planting eelgrass in scour pits without first restoring the bay bottom grade of scour pits; and planting in scour pits after restoring the bay bottom grad of scour pits by adding clean dredged sediment.

San Francisco State's Estuary & Ocean Science Center, California Audubon and the Richardson Bay Audubon Center and Sanctuary, Merkel & Associates, and Coastal Policy Solutions engage in ongoing research, monitoring, analysis, and testing to pursue best practices for restoring eelgrass beds in Richardson Bay.

e. Prepare, adopt, and implement a RAMP for eelgrass restoration that will be consistent with the San Francisco Bay Plan & the Richardson Bay Special Area Plan, that will incorporate the best available science on eelgrass habitat restoration and the California Eelgrass Management Plan (CEMP), and outcomes from restoration study scenarios. Complete RAMP development and begin implementation by December 15, 2023.

The RAMP's preparation and implementation is consistent with the SF Bay Plan, the Richardson Bay Special Area Plan, best available science, and restoration study scenarios.

3. Strategy: Collaborate with partners to monitor/survey eelgrass and wildlife resources (e.g., waterbirds) to evaluate effectiveness of restoration and protection efforts, followed by updates/changes to plans as needed to meet habitat and wildlife goals.

Audubon California has conducted annual drone surveys to monitor locations and densities of both waterbird rafting and eelgrass beds.

Strategic Actions:

a. With the support of 2021 grant funding from the Ocean Protection Council (OPC), conduct baseline and seasonal UAV (drone) waterbird monitoring, perform an aerial eelgrass survey to document changes to anchor scour, and conduct an eelgrass bathymetric survey.

*In "**Assessing Rafting Waterbird Usage in Richardson Bay – 2025**" as well as previous reports on its aerial waterbird rafting assessments, Audubon California compared its most recent images with prior years. Its aerial assessments of eelgrass damage and density likewise compare conditions in current and prior years. Eelgrass bathymetric surveys are being performed by Merkel & Associates as part of the restoration work.*

b. Obtain available data and information from organizations, agencies and others performing bay habitat, wildlife and related resource monitoring and survey work.

Accomplished by project collaborators Audubon California, San Francisco State University's Estuary & Ocean Science Center, Merkel & Associates, and Coastal Policy Solutions.

c. Pending availability of funding, conduct monitoring and surveying of eelgrass habitat pursuant to the EPMP; consider revising the boundaries of the EPZ if warranted by monitoring and surveying.

Aerial drone surveys of eelgrass beds by Audubon California have informed the extent and condition of damage to eelgrass beds, progress achieved in eelgrass planting to date, and areas best suited for the next phase of restoration/planting. The need to revise EPZ boundaries has not emerged.

d. Incorporate findings from monitoring and surveying into the Restoration and Adaptive Management Plan, through amendments as warranted. *No amendments have emerged as being warranted.*

e. After RBRA placement of moorings in the anchoring zone, monitor them to evaluate their effectiveness at protecting subtidal resources and securing vessels. *Not applicable, as moorings are no longer being pursued.*

SAFE HOUSING

SAFE HOUSING GOALS:

1. **All willing and eligible vessel occupants have an opportunity to relocate into safe housing within the timeframes for vessel departure/removal under the 2021 agreement with the Bay Conservation & Development Commission (BCDC).**

   All eligible vessel occupants have been given the opportunity to relocate into safe and subsidized housing within the timeframes of the BCDC-RBRA agreement. Virtually all vessel occupants have relocated off the bay and into land-based housing. The accomplishment of this goal is primarily due to the strategy of RBRA's State-funded Temporary Housing Support Program (THSP).

2. **RBRA obtains sufficient information from others to monitor and report progress in vessel occupants' relocation to safe housing.**

   RBRA obtains non-confidential data on the number of vessel occupants who are seeking housing through the THSP, the number who have relocated into housing under the THSP or under other County housing programs, and the number who have transitioned from the THSP into the federally funded permanent Housing Choice Voucher (HCV) program.

SAFE HOUSING OBJECTIVES:

1. Occupants on all vessels are provided with information on how to connect with available resources and opportunities to assist in their relocation off the anchorage.

