

Membership Application

Company, Organization, or Official Entity _____ **Date** _____

Member Designee*

Name _____ Title _____

Mailing Address _____ Street Address / P.O. Box _____

City _____ State _____ Zip + 4 _____

Telephone _____ Fax _____

E-mail _____ Website _____

Membership Category

(See reverse for Dues Guidelines)

Annual Dues \$ _____

(Dues for new members joining after October 1 will be applied to the following year.)

Please Invoice me:

Send Invoice Attention to: _____

** 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:** _____

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

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

Name	Title	E-mail
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Name	Title	E-mail
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Name	Title	E-mail
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Name	Title	E-mail
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To post and link your website on our BPC Members page, please provide the following:

Website URL: http:// _____

Brief description: _____

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?

Membership Dues

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 and developers of residential, industrial, commercial, tourism properties; equipment manufacturers	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 higher dues level and includes special benefits. 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. For more information, contact the BPC.

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

2012 Membership

BUSINESS & INDUSTRY

Aeolian Yacht Club
AMPORTS/Port of Benicia
BAE Systems/San Francisco Ship Repair
Bel Marin Keys CSD
Berg Holdings
Brickyard Cove Marina
Burdell Properties
California Oils Corp.
Cargill
Chevron
Clipper Yacht Company
Conoco Phillips
Corto Menno Sand & Gravel LLC
CS Marine Constructors Inc.
DMB Redwood City Saltworks, LLC
The Dutra Group
Eagle Rock Aggregates, Inc.
Emery Cove Marina Condo Association, Inc.
Foss Maritime Company
Ghilotti Construction
Golden Gate Land Holdings
Great Lakes Dredge & Dock Co., LLC
Jerico Products
Lehigh Hanson West Region
Lennar Mare Island, LLC
Levin-Richmond Terminal Corporation
Manatt, Phelps & Phillips, LLP
Manson Construction Company
Marin Yacht Club
Marina Village Yacht Harbor
Montezuma Wetlands, LLC
NuStar
Port of Oakland
Port of Redwood City
Port of Richmond
Port of San Francisco
Port of Stockton
Port of West Sacramento
Ports America
Power Engineering Construction Co.
Princess Cruises
ROMA Design Group
San Francisco International Airport
San Francisco Waterfront Partners, LLC
Santa Cruz Port District
Scott's Seafood Restaurants
Shell Martinez Refinery
Sims Metal Management
Tesoro Corporation
Treadwell & Rollo/Langan
Valero Energy Corporation
Vortex Marine Construction, Inc.

PROFESSIONAL SERVICES

AECOM
AMEC
Anchor QEA CA, L.P.
ARCADIS U.S., Inc.
Bellingham Marine Industries
BKF Engineers
Bingham McCutchen, LLP
Briscoe Ivester & Bazel, LLP
Brown and Caldwell
CH2M HILL
CLE Engineering, Inc.
CSW/Stuber-Stroeh Engineering Group
Downey Brand Attorneys, LLP
ECORP Consulting, Inc.
ENS Resources, Inc.
ENVIRON International Corporation
Environmental Risk Services Corp.
Environmental Science Associates (ESA)
Farella Braun & Martel, LLP
Francois Sorba Law Office
Fugro West Inc.
Gahagan & Bryant Associates, Inc.
Hanson Bridgett, LLP
HDR Engineering, Inc.
ICF Jones & Stokes
Kennedy/Jenks Consultants
Law Offices of Paul Minault
Lipton Environmental Group, LLC
Metropolitan Stevedore Company
Miller Starr Regalia
Moffatt & Nichol
Nichols Consulting Engineers
Noble Consultants
NRC Environmental Services
Pacific EcoRisk
Parsons
Perkins Coie LLP
PES Environmental
Poseidon Water, LLC
Sheppard Mullin Richter & Hampton, LLP
Starcrest Consulting Group, LLC
TranSystems Corp.
URS Corporation
Weiss Associates
Wendel Rosen Black & Dean, LLP
Weston Solutions, Inc.

