

September 5th ICG Meeting Notes

Attendance

ICG Members:

Michael McCormick (BayCAN), Erik Alm (Caltrans), Evyan Borgnis Sloan (CASCC), Jessica Fain (BCDC), Larry Goldzband (BCDC), Len Materman, Mark Lubell (UC Davis), Matt Maloney (MTC), Michael Germeraad (MTC), Rigel Robinson (BAC), Tessa Beach (USACE), Susan Schwartzberg (Exploratorium), Doug George (NOAA), Juliette Hayes (USACE), Warner Chabot (SFEI), Laura Tam (SF Bay Planning Coalition), Gita Dev (Sierra Club), Josh Bradt (BARC), Eric Olson, Len Materman (One shoreline)

Others:

Kat Riley (BCDC), Dana Brechwald (BCDC), Cory Copeland (BCDC), Harriet Ross (BCDC), Rylan Gervase (BCDC), Alex Yeung (NTT), Doug George (NOAA), Mitsuko Grube (National Fish and Wildlife), Zoe Siegel (Greenbelt Alliance), Phoenix Armenta (BCDC)

Updates

- Warner (SFEI): Working with Eric Olson to bring fiscal experts into one county to help attract funding. The key challenge remains securing sustainable funding sources.
 - Evyan (SCC, via chat): Regarding Prop 4 trailer bill—Assembly may draft something. Deadline to introduce a trailer bill this session is September 9 at midnight.
 - Susan Schwartzberg (Exploratorium): Sea Level Rise Education initiative approved by BCDC commissioners.
 - Mark (UC Davis): Continuing implementation of community resilience grant. Asked about SB130 impacts.
 - Eric (Caltrans): Annual Sustainable Planning Grant guidelines will be released Monday. Climate adaptation proposals eligible; applications due around November 20.
 - Matt Maloney (MTC): SB63 proposes a sales tax for transit operations. Regional tax measure could conflict with other measures but optimism remains for a 2026 ballot measure.
 - Michael (BayCAN): Facilitating conversations with local governments on reach codes. Continuing work on NSF CHIRRP grant as TA convener. CA Forward event on Oct 29.
Rylan (BCDC): Encouraged RSAP participants to consider local building code changes requiring resilience to sea-level rise.
 - Len: Studying impacts of AB130 and other laws limiting local governments' ability to require resilience in new housing. Conducting polling for a potential combined climate measure; may update ICG next meeting.
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Committee Updates

- Rigel (Private Funding): Working on San Mateo County ballot measure. Secured soft commitment for outside funding for polling on a potential new Measure AA.
- Cory (Investment Framework): Excited that the tool will serve as a long-term resource.

- Juliette (USACE, Planning Assistance to States): Revising scope of SF Bay Coastal Investment Strategy (Q1 2026). Coastal Conservancy is non-federal sponsor. If Prop 4 moves forward, listening sessions are planned.
 - Evyan (Public Funding):
Coastal Conservancy continues to seek partners.
 - Hosted October meeting; follow-up in Nov/Dec to share progress, highlight Corps' Coastal Flood Study, and BAC's private investment strategy.
 - Bay Area Council proposal to SCC board in November: creation of shoreline resilience districts (potentially with Greenbelt Alliance and Save the Bay).
 - If trailer bill passes, plan to bring both components to board in November.
 - Going to DC at month's end to advocate for funding.
 - Rigel has no estimate about when it will be complete, much to Warners chagrin. Going to DC at the end of the month to advocate for more funding. Putting in \$500k to start the coastal flood risk study.
 - \$500k committed to start Coastal Flood Risk Study.
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Panel & Discussion: Advancing Permitting for Adaptation Projects

Moderator: Harriet Lai Ross (BCDC)

Panelists: Xavier Fernandez (SF Bay Water Quality Control Board), Ethan Lavine (BCDC), Mitsuko Grube (CA Dept. of Fish & Wildlife)

This panel shared what 3 state agencies are going to do to make permitting easier

Key Highlights

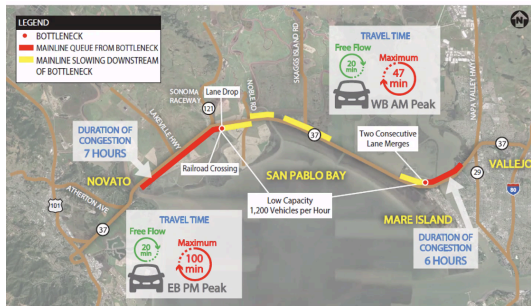
- Xavier (SF Bay Water Quality Board):

35 projects in the Bay Area Counties

- 11 projects fully permitted
- 7 projects in application phase
- 17 projects in pre-application phase
- 8 projects constructed