   All vessels have been provided with information for their occupants on how to enroll in the THSP, or other available programs, with follow-up communication to encourage and help facilitate their relocation. Hands-on assistance is offered/provided to THSP participants as they move off the bay and into housing.

2. All willing vessel occupants are assessed for eligibility, interest, challenges and needs to relocate to land-based housing or to a liveaboard marina slip.

   RBRA prioritized which vessel occupants are eligible to participate in the THSP, based on when their vessels were observed in RBRA anchorage census surveys. Under contract arrangements with project partners, the interest, challenges and needs of vessel occupants in relocating off the bay are assessed, for consideration in housing placement.

3. Vessel occupants relocate off Richardson Bay within the timeframes of the BCDC agreement for departure or removal of vessels from the bay.

   The occupants of the two remaining vessels required to relocate off the bay by October 15, 2025 are seeking housing through their participation in RBRA's THSP.

Of those vessels allowed under the BCDC agreement to stay on the bay until October 15, 2026, only one remains, and it is located outside the Eelgrass Protection Zone and in the Anchorage Area, as required under the agreement.

As of January 12, 2026, Marin County Housing & Human Services (HHS) reports that five people occupy vessels on the bay, 51 vessel occupants have been housed, and three persons are on an identified housing pathway.

4. No additional vessels exceed the 72-hour limit for anchoring in Richardson Bay.

   New vessels rarely exceed their authorized time limits. Vessels that exceed their time limit undergo RBRA enforcement action.

5. RBRA prepares quarterly reports on the status of housing relocation as it relates to vessel departure/removal, as contained in the 2021 BCDC agreement, without compromising relocation efforts.

   RBRA has met, and continues to meet, all its BCDC reporting requirements.

STRATEGIES AND STRATEGIC ACTIONS:

1. **Strategy: Obtain a determination of housing needs of vessel occupants, their potential for eligibility in meeting housing/marina slip criteria, and their interest in pursuing housing.**

   This strategy was successful primarily through the Temporary Housing Support Program (THSP) that RBRA established, funded by a $3 million grant from the State of California. The grant is funding a contract with Marin HHS for outreach, assessment, and assistance for relocating into housing, a contract with the Marin Housing Authority (MHA) to identify available housing units, assist with initial leasing, and manage lease payments and related services, and rental payments for approximately/at least one year.

   Strategic Actions:

   a. Consider funding a dedicated case manager, full or part time, to work exclusively with the water- based community.

      A dedicated case manager has been funded as part of the THSP. Through its contract with RBRA to provide THSP assistance, Marin HHS contracted with Episcopal Community Services (ECS) for a dedicated case manager to be a lead point of contact with vessel occupants on housing relocation and related services.

   b. Seek the contact of all vessels/occupants for Coordinated Entry assessment, noting repeated decliners.

      ECS reports that it made contact with all vessels whose occupants were eligible for the THSP.

   c. See that low-income eligibility criteria are established for the 20 liveaboard marina slips authorized in a temporary and conditional BCDC policy. *Not necessary due to lack of interest and feasibility for the additional slips.*

d. Seek to identify circumstances and challenges that inform capacity, ability and needs for placement in specific types of safe housing options.

Individual circumstances and challenges, such as physical conditions, transportation needs or location issues, have been considered as MHA assists THSP participants in selecting their rental units from the choices available.

e. Pursue the identification of the type of housing options for which each set of vessel occupants are currently eligible or could become eligible. *Performed by MHA under contract with RBRA.*

f. Obtain an evaluation of the interest in pursuing housing. *Performed by ECS under RBRA's contract with HHS.*

g. Create an aggregate summary dashboard reflecting the above information. *Provided by HHS.*

2. Strategy: Evaluate current and planned capacity and feasibility for meeting housing needs

The $3 million grant from the State of California provided sufficient funding to subsidize housing for all vessel occupants interested in RBRA's THSP. MHA, under its contract with RBRA, has identified rental units to house all THSP participants, and is assisting the remaining two unhoused THSP participants on securing leases on available rental units.

