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Welcome Message

Welcome to the Bay Planning Coalition's 20th Annual S. F. Bay Decisionmakers Conference. Mobility, safety and the environment— California is charting a new course. The journey began in the initial shock and swell of public reaction to the social, economic and environmental disaster wrought by hurricane Katrina. It was at this time in the fall of 2005 when the Bay Planning Coalition launched its Infrastructure Safety Initiative and with other leaders around the state agreed, according to the Chinese proverb, that **"it is time to change direction otherwise we will end up where we are headed."** Fixing the problem will require investment of public dollars to revitalize and rebuild critical levees, harbors, water, highway and public transportation systems before they fail.

BPC joined forces with the Bay Area Council, Bay Area Economic Forum, California Alliance for Jobs, and the Los Angeles Economic Development Corporation and others to advocate for preparing California to withstand a disaster with a new paradigm for investment based on risk-benefit decisionmaking. What a daunting challenge! Yet with a lot of hard work, the campaign culminated in the spring of 2006 with the package of \$37.3 billion in General Obligation bond measures adopted by the State legislature and subsequently approved by the California voters in the November 2006 election.

This first bond measure is only the beginning of what is anticipated to become over the next five years as the largest public investment in California's infrastructure and environment since the 1960s. Today California's citizens are supported based on the infrastructure investment that was made during the administration of Governor Pat Brown with the construction of the State Water Project, expansion of the state highway system and other facilities. This period was also the beginning of the environmental movement with the enactment of several state and federal environmental laws. Yet the state has clearly outgrown and over-stretched these facilities with resulting environmental and social costs, and the public is now confronted with an emerging system breakdown. **In response to these challenges and** coinciding with the State legislature's adoption of the bond measures, Governor Schwarzenegger has called for a substantially larger state infrastructure improvement program of \$222 billion. This program will rely on leveraging existing funds to attract increased federal, private and local funding.

Our 2007 Decisionmakers Conference serves to advance our advocacy in this bold and visionary journey to rebuild California for a sustainable future.



Scott Warner
Conference Co-Chair



Ellen Joslin Johnck
Executive Director



Jim Fiedler
Conference Co-Chair



Program Agenda

PROGRAM

8:00 – 8:05 a.m.	Welcome – Tom Marnane, President, Bay Planning Coalition Conference Introduction - Scott Warner and Jim Fiedler, Co-Chairmen, 20th Annual Decisionmakers Conference; Ellen Joslin Johnck, Executive Director
8:05 – 8:30 a.m.	“Saving the Bay: A Story of San Francisco Bay” video production by Ron Blatman
8:30–10:00 a.m.	PANEL #1 – Infrastructure Bonds: A Review of Decisionmaking Now that the bond measures have passed, what is the plan for spending the funds? The speakers will report on decisionmaking for their respective bond subjects. The objective is to shed light on such questions as is the money going to the right projects, including navigation channels, levees, bridges, ferries, transit, high ways, rail, wildlife habitat and air quality?-- After the bonds, will our infrastructure be ready for the future? Moderator: Tom Bishop, URS Speakers: <ul style="list-style-type: none"> • Transportation & Goods Movement: John Barna, Executive Director, California Transportation Commission • Ports & Channels: Harold Jones, Deputy Director, Port of Oakland • Levees: Les Harder, Deputy Director, State Dept. of Water Resources:
10:00 – 10:30 a.m.	Morning Networking Break
10:30 a.m. – Noon	Panel #2 – Environment and Economic Sustainability Projects Of the bond-funded projects, what projects incorporate new strategies for integrating growth and environmental goals? This panel will present case study examples of projects which are likely to yield the most long-term benefits for linking economic and environmental objectives. Are we improving the environment? Are we developing effective solutions for ensuring timely project construction? Is the environmental permit process formulated in a way that enables harmonizing environmental and economic objectives? Speakers: <ul style="list-style-type: none"> • Air Quality, Transportation & Freight: Therese McMillan, Deputy Director, MTC • Integrated Watershed Planning: Stan Williams, Executive Director, SCWWD • Navigation & Beneficial Reuse: BG John McMahon, SPD Commander, U. S. Army Corps of Engineers: • Ferries: Shirley Douglas, Manager of Public Affairs and Government Relations, S.F. Bay Area Water Transit Authority
Noon – 12:15 p.m.	Break
12:15 – 1:15 p.m.	Luncheon. Keynote Speaker: To be announced
1:15 – 1:30 p.m.	Networking Break
1:30 – 2:00 p.m.	Special Presentation: Ralph Appelbaum, President, Ralph Appelbaum & Assoc., Inc. “Introducing The Bay-Delta Center:
2:00 – 3:00 p.m.	Interactive Table Exercises <ul style="list-style-type: none"> • stormwater management and the permit process • Air emissions, mitigation and trading • Streams and wetland protection; proposed new rules • Funding small ports and marinas’ dredging and disposal • Managing the public trust: Balancing shoreline land use for maritime industry access to water and residential and office construction • Vision and strategies for Mare Island • Response to morning panels
3:00 – 3:30 p.m.	Networking Break
3:30 – 4:15 p.m.	Summary of Interactive Exercise Findings
4:15 – 4:30 p.m.	Summary Remarks
4:30 p.m.	Conference Adjourns

Video Presentation

Saving the Bay

Ron Blatman will present the trailer for Saving the Bay, a public television series being shot in HDTV for national broadcast. The broadcast consists of four one-hour episodes focusing on the geological, cultural and developmental history of San Francisco Bay and the larger northern California watershed from the Sierras to the Farallones. It is a huge public education project designed to raise awareness about San Francisco Bay – its evolution, how we almost lost and then saved the Bay, and how we are planning the future of the Bay including wetland restoration, increased public access and balancing the often competing needs of a fragile ecosystem which is the centerpiece of a major urban area with over 7 million people.

Saving the Bay is a venture between executive producer Ron Blatman and Northern California Public Broadcasting (resulting from the recent merger of KQED, KTEH and KCAH). Production will be complete fall 2007 with the first local airings slated for April 2008.



