

COASTAL CONSERVANCY

Staff Recommendation  
February 19, 2026

**BODEGA BAY ICEHOUSE REPLACEMENT**

Project No. 25-021-01  
Project Manager: Michael Bowen

**RECOMMENDED ACTION:** Authorization to disburse up to \$1,500,000 to Sonoma County Regional Parks to replace the aging icehouse at Spud Point Marina, Bodega Bay, western Sonoma County.

**LOCATION:** Spud Point Marina, Bodega Bay, Sonoma County

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EXHIBITS

- Exhibit 1: [Project Location Map](#)  
Exhibit 2: [Project Photos](#)  
Exhibit 3: [Project Letters](#)
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**RESOLUTION AND FINDINGS**

Staff recommends that the State Coastal Conservancy adopt the following resolution and findings.

Resolution:

The State Coastal Conservancy hereby authorizes a grant of an amount not to exceed one million five hundred thousand dollars (\$1,500,000) to Sonoma County Regional Parks (the “grantee”) to replace the aging icehouse at Spud Point Marina, Bodega Bay Harbor, western Sonoma County (the “project”).

Prior to commencement of the project, the grantee shall submit for the review and written approval of the Executive Officer of the Conservancy (Executive Officer) the following:

1. A detailed work program, schedule, and budget.
2. Names and qualifications of any contractors to be retained in carrying out the project.
3. A plan for acknowledgement of Conservancy funding.

4. Evidence that all permits and approvals required to implement the project have been obtained.

Notwithstanding the foregoing, this Conservancy resolution is effective only if legislation is enacted that exempts program guidelines and selection criteria for the disbursement of funds from the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 ("Proposition 4"), Public Resources Code Sections 90000-95015, from the requirements of the Administrative Procedure Act at Government Code sections 11340-11361.

**Findings:**

Based on the accompanying staff recommendation and attached exhibits, the State Coastal Conservancy hereby finds that:

1. The proposed authorization is consistent with Chapter 7 of Division 21 of the Public Resources Code, regarding Urban Waterfront Restoration.
2. The proposed project is consistent with the current Conservancy Project Selection Criteria.

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## **STAFF RECOMMENDATION**

### **PROJECT SUMMARY:**

Staff recommends the Conservancy authorize a grant of up to \$1,500,000 to Sonoma County Regional Parks (SCRIP) to undertake the Bodega Bay Icehouse Replacement Project (the "project"), consisting of the replacement of the aging icehouse at Spud Point Marina, Bodega Bay Harbor, western Sonoma County ("the County"). See Exhibit 1 for project location. The Bodega Bay Icehouse at Spud Point ("the Icehouse") is the only bulk ice production and distribution point between San Francisco and Fort Bragg. It supports approximately 250 active commercial vessels, charter fleets, and recreational fishers.

The Icehouse is beyond its expected life, at risk of catastrophic failure, and reliant on outdated and climate-unfriendly technology. The Icehouse is decades old, frequently in disrepair, and increasingly unreliable. It has been repaired often, but full replacement is now critical. Reliably produced flake ice is necessary to maintain the functionality of this working waterfront by preserving catch quality, meeting seafood processor requirements, and keeping fishing livelihoods viable.

The flake ice system is composed of equipment that is well past its intended lifespan and increasingly difficult to keep in service. Breakdowns are frequent, forcing the County to spend a considerable amount each year on stop-gap repairs. Despite the repairs, the system remains prone to failure. Prolonged shutdowns disrupt access to ice, jeopardizing fishing trips, seafood processing, and the local harbor economy.

Replacing the obsolete system with modern, efficient equipment requires removal and disposal of the existing dilapidated facilities, and rebuilding of the structure, likely with repurposed and more durable shipping containers and new equipment capable of producing ice in an environmentally superior and more energy efficient fashion. The equipment will eliminate dependence on R-22 t (a potent ozone depleting refrigerant of which import and production

was banned by the 2020 Clean Air Act), reduce operating costs, and provide reliable service during peak demand. These improvements directly support the SCRP's Climate Adaptation and Resiliency Plan (CARP), which prioritizes adapting coastal infrastructure to climate change by improving reliability, reducing emissions, and maintaining critical services for working waterfront communities.

With volatile fisheries recently shortened or cancelled, a disruption in the ability to store and ship seafood products could be economically catastrophic to both the local fishing community and the broader regional economy. The project resolves an urgent and immediate need for ice for the sport and commercial fishermen of the region, and the broader Sonoma County economy.