Strategic Actions:

a. Identify number of vessels whose occupants are willing and eligible to be housed with current and planned inventory. *The inventory of units available for rental through the THSP is sufficient for the number of participants.*

b. Contact marina operators to ascertain interest and availability in expanding liveaboard slip availability to eligible vessels or their occupants, pursuant to BCDC's temporary and conditional policy. *There was no interest from the marinas in pursuing this approach.*

c. Explore the feasibility of additional dock space on Richardson Bay for liveaboard marina slips. *This was not pursued due to the likely inability to receive permits for additional construction (bay fill) by state permitting agencies, lack of interest, and low feasibility.*

d. Obtain estimates of housing supply applicable to vessels' population in the pipeline in next five years (based on estimated funding, property owner/developer interest, legislation, ability to obtain local government approval, etc.). *Through the work of MHA, there has been a sufficient number of housing units available for relocating vessel occupants into subsidized safe housing under the THSP.*

e. Obtain the comparison of the estimated housing supply to vessel occupants' eligibility in order to estimate viability for placement in next five years. *N/A, since virtually all eligible vessel occupants have been housed.*

f. Identify gaps between availability and needs in type, number, and any other characteristics. *Some housing units provided through the THSP may not be ideal from*

the perspective of the THSP participants, but there have been a sufficient number of units that at least adequately meet the occupants' needs.

3. **Strategy: Expand number of available liveaboard marina slips and vessels' ability to meet marina requirements**

   There was a lack of interest by marinas to increase the number of slips to accommodate formerly anchored vessels, and limited feasibility for those vessels to meet marinas' safe and seaworthy requirements.

   Strategic Actions: None were pursued due to lack of interest/feasibility.

   a. With partner agencies and organizations, seek funding sources to support liveaboard marina slip fees, vessel insurance, and supportive services. *N/A*
   b. Urge marina owners to make liveaboard slips available per BCDC provisions. *N/A*
   c. Investigate potential for addition of dock/slip space in marinas. *N/A*
   d. Identify obstacles to marina or occupants' interest and seek ways to address/resolve. *N/A*
   e. Through vessel improvements or replacement, encourage vessels to meet safe & seaworthy criteria for acquiring a liveaboard marina slip. *N/A*

4. **Strategy: Expand capacity in land-based housing for vessel occupants**

   The capacity to relocate vessel occupants to land-based housing was expanded by RBRA's receipt of State funding for a Temporary Housing Support Program.

   Strategic Actions:

   a. Urge acquisition and development of supportive housing in jurisdictions in Southern Marin (city councils, property owners, Housing Authority, etc.). *Not actively pursued by RBRA itself.*
   b. Engage with State officials to urge additional funding, legislation and other State cooperation for supportive housing, mental health support, and other housing/services.

      Through engagement with the State Housing and Community Development Department and State Senator Mike McGuire, RBRA was awarded a $3 million grant to fund a Temporary Housing Support Program (THSP). This program funds outreach to eligible vessel occupants, assistance with locating and leasing housing, rental subsidies, and other relocation and transition assistance.

      RBRA continues to engage with State officials to urge continued financial support for subsidized housing and support services after the THSP funds are depleted.

   c. Identify and pursue any other federal, state, regional or philanthropic funding sources to fulfill housing placement needs. *The $3 million State grant is sufficient to place all THSP participants into subsidized housing with related services for at least the planned one-year period of the THSP.*

5. **Strategy: Encourage vessel occupants' cooperation with pursuing and realizing safe housing within vessel departure/removal deadlines in the 2021 BCDC agreement**

   The outreach, subsidized housing, and support services provided by the THSP has provided compelling encouragement for occupants of vessels to relocate off the bay and into housing within the timelines of the BCDC agreement.

   Strategic Actions:

   a. Ascertain from County HHS the feasibility and pathway to ensuring continued outreach with housing, mental health and other social services, until objectives are met or October 2026, whichever comes first. *Being accomplished through the THSP.*

   b. Identify additional strategies to assist vessel occupants in transitioning to safe housing.