Ron Blatman

Ron Blatman is executive producer and creator of the upcoming Saving the Bay public television series. He is also planning to produce a tv series about why cities are important and how to help make downtowns and surrounding neighborhoods better places. He previously worked in real estate development and finance in his native San Francisco and on Wall Street in New York, as well as serving as Director of Business Development in the San Francisco mayor's office in the early 1990s. He earned an MBA in Finance from the Wharton School and a concurrent Master of City Planning from the University of Pennsylvania. He holds a BA in Architecture from UC Berkeley.



Panel 1

Infrastructure Bonds: A Review of Decisionmaking

This session will provide an overview of the bond measures approved in the 2006 general election for transportation, levee improvements, and air quality, and the status of decisionmaking on project spending. Also, the discussion will include a description of the relationship of the bond measures to the Governor’s Strategic Growth Program.

Of the \$37.3 billion in bond money, the largest bond measure was for \$19.9 billion authorized in Senate Bill 1266, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Proposition 1B). Each bond measure has a different criteria and approaches to decisionmaking to select projects for funding. Under SB 1266, the California Transportation Commission (CTC) was chosen as the decisionmaking agency to approve projects. According to the transportation investment categories listed in SB 1266, congestion reduction and safety are priorities. On Feb. 28, in its first decision since the election, the CTC allotted \$1.4 billion of the \$4.5 billion specified in SB 1266 to improve traffic flow to Bay Area projects reversing a previous draft recommendation of just \$686 million. The Disaster Preparedness and Flood Prevention Act of 2006 (Proposition E) spelled out how spending allocation decisions will be made by the state Department of Water Resources and the State’s budget process for the flood control levee reinforcement program in the Delta and Central Valley.

The speakers will address such questions as

- Are the “right” decisions being made according to the investment categories in SB 1266?
- Is safety and disaster preparedness being adequately considered?
- How are the needs of our ports and waterway infrastructure including freight mobility being incorporated into CTC decision making?
- What will it take, in addition to the voter-approved General Obligation (GO) bonds, to ensure that the projects are completed financially solvent and expeditiously?
- After the bonds, will our infrastructure be ready for the future; what are the next steps?
- Will there be enough construction materials available to build the projects?
- The infrastructure construction projects must undergo rigorous environmental review and receive permit authorization to begin construction from multiple state and federal regulatory agencies. Is the environmental review and permit process organized to achieve an economically feasible, predictable and environmentally beneficial outcome? If not, what are the strategies for improvement?

Moderator: Tom Bishop, URS

- **John Barna, Executive Director, California Transportation Commission; SB 1266 Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006**
- **Harold Jones, Deputy Director, Port of Oakland : Port and Intermodal Projects**
- **Les Harder, Deputy Director, State Department of Water Resources: Proposition 1E, The Disaster Preparedness and Flood Prevention Act of 2006**

Panel 2

Economic and Environmental Sustainability Projects

In addition to the emphasis on rebuilding physical infrastructure, the November bond measures reflect another overarching theme that the natural environment is just as much a critical component in strategic growth planning as the structural, or the physical environment.

This panel will consider whether investment decisions are providing the citizens of California, and the Bay-Delta region in particular, with long term value and return on their tax dollar. Are smart investment decisions being made, such as funding projects that provide long term sustainability of both the physical and natural infrastructure resource?

The speakers will present case studies of projects and programs, either bond funded or not, and consider how resource sustainability can be achieved through a balanced investment approach which integrates economic, environmental and social needs and purposes. For example, can an integrated planning and risk-benefit approach for levee rehabilitation yield system-wide solutions that simultaneously and holistically achieve flood damage reduction and environmental benefits rather than contribute to unintended consequences, such as increased costs. If so, how is this being done? Regarding transportation, can an integrated planning and risk-benefit investment approach yield programmatic solutions that achieve congestion reduction and safety, disaster preparedness, and air emissions mitigation and air quality improvements simultaneously?

In addition, the speakers will address

- Which of the bond-funded projects succeed in fulfilling multi-purpose goals?
- What are the new strategies for accomplishing the integration of environmental and physical infrastructure needs in projects?
- What projects are going unfunded which meet multi-purpose,-- economic, environmental and social,-- objectives?
- How can these projects get on the funding suitability list?
- Should the state legislative, budget and environmental review and permitting process be reconfigured to achieve completion of desired projects with predictability, economic feasibility and environmental benefits?

Moderator: To be determined

- **Therese McMillan, Deputy Director, Metropolitan Transportation Commission: Transportation, Freight and Air Quality**
- **Stan Williams, Executive Director, Santa Clara Valley Water District: Water Supply and Integrated Watershed Planning**
- **BG John McMahon, SPD Commander, U. S. Army Corps of Engineers: Navigation and Beneficial Reuse of Sediments**
- **Shirley Douglas, Manager of Public Affairs and Government Relations, S. F. Bay Area Water Transit Authority: Ferries and the Environment**



Interactive Session

Topics

• Stormwater management and the permit process

The California stormwater permit process has been in effect since the early 1990s, when a new category of permits was added to the existing NPDES program to control and reduce pollution from non-point as distinguished from “end-of-pipe” sources into the state’s waters. The State and regional water quality control boards permitting program covers 10 broad categories of industrial activities, construction sites and municipalities. The TMDL program was initiated at about the same time. After nearly 20 years of experience with these regulations, has the environmental goal of improving water quality been achieved? The S. F. Bay regional water board thinks that more should be done to achieve this goal and are proposing to increase regulatory purview over smaller parcels of land and the requirements on local government oversight. Is this appropriate and necessary? Are there alternative approaches to achieve the goal which rely on regional strategies and best management practices?

Facilitators: John Mundy, Stormwater Program Manager, Port of San Francisco
Geoff Brosseau, Executive Director, BASMAA

• Air emissions, mitigation and trading

In April 2006, the California Air Resources Board adopted an aggressive plan to reduce marine emissions (diesel particulate matter and NOx). Recently, California enacted AB32 to dramatically reduce greenhouse gases. These plans call for action at all levels of government and partnerships with the private sector. The challenge is the number of sources from larger transportation networks and systems. What can regulators do within their jurisdictions to control emission sources? Are there opportunities to develop private-public partnerships and collaborations for integrating strategies that achieve the greatest air quality benefit in a cost-effective manner? Can the planning process ensure a progressive environmental and public health agenda while meeting the public’s demand for goods and expedited goods movement service at an ever-increasing volume?

