

**RICHARDSON BAY REGIONAL AGENCY
COMMENTS AND REVISIONS TO PUBLIC DRAFT OF TRANSITION PLAN 2.0**

Below is an abridged summary of public comments on the public draft Transition Plan 2.0 and related revisions to the final draft Transition Plan 2.0. Also included are other internal review revisions made by staff to clarify, correct and/or update plan elements. Public comments and revisions on the introduction and those on the overall plan are noted initially and separately from those that are categorized by sections in the plan. Comments on the plan are underlined and revisions are in *italics*.

TRANSITION PLAN 2.0 INTRODUCTION AND GENERAL REVISIONS

Public Proposed Revisions to Introduction and Overall Language: Measure and publish plan results; denounced gentrification of Richardson Bay and questions removal of all vessels; move more quickly to remove vessels and restore ecosystem. *Metrics tracking and reporting is contained in each plan element and available as public information; vessel departure/removal and timelines already an adopted policy - no change in plan provisions for timeline and completed transition to temporary vessels only.*

Internal Review Revisions: *Added summary statement and related clarifying language; updated vessel count; corrected title of BCDC agreement; updated grant application activity; revised number of RBRA moorings to 15; changed “Strategic Elements” to “Strategic Actions;” miscellaneous other minor wording and grammatical edits.*

EELGRASS HABITAT

General section comments:

Make eelgrass restoration a priority. *Plan contains preparation and implementation of a restoration plan.*

Specific section comments and revisions:

Public Comments and Revisions:

2 (e) Remove “Upon securing funding;” *Removed*

3 (c) Remove “pending availability of funding...” *Clause is from RBRA’s adopted Eelgrass Protection & Management Plan (EPMC), left unchanged.*

Internal review/clarifications:

Strategy 1 and Strategic Action 1: *Revised language to clarify purpose of the strategic actions: “Prevent vessels from anchoring in sensitive eelgrass habitat areas.”*

Strategy 2: *To clarify location, added: “in Richardson Bay.”*

Strategic Action 1(a): *Inserted former Strategy 1 language: “Implement the Eelgrass Protection & Management Plan adopted by RBRA on August 12, 2021, which provides for an Eelgrass Protection Zone/no anchoring area separated by an established boundary from an authorized Anchorage Area.”*

Strategic Action 3: *Pursuant to RBRA Board action after release of public draft Transition Plan 2.0: Replaced “up to 20 moorings” with “up to 15 moorings.”*

Resource Needs Identified to Date:

Moorings: *Pursuant to RBRA Board action after release of public draft Transition Plan 2.0, updated to: “Install 15 temporary conservation moorings.”*

Adaptive Restoration Management Plan: *Updated cost range estimates for plan development and implementation under heading of grants and other funds.*

SAFE HOUSING:

General section comments:

“Dedicated funding and measured results appear to be missing; there is no carrot on the end of the RBRA stick.” Pursuit of dedicated State of California and other funding, and incentives for relocation are included in the plan.

“...work with other county and city agencies to find homes...that protecting the bay is not dependent on a solution to the real homelessness crisis.” Urge acquisition and development of supportive housing in jurisdictions in Southern Marin” is contained as Strategic Action 4.

Specific section comments:

Strategic Action 1(d): Add to vessel occupant evaluation the “capacity to adjust to housing.” Added an additional Strategic Action 1(c): *“Seek to identify circumstances and challenges that inform capacity, ability and needs for placement in specific types of safe housing options.”*

Strategic Action 2: Consider adding new dock space on other property on Richardson Bay. While there are no active plans, added 2(c): *“Explore the feasibility of additional dock space on Richardson Bay for liveaboard marina slips” in order to consider the range of possibilities for liveaboard slip space. Removed “existing” before marinas in **Strategic Action 3(c).***

Strategic Action 5(a): Add: “Pathways may include mental health services that could be provided by the governor’s new mental health program.” *The Governor has proposed and is seeking a budget allocation for a CARE court mental health program, but the program has not been established and funding is not in place at this time. However, added mental health support under 4b - re: state funding, legislation, or other state assistance, and added “mental health” under 5(a).*

Resource Needs Identified to Date: *Add Governor’s mental health program. Not added to resources as program is currently in draft form without an authorized budget allocation.*

Internal review/clarifications:

Goal 2: *Expanded goal for tracking housing to beyond provisions in BCDC Agreement, as a best practice for plan document and implementation.*

Objective 4: *Clarified “settle into” as staying longer than RBRA authorized time limits.*

Vessel Enforcement:

General section comments:

“Continue...work to reduce the number of liveboard vessels vessels...” *Plan contains those provisions.*

“Little evidence has been presented but the complete and permanent removal of these craft is presented as an accepted essential element of the plan.” *Prior RBRA policy direction provided through the Richardson Bay Special Area Plan and the agreement with BCDC contains information and direction for allowing temporary anchoring only.*

Specific section comments:

Goals: Include management of waste from vessels. *Added to goals: (3) Protect bay habitat and prevent vessel-related waste and debris from polluting Richardson Bay.*

Goal 4: Replace “Minimize” with “Wherever possible, avoid” risk and hazards of vessels running adrift, running aground, or sinking.” *Revised*

Objective 1: Remove “new.” *New is intended to apply to incoming vessels, differentiated from those recorded as existing and for which there are specific timelines for compliance and departure/removal. Clarified intent and revised Goals to expand to all vessels using Objective 1 terminology.*

Strategic Actions 2 and 6: Identify incentive measures for voluntary vessel departure. *Not revised, specific measures have not been determined.*

Strategic Action 2(d): Provide mental health services when there is a clear need. *Mental health added.*

Strategic Action 3: Remove “upon request” to “support outreach personnel from other agencies/organizations...” *Intended to respect non-interference with personnel from other agencies/organizations and their work/relationships with vessel occupants, and therefore assist at their initiation. But as long as “support” is the action, “upon request” not integral to the action summary.*

Strategic Action 4(a): Vessels that are an immediate public safety risk should have more urgency for removal. *Added “immediate” before “removal.”*

Strategic Action 4(d): Change notice to depart from “or” subject to removal to “and” subject to removal. *Revised to reflect “and.”*

Strategic Action 5(b): If it is the case that physical removal will be by action of the harbormaster, sheriff, can that be added? *Revised to add “with involvement of law enforcement where necessary to accomplish the removal of vessels. “*

Strategic Action 6: Specify the incentives to be used. *Not yet determined, therefore no change.*

Strategic Action 7: What actions are anticipated for vessels owners who refused to move out of the EPZ? *Revised to add 7(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, or they are not deemed safe and seaworthy by RBRA and locate in the Anchorage Zone by that date.*

Internal review/clarifications:

Strategic Action 5: *Clarified that the timeline for departure in the BCDC agreement, health and safety and those priorities identified in Strategic Action 4 will be the driving forces behind prioritizing the order in which vessels will be subject to enforcement mechanisms.*

Strategic Action 7: *Clarified that vessels need not have already enrolled in RBRA’s Safe & Seaworthy Program to be authorized by RBRA to utilize RBRA’s moorings; however, the vessels must be considered sufficiently safe and seaworthy by RBRA, and the those unenrolled vessels are still required to depart by October 15, 2024. Pursuant to Section 4, vessels that move to moorings are eligible to be a lower priority for removal prior October 14, 2024.*