      Under its contract with RBRA to provide THSP services, HHS has contracted with Episcopal Community Services to provide outreach and support services to vessel occupants as well as to housing program participants who relocated into land-based housing. The support services include moving assistance, transport, addressing lease/rental issues, and other communications, support, and problem solving.

   c. Consider developing strategies to incentivize vessel occupants to pursue relocation and/or to disincentivize vessel occupants to refuse to cooperate with relocation assistance.

      RBRA established a Vessel Buyback Program under which owners of eligible vessels that have been anchored on the bay anchored on the bay are compensated for vessels they voluntarily turn in to RBRA. Payment is based on the length of the vessel, at a rate of $150 per linear foot, and the recipient must agree to no longer occupy a vessel on Richardson Bay. Over $270,000 has been distributed for the 44 vessels, and counting, that have been turned in under the Vessel Buyback Program.

      Vessel occupants who refuse to remove their vessels from the bay when directed by RBRA are subject to enforcement action.

6. **Strategy: Establish means for RBRA to secure and report housing data/information to BCDC as required, without compromising confidentiality, relationships and trust.**

   RBRA obtains the data to report to BCDC on how many vessel occupants have relocated into housing via direct meetings with MHA on non-confidential information, and the publicly-accessible Marin HHS dashboard: https://hhs.marincounty.gov/divisions/homelessness-and-coordinated-care/see-current-data/marin-county-progress-encampment-resolution-2022

   Strategic Actions:

   a. Designate the appropriate source of non-confidential vessel occupant housing data and information required for reporting, such as aggregate data and non-identifying

information. *RBRA receives only non-confidential information from HHS and MHA on participation in housing relocation.*

b. Ensure that RBRA and partner agencies/organizations protect confidential data and information on vessel occupants from public disclosure by establishing protocols/requirements for data storage and communication. *To RBRA's knowledge, no confidential data and information on vessel occupants has been disclosed.*

7. **Strategy: Identify or develop funding for continued housing support beyond placement.**

When the THSP was launched, sufficient capacity in the federal Housing Choice Voucher (HCV) program was anticipated to enable THSP participants to transition into permanent subsidized housing with HCV's after approximately one year in the THSP. However, in May 2025, RBRA was notified that no new HCV vouchers were available for THSP participants, and there is no date anticipated if, when or how many such HCV's will become available. RBRA's THSP funds will extend the period of rental support beyond one year for program participants unable to obtain an HCV, until those THSP funds are depleted.

RBRA is seeking additional funding other than the HCV program for extended housing subsidies. If no new HCV's become available for THSP participants, and no new funding is secured, the capacity for THSP funds to continue to subsidize housing is expected to end in 2027. At that time, THSP participants will transition to working directly with County agencies for any continued housing support.

Strategic Action:

a. Seek collaboration and support from governmental and non-profit agencies for longer-term housing subsidies and services resources. *RBRA is seeking public and private funding sources for longer-term housing subsidies and services.*

VESSEL ENFORCEMENT

VESSEL ENFORCEMENT GOALS:

1. **Avoid injury or death of persons on the bay or along the shoreline.**

   The departure of most of the vessels that had been anchored on the bay, and the enforcement of time limits on new vessels, have both significantly reduced the risk of injury and death.

2. **Involve relevant agencies/organizations to provide case management and housing as necessary and appropriate for vessel occupants.**

   Accomplished. See Safe Housing Section.

3. **Protect bay habitat and prevent vessel-related waste and debris from polluting Richardson Bay.**

   The establishment of the Eelgrass Protection Zone, along with its prohibition against anchoring, protects eelgrass habitat against damage from anchor chains and other vessel impacts.

   The significant reduction in the number of vessels anchored in the bay has substantially reduced the risk of debris and other pollutants entering bay waters and settling on the bay floor. New vessels temporarily anchoring are expected to adhere to regulations and practices to avoid polluting the bay.

4. **Wherever possible, avoid risk and hazards of vessels running adrift, running aground, or sinking.**

   The removal and departure of most anchored vessels, along with the unsafe and unseaworthy conditions of many of those vessels, has significantly reduced the risk and incidence of vessels running adrift, aground or sinking.

