

Bay Area Council

Washington, D.C.
February 1-3, 2010

Transportation, Infrastructure
and Jobs Policy Delegation





About the Bay Area Council

The Bay Area Council is a business-sponsored, public-policy advocacy organization for the nine-county Bay Area. The Council proactively advocates for a strong economy, a vital business environment, and a better quality of life for everyone who lives here. Founded in 1945, as a way for the region's business community and like-minded individuals to concentrate and coordinate their efforts, the Bay Area Council is widely respected by elected officials, policy makers and other civic leaders as the voice of Bay Area business. Today, approximately 275 of the largest employers in the region support the Bay Area Council and offer their CEO or top executive as a member. Our members employ more than 4.43 million workers and have revenues of \$1.94 trillion, worldwide.



Fellow Delegate:

Thank you for joining with Transportation and Land Use Committee Chair Michael Covarrubias; Transportation Funding Subcommittee Chair Stuart Sunshine; Government Relations Committee Chair Andrew Giacomini; and Executive Committee Member Andy Ball on this important visit to Washington, D.C. We are pleased to welcome public sector leaders Steve Heminger, Executive Director of the Metropolitan Transportation Commission (MTC), and Omar Benjamin, Executive Director of the Port of Oakland, to our group for this trip.

Building on the momentum from the Council's two trips last year, this visit is targeted to address and inform our representatives on Capitol Hill and executives within the new Administration on how to craft an effective, visionary, sustainable, green and enlightened transportation policy for America. Our timing is appropriate, as continuing job losses emphasize the critical importance of federal policies, such as transportation, that sustain and create jobs.

There are exciting developments in Washington, signifying that Congress and the Administration are indeed serious about new directions for the nation's transportation policy. Among the most promising is the \$8 billion of high speed rail funds included in the stimulus act, immediately transforming modern rail transportation from a dream into a national priority. The Department of Transportation (DOT), Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) have announced a cabinet level partnership in support of a "Sustainable Communities" initiative, echoing the integrated planning approach on which the Bay Area has led for so many decades.

Transformative change, such as this Administration and this Congress are seeking, is never easy, but the work has begun in Washington. Representative Oberstar has forged ahead in the House of Representatives with a far-sighted new approach to the surface transportation program. In the Senate, Senator Barbara Boxer has been leading the charge as Chair of the Environment and Public Works Committee. Meanwhile, continuing job losses have Congress considering a job creation package, and the quest for a national approach to combating climate change continues.

This is definitely an appropriate and important time for the Bay Area Council to present its ideas and offer its support and assistance to Congress and the Obama Administration. Our transportation issues - mobility that supports jobs and economic development, sustainable transportation and communities, high speed rail, goods movement, efficient air travel, and transportation funding-are important goals in Washington, to your organizations, and of course the Bay Area Council.

I look forward to our time together in our nation's capitol, advocating for the greater good of the Bay Area.

Sincerely,

A handwritten signature in black ink that reads "Jim Wunderman".

Jim Wunderman
President & CEO
Bay Area Council

The Bay Area: Under the Looking Glass



- Would be the 10th largest country in the world by economy
- More Forbes 1000 Global headquarters than any region in the world after Tokyo, London and New York
- Global center of innovation and new industries
- One of the most diverse populations on the planet
- Economic, political and social trends often emerge from the Bay Area to spread nationally

Today, the San Francisco-Silicon Valley-Oakland Bay Area has a gross domestic product of \$437 billion a year. If the region were a country, its economy would be the tenth largest in the world, between Canada and Brazil.

The Bay Area has long been a magnet for talented and innovative people, who have helped fuel the region's economy through their work in technology, finance, life sciences, education, retail, and many other industries. A confluence of world-class research universities, the technology and innovation of Silicon Valley, the financial and commercial strengths of its business community, a receptivity to new ideas – not to mention natural beauty and a climate that offers year-round recreational opportunities – have helped build one of the most productive and dynamic urban centers in the world. The Bay Area's economic strength is rooted in its high concentration of talented and highly educated workers who apply their contributions in many sectors, but especially in high technology, information services, life sciences, and financial services. It maintains strong ties to the global community through its many immigrants and is served by three international airports and one of the nation's major ports. It has more Forbes 1000 Global headquarters than any region in the world after Tokyo, London and New York.