LOCAL GOVERNMENT & DISTRICTS

Alameda County Public Works Agency
City of Benicia
City of Foster City
City of Monterey Municipal Marina
City of Pittsburg
City of San Jose
City of San Leandro
City of Vallejo

Contra Costa County Water Agency
East Bay Municipal Utility District
Golden Gate Bridge, Highway & Transportation District
San Francisco Public Utilities Commission
San Mateo County Harbor District
Santa Clara Valley Water District
Sonoma County Water Agency
Strawberry Recreation District

ASSOCIATIONS

AGC of California
Association of Bay Area Governments
Bay Area Council
The Bay Institute of San Francisco
Building & Construction Trades Council of Alameda County
Building Industry Assn. of the Bay Area
California Alliance for Jobs
California Assn. of Harbor Masters & Port Captains
California Marine Affairs & Navigation Conference
Contra Costa Council
Council of Industries
East Bay Economic Development Alliance
FuturePorts
Intl. Longshore and Warehouse Union
The Industrial Assn. Inc. of Contra Costa
Marina Vista Improvement Club
Marine Exchange of the San Francisco Bay Region
Northern California Marine Association
Oakland Metropolitan Chamber of Commerce
Operating Engineers – Local 3, AFL-CIO
Pacific Inter-Club Yacht Association
Pacific Merchant Marine Council, Navy League of the United States
Paradise Cay Homeowners Association
Pile Drivers Local Union 34
Sailors' Union of the Pacific
San Francisco Bay Joint Venture
San Francisco Estuary Institute
San Francisco Maritime National Park Association
San Mateo County Economic Development Agency (SAMCEDA)
Save San Francisco Bay Association
Seaport Industrial Association
Solano Economic Development Corp.
Western States Petroleum Association
Western Wood Preservers Institute

INDIVIDUALS

Jim Haire
Trevor Ham
Bonnie Lowrie-Preston
Michael T. Rafferty
Nancy Wagner

2012 Board of Directors

James Fiedler

President, BPC;
Chief Operating Officer, Water
Utility Enterprise
Santa Clara Valley Water District

Scott D. Warner

Vice-President, BPC;
Principal Hydrogeologist
AMEC

Phillip Lebednik

Treasurer, BPC;
Principal Scientist
ARCADIS U.S., Inc.

Richard Sinkoff

Secretary, BPC;
Director, Environmental Programs
and Planning
Port of Oakland

Richard Rhoads

Immediate Past-President, BPC;
Vice President
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International Secretary-Treasurer
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Senior Vice President, Northern
California Regional Manager
URS Corporation

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Weston Solutions

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Chevron Products Company

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LLC

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Eric Hinzl Vice President

Kennedy/Jenks Consultants

David M. Ivester

Partner
Briscoe Ivester & Bazel LLP

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Principal
Burdell Properties

Gary M. Levin

President & CEO
Levin-Richmond Terminal Corp.

James D. Levine

President
Montezuma Wetlands, LLC

Sean Marciniak

Attorney & Director
Miller Starr Regalia

G. Mike Marcy

Manager
Tesoro Refining and Marketing
Company

James C. Matzorkis Executive

Director
Port of Richmond

Gary Oates

President
Environmental Science Associates

Paul Shepherd

Land Manager
Cargill

Ellis A. Wallenberg

Director Business Development
Weiss Associates

Daniel Woldesenbet

Agency Director
Alameda County Public Works
Agency

2012 Work Plan

The 2012 Work Plan addresses four critical areas that reflect the goals and objectives of the Bay Planning Coalition. Many of these goals and objectives were developed at the Strategic Planning Retreat in September 2011. The Plan also reflects the changing economic, environmental, political and regulatory circumstances that currently exist. These critical areas fall into four categories:

- A. Federal Government
- B. State, Regional and Local Government
- C. Educating the Public of the Importance of Infrastructure Planning
- D. Internal Operations and External Relations

The Work Program is a living document that should be routinely updated to reflect changes around legislation, regulation, rulemaking, court decisions, economic trends and public relations. It should be anticipated that the 2012 Work Plan will change to meet the demands and needs of our membership.

Included in the Work Plan are issues and activities of primary focus. It is expected that many more items will be studied and advanced throughout the year; included here are areas of greatest impact and emphasis.

A. FEDERAL GOVERNMENT

Federal Energy & Water Appropriations/Harbor Maintenance Trust Fund

Congress is entering its second year of the One Hundred Twenty-Second Congress. The Harbor Maintenance Fund Bill H.R. 104 and its companion bill in the Senate, S. 412, remain caught in jeopardy due to politics related to any appropriation legislation. Congress has yet to reverse its position of 'No Earmarks'.

As a result, advancement of H.R. 104 and S. 412 remains the most logical avenue to advance this critical funding mechanism to provide the needed funding for dredging and maintenance of our channels, harbors and ports to the project depth to support economic growth and vitality. Bay Planning Coalition will work with California Marine Affairs and Navigation, the National Waterways coalition, the California Farm Bureau, and other agricultural and manufacturing associations to increase advocacy and education to promote H.R. 104 and S. 412.

