

Bay Conservation and Development Commission (BCDC) Report to MCCMC¹

May 2026

STATE ROUTE 37 -- SEARS POINT TO MARE ISLAND INTERIM IMPROVEMENT PROJECT:

On May 7, 2026, BCDC held a public hearing, discussed and took action to approve the permit application from Caltrans to widen one-mile section of State Route 37 in the North Bay and replace the Tolay Creek Bridge with a wider and longer bridge. The purpose of the Interim Project Phase 1 is to: 1) widen the SR37 highway to increase automobile capacity along an approximately one-mile segment of the road: and, 2) lengthen the Tolay Creek Bridge to improve tidal connectivity and habitat conditions at Tolay Creek. Improvements to the SR37/SR121 interchange are also included in the project, but those improvements occur outside of BCDC jurisdiction. The project is within BCDC Certain Waterways jurisdiction, which extends to the northerly line of Sears Point Road. Much of the area south of SR37 on Tubbs Island is tidal marsh, that tidal marsh is included in the Certain Waterway.

This project involves 0.86 acres of permanent new fill; and it will also involve the removal of fill that was placed in Tolay Creek prior to BCDC's existence, resulting in 0.51 acres of new open water in certain waterways and 0.63 acres of new open waters of Tolay Creek north of the bridge which is also outside of BCDC jurisdiction. The project **does** result in a net increase of fill in BCDC jurisdiction. The permittee is required to contribute in-lieu public access by conveying a total of \$693,160 to the City of Vallejo to enhance an existing section of Bay Trail at the River Park. River Park and the Bay Trail path are currently required public access of the Greater Vallejo Recreation District and this in-lieu fee will be used to resurface the trail, install signage, manage invasive plants, install native plants, and for other various park improvements. Once the funds are conveyed, the City of Vallejo will be responsible for implementing and maintaining the project. Construction would begin as early as 2027, and is expected to be completed in 2032. The total cost of the project is \$92.8 M.

REGIONAL SHORELINE ADAPTATION PLANS (RSAP):

On May 7, 2026, the BCDC Commission received an update on the progress of Bay Area cities and counties on the preparation and submittal of RSAP's. As you may recall, SB 72 was enacted in 2023, requiring BCDC to develop guidelines for subregional shoreline adaptation plans (RSAP) to address sea level rise in the Bay. BCDC adopted the RSAP guidelines in December 2024 that includes a regional vision, priorities, and guidelines for local plans.

Fifty-one (51) Bay Area jurisdictions have until January 2034 to develop RSAPs. To date, 20% of the 51 jurisdictions have publicly noticed and/or initiated preparation of their RSAP – those jurisdictions are the cities of Mill Valley, Alameda, San Mateo, Suisun City, Fairfield, Vallejo, Richmond along with the Counties of Solano, Contra Costa, San Mateo and the City and County of San Francisco. To date, roughly \$21M in SB 1 grants have been awarded to begin preparation of their

What other progress are we seeing?

- ~\$21m** In SB1 grants awarded to date, covering > 72% of jurisdictions required to develop plans
- ~\$500k** Average award amount per jurisdiction
- 60%** Of SB1 grants are multi-jurisdictional
- 36/51 (>70%)** Jurisdictions have not formally initiated but have **demonstrated progress** towards a plan
- 46/51 (>90%)** Jurisdictions have **formally or informally begun planning**

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).

RSAP's. Also, roughly 60% of those who have been awarded grants are working with neighboring jurisdictions in the development of their RSAP.

PROPOSED SAN FRANCISCO BAY PLAN AMENDMENT NO. 1-26, TO ADDRESS BENEFICIAL REUSE OF SEDIMENT AND SOIL FOR WETLAND RESTORATION AND RISING SEA LEVEL ADAPTATION

On May 7, 2026, BCDC initiated the process to amend the San Francisco Bay Plan to address beneficial reuse of dredged sediment and upland soil for wetland restoration and sea level rise adaptation. Wetlands are vital natural infrastructure and they provide habitat, support plants and animals, improve air and water quality, offer recreational opportunities, and protect shoreline communities by absorbing wave energy and floodwaters. Sediment underpins these functions by providing the base of the habitat, cycling nutrients, and sustaining the food web; without enough of it, wetlands cannot survive. Although more than 500,000 acres of tidal wetlands once rimmed the Bay, post-colonial human interventions – including mining, deforestation, diking, dams, levees, aqueducts, dredging, draining, filling, waterfowl hunting, and salt production – have destroyed or submerged an estimated 85-95 percent. This loss has increased the region's vulnerability to flooding. As sea level rises at an accelerated rate, risks to public safety, infrastructure, wildlife, recreation, and the economy will increase.