The Bay Area is a thriving center for entrepreneurs seeking venture capital funding for their businesses, attracting far more funds per capita than any comparable region. The region attracts approximately 43 percent of all venture capital invested in the U.S. Venture capitalists poured \$12.2 billion into companies in the Bay Area in 2008, or about \$1,764 per resident—far more than second place Singapore with \$180 per capita or New York with \$107. This venture capital activity nurtures innovation in Silicon Valley and elsewhere, and connects the Googles and eBays of the future with the resources and expertise needed to successfully bring their ideas to market. The Bay Area also benefits from a robust network of institutions, companies and informal networks that spur innovation and creativity.

Because the region depends on its talented workers to drive success in these knowledge industries, it competes with other centers to attract these people and their companies—not only with Boston, New York and other cities in the United States, but also with international locations including London, Shanghai, Singapore, Stockholm, and Tel Aviv. The Bay Area faces several challenges that could limit its ability to attract and retain the workers and companies that help it thrive. The cost of doing business is comparable to other cities in the United States, but is generally higher than international locations. Housing is expensive and many commuters suffer long delays on clogged highways. Although the region's research universities are well respected, its K-12 students perform at a lower level on many standard tests than students in other states or elsewhere in the world. The region has difficulty keeping its graduates, who often migrate elsewhere. What's more, tightening immigration restrictions in the U.S. have crimped the region's ability to attract the best and brightest students (as well as workers) from around the globe.

A New Transportation Vision for Jobs and Sustainability

As business leaders who are committed to sustainable prosperity for the Bay Area, the Bay Area Council is keenly aware of the crucial role of effective transportation in growing our economy, creating jobs, and supporting sustainable, low-carbon communities. Within the diverse and powerful economy of the Bay Area there is no segment that does not rely on efficient transportation, and no segment that does not bear on our vision of a sustainable Bay Area. The industrial and agricultural sectors, for example, need effective goods movement, centered around the Port of Oakland and extending throughout the nation. Our world-leading innovation economy, centered in Silicon Valley and reaching throughout the region, relies on attracting the best and brightest employees—people who expect and demand a high quality of life and who can easily move elsewhere when commutes become unbearable and housing becomes unaffordable. Our globally connected businesses—the architects, engineers, lawyers, and bankers at the center of economic relations between the United States and Asia—thrive on frequent international airline service.

However, with the second worst traffic congestion in the nation (trailing behind only the Los Angeles region), the Bay Area faces significant mobility challenges that threaten our ability to create jobs and grow the economy. With the nation mired in the worst economic slump since the Great Depression—and with California bearing the dismal distinction of the nation's second highest unemployment rate—there is no more urgent need than to boost economic activity and restart the jobs engine.

This is the context within which Congress embarks upon drafting the Surface Transportation Act, and it is the lens through which the Bay Area Council views the essential need for this Act. We are steadfast in our conviction that the Surface Transportation Act must focus on two essential objectives: **first, creating and preserving jobs and stimulating economic activity; and second, supporting the transition to a less carbon intensive future.** The stakes are high, for the immediate economic welfare of Americans and for the health of the planet that our children will inherit. In order to deliver effective outcomes in these two critical areas, we believe that **federal transportation policy must narrow its focus to a small number of areas of greatest national significance.** The federal government can support and enable local, regional, and state leadership on other transportation issues, but **the federal government should also assert strong leadership in a select number of key transportation policy areas.** The following pages present the Bay Area Council's recommendations for how the federal government should focus its transportation agenda on select issues that can have strong, nationally significant impact on creating and preserving jobs and on transitioning the nation to a low carbon future.

In addition to the Surface Transportation Authorizing Act, we discuss opportunities for federal transportation leadership to promote jobs and combat climate change that exist in implementation of the American Recovery and Reinvestment Act; the Jobs for Main Street Act of 2010 (HR 2847); climate protection legislation (HR 2454 and S.1733); and the FAA Reauthorization Act (HR 915).

Priority Issue Support Metropolitan Regions



OPPORTUNITY

Reorient federal transportation policy to recognize and support metropolitan areas as the key drivers of American prosperity and sustainability.