Facilitators: Christopher Locke, Attorney, Farella, Braun & Martel
Peggy Lobnitz, National Technical Director, Weston Solutions
Bill Terry, General Manager, California Operations, Eagle Rock Aggregates

• Streams and wetland protection: proposed new rules

The State Water Board is beginning the public review process, with the consideration of four alternative approaches, for increased protection over wetland and riparian areas. Concurrently, the SFBay RWQCB is proposing its own regulations whose focus is to protect streams and wetlands from alterations affecting water flow and the resulting consequences downstream. Is there a redundancy between these Boards? Or are there gaps in agency requirements and in the existing Basin Plan? It appears that this state and regional thrust is the result of the perception of uncertainty and federal regulatory wavering in the wake of the SWANCC decision in 1998

Facilitators: Ann Draper, Assistant Operating Officer, Santa Clara Valley Water District
Ellen Foley-Gannon, Partner in Land Use and Natural Resource Practice Group, Sheppard, Mullin, Richter and Hampton LLP
Adam Olivieri, Vice President of EOA, Inc.

• Funding small ports and marinas’ maintenance dredging and disposal

The amount of dollars in the federal budget allocated in the Energy and Water Development program funded for the U. S. Army Corps of Engineers for port maintenance and construction and dredging and dredged material disposal has been shrinking. The Office of Management and Budget has been restricting civil works dollars and prioritizing dollars only for those projects which carry a high cost-benefit ratio based on high-value cargo and a high cost-benefit ratio. This leaves the smaller ports and marinas which have been traditionally funded by federal civil works dollars bereft. How can these small ports, harbors and marinas continue to exist? What new financial strategies are available? One innovation in the last several years has been the creation of the California Marine Infrastructure Bank. The smaller ports and marinas are often vital to the local communities in which they have been thriving for many years and support a strong recreational and fishing tradition and rich legacy.

Facilitators: Jim Haussener, Executive Director, California Marine Affairs and Navigation Conference
Shiela Young, Former Mayor, City of San Leandro

• Managing the public trust: Balancing shoreline land use for maritime industry access to water and residential and office construction

Around the nation’s coastal harbors and bays, the maritime industry, related shoreline business and their local communities are grappling with the continuing loss of access to water. The issue is multi-dimensional. On the one hand, the loss of water access due to residential and commercial office development on the shoreline threatens the maritime industry’s economic health. There are both direct

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and indirect effects on jobs and on the price of goods transhipped by the industry in the surrounding marketplace. On the other hand financial benefits can be generated by residential and office construction for the local governments due to higher tax value on the land. However there are also costs to the local governments in supplying services to this development. Local communities also are considering strategies for land use planning that meet other public goals for vibrant recreation and open space areas and transit-oriented development. In S. F. Bay, ports have a legal obligation to protect the public trust for navigation, fish and wildlife and recreation and public access on state granted lands. Options for local communities for balancing public goals may include establishing a marine industry preservation zone and other financing tools and incentives for builders.

Facilitators: Will Travis, Executive Director, S. F. Bay Conservation and Development Commission;
Lauren Eisele, Project Manager, Port of Oakland

• Vision and strategies for Mare Island

In response to a 1993 decision to close the naval shipyard, the City of Vallejo developed the Mare Island Reuse Plan. The Plan's goals included creating jobs and other economic development opportunities, creating a self-sustaining and multi-use community, and preserving the history of Mare Island. Several issues are presently being addressed by the City's planners and potential development partners as follows: Mare Island's designation as a Historic District requires certain design and development considerations; types of development along the waterfront must be identified, such as maritime businesses that could utilize existing dry docks yet must address environmental remediation. Issues specific to the dry docks include capacity, dredging of approaches and channels, and the condition of the dock cranes. There is great opportunity on Mare Island; let's develop a 21st century vision and plan today

Facilitators: Craig Whittom, Assistant City Manager, City of Vallejo
Wanda Chihak, Vice President, Lennar Industrial Services
Mike Giari, Executive Director, Port of Redwood City

• Response to morning session

Response to morning session. Table participants are asked to respond to Panel 1 and Panel 2 presentations focusing on how the questions listed below were addressed. The objective during the tabletop exercise is to fill in the information gaps in the morning discussion. Conference attendees are encouraged to add information and provide their perspectives on the questions.

Facilitators: Dennis Bolt, Bay Area Director, Western States Petroleum Association
Nadine Hitchcock, Deputy Director, California State Coastal Conservancy
Veronica Sanchez, Principal, Veronica Sanchez Consulting
Steve Ritchie, Executive Project Manger, South Bay Salt Pond Restoration Project

Panel I Infrastructure Bonds: A Review of Decisionmaking

- Are the "right" decisions being made according to the investment categories in SB 1266?
- Is safety and disaster preparedness being adequately considered?
- How are the needs of our ports and waterway infrastructure including freight mobility being incorporated into CTC decisionmaking?
- What will it take, in addition to the voter-approved General Obligation (GO) bonds, to ensure that the projects are completed financially solvent and on time?
- Will there be enough construction materials available to build the projects?
- The infrastructure construction projects must undergo rigorous environmental review and receive permit authorization to begin construction from multiple state and federal regulatory agencies. Is the environmental review and permit process organized to achieve an economically feasible, predictable and environmentally beneficial outcome? If not, what are the strategies for improvement?

Panel II Economic and Environmental Sustainability Projects

- Which of the bond-funded projects succeed in fulfilling multi-purpose goals?
- What are the new strategies for accomplishing the integration of environmental and physical infrastructure needs and risk-benefit decisionmaking in projects?
- What projects are going unfunded which meet multi-purpose objectives: economic, environmental, safety, disaster preparedness, social (housing, jobs)?
- How can projects which meet multi-purpose public objectives get on the funding suitability list?
- Should the state legislative, budget and/or the environmental review and permitting process be reconfigured to achieve completion of desired projects with predictability, economic feasibility and environmental benefits?

Special Presentation



Ralph Appelbaum

Ralph Appelbaum has 25 years of involvement in every facet of museum and exhibition design. His renowned work for the United States Holocaust Memorial Museum and for the American Museum of Natural History has won every major design award, and he is a frequent lecturer at local, national, and international conferences on a wide variety of issues related to museum design.

