

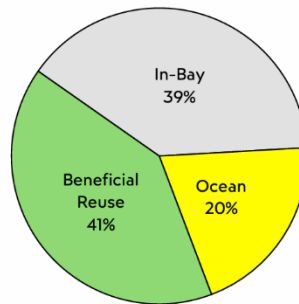
Bay Conservation and Development Commission (BCDC) Report to MCCMC¹

April 2026

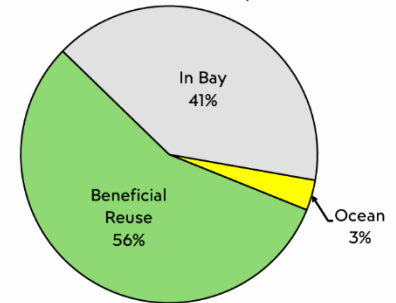
SEDIMENT AND BENEFICIAL REUSE: In April, the BCDC Sediment and Beneficial Reuse Working Group met to discuss the sediment system in SF Bay and the current status of beneficial reuse in the Bay. Between 1880–1998, about 90% of the wetlands were lost due to human activities. Currently, 450 – 650 million metric tons of sediment is needed for tidal wetlands and mudflats by 2100. Unfortunately, only about 25-30% of that need can be supplied by nature and current management approaches. Fortunately, the placement and disposal of dredged material has dramatically changed over the last 24 years. As shown on the adjacent chart, ocean disposal of dredged material is down to only 3% vs 20% in 2000-2024. Even though, the Bay use of dredged material has increased slightly (2%); the beneficial reuse of dredged material has increased by 15%. In March, the SF Bay Sediment and Soil beneficial reuse Action Plan for Wetland Restoration and Adapation was released which should accelerate the placement and reuse of dredged material and other soils.

Placement and Disposal Status

2000-2024 Dredged Material Placement & Disposal (Average)



2024 Dredged Material Placement & Disposal



BCDC WEBINAR SERIES ON THE REGIONAL SHORELINE ADAPTATION PLAN GUIDELINES:

On April 29, 2026 from 1:00 to 3:00 pm, BCDC will be conducting the last webinar in a three-part series to help jurisdictions understand how to use and interpret the [Regional Shoreline Adaptation Plan \(RSAP\)](#) Guidelines. This webinar will focus on the Equity Assessment and how to access the tools for these elements.

Register at: https://bcdc-ca-gov.zoom.us/webinar/register/WN_8u7Jy5Y3RcCIJ983zVTeWw

RICHMOND-SAN RAFAEL BRIDGE: On August 7, 2025, BCDC amended CALTRANS permit authorizing modifications to the previously-approved pilot for a multi-use path on the westbound upper deck of the Richmond-San Rafael Bridge. As a condition of approval, the Commission required Caltrans to prepare a Performance Thresholds and Alternatives Analysis by December 31, 2028. The purpose of the analysis is to establish performance thresholds to measure the significance of any observed changes in bridge operations (including any potential public safety issues or use conflicts) that can be attributed to the implementation of the multi-use pathway. The Commission also required Caltrans to present preliminary benchmarks for the analysis to the Commission for approval by May 7, 2026, prior to undertaking the analysis.