CHALLENGE

Despite its great expanse, America is a nation of urbanized metropolitan areas. The vast majority of Americans live in metropolitan areas, where the nation's economy and jobs are also based. In California, for example, 85 percent of residents live in the 10 largest metro areas. Metro living allows residents to participate in the broadest range of economic, educational, cultural, and recreational activities. Metro living also allows residents to place less of a burden on the planet: in urban metro areas, residents drive less, live in smaller homes on smaller lots, consume less water and energy, and generate fewer greenhouse gasses.

In addition to being the choice of most Americans, metropolitan areas—not cities, counties, or states—have emerged as the key driver of global economic activity. Labor and housing markets, goods movement systems, and supply chains all function either at the level of the metropolitan region, or between and among metropolitan regions. Federal transportation policy,

however, lacks a strong emphasis on supporting metro areas in dealing with the unique and substantial mobility challenges that they face.

WHAT WE SEEK

- Create and fund a Metro Mobility program that targets extra federal funding where mobility challenges are greatest and pose the largest threat to jobs and economic health: the nation's major metropolitan areas. A Metro Mobility program would allow regions to put funds to their most productive use, whether it be transit, highway, freight, or bicycle and pedestrian improvements, and would include performance targets and reporting to ensure accountability. With a new increment of flexible funds, metropolitan areas could establish and implement a locally-preferred vision that improves mobility, reduces carbon intensity, and integrates land use and transportation. ***Surface Transportation Act**
- Enhance Rail Modernization funding for older, heavily used urban rail systems. The older urban rail systems are located in the largest urban areas that have developed around passenger rail; just 11 such systems carry 60 percent of all urban rail transit trips in the nation. However, due to their age and heavy ridership, these systems also have large maintenance and rehabilitation needs that have not been adequately addressed by the Rail Modernization program. The Federal Transit Administration has reported that the seven largest systems will require \$50 billion to return to a state of good repair that will allow them to continue to provide convenient, affordable, low-carbon mobility. ***Surface Transportation Act**

OPPORTUNITY

Revolutionize intercity travel, revitalize urban areas and reduce transportation-related carbon with world-class high speed rail for America.

CHALLENGE

In the mid-19th Century, the federal government created the Transcontinental Railroad, connecting the vast expanses of the nation and unleashing untold economic growth. In 1956, the federal government



launched the interstate highway

system, connecting all corners of the nation with safe, efficient highways that supported economic growth and convenient travel. Today, 141 years after the completion of the Transcontinental Railroad and 54 years since the birth of the Interstate Highway System, the needs of our nation call for a new federal effort, equal in weight, to again transform transportation—this time with high speed rail, a 21st Century transportation solution.

California is doing its part to lead the way for the nation, but cannot succeed without federal leadership and assistance. The California High Speed Rail Authority has invested years of effort to plan a statewide system of 200+ mile trains that will link the Los Angeles and Bay Areas with fast, convenient, clean transportation that will relieve pressure on highways and airports. California voters have approved a \$10 billion investment in this system, and the state now looks to the federal government and private investors to complete the project's funding.

WHAT WE SEEK

- Fund California's application for ARRA high speed rail funds. California has the nation's only true high speed rail system that is ready for construction, and the state will double the value of each federal dollar by matching one-for-one with state funds. ***ARRA implementation**
- In addition to the jump-start provided by ARRA, a reliable, dedicated, ongoing federal program is needed to fund the nation's most promising high speed rail projects. ***Surface Transportation Act**
- Appetite for federal high speed rail funds will always exceed available resources, so the federal government must be judicious in funding only the best projects that promise the greatest return to taxpayers. Priority funding should be given to projects with significant non-federal funding and to projects that promise true (200+ mile per hour) high speed rail. ***ARRA implementation *Surface Transportation Act**

Priority Issue Sustainable, Low Carbon Communities



OPPORTUNITY

Support communities and regions that are combating climate change by transforming their transportation systems and land use patterns.

CHALLENGE

With transportation contributing 30 percent of the nation's greenhouse gas output—and 40 percent in the Bay Area—there is no doubt that this sector will have to play a key role in combating climate change. California and the Bay Area are leading the nation, doing their part to

demonstrate that it is possible to combat climate change and improve community livability and social equity at the same time.