After graduating from Pratt Institute with a Bachelor of Industrial Design degree, Mr. Appelbaum spent several years in South America with the Peace Corps and with the U.S. AID mission as design adviser to southern Peru. He then became vice president of exhibitions for Robert P. Gersin Associates, and later for Raymond Loewy International, before founding Ralph Appelbaum Associates in 1978.

A recipient of the Presidential Award for Design Excellence for his work at the Holocaust Museum, Mr. Appelbaum was also granted an honorary doctorate by the Massachusetts College of Art. He has served as an adjunct associate professor since 1985 in the Museum Studies Program, Graduate School of Arts and Sciences, New York University, and has also taught at Pratt Institute. Mr. Appelbaum currently directs RAA's undertakings, and retains daily involvement in selected commissions.

Introducing the Bay-Delta Center

From the Sierra to the Farallones: The Story of a Magnificent Resource

The San Francisco Bay-Delta of today is a delicate balance of natural and man-made systems. With the Bay Area population projected to burgeon to 9 million people by 2025, continued pressures on this vulnerable resource will require us to make profound choices that impact the Bay-Delta, and ultimately the quality of life for generations to come. How we allocate water for competing needs, balance open space with growth, and reduce global warming in our own backyard are some of the complex challenges we face.

A clear need exists for an innovative institution to give voice to the Bay-Delta, an engaging and educational public attraction that can also serve to bring the diversity of interests together to help chart a sustainable course. The Bay Delta-Center will be such a place. Designed by world-renowned exhibit developer Ralph Appelbaum, the Bay-Delta Center aims to be a national model and a public hub of dialogue, information, inspiration, and action around our most vital natural resource, the San Francisco Bay-Delta estuary and its Pacific Ocean Sanctuaries.

The water's edge is a dynamic place where conflicts emerge, life evolves and dramatic spectacles take place. As visitors walk to land's end on their approach to the Bay-Delta Center, they will arrive at a place where the stories of the region—and the State—have been repeatedly reshaped through cycles of boom and bust. Many of these episodes have reverberated across the country and around the globe, revolutionizing our nation—and the world—changing the ways we think, live and do business. What better place to help shape the region's future than from this storied water's edge?



Faculty



John Barna
Executive Director, California Transportation Commission

John Barna is executive director of the California Transportation Commission, an independent state commission that is responsible for programming and funding several billion dollars annually for transportation projects in California in partnership with regional transportation agencies and the California Department of Transportation. The Commission is also responsible for advising the California Secretary of Business, Transportation and Housing Agency and the California Legislature on key transportation policy matters.

Most recently, Barna was deputy secretary for transportation at the California Business, Transportation and Housing Agency. He was responsible for transportation policy development and implementation for Governor Arnold Schwarzenegger's Administration in Sacramento. He oversaw such areas as state and federal transportation funding and transportation project delivery. This was his second tour of duty with the Agency.

Prior to re-joining the Agency, Barna was president of his own transportation consulting firm, Anrab Associates. Before starting his own firm, Barna was an associate with Planning Company Associates, where he provided multi-modal transportation planning and programming services for Planning Company Associates.



Thomas W. Bishop, PE

Mr. Bishop is Vice President – Strategy and is Senior Vice President for West and Construction Services for the URS Division. As Vice President of Strategy for the parent Company URS-Delaware, he is responsible for forecasting the company's long-range business environment; identifying options to respond to economic and competitive developments; plan strategic opportunities for growth; and coordinate potential acquisitions.

As Senior Vice President – URS Division, he is the manager of URS's West and Construction Services Division, where he oversees URS projects and personnel related to engineering and consulting services in the western US, and the national program and construction management, materials testing, demolition, and construction.

Previously, he held senior management positions within URS and its subsidiaries, and earlier as the Director of Nuclear Reactor Safety and Projects for the US Nuclear Regulatory Commission, as well as engineering and management positions with the US Department of Defense.



Shirley Douglas
Manager, Community Relations, San Francisco Bay Area Water Transit Authority

Shirley Douglas has more than 20 years of experience in the transportation industry, performing community relations and public affairs, marketing and business development, and project management. She joined the San Francisco Bay Area Water Transit Authority (WTA) as Manager of Community Relations in January 2006. The WTA is a regional agency authorized by the State of California to build and operate a comprehensive bay area water transit system to increase regional mobility and meet important needs for emergency response and disaster relief. Ms Douglas is responsible for developing and managing the WTA's marketing, community outreach and media relations programs to increase public awareness and ridership of the current ferry system and promote awareness and support for expanded ferry service included in the WTA's Regional Ferry Plan.

Prior to joining the WTA, Ms. Douglas served as Vice President, Marketing and Business Development for Bechtel Infrastructure Corporation. Her responsibilities included positioning Bechtel for transit, highway and aviation projects in the western region of the United States.

She holds a B.A in Government from Oberlin College in Oberlin, Ohio, Masters in City and Regional Planning from UC Berkeley, and an MBA from Golden Gate University in San Francisco.



Les Harder

Dr. Harder was appointed as the new Chief of the Division of Flood Management in November 2005. He received his Bachelor's and Master's degrees in Civil Engineering from U. C. Davis. He obtained his Doctoral degree in Geotechnical Engineering from U. C. Berkeley in 1988.

Dr. Harder has over 28 years of experience in the design and construction of earth structures. He has served on numerous post-earthquake reconnaissance investigations and was heavily involved with response to the 1997-1998 floods. He was also involved with the four emergency construction contracts associated with repairing Jones Tract and he has served on several joint State-Federal committees on levee seepage design criteria. Most recently, Dr. Harder was part of a National Science Foundation sent to New Orleans to examine the performance of levees following Hurricane's Katrina and Rita.

Dr. Harder is now the Acting Deputy Director for the Public Safety and Business Operations for the Department of Water Resources.



