



VOLUME 8, NO. 1

Published by the Bay Dredging Action Coalition

MARCH, 2000

Act now to secure federal funds for dredging, environmental projects

There is absolutely no money in President Clinton's new budget for either the Port of Oakland's 50' dredging project or for the closely associated program to use the port's dredged material to create wetlands at what used to be Hamilton Air Field.

These programs were authorized last year under the Water Resources Development Act--after much heavy lifting by BDAC and the labor, business and environmental communities.

Now we've got to go back to work to get the money.

It's achievable. These projects have strong support at home and in Congress. But

it's going to be tough. We'll need to be on our best game.

Here's the plan:

Members of the Bay Dredging Action Coalition should write immediately to Sen.

Dianne Feinstein, on the Senate Appropriations Committee, and Rep. Nancy Pelosi, on the House Appropriations Committee, asking for support for the 50' and Hamilton projects.

BDAC will send a delegation to Washington early in March.

Congress will be accepting written testimony in support of the projects. Watch for a BDAC packet on how to prepare such testimony.

The bottom line is that neither the Port's 50' foot project nor the Hamilton project will happen without the federal funds. In their absence the Bay Area will simply not be able to compete for its share of international trade, and all the jobs and economic benefits that it produces.

Your support is needed--now!

Feinstein, Pelosi need to hear from you

Sen. Dianne Feinstein and Rep. Nancy Pelosi sit on their chambers' respective Appropriations Committees, with authority to propose additions to the President's Budget.

The budget process is on a fast track. Our representatives need to hear from us immediately in support of funding for the 50' and Hamilton projects

Sen. Dianne Feinstein
SH-331 Hart Office Building
Washington, DC 20510Rep.

Nancy Pelosi
2457 Rayburn Office Bldg
Washington, DC 20515

Please fax a copy of your letter to BDAC at 510 663 0957

Bay Dredging Coalition sets agenda for 2000

**By Robert Cheasty, President
Bay Dredging Action Coalition**

Bay Area business, labor and environmental communities have shown repeatedly that we can work together to make dredging projects happen, balancing commercial use of the Bay with the need to maintain its environmental health.

We've come a long way. With your support, we are at the point where, with a final push, we can have some confidence that the perpetual "dredging crisis" will be resolved, and that the Bay Area's economic development will no longer be threatened by "mudlock."

With this in mind, the following work program has been adopted by the Steering Committee of the Bay Dredging Action Coalition for the coming year.

* The Port of Oakland's 50 foot dredging project, along with the rest of the Vision 2000 program, must be shepherded through the regulatory process.

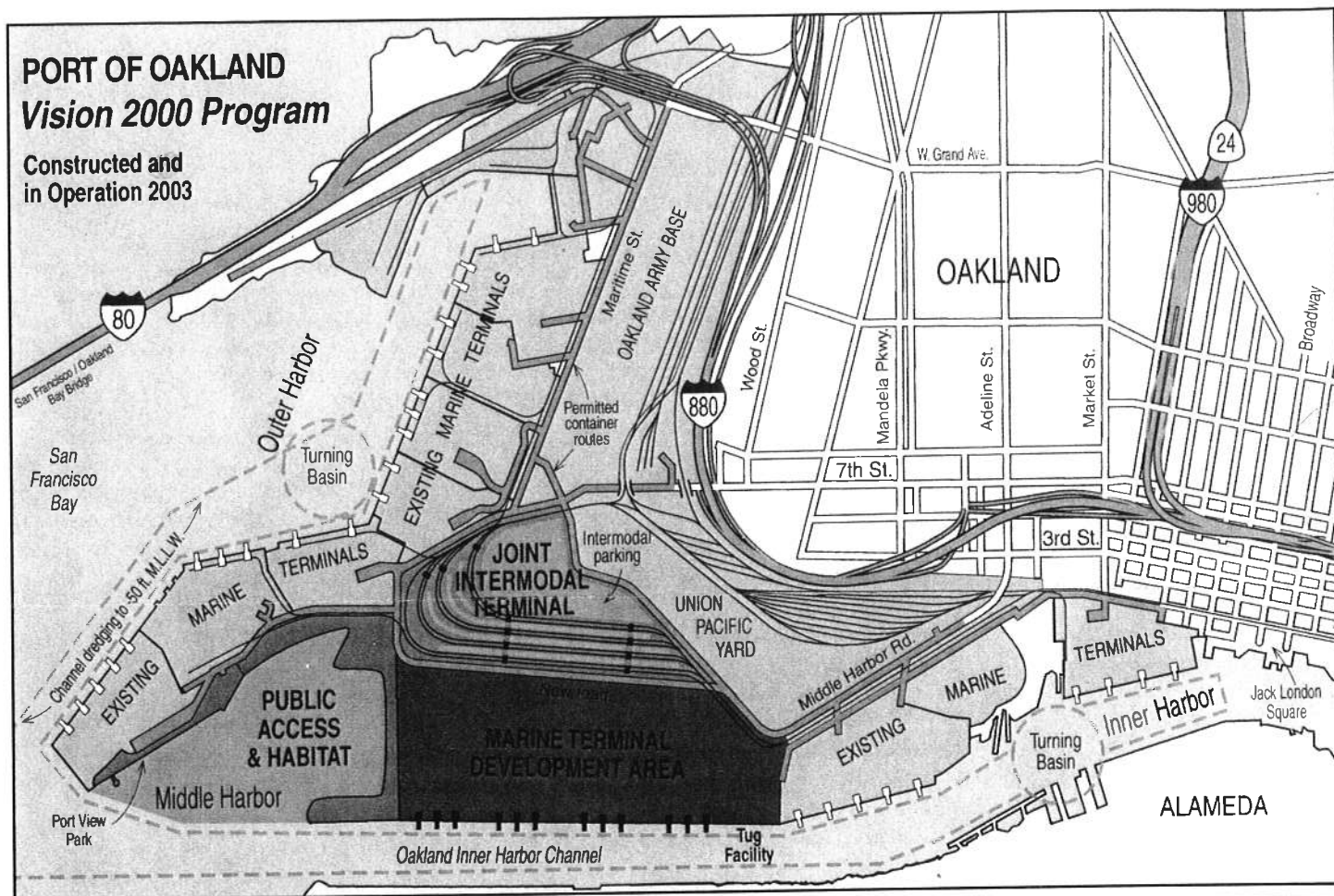
* The federal funds authorized last year for California dredging projects must now be appropriated and made available for use in the coming year. (See above)