California's Assembly Bill 32 set the nation's first and most aggressive targets for reducing carbon emissions, including programs to increase vehicle fuel efficiency and promote adoption of electric and other alternative fuel vehicles. Senate Bill 375 aims directly at the atmospheric carbon produced by ever-increase vehicle-miles of driving, requiring California regions to plan transportation investments and land use patterns simultaneously and in such a way as to reduce carbon emissions from driving. Fundamentally, this will mean locating more housing and employment opportunities near transit and creating more and better non-automotive mobility options.

These are significant challenges, but the Bay Area is showing that it is possible. With Bay Area Council support, and in the face of not insignificant opposition, the Metropolitan Transportation Commission (MTC, the Bay Area MPO) established a policy to fund major transit capital projects only if they are accompanied by supportive local land use plans with appropriate development densities. The Association of Bay Area Governments worked with local governments to identify key neighborhoods, with excellent transit service, in which focused development can accommodate population and job growth while generating fewer new automobile trips. To support localities in developing and implementing such plans, the MTC Transportation For Livable Communities program provides competitive planning and capital grants that encourage cities to set the bar high and helps them succeed.

The substantial public benefits of this new approach to land use and transportation come at a cost, however. The restrictions and limitations on uses of federal transportation funding—not to mention the limited amount of transportation funding—are a significant constraint on the ability of communities to evolve towards greater sustainability.

WHAT WE SEEK

- Allocate an additional level of transportation funding to MPOs that have taken significant steps to develop integrated transportation and land use plans that aim to meet ambitious carbon reduction goals, with these funds available for implementation efforts. ***Surface Transportation Act**
- Dedicate a significant share of carbon allowance revenue for implementation of state, regional, and local plans to reduce transportation-related carbon emissions. Include competitive challenge grants that reward the most effective and innovative initiatives. ***Climate Protection Act**
- Build upon the new HUD, DOT, EPA Partnership for Sustainable Communities by enacting S.1619 (Livable Communities Act of 2009) to: establish the Interagency Council on Sustainable Communities, and to create competitive planning grants for local, regional, and state governments. ***S.1619**
- Help the Bay Area and other regions have a green transportation system by providing reliable, ongoing transit capital funding that facilitates well planned transit systems, improves economic competitiveness, creates jobs, and cuts greenhouse gas emissions. Assist transit operators to maintain service during this economic crisis by providing emergency operational funding and enhanced flexibility to use federal transit funds to sustain transit operational budgets. ***Surface Transportation Act**
- Encourage regions and communities to incorporate economic development—particularly green jobs and improved job opportunities for lower income and lower skilled workers—into sustainable community planning efforts.

Priority Issue Goods Movement



OPPORTUNITY

Grow American exports and support good blue-collar jobs with a national strategy to move freight faster.

CHALLENGE

Interstate commerce is the historic cornerstone defining the federal role in transportation. Whether it be the construction of canals, the Transcontinental Railroad, or the Interstate Highway System, providing an efficient method to transport goods has long been a national priority. Yet in the last half-century, federal investment in support of the flow of goods and services has greatly diminished.

With the clear need to support American manufacturing and industrial jobs and with international trade playing an increasingly significant role in the nation's economy, the federal government must assert a leadership role on goods movement.

In Northern California, the focus of trade activity is the Port of Oakland, the nation's fourth busiest container seaport and a critical enabler of California's export economy. While the Port has sufficient land to grow its operations and support job growth, it is constrained by congested rail and highway routes. Relief of bottlenecks near the Port is an obvious need, but Port customers also rely on thousands of miles of rail and highway that feed the Port, and capacity constraints along this extensive network reverberate in reduced competitiveness at the Port of Oakland.

In 2006, California voters approved a \$3 billion investment in the state's goods movement infrastructure. By strengthening California's international trade capacity, these funds will provide economic benefits not only to California, but also to the nation as a whole. Actual needs in California, however, greatly exceed this \$3 billion investment, and strong federal leadership and investment can build on California's own efforts to reap great economic rewards for the nation.