**Ellen Joslin Johnck
Executive Director, Bay Planning Coalition**

Ellen is the founding Executive Director of the Bay Planning Coalition. She began her professional career in the San Francisco Bay area in 1968 as a legislative assistant to former California State Senator, Milton Marks. Subsequently, she worked as Public Information Officer and Resource Planner for the Bureau of Outdoor Recreation in the U.S. Department of the Interior and also as an Assistant Planner with the S.F. Bay Conservation and Development Commission. She was appointed commissioner to the California Coastal Commission for the North Central Region in 1972 by former Governor Ronald Reagan and reappointed by former Governor Jerry Brown until 1983. She was elected chairwoman in 1980. Following service on the Coastal Commission, Ms. Johnck was asked to assist in the launching of the new organization, Bay Planning Coalition, and was hired as its first Executive Director in 1983. In 1998, she was selected as a candidate for the nomination of Assistant Secretary of the Army for Civil Works.



**Harold Jones
Deputy Executive Director, External Affairs, Port of Oakland**

Harold P. Jones was appointed Deputy Executive Director, External Affairs on July 1, 2006. His responsibilities include oversight and direction of two Port Divisions; the Public Affairs Division, which includes Government Relations, Media & Public Relations, and Community & Customer Relations and the Social Responsibility Division, which includes Contract Compliance, Employment Resources Development, and Environmental Programs & Safety. He serves as the primary media spokesperson for the Port on issues across all three of the Port's business lines.

Prior to being appointed Deputy Executive Director, Mr. Jones served as the Port's Director of Communications where he had oversight of those departments currently under the new Public Affairs Division. Prior to that, he served as Manager of Government Affairs for the Port.

Mr. Jones has more than 30 years of experience in public affairs, local, state, and federal legislative areas. Before joining the Port of Oakland, Mr. Jones was employed for two years with the San Francisco Bay Area Rapid Transit District (BART) as Government Affairs Representative. Prior to that, he served as a senior consultant for the California State Legislature in the Assembly. He has served as the Executive Director of two large Governor-appointed regulatory licensing boards for the State of California's Department of Consumer Affairs; and for five years, he was the owner/director of a private postsecondary vocational school in Sacramento. He holds a B.A. degree in Government and Urban Studies from Windsor University in Los Angeles and has also attended California State University at Sacramento for postgraduate studies



Brigadier General John R. McMahon

Brigadier General McMahon commands the South Pacific Division, U.S. Army Corps of Engineers. He was promoted to Brigadier General on November 8, 2006. He comes to the Division from the Corps Headquarters in Washington D.C. where he served as Chief of Staff from July 2004 – 2006.

BG McMahon was commissioned through the Reserve Officers Training Corps (ROTC) Program at Syracuse University where he earned a Bachelor of Science degree in Biomedical Engineering in 1977. Commissioned in the Corps of Engineers, he reported to the 65th Combat Engineer Battalion at Schofield Barracks, Hawaii, where he served as a Platoon Leader and Company Executive Officer and participated in numerous off-island deployments including the Team Spirit 79 exercise in the Republic of Korea.

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In 1981, BG McMahon was assigned to Fort Bragg, North Carolina, where he commanded the 63rd Engineer Company (Topographic), performed duties as a Battalion Operations Officer (S-3), and served as an XVIII Airborne Corps Plans Officer.

Posted to Germany in 1990, BG McMahon served as the Director of Engineering and Housing for the Aschaffenburg Military Community until he joined the 3rd (Phantom) Brigade, 3rd US Infantry Division (3ID), as it prepared to deploy to the Kuwaiti Theater of Operations.

BG McMahon was assigned to joint duty with the National Imagery and Mapping Agency in 1998, where he served as Chief of the U.S. European Command Customer Operations Division and as a Plans Officer in support of the U.S. Pacific Command. BG McMahon then served as Commander and District Engineer, Japan Engineer District, headquartered at Camp Zama, Japan, from July 2001 to June 2004.



Therese McMillan
Deputy Executive Director, Policy, Metropolitan Transportation Commission

Therese began working for the Metropolitan Transportation Commission (MTC) in January 1984. The MTC is the federal and state designated regional transportation planning agency for the nine-county San Francisco Bay Area. The Commission's jurisdiction covers nine counties and 101 municipalities, home to seven million people and almost four million jobs. The region's transportation network includes 1,400 miles of highway, 19,600 miles of local streets, 23 public transit agencies, and eight toll bridges, seven of which MTC oversees as the Bay Area Toll Authority.

Therese was appointed to her current role as Deputy Director-Policy in January 2001, and oversees MTC's departments responsible for:

- strategic financial planning and MTC's management of federal, state and regional fund sources for transit, highways, roadways and other modes; state and federal legislative advocacy and public affairs and community outreach;
- planning, including the long range plan and air quality related issues; and
- agency finance and budget.

Prior to her current position as deputy director, she was a manager for seven years, most recently as MTC's Manager of Funding and Externals Affairs.

Therese has a B.S. degree in Environmental Policy and Planning Analysis from the University of California, Davis (1981) and a joint M.C.P./M.S. in city planning/civil engineering science (1984) from U.C. Berkeley. She was the President of the San Francisco Bay Area Chapter of the Women's Transportation Seminar (WTS) in 1989 and 1990, and was named Member of the Year in 2002. She is currently a member of the Transportation Research Board's Committee on Metropolitan Policy, Planning and Processes. She has served on numerous statewide task forces and working groups addressing various transportation planning and funding issues. For FY 1998-99, Therese served as chair of the statewide Regional Transportation Planning Agencies group, a coalition of transportation agencies that advises the California Transportation Commission on issues related to state programming and transportation planning. She is a lecturer in transportation funding for the graduate transportation studies program for the Norm Mineta Transportation Institute, California State University at San Jose.



Stanley M. Williams
CEO of Santa Clara Valley Water District

Stan Williams is the CEO of the Santa Clara Valley Water District, a countywide public agency providing a reliable, high-quality water supply, flood protection and environmental stewardship for the 1,300 square miles of Santa Clara County, California, including 15 cities, nearly 1.8 million residents, and more than 200,000 commuters to what is now known as the "Silicon Valley".

Stan has served as the District's CEO since November 1994 and has over thirty years experience working at the federal, state and local levels of government. The District has over 800 employees and an annual operating and capital budget of \$339 million.

During his tenure as CEO, he has stressed collaboration as a method of resolving disputes all the way from negotiations with employee groups to the successful completion of the \$250 million Guadalupe River Flood Protection and River Park project. He has emphasized excellence as SCVWD has adopted governance based on the Carver Policy Governance® model and has developed a performance improvement system that is based on the Malcolm Baldrige National Quality Program Criteria. His current strategic focus and vision for the District is "Getting Cleaner, Greener, and Leaner."