* The multi-agency Long Term Management Strategy Implementation Plan, which establishes voluntary guidelines for upland, ocean and in-bay disposal, must be successfully completed. (See page 3)

* Upland disposal sites--Hamilton AFB and Montezuma Slough--must be permitted, funded and brought on line.

We have our work cut out for us. But with your continued support we will achieve these goals over the next two years. Keeping our oar in the water, we can successfully conclude a decade's work to reinvigorate the maritime industry in the Bay Area.

None of this can go much further, however, without your financial support. If we are going to have a continued presence in Washington, and present your point of view before the regulatory agencies, we need you to renew your membership now.



A great investment of state funds

BDAC ask Gov. Davis to include dredging funds in new state budget

A statewide coalition will soon ask Gov. Gray Davis to include support for dredging in his FY 2000-2001 budget. The funds would be used to meet the requirement that local agencies come up with 25% of the funds to match the 75% federal share.

This is often beyond the reach of local ports and marinas. So BDAC will be working with Bay Area legislators to include half of the state match, or 12.5% of the entire project, in the Governor's proposal.

It's a good investment. California ports, harbors and related businesses contribute over \$8 billion per year to federal tax and customs revenue.

The effect on state revenues is proportional.

The proposed state contribution is \$31 mil-

lion. In the year 2010 alone. The business activity and jobs generated by the Port's expansion will generate \$27 million in state tax revenues.

It's also a necessary investment. California's competitors for international trade--Washington State and British Columbia--provide substantial subsidies for dredging projects.

Middle Harbor environmental project heads for spring BCDC hearing

The Port of Oakland's project to use dredged material to create wildlife habitat in Middle Harbor is working its way through the regulatory process.

The Project will use up to 7 million cubic yards of dredged material from the Port of Oakland's channels to restore Middle Harbor as a productive habitat for fish and foraging area for the California least tern.

In order to approve Middle Harbor restoration, BCDC must amend its regulations to designate it as a site for reuse of dredged material.

Savings achieved by not having to haul this material to the ocean will allow the Port to place the balance of its dredged material at a disposal site at Hamilton Army Air Field or in Montezuma Slough, jump-starting these two key wetland restoration projects.

BDAC is currently meeting with Bay Area legislators, asking for inclusion of these dredging funds when the state budget proposal is revised in May.

You can communicate your support for state funding to:

Gov. Gray Davis
State Capitol
Sacramento, CA
95814

BDAC seeks balance, flexibility in Bay dredging plans for new century

LTMS -- the Long Term Management Strategy for Disposal of Dredged Materials--was initiated in 1989 in response to delays in securing dredging permits for Bay Area ports, marinas and terminal dredging and projects..