**Site Description:** The project site is the Spud Point Marina Icehouse, located at 1818 Westshore Rd, Bodega Bay, on County-owned land (24.6 acres). The Icehouse is the only bulk ice facility between San Francisco and Fort Bragg, and it plays a critical role in supporting approximately 250 active commercial vessels, charter fleets, and recreational fishers.

Bodega Bay is a significant harbor located approximately 40-miles northwest of San Francisco and twenty miles west of Santa Rosa. The harbor, marinas, and associated facilities are similarly the only to be found between San Francisco and Noyo Harbor.

**Grant Applicant Qualifications:** SCRP has extensive experience managing capital projects and administering regional, state, and federal grants, including prior and current successful partnerships with the Conservancy. Notably, SCRP received Conservancy funding to design, permit, and construct two miles of California Coastal Trail and associated public access amenities at Kashia Coastal Reserve and Stewarts Point Ranch. SCRP also manages Conservancy-supported planning efforts at Carrington Coast Ranch Regional Park & Preserve, where master planning, environmental review, and public access design are underway. In addition to Conservancy collaborations, SCRP has delivered major harbor infrastructure projects at Spud Point Marina, renovated motorized boat launch facilities at Westside and Doran Regional Parks, large-scale trail construction, and facility improvements across more than 50 park properties. SCRP is also working on a variety of individual capital improvement and sea level rise planning projects in and around Bodega Bay. These experiences demonstrate SCRP's capacity to meet Conservancy grant requirements, navigate the California Environmental Quality Act and permitting processes, and deliver durable coastal infrastructure on time and within budget.

#### **CONSISTENCY WITH CONSERVANCY'S PROJECT SELECTION CRITERIA:**

The proposed project is consistent with the Conservancy's Project Selection Criteria, last updated on September 23, 2021, in the following respects:

##### **Selection Criteria.**

##### **1. Extent to which the project helps the Conservancy accomplish the objectives in the Strategic Plan.**

See the "Consistency with Conservancy's Strategic Plan" section below.

## **2. Project is a good investment of state resources.**

Bodega Bay is a social and economic anchor for the County, which has invested heavily there. Marinas remain vital for jobs, seafood supply chain, recreation, tourism, and Bodega Bay's working waterfront identity.

But the Bodega Bay's marinas are in transition. Paradoxically, they are experiencing high utilization in the form of a steady occupancy of slips, but declining revenues. This trend is because curtailed or reduced fishing seasons have reduced wharfage fees, ice sales, fuel sales and transient berths, all of which help support SCRP's management of the facilities. At the same time, the harbor is experiencing a shift from a commercial to a recreational economy. In other words, the commercial fleet is shrinking, but the tourism and charter sectors are expanding.

In order to support a successful transition from commercial to recreational use, infrastructure upgrades, such as a consistently functioning icehouse, are necessary to meet the growing demand of the recreational fleet. Investing in this transition will enable this working waterfront to evolve with the support of SCRP's management and the local expertise and personnel it provides. Upgrading and protecting facilities in Bodega Bay will benefit the local community, the broader economy of the County, and provide an important recreational and commercial resource for those who travel by land and sea to utilize the marine facilities.

Notably, the County has recently undertaken a comprehensive update of marina governance through Board-adopted resolutions and ordinance changes. These actions consolidated separate enterprise funds, modernized Chapter 20 of the County Code, and expanded the advisory committee to reflect the full spectrum of marina users. Together, these updates improve financial stability, ensure that user fees are reinvested directly into marina operations, and provide a framework for adapting management to future needs.

The Icehouse will be maintained by SCRP under the Marina Enterprise Fund, which provides a dedicated funding stream for marina operations. Routine maintenance will include inspections, preventive servicing, and contracted refrigeration specialists for complex systems. The new ammonia-based system will reduce emergency repair frequency, and replacement parts will remain available for decades. SCRP staff will follow manufacturer protocols, and specialized providers will conduct annual safety and efficiency checks.

## **3. Project includes a serious effort to engage tribes. Examples of tribal engagement include good faith, documented efforts to work with tribes traditionally and culturally affiliated to the project area**

SCRP maintains consistent formal consultation with the Federated Indians of Graton Rancheria (FIGR) regarding projects in and around Bodega Bay. This coordination ensures that tribal perspectives, cultural resources, and traditional ecological knowledge are considered in the planning and implementation of coastal initiatives. The CARP identifies tribal engagement as a central principle of equitable climate action, emphasizing early consultation, shared stewardship, and co-management opportunities. SCRP continues to align with these priorities by maintaining open communication with FIGR and incorporating tribal input into coastal resilience planning and decision-making processes.