Facilitators

Topic 1: Stormwater Management

Geoff Brosseau is Executive Director, Bay Area Stormwater Management Agencies Association (BASMAA), a consortium of the 8 urban runoff programs in the San Francisco Bay Area, representing over 90 agencies, including 79 cities and 5 counties. He has been an environmental consultant since 1989, specializing in water quality, particularly Stormwater. He provides assistance to local and state agencies in California. Geoff is also part-time Executive Director of the California Stormwater Quality Association (CASQA) – a statewide organization similar to BASMAA.

John Mundy, Stormwater Program Manager, Port of San Francisco

Topic 2: Air Emissions, Mitigation and Trading

Peggy Lobnitz is National Technical Director for Air Quality Services, Weston Solutions, Inc. She holds a doctorate from UCLA in environmental science and engineering, and specializes in quantifying the benefits of improved goods movement infrastructure, including health risk mitigation. Her clients have included the ACTA, SDMTDB, local cities, Caltrans, MTA and local Pacific port authorities.

Chris Locke is a senior partner and former chair of the Environmental Law Department, Farella Braun & Martel LLP. He has specialized for the past 18 years in representation of corporate clients in all areas of environmental law and litigation. His practice includes assisting clients with complex project development strategies, representation in CEQA/land use and related entitlement proceedings, cost recovery litigation, and defense of federal and state enforcement actions, private attorneys general actions and citizen suits.

Bill Terry, General Manager, California Operations, Eagle Rock Aggregates, Inc.

Topic 3: Streams and Wetland Protection

Ann Draper, Assistant Operating Officer, Santa Clara Valley Water District

Ellen Foley-Gannon is a Partner in Land Use and Natural Resource Practice Group in the San Francisco offices of Sheppard, Mullin, Richter and Hampton LLP. Ellen specializes in endangered species, wetlands, water quality and water rights issues. She has broad experience assisting landowners and resource developers in land development, entitlement, and state and federal environmental review and permitting.

Adam Olivieri is currently the Vice president of EOA, Inc., where he manages a variety of projects, including serving as Santa Clara County Urban Runoff Program Manager since 1998. He has 30 years of experience in the technical and regulatory aspects of water recycling, groundwater contamination by hazardous materials, water quality and public health risk assessments, water quality planning, wastewater facility planning, urban runoff management, and on-site waste treatment systems. Dr. Olivieri received a B.S. and M.S. in Civil and Sanitary Engineering from the University of Connecticut, and an M.P.H. and Dr.P.H. in Environmental Health Sciences from University of California, Berkeley.

Topic 4: Funding Small Ports and Marinas

James Haussener, Executive Director, California Marine Affairs & Navigation Conference has held several positions of leadership in the port and harbor community including Harbor Master of both Vallejo and San Leandro Municipal Marinas. He has also served as President of the California Marine Parks & Harbors and the Port Captains and Harbor Masters Associations.

Shelia Young has a long history of involvement in both the business and public community. Her regional background includes work as a commissioner with the Cities of Oakland and San Leandro, service at the federal level with the Small Business Administration Advisory Board, and elected office as first a councilwoman and then as mayor in the City of San Leandro (1996-2006). Shelia has always worked to promote the health of the Bay Area through transportation and housing corridors that match the needs of the community, while also protecting the environment, and the health and safety of citizens. She currently serves on several nonprofit foundations boards, while also working in public/private project management.

Topic 5: Managing the Public Trust

Lauren Eisele is an Associate Environmental Planner with the Port of Oakland. She has 20 years in the field of environmental planning with an emphasis on public access and open space, and is the primary public access manager for Port of Oakland's 19 miles of waterfront. Lauren is also the principal planner for Middle Harbor Shoreline Park and Bay Trail Projects.

Will Travis is the Executive Director of the San Francisco Bay Conservation and Development Commission, commonly called BCDC. He earned his Bachelor of Architecture and Master of Regional Planning degrees from Penn State University, and he has spent most of his professional career working for California state coastal management agencies. Will directed the public acquisition of a 10,000-acre property along the northern shoreline of San Francisco Bay which has become one of California's largest coastal wetland restoration projects.

Topic 6: Visions & Strategies for Mare Island

Wanda Chihak is a Senior Vice President with LNR Property Corporation, a 50% joint venture partner in Lennar Mare Island, LLC. She has spent 30 years in commercial real estate development during which she oversaw the construction of over 1 million square feet of new buildings, renovated existing buildings, and has been involved in the leasing, management and sale of over 20 million square feet of buildings and several thousand acres of land during her career.

Michael Giari is Executive Director, Port of Redwood City. He has been with the Port for 18 years, during which time the Port has more than quadrupled its tonnage and vessel activity to become a major dry bulk port for Northern California. Currently, the Port is working with the US Army Corps of Engineers, US Fish & Wildlife Service, and the City of Redwood City to, for the first time, use dredged material from the Port's Channel for marsh restoration on Bair Island.

Craig Whittom is both the Assistant City Manager and Community Development Director for the City of Vallejo. Craig assists in the day-to-day administration of city affairs and implementation of City Council policies. He is also responsible for Economic Development, Housing & Community Development, Planning, Building and Code Enforcement divisions of the city.



Topic 7: Response to Morning Panels

Dennis Bolt is Manager, Bay Area Refining, where he advocates on behalf of the members of the Western States Petroleum Association, whose members explore for, produce, transport, refine, and market petroleum and petroleum products in the six western states. Dennis' primary responsibility is to represent the five Bay Area refineries and their interests before local government agencies at the city, county, and regional level that involve air and water quality or plant safety. With 27-years of experience in issue advocacy, Dennis has represented clients at the local, state, and federal levels on a myriad of statutory and regulatory matters.

Nadine Hitchcock is currently Deputy Executive Officer for the California Coastal Conservancy where she oversees fiscal and administrative matters, strategic planning; participates in agency policy development and implementation; and serves as a liaison and advocate for federal funding of Conservancy supported projects. For eight years, she managed the San Francisco Bay Conservancy Program, administering a budget of over \$200 million. Nadine has 21 years of experience managing natural resource and recreation projects with the Coastal Conservancy, and 5 previous years as a regulator with the Coastal Commission.