"We needed a way to step back and take a look at the big picture," according to Ellen Johnck, BDAC Vice-President and Executive Director of the Bay Planning Coalition. "Every dredging proposal was a crisis. Every agency, every stakeholder, had its own agenda."

LTMS, under the auspices of the US Army Corps of Engineers, brought all the regulators and other stakeholders together -- including BDAC -- to come up with a coherent long-term plan to dispose of the millions of cubic yards of material which needed to be dredged over the next 50 years.

Nearly a decade later, the LTMS agencies proposed in 1998 a comprehensive plan with yearly disposal targets as follows:

- * 40% of the dredged material produced by Bay Area projects to go to the federally authorized Deep Ocean Disposal Site 30 miles west of the Golden Gate.

- * 20% to designated sites in San Francisco Bay.

- * 40% at "upland" sites, to be used if possible in construction, wetlands reclamation, landfill or for other "beneficial" purposes.

The lack of available multi-user upland disposal sites will be

remedied by the permitting of Hamilton Air Force Base and the Montezuma Slough, but other sites must also be brought on line to accommodate the expected volume of dredged material.

The LTMS Management Committee has agreed to use a "management"-- rather than a "regulatory" -- approach to achieving its "40-40-20" goal. Regulatory agencies will work with dredgers to meet this standard, rather than establishing rigid rules. BDAC is currently working to ensure that such flexibility is part of the final LTMS implementation plan.

"We must have assurances that practical and environmentally sound alternative disposal options will be available before we implement 40% upland disposal," said BDAC President Robert Cheasty in a recent letter to the LTMS Management Committee.

"Until such sites are available, we can't really allocate hard volume targets to anyone without running the risk of having dredgers caught without a disposal site when a large vessel is due in port."

"We don't believe that the coalition which has taken LTMS this far should face serious division over this matter. We urge a testing period of three years to let the voluntary process work and to determine if modifications are necessary.

Most important, the continuity of the consensus ensures that the entire coalition wins."

"We needed a way to step back and take a look at the big picture, Every dredging proposal was a crisis. Every agency, every stakeholder, had its own agenda."

Dredging and the Bay Area economy

Data released recently by the Port of Oakland demonstrate the overwhelming economic impact of the Port's projected expansion:

Gain in new jobs: 1996-2010

8,000

Gain in business revenue

\$ 1,741,700,000

Gain in personal income

\$ 341,400,000

Gain in state/local tax revenue

\$ 50,100,000

source: Port of Oakland

BAY DREDGING ACTION COALITION (BDAC)

***405 Fourteenth Street, Suite 907
Oakland, CA 94612
(510) 663-0936 FAX (510) 663-0947***

LEADERSHIP COUNCIL

CHAIRMAN EMERITUS

James R. Herman, ILWU

Edward W. Aldridge
APL, Ltd.

Sunne Wright-McPeak
Bay Area Council

Rhea Serpan
SF Chamber of Commerce

Chuck Foster
Port of Oakland

Brian McWilliams
ILWU

Doug Tilden
Marine Terminals Corp.

Michael Glari
Port of Redwood City

Donald E. Moffitt
Consolidated Freightways

Douglas Wong
Port of San Francisco

Joseph Harabuda
Oakland Chamber of
Commerce

C. Bradley Holland
Matson Navigation Co.

Frank Herringer
Transamerica Corp.

Art Pulaski
California Labor Federation,
AFL-CIO

Iwao Itoh
New United Motors
Manufacturing, Inc.

Lindy Hahn Saunders
Bank of America

**The Bay Dredging Action
Committee wishes to express its
thanks to Ellen Johnck and the
Bay Planning Coalition for many
years of assistance and support
in administering our program.**

STEERING COMMITTEE

PRESIDENT

Robert Cheasty
Cheasty & Cheasty

Len Cardoza
Port of Oakland

Pat Pineda
New United Motors
Manufacturing, Inc.

VICE-PRESIDENT

Ellen Johnck
Bay Planning Coalition

Paul Cobb
DEEP

Veronica Sanchez
Port of San Francisco

SECRETARY

Judy Goff
Alameda County Labor
Council, AFL-CIO

Gunnar Lundberg
Sailors' Union of the Pacific,
AFL-CIO

M.K. Veloz
Recreational Boaters
Association

TREASURER

Jerry Bridges
Marine Terminals Corp.

John McLaurin
Pacific Maritime Shippers'
Association

CONSULTANTS

Robert Brauer
H. Lee Halterman