H.R. 104 and S. 412 would increase funding for navigation channel dredging from the already collected Harbor Maintenance Tax. Included in H.R. 104 and S. 412:

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

Proposed Action: Actively educate Members of Congress about the economic merits of H.R. 104 and S. 412, and seek additional sponsors. In order to build political support in Congress, this will require educating local government officials, media and the general public about the economic benefits and necessity of maintaining navigation channels at project depths.

B. STATE, REGIONAL AND LOCAL GOVERNMENT

1. Bay Area Business Coalition

In 2011 Bay Planning Coalition was one of several non-profit advocacy organizations that joined ranks to form the 'Bay Area Business Coalition.' Working together, this coalition-- including organized labor and local government-- helped change the proposed language of San Francisco Bay Conservation and Development Commission's Bay Plan Amendment. The change protects the economic interests of the San Francisco Bay property owners.

The goal of the Bay Area Business Coalition is to work together to protect the interests of all businesses facing external pressure from overzealous government entities.

Proposed Action: The Bay Planning Coalition will maintain active involvement with the Bay Area Business Coalition, especially with issues that have the greatest impact to members of the Bay Planning Coalition.

2. San Francisco Bay Conservation and Development Commission (BCDC)

A Bay Plan Amendment dealing with potential impacts of Climate Change passed unanimously with the support of Bay Planning Coalition on October 6, 2011. The amendment did not change the limits of BCDC, which will continue to exert jurisdiction over land within the first 100 feet from the shoreline around the San Francisco Bay.

Proposed Action: The Bay Planning Coalition will continue to attend meetings, educate, monitor and advocate for an appropriate balance between economic and environmental interests. The goal is to enhance the quality of life for all who visit or live in the San Francisco Bay Region.

3. Joint Policy Committee and Climate Change

Several years ago, the California legislature adopted a statewide mandate to reduce CO2 greenhouse gases (SB375) and also adopted AB 32. A consequence of this legislation was the passage of Bay Plan Amendment dealing with Climate Change by BCDC in 2011. A Bay Area Joint Policy Committee (JPC) was formed representing Association of Bay Area Governments, Bay Area Air Quality Management District, Metropolitan Transportation Commission and BCDC.

Proposed Action: The Bay Planning Coalition-- working with the Bay Area Business Coalition-- is going to actively monitor all actions of the JPC. The JPC will be taking a more active role regarding sea level rise and development. The business community, organized labor and local government have worked together to modify the Bay Plan Amendment language. As a next step, it is important that the business community take the lead on protecting the economic interests surrounding the shoreline of the San Francisco Bay Region. The activities of Bay Planning Coalition working with the Bay Area Business Coalition will be essential in monitoring the activities of the JPC; we will also need to educate elected officials and the public about the economic need of the region to 'harden' and protect the shoreline. This is going to require a sustained effort to eventually move towards placing a regional bond on the ballot to raise the necessary capital to build levees, seawalls and wetlands to protect the economic interests along the shoreline.

4. Advocacy for Political Appointments

During Governor Brown's first year in office, the Governor has been consumed with dealing with the budget crisis. As a result, many political appointments to regional agencies have not been filled. Many of these agencies have oversight over areas of interest to Bay Planning Coalition members. The selection of political appointments to such agencies can have long-term negative consequences potentially with increased legal and regulatory fees, unnecessary and burdensome regulations, and the ability to protect and create new jobs.

The Bay Planning Coalition has sent letters to Governor Brown in support of potential candidates to BCDC, San Francisco Bay Regional Water Quality Control Board and the State Water Resources Control Board. Thus far, no action has been taken by the Governor. The Bay Planning Coalition will continue to support viable candidates who will listen to and represent the views of our members to the following agencies:

- Association of Bay Area Governments
- Bay Area Air Quality Management District
- California Air Resources Board
- California Energy Commission
- Metropolitan Transportation Commission
- San Francisco Bay Conservation and Development Commission
- San Francisco Bay Regional Water Quality Control Board
- State Water Resources Control Board
- Water Emergency Transportation Authority

Currently Bay Planning Coalition is working to identify a slate of five candidates for BCDC to recommend to the Governor. Once the slate is identified, Bay Planning Coalition will be seeking support from member associations within the Bay Area Business Coalition, California State Chamber of Commerce and Western States Petroleum Association to also send letters of support.

Proposed Action: Continue to proactively work with like-minded associations such as the Bay Area Business Coalition, organized labor and local government while advocating, educating, monitoring state and local agencies about the issues of importance to Bay Planning Coalition members. Generate letters of support of political appointments and continue to facilitate meetings with persons of political influence to help move the political appointment process in favor of our candidates.