Steven Ritchie is the Executive Project Manager for the South Bay Salt Pond Restoration Project, managing the development of a habitat restoration, public access and flood management plan for 15,100 acres of former salt ponds in South San Francisco Bay. Prior to this assignment, Mr. Ritchie served in management positions in several State and local environmental management agencies.

Veronica Sanchez is Principal, Veronica Sanchez Consulting, and has extensive experience in waterfront and transportation projects through her previous work as Government Affairs Manager for the San Francisco Bay Area Water Transit Authority and the Port of San Francisco. She secured grants for ferry operations and other maritime industries. Last year she worked for the Bay Planning Coalition in planning the Decisionmaker's Conference on "Sustaining our Public Infrastructure" and has participated in the Coalition's advocacy on finding new dredge disposal sites.

Celebrating Twenty-Four Years of Accomplishment

WHO WE ARE

BPC is a leader in building coalitions and consensus on the issues facing the Bay-Delta region. Our objective is to produce positive results that benefit the public and our members through advocacy, monitoring and partnering with other associations and stakeholders who recognize the need for sound, integrated planning. Sound planning requires balancing mutual goals and needs for economic vitality, job generation, environmental protection, housing, transportation, land use, conservation, water and air quality and recreational uses. The infrastructure needs and environmental challenges of the 21st century demand strong leadership and collaboration among government, business and community groups to find harmonious solutions.

SELECT ACHIEVEMENTS

- State and federal agencies adopted the Long Term Management Strategy for Dredged Material Disposal (LTMS) in 2002. This culminated in BPC's 12-year effort to develop a plan for dredging and disposal, which included the designation of several dredged material disposal sites and a one-stop-shop permit office.
- BPC convened an LTMS state-federal-stakeholders partnership team, the Environmental Windows Workgroup. Environmental "windows" are the ever-shrinking seasonal times established for dredging project and related marine construction to protect endangered species. The purpose of the workgroup is to improve project planning, increase flexibility and streamline the endangered species consultation process to ensure needed dredging is done commensurate with fish and wildlife protection.
- BPC achieved Congressional recognition of the Environmental Windows Work group in 2003, 2004, and 2005 with the approval of \$1.2, \$1.8, and \$1.23 m respectively to fund the "one-stop shop dredging permit office and scientific studies to assess the potential impacts of dredging on fish species and conduct fish tracking.
- The S.F. Bay Water Transit Authority (WTA) asked BPC to help develop the ferry system expansion plan. The Implementation Plan was adopted by the California Legislature and signed into law by the Governor (October 2003). BPC is now assisting with the ferry system build-out.
- With BPC's advocacy, BCDC and the Regional Board each unanimously approved the Port of Oakland's -50' channel deepening project. BPC continues to support annual Congressional funding for the deepening project.
- BPC launched an Infrastructure Safety Initiative in response to the Hurricane Katrina disaster. The Initiative is an educational campaign aimed at strengthening the region, state and nation's infrastructure such as levees, transportation, water and energy supply facilities. BPC's partners include the Bay Area Council, the Bay Area Economic Forum, the Homebuilders Association of Northern California, and the Los Angeles Economic Development Corporation. The Task Force is calling upon state and national leaders to reassess spending priorities and adopt a new method of decision making emphasizing safety, disaster

preparedness, prevention and response and improved permitting process for critical infrastructure projects.

- At BPC's request, Governor Arnold Schwarzenegger's California Performance Review program evaluated permitting delays and inefficiencies in the Bay Area's environmental permit process. The result was the creation of a local task force whose membership included BPC members, environmental organizations and BCDC staff. The Task Force concluded its deliberations and produced a 19-point Report adopted by BCDC in 2006. The Report recommends changes to permit practices and proposes changes to dredging regulations to provide long-term permits. In addition, there was agreement on a revised interpretation of Sub-Tidal Policy #2 to include a programmatic alternative for sand mining.

BPC FOCUS AREAS

BPC continues to achieve national recognition for its role in shaping state and federal rulemaking to improve balanced regulation and oversight of Bay-Delta resources in the areas of:

- Dredging and dredged material disposal
- Wetlands mitigation, mitigation banking and restoration
- Habitat and endangered species management
- Water quality and water supply reliability
- Transportation and inter-modal system planning
- Flood control
- Shoreline land use
- Port security and harbor maintenance
- Permit streamlining and regulatory reform
- Environmental cleanup programs
- Air Quality

AGENCY RELATIONS

BPC is the source for historic and current information on the issues of the Bay-Delta region. Utilizing that knowledge, BPC advocates on behalf of its members on a wide range of Bay regulatory and planning issues. BPC is most active with the following government regulatory boards and agencies:

- S.F. Bay Conservation and Development Commission
- S.F. Bay and Central Valley Regional Water Quality Control Board
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- NOAA Fisheries
- U.S. Fish and Wildlife Service
- CA Department of Fish and Game
- State Water Resources Control Board
- State Lands Commission
- Bay Area Air Quality Management District



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Manager, Environmental Safety Division
Chevron Products Company

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Senior Engineer
Moffatt & Nichol Engineers

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Vice President & General Manager
Hanson Aggregates, Northern California

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General Manager
Manson Construction Co.