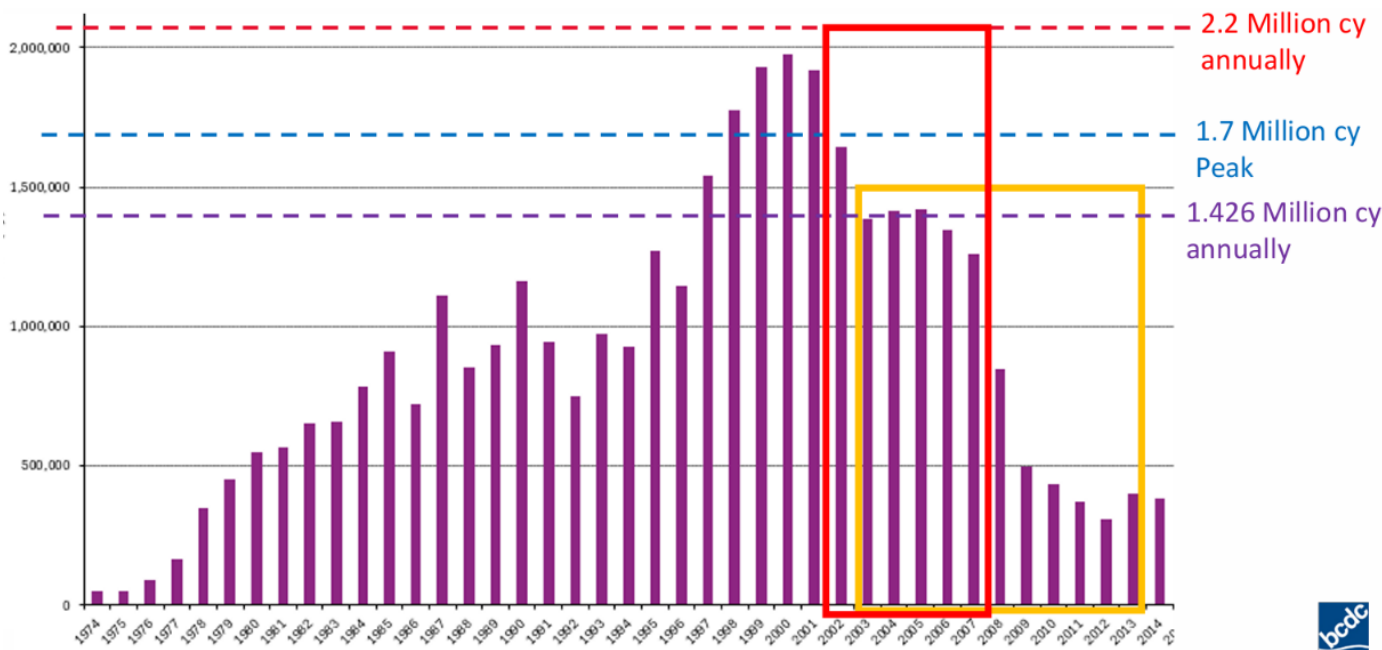
On April 16, 2026, CALTRANS gave a presentation to the Commission on the preliminary benchmarks that would be used for the analysis that would be used to ensure that the public access is consistent with the project on the Bridge following conclusion of the modified extended pilot. The proposed benchmarks indicate that Caltrans intends to study certain key metrics related to public safety and potential use conflicts, as well as to the public access impacts of the schedule modification. In evaluating whether a version of the multi-use path is required in order provide maximum feasible public access consistent with a project in this location, the Commission will consider whether the path poses a safety hazard or whether the path would significantly impair the

¹ Marin County Council of Mayors and Councilmembers (MCCMC). For questions, contact Councilmember Pat Eklund; City of Novato at: pateklund@comcast.net; and/or 415-336-9913 (cell).

bridges function as a regional transportation corridor. The proposed metrics and benchmarks will provide useful data related to these two considerations and provide a basis for further discussion with stakeholders to determine appropriate performance thresholds. These will be supplemented by additional data gathered as part of the modified pilot consistent with what was presented in the original pilot evaluation, as well as findings from the environmental justice and social equity analysis.

BAY SAND MINING: Sand Mining in San Francisco Bay and Delta has been occurring since the 1930's. In the 1990's, the three (3) mining companies consolidated, but kept the individual permits. Currently, permits have been issued for nine (9) parcels (2,602 acres) in Central SF Bay; and, three (3) parcels (1,363 acres) in Suisun Bay.

The Applicants applied to the CSLC to authorize continued commercial mining of sand for 10 additional years from the date of lease issuance at reduced maximum annual and total sand mining volumes from 2,039,866 cubic yards to 1,750,000 cubic yards over the proposed lease term (Revised Project) relative to the maximum annual and total volumes previously evaluated under the 2012 EIR for the term of the prior Leases. The proposed authorized volumes in two Central Bay leases would remain unchanged. Further, the Applicants currently use five of the nine offloading facilities including Petaluma, Mare Island, Collinsville, Pier 92, and Tidewater.



On January 12, 2026, the CA State Lands Commission (CSLC) issued a notice of release of a Final Supplemental Environmental Impact Report to the San Francisco Bay and Delta Sand Mining Project EIR that was certified on October 19, 2012. In the environmental documents it was noted that the sand is not replenished naturally once removed. There appears to be no other areas within the SF Bay where sand can be 'mined'.

The EIR is available at the following link: [San Francisco Bay and Delta Sand Mining Project | CA State Lands Commission](#).