C. EDUCATING THE PUBLIC OF THE IMPORTANCE OF MARITIME INFRASTRUCTURE PLANNING

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

Due to naturally shallow water depths, dredging and disposal of dredged materials are essential to maintaining port activities such as maritime trade, recreational boating and other public trust uses. While most agree that dredging should be accomplished within environmental and economic constraints, a myriad of environmental, funding, contracting, regulatory and physical challenges make this a difficult task.

The dredging community in San Francisco Bay faces continued challenges. Constrained by narrow environmental “work windows”, difficult economic times for project owners and dredgers, and the continued implementation of the LTMS “step-down” periods, dredging project sponsors must navigate a difficult path to maintain shipping channels, harbors and marinas within project scheduling and budgetary constraints. Upland beneficial reuse, the linchpin for the LTMS beneficial reuse strategy, demonstrates some of these challenges. Operations at the Hamilton Wetland Restoration Project and Montezuma Wetlands Project have been successfully utilized, however, with Hamilton now full and no longer able to accept material, dredging projects must work with a more limited array of options including limited in-Bay disposal, the San Francisco Deep Ocean Disposal Site (SFDODS), and remaining beneficial reuse sites (Montezuma Wetlands, Carneros Ranch, etc).

Even with the collaborative work of agency partnerships like the Dredged Material Management Office (DMMO), the overall state of the economy, current contracting processes, and the resultant reduction in available federal and state funding levels, present challenges to a system that was already stressed. The disparity between increased dredging costs and flat funding created a need to find solutions to dredge more efficiently and cost-effectively. Earlier this year, the U.S. Army Corps of Engineers presented a value engineering study ([VE Study](#)) identifying more cost-effective tools and solutions to continue to meet the LTMS goals. Project sponsors are anxiously awaiting the implementation of these more efficient and cost-effective solutions. Meanwhile, project sponsors continue to face an uphill battle in sustaining dredging operations. As we stand on the eve of the 2012 dredging season, we need to further the dialogue on how best to meet LTMS, environmental and economic growth goals given current funding constraints.

Proposed Action: The Bay Planning Coalition has been at the center of the issue for many years, helping to create the current set of both physical and regulatory solutions in place today. The Bay Planning Coalition will continue to help shape the dialogue and outcome with the issues related to costs, disposal and reuse options. This will also include further dialogue from the dredging and regulatory communities to identify the needed changes in dredging, regulatory, contracting and disposal practices to simultaneously promote the viability of the local Bay and shoreline habitats and restore local, state and national economic growth for generations to come. The Bay Planning Coalition will strive to create a sense of urgency on regulatory issues, making the connection between timeliness and having a balanced regulatory process. This process will include developing a culture of “yes” and help shift the regulatory attitude of “precautionary principle” to pragmatic responsiveness. The Bay Planning Coalition has already and will continue to raise the issue related to the decreasing nutrient loading of the San Francisco Bay and exploring the option of new in-bay disposal sites.

D. INTERNAL AND EXTERNAL OPERATIONS

1. Financial Accountability

Proposed Action: Once the books are closed at the end of each month, the Bay Planning Coalition staff will provide an economic statement to the Executive Committee.

2. Decisionmakers Conference (DMC) and BPC Workshop Series

A successful DMC is critical to the economic stability of the Bay Planning Coalition, and the three Workshops in 2011 have also proven to bring in substantial revenue.

Proposed Action: Continue to hold the DMC and schedule three BPC sponsored Workshops. For a successful DMC and Workshop Series, secure sponsors, media outreach, regulators and elected officials to help educate about important issues to Bay Planning Coalition members.

3. Co-Sponsoring Workshops of Regional Importance

Proposed Action: In addition to the Bay Planning Coalition Workshop Series, the Bay Planning Coalition should work closely with other organizations such as the Bay Area Council, BIA Bay Area, Contra Costa Council, East Bay EDA, Jobs and Housing Coalition, North Bay Leadership Council, Silicon Valley Leadership Group, SAMCEDA and Solano EDC to co-sponsor workshop(s) of regional importance. The workshop(s) would serve as an additional forum for conversation and dialogue to support Bay Planning Coalition’s efforts to promote economic growth and vitality in the Bay while also raising additional revenue for the organization.

2012 Board of Directors and Membership Meeting Schedule

February 8, 2012 Board of Directors Meeting, Port of Oakland, 2:00 – 4:00 p.m.

April 26, 2012 DMC, Scott's Seafood Restaurant, Oakland, 8:00 – 4:00 p.m.