WHAT WE SEEK

- Establish a national goods movement vision and strategy, and create an assistant secretary for goods movement at the Department of Transportation to implement that strategy. ***Surface Transportation Act**
- Create a dedicated national freight movement funding program, targeted at implementing the national goods movement strategy. ***Surface Transportation Act**
- Meaningful recognition that some states—California among them—have made substantial investments in nationally significant trade improvements. The federal government should give priority funding to projects in these states in order to leverage the value of state funds and to close funding shortfalls and bring vital goods movement projects to fruition. ***Surface Transportation Act**

OPPORTUNITY

Modern air travel that reduces pollution, flight delay, and airport congestion.

CHALLENGE

Frequent, affordable air travel has had a transformative effect on the United States, bridging its long distances and connecting its cities to economic centers around the world. The Bay Area—a globally connected innovation leader—is particularly reliant upon an efficient air travel system. The nation’s air traffic control system, however, is woefully outdated and contributes to delay, congestion, unreliable scheduling, pollution, and insufficient competition.



Only the federal government can fix the nation’s air traffic control system. Without decisive federal action, the entire nation and all of its cities and metropolitan regions will suffer continued degradation in vital air transport services, undermining economic activity, diminishing American competitiveness, and needlessly adding more carbon to the atmosphere.

WHAT WE SEEK

- Begin immediate implementation of currently available ground- and air-based technologies (NowGen) that can provide near-term improvements: reduced fuel consumption and carbon dioxide emissions; better on-time performance; and fewer weather-related delays. ***FAA Authorizing Act**
- Establish a clear path and effective management structure for implementation of Next Generation air traffic control. ***FAA Authorizing Act**
- Ensure that commercial airports can support life-saving emergency response efforts in regions that are vulnerable to natural disaster, by funding efforts to strengthen critical airport infrastructure. In the Bay Area, the greatest natural disaster risk is earthquake, and the greatest need at airports is for seismic strengthening of runways and the levees that protect them from inundation by the waters of San Francisco Bay.

Priority Issue Project Delivery



OPPORTUNITY

Put federal transportation dollars to work faster, creating badly needed jobs and mobility benefits.

CHALLENGE

A typical transportation project can easily take 10 years or more to deliver, with most of that time spent not on engineering but on red tape. The federal government can speed up this process in many ways—and more rapidly turn transportation dollars into jobs and mobility benefit—by rethinking and streamlining the burdensome federal approval and oversight process

State and local transportation agencies, and the private contractors with whom they partner, know how to deliver projects quickly when they are given the opportunity to do so. In two notable examples, Caltrans and C.C. Myers construction company rebuilt a damaged overpass on Interstate 10 in 80 days and an aerial structure on the MacArthur Maze (Interstate 580) in 26 days. Around the world, in countries as diverse as China and Italy, contractors design and build world class bridges and tunnels in just a few years. The difference is not one of engineer-

ing talent, it is one of government procedures and sense of urgency. These procedures must be redesigned and streamlined so that they accomplish their important purpose—safeguarding public funds and the public interest—without adding years and years of needless delay that undermine the very purpose of the federal transportation program.

WHAT WE SEEK

- Formal recognition by Congress that it is an urgent national priority to deliver transportation projects as quickly as possible, along with a requirement for the Secretary of Transportation to report to Congress on actions taken to substantially expedite project delivery. ***Surface Transportation Act**
- Delegate to California the full authority to use its rigorous environmental analysis and permitting process (CEQA) to fulfill the requirements of NEPA, in order to eliminate unnecessary delay and duplication of effort. ***Surface Transportation Act**
- Increase flexibility for states to use design-build and at-risk design on federally funded projects. ***Surface Transportation Act**
- Focus federal oversight where it matters, on the largest and most expensive projects, and streamline oversight and reviews on smaller and less costly projects. ***Surface Transportation Act**

Priority Issue Transportation Funding

OPPORTUNITY

Stabilize and grow funding for transportation investments of national significance, enabling federal transportation leadership that supports economic growth, creates and preserves jobs, and moves the nation towards a lower-carbon future.

CHALLENGE

New transportation revenues are needed to fulfill the nation's transportation vision, but the Highway and Transit Trust Fund balances are near zero and are projected to head deeply into deficit. The federal fuel tax has not been raised since 1993 and has lost 35 percent of its purchasing power since that time, while federal policies on private funding of transportation improvements remain ambivalent. The free ride is over. Without federal action to increase both public and private transportation investment, federal (and state and local) transportation programs will collapse.