**4. Project benefits will be sustainable or resilient over the project lifespan.**

The replaced Icehouse is intended to be durable and repairable. The project will also establish a more climate-friendly infrastructure that reduces high greenhouse gas emitting equipment in favor of low Global Warming Potential (GWP) infrastructure. The location and elevation of the Icehouse renders it safe from sea level rise, storm surge, or other threats. However, some nearby harbor facilities are at greater risk of sea level rise and associated threats. Therefore, the County is advancing individual capital improvement planning and projects with separate funding at a variety of locations in and around Bodega Bay to ensure that all SCRIP facilities are receiving adequate consideration for future management.

**5. Project delivers multiple benefits and significant positive impact.**

The project delivers multiple benefits that extend beyond the replacement of a single facility. Economically, it provides a dependable ice supply that stabilizes the commercial fleet, charter operators, seafood processors, and marina revenues, ensuring the continued operation of one of Northern California's most important working waterfronts. From a climate perspective, it eliminates the use of high-GWP R-22 refrigerant, improves energy efficiency, and reduces greenhouse gas emissions by eliminating long truck trips to distant ports for ice.

At the community level, the project supports broader resilience by securing access to locally landed seafood, protecting the jobs and small businesses that depend on reliable harbor infrastructure, and stabilizing enterprise fund revenues that also help sustain public parks and coastal access. By ensuring continuity of operations during storm cycles through pre-storm stockpiling, rapid restart after outages, and generator-ready electrical systems that can connect to existing backup power, the project provides added reliability for the fishing fleet and the broader community.

These combined outcomes advance the goals of the CARP by safeguarding coastal infrastructure, reducing emissions, and maintaining the cultural and economic vitality of Bodega Bay as a working waterfront. The project represents not only a necessary infrastructure replacement but also an investment in long-term community and climate resilience.

At the immediate and local level, a reliable supply of ice ensures that when sport and commercial fishermen are active, their products can be stored safely. The local supply also prevents long trips to either San Francisco or Noyo Harbor for ice and supplies, which in turn reduces greenhouse gas emissions and general wear and tear on vessels. The shift to new and lower GWP refrigerant, away from unsafe and now banned materials will increase public safety and reduce greenhouse gas emissions.

At a broader local level, the investment in the Bodega Harbor infrastructure, and support to sport and commercial fishermen, means that the harbor can continue to function and operate under the management of SCRIP as an economically viable recreational resource. This in turn provides economic support to the County and ensures that SCRIP's standard of excellence is maintained.

Finally, waterfront revitalization provides a local, regional and statewide benefit in the form of increased recreational facilities at the coast, and within a short distance from a major metropolitan area.

**6. Project planned with meaningful community engagement and broad community support.**

Replacement of the Icehouse has long been identified as a priority by the Spud Point Marina Advisory Committee, the Sonoma County Fishermen’s Marketing Association, charter operators, seafood processors, and the broader Bodega Bay community. These stakeholders have consistently raised concerns about the risks posed by the aging system, and their input has shaped the County’s decision to pursue funding for a full replacement.

The Icehouse replacement has been planned through years of public discussion and enjoys broad community support. The Sonoma County Board of Supervisors identified the facility as critical regional infrastructure, with public budget requests and federal advocacy from Congressman Jared Huffman underscoring its importance to the working waterfront. The project has been regularly discussed at Spud Point Marina Advisory Committee meetings (2019–2025), where local fishers, charter operators, and business owners have consistently supported its replacement. Media coverage has highlighted the aging equipment, repair costs, and community reliance on the Icehouse as “vitally important to the fleet,” demonstrating strong local, County, and federal alignment behind the project.

SCRIP will continue to engage stakeholders through the Marina Advisory Committee, public meetings, and a project webpage that provides regular updates. Letters of support and community testimony accompany this application, reflecting the strong backing the project enjoys from the fishing community, local businesses, and coastal residents.

The community engagement process emphasizes that the project is more than just an infrastructure upgrade. It is an investment in long-term community resilience and climate change adaptation, ensuring that the working waterfront remains viable, seafood supply chains are protected, and revenues that support public parks and coastal access are stabilized. By aligning with the CARP, the project demonstrates how climate adaptation can be integrated into infrastructure investments while maintaining the cultural and economic vitality of Bodega Bay.