May 9, 2012 Board of Directors Meeting, Port of Oakland, 2:00 – 4:00 p.m.

May 16, 2012 Members Briefing, Port of Oakland, noon – 2:00 p.m.

September 13, 2012 Board of Directors Meeting, Port of Oakland, 2:00 – 4:00 p.m.

December 13, 2012* Board of Directors Meeting, SFYC, 9:00 – 11:00 a.m.

Likely to schedule three workshops, suggested months June, September and November

**Tentative date*

History

The mission of the Bay Planning Coalition (BPC) is to ensure that commerce, recreation and the natural environment thrive in the San Francisco Bay-Delta region. BPC's goals are to:

- **Ensure fair, reasonable and balanced planning and permitting which minimizes delay, costs and uncertainty;**
- **Assure that regulatory agencies act within their enabling legislation;**
- **Educate the general public, regulatory agencies and permit applicants in the principles of prudent planning and regulation;**
- **Collaborate with regulatory agencies and other organizations to foster understanding, communication, interaction and common solutions.**

Founded in 1983, the Bay Planning Coalition (BPC) is a non-profit, membership-based organization representing public and private entities in the maritime industry and related shoreline businesses, ports and local governments, landowners, recreational users, labor unions, residential and commercial builders, environmental and business organizations, and professional service firms in engineering, construction, law, planning, and environmental sciences.

BPC emerged from a group of Bay Area citizens and representatives of local government and private industry who became concerned about the increasing complexities and inefficiencies in the state and federal permit processes. Many instances were documented where unreasonable permit conditions, delays, and over-reaching policies impeded the economic use of land and water for commerce and essential infrastructure to serve population needs. BPC was formed to correct this problem and establish balance in Bay permitting and planning processes to reduce unwarranted costs, delays, and uncertainties for Bay development projects.

Federal and state laws and plans call for the development of the Bay Area while protecting the Bay as a natural resource. These laws require timely procedures for the many public agencies to review and act on permit applications. The agencies continue to be challenged in meeting timelines specified by law, while balancing the needs of both the environment and development. BPC works to ensure that the agencies fulfill the intent of the law while meeting time and economic constraints of the permit applicants.

BPC activities have expanded to cover not only the permit process, but also essential planning, communication and consensus-building related to navigation and dredging, water and air quality, water supply, transportation, and wetlands and wildlife issues.

BPC relies on collaboration as key to achieving a fair and expeditious permit process with governmental agencies, environmental organizations, private industry and many others to address and resolve all stakeholder concerns. These collaborative efforts promote and

implement projects for the Bay-Delta navigation and flood management infrastructure, ports, ferry system expansion, highways, rail and waterway transportation, homebuilding, water and air quality and water supply improvements, wetland restoration, and endangered species protection.

The Coalition's primary purpose, then and now, is to ensure that the Bay and Delta are sustained, enabling sound economic development, conservation and public use.

BPC Projects and Accomplishments

2011 – Business Friendly: BPC took the lead role on negotiating the language and supporting the changes to the San Francisco Bay Conservation and Development Commission's Bay Plan amendments. The changes to the language protected the business interests along the bay shoreline while recognizing that climate change will have economic and environmental impacts to the San Francisco Bay. 2011 also led to the development of a five-year Strategic Plan that will guide BPC to increase its visibility and promote the economic importance to dredging to the economy of Northern California and beyond.

2010 – Climate Change: San Francisco Bay Conservation and Development Commission's Bay Plan amendments: BPC successfully advocated to BCDC that it should embrace a regional approach to the adoption of policies regarding sea level rise and submitted its recommendations for language. BCDC has now rescheduled its timetable for adopting Bay Plan amendments and has expanded its collaborative process to include a wider group of business and local, state and federal agencies.

2009 – Air Quality Improvements: With assistance from BPC, the Port of Oakland adopts Phase 1 of its Maritime Air Quality Improvement Plan (MAQIP) with the goal to reduce the health risk from diesel pollution from ships, trucks, trains and other seaport sources by 85% by the year 2020. BPC's Bay Area Seaport Air Emissions Inventory project for the other Bay Area ports, San Francisco, Redwood City, Richmond and AMPORTS-Benicia conducted in collaboration with the Bay Area Quality Improvement District (BAAQMD) is completed.

Port of Oakland's -50' Channel Deepening Completed: BPC assisted the Port with advocacy and fundraising for its -50' navigation channel project and associated beneficial reuse of over 2 mcy of dredged material in the Hamilton Army Airfield wetland restoration.