In the Bay Area, business leaders, government officials, and voters have supported and approved numerous local transportation taxes, tolls, and bonds, because they recognize that standing still is not an option. But without a reliable partner in the federal government, local funds can only do so much. It is time that the federal government rediscover its role in establishing and funding national transportation priorities.

WHAT WE SEEK

- In any new job creation and preservation bill, strongly emphasize federal investment in critical infrastructure, including transportation. Infrastructure maintenance, rehabilitation, and construction create high numbers of well-paying jobs while also leaving physical improvements that provide benefits for decades. ***HR 2847**
- Restore the Highway Trust Fund with user-based transportation revenues. Reliance on user fees has several beneficial qualities: it is fair to ask those who use the transportation system to contribute financially; it limits leakage of transportation funds to non-transportation purposes; and it sends price signals that encourage more responsible transportation behavior. Whether it be an increase in the federal gas tax, a new vehicle miles travelled fee, or other user fees, Congress can and should look to the users of the transportation system to pay what is needed for its upkeep and improvement. ***Surface Transportation Act**
- Expand federal support for innovative financing and private financing that can supplement federal funds. Expand the existing TIFIA and Private Activity Bond programs and streamline the application and approval process. Establish and fund a national infrastructure bank, with capability to offer credit enhancement. Provide incentives for states to authorize toll financing and use of public private partnerships for transportation projects. ***Surface Transportation Act**
- Recognize that some regions and localities have voluntarily approved sizeable transportation taxes and fees in order to pay for nationally significant transportation improvements, such as upgrades to interstate highways and expansion of passenger rail and urban transit systems. This local "self-help" funding benefits the nation, and federal policy and funding formulas should encourage and reward—with enhanced federal funding, higher priority in competitive allocations, and greater flexibility and regulatory relief—those regions and localities that are doing their part. For example, localities that contribute substantial local funding towards the first phase of a multi-phase New Starts project should be given the flexibility to count those local funds towards the matching requirement on later phases. ***Surface Transportation Act**

Bay Area Council Recent Accomplishments



Passed the “Holy Grail of Sustainable Development”

After two years of arduous negotiation by the Council and coalition partners, the Council helped pass SB 375, a comprehensive law that finally binds transportation and housing planning and funding to the environment and energy consumption. While this connection is intuitive to California residents, our government structures did not support it. SB 375 is the path to that governmental harmony. SB 375 has been dubbed the holy grail of sustainable development in California.



“Disproportionate” \$825 Million for Goods Movement

Building a new model for securing maximum funding from state and federal sources, the Bay Area Council led an effort to unite all Northern California transportation agencies under one mutually-supported plan for goods movement money. As a result, Northern California was awarded a “disproportionate” \$825 million by the California Transportation Commission to improve the goods movement infrastructure – the way freight moves by rail, road and water in and out of ports - in the Bay Area.



Building the Bay Area’s Relationship With China

With the knowledge that exports, tourism and business ties with China are helping sustain the Bay Area economy; we have continued to deepen ties with the country, especially the Shanghai-Yangtze region. We held two major conferences in China on venture capital and green technology, and hosted and sent senior delegations across the Pacific, deepening trust, helping our companies succeed in China, and attracting Chinese companies and investment here.



Using a Constitutional Convention to Secure Reform

We have become a major voice for reform for our state system of government, spurred by an avalanche of attention to our call for a constitutional convention. Our focus is on changing our state’s budgeting system, election process and the state-local funding and policy relationship. A campaign is currently underway for the ballot measures calling a Constitutional Convention in the general election of 2010.



Creating a Statewide Education Data System

We guided and passed the only surviving pieces of the once grand “Year of Education Reform,” starting a comprehensive statewide education data system. The new system, based on Florida’s best-in-class product, would fold in not only elementary, secondary and higher education tracking, but also welfare, demographic, employment, prison and social services information, allowing superior understanding of how to boost student performance. We continue to work on this issue, and have helped pass additional legislation to support the system.

Bay Area Council Recent Accomplishments

Invested in Economically-Challenged Neighborhoods

Currently investing \$215 million of private equity in underserved Bay Area neighborhoods through the Bay Area Family of Funds. The funds promote smart growth, support local businesses and deliver social, economic and environmental benefits to the community. These double-bottom-line funds provide top quartile market returns to investors.