5. **Ensure that vessels depart or are removed from the Eelgrass Protection Zone and from Richardson Bay within the timelines set under the 2021 agreement with the Bay Conservation & Development Commission (BCDC).**

   All vessels have departed/been removed from the EPZ, or are in the process of such relocation, either voluntarily or through enforcement action. No new vessels have been allowed to anchor in the EPZ.

6. **All vessels on the Bay comply with RBRA rules and regulations.**

   No violation of RBRA rules and regulations have been observed, reported, or allowed to continue without enforcement action.

VESSEL ENFORCEMENT OBJECTIVES:

1. **No incoming/new vessels stay on the bay in contravention of RBRA time limits and other rules and regulations.** *Accomplished - through notification and enforcement actions.*

2. **No unoccupied vessels on the bay.**

   Accomplished. Additionally, a new code was established in 2025, 3.04.010 c. A person may anchor or moor a vessel in Richardson Bay after sunset and before sunrise only under one of the following conditions: 1. A person capable of operating the vessel continuously occupies the vessel from sunset until sunrise, except that person may leave the vessel for up to four hours once per night. 2. A person obtains a nighttime anchoring permit issued by the Harbormaster authorizing the person to leave the vessel unattended from sunset until sunrise. There are no unoccupied vessels on the bay.

3. **Vessels that arrived after August 2019 depart voluntarily or are removed by October 15, 2023.**

   This deadline for departure/removal was extended to October 15, 2025 by agreement between RBRA and BCDC. All such vessels have departed voluntarily or have been removed, except for two vessels whose occupants are participating in RBRA's THSP program and seeking relocation off the bay.

   No vessels are allowed to anchor in the Eelgrass Protection Zone.

   No new vessels have been allowed to anchor in the EPZ, and the up to three remaining are either in the process of departing under the Temporary Housing Support Program or are undergoing enforcement.

4. **Up to 15 vessels relocate from the Eelgrass Protection Zone, or from anchoring locations in the Anchoring Area, onto new temporary moorings that are installed as of December 15, 2022 in the Anchoring Area.**

   With agreement of BCDC, RBRA did not pursue placement of moorings.

5. **The four floating homes are removed by October 15, 2023.** *These floating homes have been removed.*

6. **Vessels that are not enrolled in the Safe & Seaworthy Program depart or are removed by October 15, 2024.**

   There are two vessels not enrolled in the Safe & Seaworthy program that remain in the bay, whose occupants are seeking relocation through RBRA's THSP housing program. The deadline for their departure/removal was extended by BCDC to October 15, 2025.

7. **Vessels enrolled in the Safe & Seaworthy Program are all located in the Anchoring Area after October 15, 2024.** *Accomplished. The one remaining vessel enrolled in the Safe & Seaworthy Program has relocated to the Anchoring Area.*

8. **No vessels are allowed to stay on the bay in contravention of RBRA rules and regulations as of October 15, 2026.** *This objective is on track to being met.*

VESSEL ENFORCEMENT STRATEGIES AND STRATEGIC ACTIONS:

1. **Strategy: Notice and remove unoccupied vessels in as timely manner as feasible.**

   All unoccupied vessels have been removed voluntarily or through enforcement action.

   Strategic Actions:

   a. Conduct regular anchorage patrols to look for abandoned or otherwise unoccupied vessels, present notification to urge vessel owners and occupants to voluntarily remove the vessel along with notice of intent to remove the vessels if not voluntarily removed in the noticed time period. Remove such vessels if they are not voluntarily removed within the legally noticed time period.

      Richardson Bay patrols are routinely performed by RBRA staff five to six days per week. There are no unoccupied vessels on the bay.

   b. Notify owners of vessels tied to another vessel that no vessel (other than a dingy, skiff, or tender) may be attached to another vessel. Provide legal notice of intent to remove vessels that are tied to another vessel. In the absence of removal of extra vessels and the cooperation of vessel owners in identifying which vessel may temporarily remain, the Harbormaster may determine which vessel may temporarily remain and which extra vessel(s) will be removed.