2008 – BPC celebrates the 25th Anniversary of its founding. A revised 2-year Strategic Plan now includes an Envisioned Future Statement as follows: Through the leadership of the Bay Planning Coalition, recognized for its achievements in collaborative planning with public and private sector agencies and organizations, the Bay-Delta region's industry, recreation and commerce will grow and the natural environment will flourish, resulting in:

1. Innovative waterfront planning that sustains a working waterfront for water-dependent industry and jobs; supports a diversity of waterfront uses including water transit, marinas, wildlife habitat, and integrated with residential and commercial uses on contiguous land; addresses climate change and potential sea level rise, and fosters environmental-responsibility and compatibility among industry, residents and tourists;
2. Expansion of world-class maritime goods movement, ferries, recreational marinas and water-dependent industries;
3. Creation of a model of economic progress and environmental stewardship through regional innovation and supportive local, state, and federal policies and programs.

2006-2007 – Seaport Air Emissions: BPC focuses on a new challenge on the emerging issues related to the health impacts of diesel particulate emissions in and around the region’s ports and marine terminals. A Memorandum of Agreement is developed and adopted by the Bay Area Air Quality Management District (BAAQMD) Board and BPC port members to conduct an inventory of seaport air emissions and share the cost. BPC assists the Port of Oakland in the organization and development of its Maritime Air Quality Improvement Plan

2005 – Infrastructure Safety Initiative: BPC adopts 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, and 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.

2004 – California Performance Review: At BPC’s request, Governor Arnold Schwarzenegger’s California Performance Review program evaluates permitting delays and inefficiencies in the Bay Area’s environmental permit process. The result is the creation of a local task force whose membership includes BPC members, environmental organizations, and S. F. Bay Conservation and Development Commission (BCDC) staff. The Task Force concludes its deliberations and produces 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 is agreement on a revised interpretation of Sub-Tidal Policy #2 to include a programmatic alternative analysis for sand mining.

2003 – National Marine Transportation Partnership Project: National Oceanic and Atmospheric Administration (NOAA) Fisheries selects San Francisco Bay and the Environmental Windows Workgroup as the West Coast demonstration project for its national Marine Transportation Partnership Project. NOAA appoints BPC and three other partners (BCDC, Port of Oakland and NOAA) to participate in the development of a series of “best management practices.” The windows workgroup will be the case study illustrating how ports can work with fishery agencies to effectively coordinate maritime operations and endangered species protection.

2001-2002 – Environmental Windows Program: BPC convenes the Environmental Windows Workgroup program under the Long Term Management Strategy for Dredged Material Disposal (LTMS) with state and federal LTMS agencies and stakeholders. The purpose is to address dredging delays caused by fishery agencies’ ever-shrinking seasonal work periods established to protect endangered species. Organized into six working groups, the “Windows” program participants work collaboratively to improve dredging project planning and carry out scientific studies on fish locations and potential impacts of shipping on endangered species.

2001 – Water Transit Authority: At the request of the S. F. Bay Water Transit Authority (WTA), BPC helps develop the ferry system expansion plan and coordinates an environmental review for adoption by the state legislature.

2000 – LTMS Adoption: State and federal agencies adopt the Long Term Management Strategy for Dredged Material Disposal (LTMS). This culminates BPC’s 12-year effort to develop a plan for dredging and disposal, which includes the designation of several, dredged material disposal sites and a one-stop permit office.

1999-2000 – Port of Oakland’s -50’ Dredging Permits: With BPC’s advocacy, BCDC and the Regional Board each unanimously approve the Port of Oakland’s -50’ navigation channel deepening project.

1999 – S. F. Bay Wetland Joint Venture: BPC helps found the San Francisco Bay Wetland Joint Venture to advocate and establish a wetland restoration program which would coordinate wetland restoration with willing landowners.

1999 –S. F. Bay Trail: BPC helps found the San Francisco Bay Trail.

1999 – Seismic Safety Legislation: BPC advocates successfully for seismic safety legislation which identifies appropriate boundaries and responsibilities for setting construction standards between local governments and BCDC in the shoreline of San Francisco Bay.

1998-1999 – Marine Transportation Initiative: The federal Secretary of Transportation asks BPC to help implement the Marine Transportation Initiative which coordinates harbor maintenance among federal agencies.

1998 – VP’s Al Gore Hammer Award: Vice President Al Gore awards BPC the Hammer Award for its leadership in creating the joint state-federal cooperative permit review program called the Dredged Material Management Office (DMMO).

1997 – CalEPA: Governor Wilson appoints BPC to the task force formulating the mission of the new California Environmental Protection Agency.