The Commission held a discussion on, and voted 16-0-1 to approve, a staff recommendation to initiate a Bay Plan amendment on sediment and beneficial reuse. This action will further address beneficial reuse of dredged material, sediment and soil for wetland restoration and adaptation to rising sea level by making beneficial reuse the priority for dredged material, sediment and soil. Since the Bay Plan details the many benefits of habitat, wildlife, water surface area, and other Bay resources, it needs to describe the numerous ecosystem services derived from beneficial reuse of sediment and soil to create, restore, and adapt wetlands. Science about wetlands, restoration, dredging, upland construction, beneficial reuse, and climate change **has significantly advanced** since the dredging findings and policies were last updated.

TRANS BAY CABLE MAINTENANCE PROJECT

On May 21, 2026, BCDC held a public hearing and voted 15-0-0 to approve, a permit application from Trans Bay Cable to continue its maintenance operations on its existing submarine HVDC cable.

The Trans Bay Cable Maintenance Project involves the placement of protective covering materials to segments of an existing submarine High-Voltage Direct Current (HVDC) cable. In East San Pablo Bay, Trans Bay Cable (as shown in the adjacent photo) will place approximately 300 linear feet of polyurethane covering and 0.4 acre (up to 2,200 cubic yards) of concrete mattresses along a 3,000-foot-long segment of cable; in the Carquinez Strait, north of Martinez, Trans Bay Cable will install approximately 1,000 linear feet of polyurethane covering and place 0.1 acre (up to 500 cubic yards) of concrete mattresses along a 1,000-foot-long segment of cable as figure 1). The Trans Bay Cable Maintenance Project involves the placement of protective covering (e.g. concrete mattresses) to segments of an existing submarine High-Voltage Direct Current (HVDC) cable. In East San Pablo Bay, Trans Bay Cable will place approximately 300



linear feet of polyurethane covering and 0.4 acre (up to 2,200 cubic yards) of concrete mattresses along a 3,000-foot-long segment of cable. In the Carquinez Strait, north of Martinez, Trans Bay Cable will install approximately 1,000 linear feet of polyurethane covering and place 0.1 acre (up to 500 cubic yards) of concrete mattresses along a 1,000-foot-long segment of cable. 300 linear feet of polyurethane covering and 0.4 acre (up to 2,200 cubic yards) of concrete mattresses along a 3,000-foot-long segment of cable; in the Carquinez Strait, north of Martinez, Trans Bay Cable will install approximately 1,000 linear feet of polyurethane covering and place 0.1 acre (up to 500 cubic yards) of concrete mattresses along a 1,000-foot-long segment of cable.

Construction may be conducted in a single season, during a planned outage of the cable from June 1, 2026, through August 31, 2026. If the work has not been completed during this outage period, mattress placement would continue through November 30 during the remainder of the 2026 in-water work window, or during the 2027 in-water work windows. The estimated total project cost is approximately \$10 million.

BCDC STRATEGIC GOALS:

Following are a few highlights of key provisions of BCDC's efforts to achieve the strategic goals in the following areas::

- 1. Improve regional sediment management and increase the beneficial reuse of sediment.**
To date the Commission has voted to initiate the Sediment Bay Plan Amendment and will be conducting a workshop on June 4, 2026. The challenges are nailing down appropriate policy language and developing finance strategy. Then
- 2. Proactively and regularly update the Bay Plan to reflect changing policy needs.**
To date the Commission has adopted Bay Plan Amendment on Cartographic Updates to Maps – approved challenges/What's Next; Bay Plan policy review: What are the next Commission led Bay Plan Amendments?
- 3. Determine whether and how BCDC's regulatory and planning authority and jurisdiction should be expanded to foster larger scale adaptation efforts.**
To date the Commission has guided the Rising Sea Level Commissioner Working Group and stakeholder interviews, there will be a workshop in the Fall of 2026 to consider advance policy & legislative recommendations.
- 4. Increase the capacity of the Regulatory Division to execute its core functions more efficiently.**
To date recent regulatory changes were made to ensure BCDC's permitting program was more efficient; and efforts are being made to increase capacity to integrate permitting, compliance and enforcement.
- 5. Develop long-term relationships and partnerships between and among BCDC and the Bay Area's Tribal Communities to increase authentic and lasting engagement.**
To date BCDC created a Tribal Consultation Addendum, conducted training of BCDC staff; established early consultations with tribal leaders regarding the SWAP Challenges and working on outreaching with Tribal Nations.