

## 2011 Work Program

The 2011 Work Program addresses six critical areas that reflect the goals and objectives of Bay Planning Coalition. These critical areas fall into two categories: (1) Federal Government and (2) State, Regional, Local Government.

The Work Program is a living document that should be updated regularly to reflect unanticipated events due to legislation, regulations, rule making and court decisions; it should be expected that the 2011 Work Program will change to meet the demands and needs of our membership.

Included in the Work Program are issues and activities of primary focus. Many more items will be advanced by Bay Planning Coalition throughout the year; these are areas of greatest impact and emphasis.

### A. FEDERAL GOVERNMENT

#### 1. Long-Term Management Strategy for Dredged Material Disposal (LTMS)

Immediate concern is the Hamilton regional beneficial use site. With the pending closure of Hamilton in March of 2011, limited material disposal sites will exist that are financially reasonable, including Montezuma. Continue need to work with the LTMS Management Committee to develop a strategy for private and public dredging sponsors that are reasonable in cost.

Bel Marin Keys is a logical regional beneficial use site; however, the U.S. Army Corps of Engineers is modifying the funding arrangement. The change that is being dictated out of Washington, D.C., will serve as an impediment to reasonable dredging costs.

**PROPOSED ACTION:** Propose to the State Board of Equalization that they fund a study that reflects the fiscal impacts to not providing enough federal funds to continue the dredging and maintenance of federal channels. The economic consequences of not properly funding dredging operations in Northern California has a direct impact on the amount of taxable money the State of California can collect. The study can be utilized to educate Members of Congress not only from California, but beyond to states that moves product into or out of our ports. This study would hopefully provide political support to from California and beyond to apply the appropriate pressure to change the funding allocation that has been proposed by U.S. Army Corps of Engineers, Washington, D.C.

Work with federal, state and local agencies to negotiate and establish reasonable off-loading costs at Bel Marin Keys and other potential sites within the San Francisco Bay. Develop a strategy with California Marine Affairs and Navigation (CMANC) to determine potential sites and political and regulatory challenges associated with Bel Marin Keys and other identified sites.

## **2. Federal Energy & Water Appropriations/Harbor Maintenance Trust Fund**

Again this year, a Harbor Maintenance Fund Bill has been introduced in Congress, it is H.R. 104 and its companion bill S. 412. This issue is an extremely high priority for Bay Planning Coalition. With the new political direction that Congress has taken to 'No Earmarks' and greater 'Financial Accountability', H.R. 104 and S. 412 represents the best opportunity to advance this piece of legislation. Bay Planning Coalition working with California Marine Affairs and Navigation, and the National Waterways coalition will provide the appropriate advocacy to promote H.R. 104 and S. 412. H.R. 104 seeks funding for navigation channel dredging. Included in H.R. 104 and S. 412:

- Funding for federal energy and water programs of U.S. Army Corps' Operation and Maintenance (O & M)
- LTMS
- Creation (continuing / new) of wetland restoration projects
- Navigation channel dredging

**Proposed Action:** Actively educate Members of Congress about the merits of H.R. 104 and S. 412. In addition, seek additional sponsors for H.R. 104 and S. 412. If necessary, seek political support from local government officials to request that their Member of Congress support and become a sponsor of H.R. 104 and S. 412.

## **B. STATE, REGIONAL, AND LOCAL GOVERNMENT**

### **1. Broad Proactive Involvement**

As we have seen recently, local and regional government actions can become a barrier to protecting business operations and negatively impact members of Bay Planning Coalition. It is very important that Bay Planning Coalition be an active participant and participate in committees, steering committees and working groups in order to monitor and advocate on behalf of Bay Planning Coalition interests and members. In addition, it is important to monitor agendas of public agencies to identify opportunities to advocate on behalf of our membership.

Recently formed is an organization called 'Bay Area Business Coalition', representing Chief Executive Officers, Executive Directors and Presidents of pro-business interests in the greater San Francisco Bay Area. Bay Planning

Coalition is affiliated with Bay Area Business Coalition. It is the goal of the loosely affiliated organization to work together and to protect the interests of all businesses facing external pressure from over zealous government entities and staff working at times with hidden agendas that are detrimental common sense.

## **2. BCDC Proposed Climate Change Bay Plan Amendments**

Continue to have Bay Planning Coalition take the lead role regarding the Bay Plan amendments for analysis, communication and education, of elected officials, local government, and private industry. It is essential that economic, legal and scientific arguments be factual and presented language so that the lay person can understand consequences of the proposed amendments. Continue to work and support efforts of the regional task force members of the Bay Area Business Coalition.

## **3. Climate Change and SB 375 - Sustainable Communities Strategy**

The California legislature adopted a statewide mandate to reduce CO2 greenhouse gases and also the AB 32 implementation legislation, SB 375. BPC should continue to monitor the implementation of these new laws through the Bay Area's Joint Policy Committee (ABAG, BAAQMD, MTC and BCDC) and Bay Area Business Coalition join with other organizations to identify an appropriate role and action plan as needed.

## **4. Advocacy for Political Appointments**

With the recent election of a new governor, special attention is needed to identify prospective board members to regional and state agencies that have oversight of areas of interests to Bay Planning Coalition members. The selection of a member to such an agency can have long-term negative consequences with potential legal and regulatory fees, unnecessary and burdensome regulations, and they ability to protect and produce new jobs.

Specifically the agencies which have the greatest interests to Bay Planning Coalition members are as follows:

- Association of Bay Area Governments
  - Thirty Eight members, based on populations of cities and counties. Governor makes no appointments
- Bay Area Air Quality Management District
  - Twenty Two members, based on population of each county. Governor makes no appointments
- California Air Resources Board
  - All eleven members appointed by governor
- California Energy Commission

- All five members appointed by governor
- Metropolitan Transportation Commission
  - Nineteen members, fifteen from local government, two from federal agencies, and two from state agencies
- San Francisco Bay Conservation Development Commission.

Although the governor has only six appointments, five agencies that report to the governor have another seven appointments:

  - Gubernatorial Appointments, six
  - Resources Secretary, one
  - Director of Finance, one
  - State Lands Commission, two
  - Business, Transportation & Housing Secretary, two
  - Regional Water Board, one
- San Francisco Bay Regional Water Quality Control Board
  - All seven members appointed by governor
- State Water Resources Control Board
  - All five members appointed by governor
- Water Emergency Transportation Authority
  - Five appointed members, three from the governor and one each from the State Assembly and Senate

The number of vacancies will present an opportunity to help qualified individuals who seek to perform public service as a member of numerous boards. Bay Planning Coalition should actively seek to place such individuals on these boards. In addition, Bay Planning Coalition should send letters of support to well qualified individuals who seek an appointment to jobs within the administration. Bay Planning Coalition should work in conjunction with Bay Area Business Coalition to provide added strength to these political appointments.

## **5. Dredging – Importance to Commerce**

Dredging of the shipping channels within the San Francisco Bay and Delta Tributaries is critical to movement of products to and from Northern California. Without maintaining proper depth of shipping channels and ports, much activity will cease to occur in and out of the Golden Gate. In addition, larger ships requiring deeper channels and ports are being used; this is a trend which will continue.

Adequate funding is not being provided to properly maintain the necessary depths of channels and ports in the Bay, including the Baldwin Ship Channel, the Ports of Oakland, Redwood City, Richmond, San Francisco, Stockton and West Sacramento.