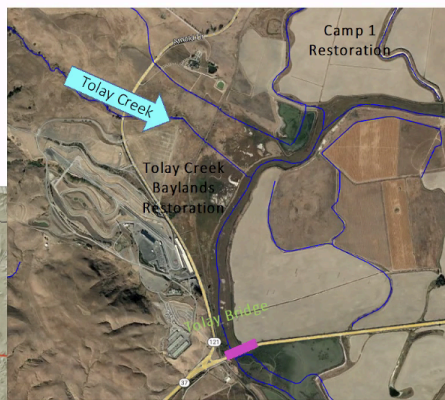
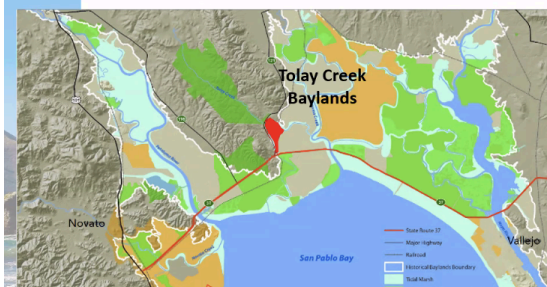
- Example: Richmond Terminal 4 cleanup—removed creosote wharf piles and installed oyster balls as NBS.
- BRRIT Performance: MOU that says that agencies will respond within 30 days, they are meeting this. They have received a lot of BRITT positive feedback. There are working groups on how they can approve certain things like horizontal levees and artificial reefs.

- Hwy 37 commute averages 100 minutes; adaptation requires collaboration (e.g., Tolay Creek bridge, Sonoma Land Trust restoration).



- By integrating NBS into your project, it makes you more competitive to funds from Caltrans.
- Tolay Creek bridge limits the adaptation that can be done on hwy 37. Sonoma land trust is in charge of the restoration. Transportation agencies are coordinating with the restoration experts to ensure all needs are met.

- Restoring 337 acres of tidal marsh
- Requires lengthening Tolay Creek Bridge
- \$1.2M from Coastal Conservancy for preliminary design



- Ethan (BCDC):
 - Identified confusion in applications. Improving clarity through updated website and simplifying rules.
 - BCDC was meeting their deadlines but they discovered early on that applicants were confused about the process, some had incomplete applications. Ethan detailed the steps they are taking to address these problems, like making the website easier to understand. They are trying to rewrite their rules to be easily understandable.

This example was created for training and is not official agency text.

✗ Before

We must receive your completed application form on or before the 15th day of the second month following the month you are reporting if you do not submit your application electronically or the 25th day of the second month following the month you are reporting if you submit your application electronically.

✓ After

If you submit your form:	We must receive it by:
Electronically	25th of the second month
Not electronically	15th of the second month

- Mitsuko (CA DFW):

- Advancing SERP (CEQA Statutory Exemption for Restoration Projects) to streamline permitting.

- 84 Projects have submitted a SERP Request Form
- 73 concurrences issued
- Concurrences encompass >47,000 acres
- Wide range of project types and complexity
- Savings and efficiencies due to exemption:
 - Average CDFW processing time: 42 days
 - Average of 8 months & >\$127K in project savings

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- Restoration Management

- AB 1581 signed into law on September 27, 2024
 - Created new FGC §1670
 - Authorized to issue RMPs January 1, 2025
- RMP is the new “five-in-one” CDFW permit
 - CA Endangered Species Act
 - Fully Protected Species
 - Species of Special Concern
 - Rare Plants

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Restoration Permitting and CEQA Tools



Restoration Management Permit (RMP)

The RMP is a consolidated take authorization for state listed species, Fully Protected species, species of special concern, rare plants and LSAA.



Restoration Consistency Determination (CD)

Restoration CDs are fast, free, and provide take coverage for animals that are both state and federally listed.



Habitat Restoration and Enhancement Act (HREA)

HREA is a CEQA exemption, LSA Agreement, and CESA permit for small restoration projects.



Statutory Exemption for Restoration Projects (SERP)

SERP can save substantial money and time for qualifying projects that need CEQA coverage.

- Mark: Asked whether BRRIT is faster/cheaper than traditional permitting.
 - Evyan: BRRIT accelerates permitting by using new programmatic pathways; 13 programmatic permits completed, 35 underway.
 - Xavier: Some challenges remain (e.g., artificial reefs) but collaboration helps.
- Gita: Asked about pre-application process for RSAP non-restoration projects (e.g., Redwood Shores).
 - Xavier: Exploring holistic permitting options.
 - Ethan: RSAP adoption included Bay Plan updates that enable new approaches.
- Laura: Asked how approaches align.
 - Mitsuko: SERP reviews cascade to other agencies.
 - Xavier: Pre-app process coordinates across projects.
- Warner: Highlighted Hwy 37 as a model for cross-agency collaboration. Cited National Academy of Public Administration work on creative governance for extreme weather.