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Cargill Salt

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Executive Director
Bay Planning Coalition

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APM Terminals
BAE Systems
Bel Marin Keys CSD
Berg Holdings
Black Point Partnership
Brickyard Cove Marina
Brisbane Marina
Burdell Ranch Wetland Conservation Bank
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LOCAL GOVERNMENT & DISTRICTS

Alameda County Public Works Agency
City of Benicia
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City of San Rafael
City of Vallejo
Contra Costa County Water Agency
Golden Gate Bridge, Highway & Transportation District
San Mateo County Harbor District
Santa Clara Valley Water District
Sonoma County Water Agency

ASSOCIATIONS

Association of Bay Area Governments
Bay Area Council
Bay Area Economic Forum
Building & Construction Trades Council of Alameda County
California Alliance for Jobs
California Association of Harbor Masters and Port Captains
California Marine Affairs & Navigation Conference
California Teamsters Public Affairs Council
California Marine Parks & Harbors Association
Central Labor Council of Alameda County
Council of Industries
Economic Development Alliance for Business
Historic Ships Memorial at Pacific Square
Home Builders Association of No. California
ILWU Local 10
ILWU Local 34, Ship Clerks' Association
Marina Vista Improvement Club
Marine Exchange of the San Francisco Bay Region
Northern California Marine Association
Pacific Inter-Club Yacht Association
Paradise Cay Home Owners Association
Pile Drivers Union Local 34
San Francisco Bay Joint Venture
San Francisco Estuary Institute
San Francisco Maritime National Park Association
Save San Francisco Bay Association
Seaport Industrial Association
The Bay Institute of San Francisco
The Industrial Association, Inc. of Contra Costa
Western States Petroleum Association
Western Wood Preservers Institute

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Membership Category _____ Annual Dues \$ _____

(Dues for new members joining after October 1 will be applied to the following year.)
*Each firm shall designate its CEO, or a representative of such officer, to exercise the privileges of membership (Bylaws, Art. 2, Sec. 6).

Describe your firm's activities _____

Total number of employees (or members if a membership organization) in 9 Bay Area counties: _____ Nationwide: _____

If yours is a professional service firm, indicate number of professionals in 9 Bay Area counties: _____
(e.g., attorneys, engineers)

List up to four others in your firm with title and email address to receive BPC meeting announcements, updates and other information:

For a link from the BPC website to your website, provide exact URL and a brief description for posting on our BPC Resources page:

Referring to the BPC Work Program, what subject areas are the most important to you and what are your top two or three work item priorities based on your type of business and reasons you joined the BPC?

Investing in the Future: Infrastructure & the Environment

MEMBERSHIP DUES & GUIDELINES

CATEGORY	SUSTAINING ¹	SPONSOR ²
WATER-RELATED INDUSTRY		
Bay Area Seaports and Airports	5,000	20,000
Dredging & Mining Contractors		
Based on average cubic yards dredged or mined per year		
Less than 50,000 cy/year	2,500	5,000
50,000 to 250,000 cy/year	5,000	7,500
Over 250,000 cy/year	10,000	15,000
Vessel Carriers and Harbor Terminals		
Based on average annual volume of goods moved per year (TEU's, tons, barrels)		
1,500 – 15,000	1,000	2,500
15,000 – 50,000	3,000	5,000
50,000 – 100,000	5,000	7,500
Over 100,000	7,000	10,000
COMMERCE & INDUSTRY		
Land owners/developers of residential, industrial, commercial, tourism properties	1,000	7,000
LOCAL GOVERNMENT, SPECIAL DISTRICTS		
	1,000	2,500
WATER-RELATED RECREATION (marinas, yacht clubs)		
	1,000	3,000
PROFESSIONAL SERVICE FIRMS		
Based on number of employees in the nine Bay Area counties		
1 to 5 employees	500	1,000
6 to 25 employees	750	1,500
26 to 50 employees	1,000	2,000
51 to 100 employees	1,500	2,500
Over 100 employees	2,000	5,000
ASSOCIATIONS		
	500	1,000
INDIVIDUALS		
	250	1,000

¹ The **SUSTAINING** level represents the minimum dues level for each category paid by the current membership.

² The **SPONSOR** level represents the maximum dues level and includes special benefits. Contact BPC for more information. It is suggested that a major corporation, municipality or firm who is playing a significant leadership role in SF Bay-Delta business and who is actively engaged in Bay-Delta issues participate with the Coalition as a Sponsor member.

The BPC is a non-profit, tax-exempt corporation designated under Section 501(c)(4) of the Internal Revenue Code. Contributions and funds made available to the Coalition are not deductible as charitable contributions as defined in Section 170(c) of the Code but may be deducted as necessary and ordinary business expenses in accordance with the Code. Federal Tax ID #94-2882181.



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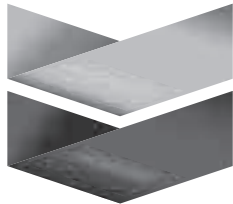
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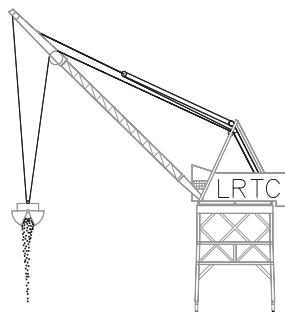
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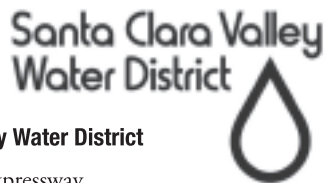
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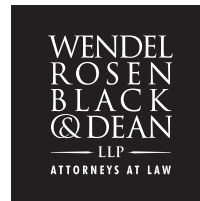
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Acknowledgments

Bay Planning Coalition thanks its outstanding staff for their excellent work in producing the 2007 San Francisco Bay Decisionmakers Conference.

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- Lauren Soloff**, Event Planner
- Dwayne Oslund**, Consultant
- Bryan Tolentino**, Administrative Assistant
- Anna Bullard**, Administrative Assistant

BPC Also thanks the 2007 Decisionmakers Conference Planning Committee:

Chairman, Scott Warner
 Vice President and Principal Hydrogeologist, Geomatrix Consultants, Infrastructure Safety Initiative, Co-Chair

James Fiedler
 Chief Operating Officer, Watersheds
 Santa Clara Valley Water District

We gratefully acknowledge and appreciate

- the generous support of all our financial sponsors whose funding enables the Coalition to provide substantial educational outreach to students, non-governmental organizations, local government staff and others to attend the Conference.
- the investment of time and thought made by the Conference speakers, panelists and facilitators.
- our supporting organizations



Port of Stockton
congratulates

Bay Planning Coalition
on their

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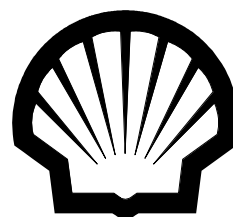
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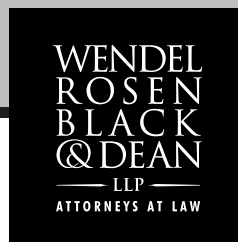
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