1997 – Clean Water Act Citizen Suits: BPC investigates and exposes abuses of the citizen suit provision of the Clean Water Act.

1996-2000 – Dredged Material Rehandling Project: The California Coastal Conservancy selects BPC as the lead stakeholder organization on its team to complete the Dredged Material Rehandling Site Study Project.

1996-1997 – Sediment Testing Guidelines: BPC completes its Sediment Testing Guidelines for Dredged Material Disposal at San Francisco Bay Sites which is then used as a framework for discussion within the Long Term Management Strategy.

1996 – Treated Wood Policy: BPC leads the RWQCB and the Department of Fish and Game with scientific analysis of treated wood products in marine environments.

1994-1995 – BPC and Save the Bay Project: BPC and Save the Bay Association collaborate in a joint project to preserve BCDC lest its functions be transferred to the Coastal Commission, and reform it. The collaboration produces 40 recommendations for reform at BCDC, which BCDC unanimously adopts.

1994 – USACE Reorganization: BPC successfully urges the U. S. Army Corps of Engineers (USACE) to reorganize its San Francisco District Regulatory Branch based on the “project manager” model.

1991-1992 – Delta Protection Commission: BPC collaborates with the Homebuilders Association of Northern California and the Delta chapter to establish and shape a new planning agency for the Delta, the Delta Protection Commission.

1991 – State Lands’ fees eliminated: BPC secures the elimination of unauthorized State Lands Commission fees on dredging and streamlines dredging and mining lease procedures.

1990-2000 – LTMS Initiated: BPC serves as the catalyst for the state-federal Long Term Management Strategy (LTMS) for Dredged Material Disposal. The goal of the federal-state LTMS is to increase the availability of disposal options (in-Bay, ocean and upland) and establish a coordinated agency dredging permit process.

1990 – California Wetland Consensus: BPC and the California Chamber of Commerce form the California Wetland Consensus project, a group of statewide business and environmental organizations. The group develops guidance that Governor Wilson subsequently adopts as the Governor’s Wetland Policy Initiative.

1990 – Limited Government Project: BPC participates in the Limited Government Project in partnership with the Pacific Legal Foundation and the California Homebuilders Association. The Project advocates protection for property rights in federal land regulation.

1989-1991 – Regional Seaport Plan: BCDC and the Metropolitan Transportation Commission (MTC) accept BPC’s proposals for the Regional Seaport Plan. The proposals require that agencies consider market factors in allocating land for seaport use.

1988-1998 – Bay Protection and Toxic Hot Spot Clean Up Program: BPC forms a statewide committee on the implementation of the Bay Protection and Toxic Hot Spot Cleanup Program. The Committee works with the State Water Resources Control Board and its nine coastal regional boards over a period of ten years to achieve a scientifically sound and economically feasible cleanup program.

1988-1992 – S. F. Bay Comprehensive Conservation and Management Plan: The U. S. Environmental Protection Agency (USEPA) invites BPC to form and lead the business caucus in the development of the S. F. Bay Comprehensive Conservation and Management Plan. The Plan, adopted by Governor Wilson in 1992, forms the basis for a new water quality strategy based on controlling nonpoint source pollution and strengthens the decisionmaking process for water allocation through the new CalFed program.

1988 – Deepwater Ocean Site: BPC, working with state and federal officials, assists in the designation of the new Deepwater Ocean Dredged Material Disposal Site (DODS), greatly facilitating Bay dredging projects.

1986 – State OAL Decision: Ruling on a BPC petition, the State Office of Administrative Law (OAL) strikes down another “underground regulation”. The OAL rules that wetland policies adopted by the S. F. Bay Regional Water Quality Control Board (SFRWQCB) amount to a regulation and are not legally adopted. The law firm of Washburn, Briscoe & McCarthy represents BPC.

1985 – CWA Plant List: BPC organizes a scientific panel on the federal Clean Water Act’s wetland plant list. It achieves a major agreement on placement of certain plants, such as *lolium perenne*, in obligate and facultative plant listings for the purposes of USACE’s wetland jurisdictional determinations.

1984 – Gubernatorial appointees: Governor Deukmejian approves BPC’s recommended appointees to BCDC and the SFRWQCB.

1984 – CWA wetland definition: Washburn, Briscoe & McCarthy files an *amicus* brief on behalf of BPC in the U. S. Supreme Court in a case regarding the Clean Water Act’s wetland definition.

1983 – Diked Historic Baylands OAL Decision: BPC prevails before the State Office of Administrative Law, which rules that BCDC does not have jurisdiction over the so-called “Diked Historic Baylands”. The law firm of Washburn, Briscoe & McCarthy represents BPC before the OAL.