      All unauthorized attached vessels were removed voluntarily by their owners or through RBRA enforcement action.

2. **Strategy: Discourage and prevent new vessels from staying beyond authorized time limits**

   Information on the 72-hour anchoring limit and the application process to request a 30-day anchoring permit from RBRA is posted on signage and the RBRA website. New vessels observed by RBRA are notified about the time limit, and vessels exceeding the limit are the subject of enforcement action.

   Additionally, official NOAA charts include a note, and prudent mariners using the US Coast Pilot 7, are advise the same note, "Mariners anchoring in the special anchorage area should consult applicable ordinances of the Richardson Bay Regional Agency and the County of Marin. These ordinances establish requirements on matters including the anchoring of vessels, placement of moorings, and use of anchored and moored vessels within the special anchorage area. Information on these local agency requirements may be obtained from the Richardson Bay Harbor Administrator."

   Strategic Actions:

   a. Communicate via nautical/mariner platforms about time limit enforcement so as to discourage new vessels from entering Richardson Bay seeking extended stays.

      Information on RBRA's time limit and enforcement is posted online and at the Turney Street vessel access point and are advised on official NOAA charts and via the US Coast Pilot 7.

   b. Provide notice to vessels as soon as feasible after their arrival about time limits.

The RBRA Harbormaster or Deputy Harbormaster give notices to new vessels about time limits as soon as the vessels are seen during bay patrols or observed from land.

c. Encourage the voluntary departure of vessels by the end date of their authorized time limit.

RBRA staff typically re-engages with vessel occupants as the permitted time period comes to an end to reinforce the intent to issue a citation if the vessel exceeds its authorized stay.

d. Provide vessel occupants requesting social services or housing assistance with information on how to access agencies or organizations that provide services and assistance. *Contact Information for seeking assistance is provided upon request.*

e. Notice and cause the removal of vessels that exceed their authorized limits, within the provisions and limits of the law.

Notification and enforcement efforts have been successful in causing the departure or removal of vessels exceeding their authorized time limit. At least ten vessels have been noticed and nine have been removed utilizing these provisions.

3. Strategy: Upon request, support outreach personnel from other agencies and organizations to contact vessel occupants to encourage their pursuit of safe housing on land or in a liveaboard marina slip.

RBRA has informed partner agencies and organizations that it is available to support outreach personnel upon request, while recognizing that the confidential nature of contacts and RBRA's enforcement role limits RBRA's scope of support. Additionally, RBRA provides information to vessel owners about its Vessel Buyback Program, which helps encourage vessel owners to relocate off the bay.

Strategic Actions:

a. Offer and be available to assist other agencies/organizations in their contact and connection with vessel occupants in the pursuit of housing opportunities.

RBRA identified for HHS those vessel occupants eligible to participate in the Temporary Housing Support Program.

b. Contact marinas to encourage interest in providing liveaboard slips for vessels that move off the bay, such as under the expanded BCDC liveaboard program which temporarily and conditionally authorizes an additional 20 liveaboard slips in Richardson Bay in excess of the 10% liveaboard marina slip limit - to accommodate relocated vessels and/or their occupants. *Marinas were contacted but there was no interest in pursuing this option.*

c. Assist with connecting any interested and eligible mariners with interested marinas with available slips. *Not pursued due to lack of interest and feasibility to meet marina standards.*

4. **Strategy: Establish and implement prioritization factors for the noticing and removal of vessels and floating homes within each timeline category contained in the BCDC settlement agreement.**

   Vessels and floating homes have been removed on a prioritized basis based on each timeline category in the agreement, as well as consideration for health and safety risks posed by vessels.

   Strategic Actions:

   a. Vessels that are an imminent hazard for sinking, have run aground, or otherwise present an immediate risk to public safety or the environment are a priority for immediate removal, pursuant to current practice. *Accomplished.*

   b. Vessels whose occupants have been assessed for housing and who are actively cooperating with efforts to connect them with safe housing on land or in liveaboard marina berth will be a lower priority for removal, unless they become imminent environmental or navigational hazards.