**PROJECT FINANCING**

<b>Coastal Conservancy</b>	<b>\$1,500,000</b>
Others: California Air Resources Control Board (F-gas Reduction Incentive Program)	\$75,000
Community Project Funding (Congressional Appropriation)	\$1,200,000
<b>Project Total</b>	<b>\$2,775,000</b>

Conservancy funds are anticipated to come from the fiscal year 2025/2026 appropriation to the Conservancy from the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 (“2024 Climate Bond” or “Proposition 4”), codified at Public Resource Code Sections 90000-95015. These funds are available as described in Public Resources Code Section 92010 which sets forth a detailed description of the purposes of the Proposition 4 coastal resilience projects and programs, including projects to protect, restore,

and increase the resilience of beaches, bays, coastal dunes, wetlands, coastal forests, watersheds, trails, and public access facilities and projects through the Conservancy's Climate Ready Program. The proposed project is consistent with this funding source because it will protect, restore, and increase the resilience of publicly accessible coastal infrastructure and the communities that depend on it, and achieve the Climate Ready goals of Chapter 3.

SCRIP secured \$75,000 from the F Gas Reduction Incentive Program to help support equipment purchase. Congressman Huffman secured a \$1.2m Community Project Funding appropriation for the remaining funds necessary to complete the project.

Unless specifically identified as "Required Match," the other sources of funding and in-kind contributions described above are estimates. The Conservancy does not typically require matching funds or in-kind services, nor does it require documentation of expenditures from other funders or of in-kind services. Typical grant conditions require grantees to provide any funds needed to complete a project.

#### **CONSISTENCY WITH CONSERVANCY'S ENABLING LEGISLATION:**

The project is undertaken pursuant to Division 21, Chapter 3 regarding Climate Ready, and Chapter 7, regarding Urban Waterfront Restoration.

Consistent with Public Resources Code Section 31113, the Conservancy "...may undertake projects within its jurisdiction, including, but not limited to, those that reduce greenhouse gas emissions..." The project will directly eliminate the use of a highly adverse greenhouse gas dependent facility in the Coastal Zone, and replace it with more suitable infrastructure that, consistent with this section, has multiple benefits for the community.

Consistent with Public Resources Code Section 31308, the Conservancy "may provide up to the total cost of any urban waterfront project, including the local share of federally supported projects. The conservancy may also require local funding participation in urban waterfront projects. The amount of funding provided by the conservancy and the degree of local participation shall be determined by the total amount of funding available for urban waterfront projects, the fiscal resources of the applicant, the urgency of the project relative to other eligible urban waterfront projects, the degree to which the project meets the objectives set forth in Section 31305, and the application of other factors prescribed by the conservancy for the purpose of determining project eligibility and priority in order to more effectively carry out the provisions of this division."

Consistent with Section 31311.5, "[w]here the [C]onservancy awards any grant for the purpose of providing new or expanded facilities to serve the commercial fishing industry, the financial terms and any reimbursement provisions of that grant shall be determined solely on the basis of protecting the long-term economic viability of the commercial fishing industry." The commercial and recreational fishing industry is a major beneficiary of this proposed funding, and the industry's long-term economic viability in northern California would be adversely impacted absent this award.

**CONSISTENCY WITH CONSERVANCY'S [2023-2027 STRATEGIC PLAN](#):**

Consistent with **Goal 2.6, Piers and Waterfronts**, the proposed project will implement one project to upgrade facilities at the Spud Point Marina, thereby increasing the serviceability and resilience of a marine facility serving both the commercial and recreational fishing fleets.

Consistent with **Goal 2.5, Recreational Facilities and Amenities**, the proposed project will build one important facility to ensure the viability of the local recreational fishing fleet out of Bodega Bay Harbor.

**CEQA COMPLIANCE:**

The proposed project is categorically exempt from CEQA pursuant to Title 14, California Code of Regulations, Section 15301, subdivision (c) which specifically exempts: "Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity," because the project is solely for the replacement and upgrade of an existing, deteriorating utility system (bulk ice production and delivery) that is beyond its service life.

The work will be carried out at the existing Spud Point Marina Icehouse, located at 1818 Westshore Rd. The facility's essential function remains unchanged: providing bulk ice to the commercial and sport fishing fleet. The project does not involve any significant expansion of the physical capacity of the facility or the capacity of the ice production beyond what the existing facility was intended to produce. The project entails purchase and replacement of icemaking machinery, replacement of housing for that machinery, and no other significant building. The Icehouse housing itself will occur on the same footing as the original Icehouse and will be placed substantially within the footprint of the existing icehouse and does not constitute an expansion.

SCRIP, the lead agency, filed a notice of exemption on October 7, 2025, State Clearinghouse number 2025100286.

Upon approval of the project, Conservancy staff will file a Notice of Exemption.