Acronyms:

BAAQMD = Bay Area Air Quality Management District

BCDC = S.F. Bay Conservation and Development Commission

CalEPA = California Environmental Protection Agency

CWA=Federal Clean Water Act

LTMS = Long Term Management Strategy for Dredged Material Disposal

MTC = Metropolitan Transportation Commission

NOAA = National Oceanic and Atmospheric Administration

OAL = State Office of Administrative Law

SFRWQCB = S.F. Bay Regional Water Quality Control Board

SWRCB = State Water Resources Control Board

USACE = U.S. Army Corps of Engineers

USEPA = U.S. Environmental Protection Agency

Sponsorship Opportunities

I encourage your organization when budgeting for 2012 to consider becoming a sponsor of the Bay Planning Coalition's (BPC) 2012 Workshop Series and annual Decisionmakers Conference (DMC). The sponsorship levels remain the same as in 2011. BPC is a leader in bringing key players together to initiate discussion and develop solutions to keep bay projects moving to produce more jobs and strengthen our economy. Our efforts support our mission to promote economic vitality with responsible environmental policies to enhance the quality of life in the San Francisco Bay Region.

Save the date! The DMC will be held on April 26th. The topics and dates for the Workshop will be announced early next year. ***If you have recommendations or suggestions about topics or speakers that you would like to incorporate for the 2012 Workshop Series or DMC, please contact BPC.*** By becoming a sponsor, you are investing in the Bay's economic future and helping BPC continue to offer access and advocacy on behalf of its members. Your sponsorship also brings you visibility to our members and contacts—more than 3,000 of them!

WORKSHOP SERIES (THREE WORKSHOPS) SPONSORSHIP LEVELS

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- * Sixteen (16) complimentary registrations
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- * Full-page, full-color advertisement in conference program
- * Prominent listing on conference signs, materials and handouts
- * Listing in on-site Bay Planning Coalition Business Directory
- * Quarter-page, full-color advertisement in the conference program
- * Sponsor listing on conference signs, materials and handouts
- * Listing in the on-site Bay Planning Coalition Business Directory

Supporting Sponsor @ \$2,500

- * Five (5) complimentary registrations
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- * Corporate logo placement in electronic mailings
- * Listing in media advertisements
- * Half-page, full-color advertisement in conference program
- * Key listing on conference signs, materials and handouts
- * Listing in the on-site Bay Planning Coalition Business Directory

John A. Coleman
Executive Director



In January 2011, John A. Coleman was chosen as the Executive Director of the Bay Planning Coalition, a non-profit, public benefit, membership corporation, to advocate for the balanced regulation and use of Bay-Delta resources to ensure that commerce, recreation and the environment thrive in the region. The Coalition's 175 members represent a broad spectrum of public and private Bay-Delta entities, including ports, maritime and shoreline industry, labor unions, local government, residential and commercial builders, recreational users and engineering, planning, environmental science, construction and legal professionals. The Coalition is governed by a 30-member Board of Directors.

Coleman was elected to the Board of Directors of the East Bay Municipal Utility District in 1990 and was re-elected in 1994, 1998, 2002, and 2006, representing Ward 2, which includes the communities of Alamo, Lafayette, and the Town of Danville, and portions of Pleasant Hill, San Ramon, and Walnut Creek. From 1996 to 2000, he served as President of EBMUD's Board of Directors and was elected to serve as Vice-President in 2009 and 2010. In 2011 and 2012, he was elected to serve as President.

Coleman is a past president of the board of the California Association of Sanitation Agencies and is past president of DERWA, the joint powers authority for recycled water service provided by EBMUD and the Dublin-San Ramon Services District. He currently chairs the Upper Mokelumne River Watershed Authority and the Freeport Regional Water Authority. He is the Vice President of the Association of California Water Agencies (ACWA), and serves on the boards of the Contra Costa Council, the National Water Resources Association (NWRA), and the WateReuse Association. He is also a member of the National Endangered Species Act Reform Coalition of the Association of California Water Agencies. Coleman served Governors Wilson and Davis as Deputy Director of External Affairs for the California Conservation Corps.

Long active in the community, Coleman is past president of the Lafayette Chamber of Commerce, former board member of the National Association of Service and Conservation Corps, and former member of the California Biodiversity Council. An Eagle Scout, and is past Scoutmaster of Troop 243 in Lafayette.

Coleman holds a Bachelor of Sciences in Natural Resources from the University of California, Berkeley, and a certificate in management from the University of the Pacific School of Business and Public Administration.