      No enforcement action has been initiated on any vessel actively participating in the THSP.

   c. Vessels whose occupants cooperate with efforts to move out of the eelgrass protection zone will be a lower priority for removal, unless the vessels become imminent environmental or navigational hazards. *Accomplished*

   d. All floating homes will be provided with legal notice to depart and be subject to removal by December 31, 2023. *All four illegal floating homes have been removed from the bay.*

5. **Strategy: Apply enforcement mechanisms for all non-complying vessels that fail to voluntarily depart.**

   Enforcement action was initiated ten times over the last three years.

   Strategic Actions:

   a. Prioritize enforcement actions according to timeline for departure in 2021 BCDC agreement, with additional consideration for priorities provided for in Strategic Action 4. *Accomplished.*

   b. Consider the development of an impound facility, through direct lease of existing slip spaces.

      Through a license agreement, RBRA is able to use U.S. Army Corps of Engineers facilities for temporary placement of vessels that are voluntarily or involuntarily removed from the bay. An additional confidential facility has been secured along the San Francisco waterfront for impounded vessels.

   c. Issue infraction and misdemeanor citations for vessels that fail to voluntarily depart, generally prioritized pursuant to timeline in 2021 BCDC agreement for departure, with

additional consideration for priorities provided for in Strategic Action 4. *Completed and underway.*

d. Carry out the removal of vessels that fail to comply with legal notification, as prioritized, and to achieve the timelines in the 2021 BCDC agreement, with involvement of law enforcement where necessary to accomplish the removal of vessels. *Underway.*

6. **Strategy: Develop incentive programs for removal of vessels from the anchorage**

RBRA established a Vessel Buyback Program to incentivize owners of vessels anchored for a certain period of time to voluntarily turn in their vessels to RBRA. The program pays owners of eligible vessels $150/linear foot for their surrendered vessel, with the condition that those owners agree to leave the bay.

At least 44 vessels have been turned into RBRA, at a total program cost of more than $270,00. Vessel payments average around $6,125 per surrendered vessel.

Strategic Actions:

a. Identify incentive programs, possibly different for each vessel category. *Vessels that had been observed in certain RBRA census/surveys were eligible for the Vessel Buyback Program.*

b. Research funding sources for approved incentive programs. *The County of Marin funded 75% of the Vessel Buyback Program and the remainder came from the RBRA operations budget.*

c. Develop appropriate policies and amend ordinances as necessary

RBRA amended its ordinances to update provisions on nighttime occupancy of vessels without permits in the Anchorage Area in November 2025. RBRA updated policies as needed for consistency with new ordinances and standards.

7. **Strategy: Urge vessels that are considered safe & seaworthy to move out of the Eelgrass Protection Zone and into the Anchorage Area as soon as feasible, and consider for placement on RBRA moorings.**

The one remaining vessel enrolled in RBRA's Safe & Seaworthy Program has moved out of the EPZ and into the Anchorage Area. RBRA has not installed moorings, nor does it intend to do so.

Strategic Actions:

a. Establish criteria, protocols, and regulations for use of RBRA moorings in the Anchorage Area, by vessels enrolled in the Safe & Seaworthy program, and/or other vessels that RBRA considers are sufficiently safe and seaworthy to locate on the moorings.

The provision in the 2021 RBRA-BCDC agreement to install a temporary mooring field has been eliminated by mutual agreement between the agencies.

b. Contact each vessel in the Safe & Seaworthy program to ascertain voluntary interest in a mooring in the anchorage zone upon their availability after installation in late 2022, and ability to comply with criteria, protocols, and regulations. *N/A*

c. Facilitate the placement of eligible vessels onto the temporary moorings in the Anchorage Area. *N/A*

d. Notify vessels located in the EPZ that they will be removed from the bay if they fail to depart the EPZ by October 15, 2024; vessels already enrolled in the Safe & Seaworthy program and located in the EPZ will be notified that they will be removed if they do not relocate to the Anchorage Area by that date.

Completed. Only one vessel remains in the EPZ; its occupant is pursuing housing relocation under RBRA's THSP.