Contributed to California's Water Deal

The Bay Area Council has been leading efforts to resolve water issues affecting the state and the Bay-Delta for many years. Recently the Council led the effort to reform California's water governance system – an important component of the recently passed comprehensive water package which will bring a much needed overhaul to the State's antiquated water system. The package includes an \$11.1 billion bond measure that will be up for voter approval in November 2010.



Supported Emerging Bay Area Scholars

Provided 40 scholarships, totaling \$375,000, to Bay Area university-bound students from low and moderate income neighborhoods. The scholarships are funded by management fees earned from the community investment activities of the Bay Area Family of Funds and from grants awarded by foundations and corporations.



Federal Policy Efforts Paying Off

Through our increased efforts and delegation trips to Washington D.C., we were able to help secure a Net Operating Loss (NOL) provision in The Worker, Homeownership, and Business Assistance Act of 2009. Also included in the \$24 billion economic stimulus bill was an \$8,000 tax credit for first-time home buyers, and an expansion that covers many other home purchases – another priority Council members advocated for while in Washington D.C. in 2009.



Driving Unified Regional Climate Change Action

Responding to the challenge of climate change and the mandates of AB 32 and SB 375, the Bay Area Council Economic Institute created Climate Bay Area - a partnership of business, government, university, civic, and labor leaders to establish and drive a Bay Area climate protection strategy. As the central convener for Bay Area climate change strategy, the partnership will make the Bay Area a model region that exemplifies low carbon prosperity and leads the world in production and application of clean technologies.



Delegation Biographies



Andrew Ball

President & CEO, Webcor Builders

As President and CEO of Webcor Builders, Andy Ball has grown the company into the largest general contractor in California and the 13th largest building contractor in the nation. During his tenure, Mr. Ball has transformed Webcor into an award-winning technology leader in the areas of Virtual Building, Sustainable “Green” Building and use of enterprise information technology.

Under Andy’s leadership, Webcor has been pushing the advancement of Virtual Building which allows builders to test new ideas, develop more realistic schedules, and identify costly conflicts before they occur. Mr. Ball is also an outspoken advocate of sustainable “green” building, and through his advocacy, he has helped advance the knowledge base required for the next generation of green tech innovation.



Ignacio Barandiaran

Principal, Arup

Ignacio Barandiarán, PE, MBA, is a consulting engineer and transaction advisor with over fourteen years experience. While at Arup, he has led the firm’s Transaction Advice business in North and South America providing advisory services to financiers of privately-financed infrastructure projects. Ignacio has been project manager and lead design engineer for high profile commissions such as the Sony Center in Berlin, Germany, the Menil Foundation Byzantine Fresco Chapel in Houston, Texas, the redevelopment plans for Penn Station in New York City, the Utah Olympic

Ice Skating Oval, and several signature pedestrian bridges. Of Argentinean parents, Ignacio was born in the United States, raised in Chile, and attended college in England (B.A., Oxford University) and graduate school in the United States (M.Sc., M.Arch. and M.B.A., UC Berkeley).



Omar Benjamin

Executive Director, Port of Oakland

Omar Benjamin was appointed by the Oakland Board of Port Commissioners as Executive Director of the Port of Oakland effective February of 2007. Mr. Benjamin is responsible for the administration and operations of the Port organization and reports to the Board. Mr. Benjamin was most recently the Deputy Executive Director of Operations for the Port of Oakland, where he had oversight of the Port’s revenue divisions: Maritime, Aviation, and Commercial Real Estate.

Mr. Benjamin was previously the Director of Commercial Real Estate for the Port of Oakland and has been with the Port since February of 1997. Mr. Benjamin holds a B.S. degree in business administration from California State University, East Bay.



Ricardo Bernal

Manager, Government Affairs, URS Corporation

Ricardo Bernal is responsible for federal, state and local government affairs for federal, infrastructure and power projects and programs. URS Corporation is a leading provider of engineering, construction and technical services for public agencies and private sector companies around the world. The Company offers a full range of program management; planning, design and engineering; systems engineering and technical assistance; construction and construction management; operations and maintenance; and decommissioning and closure services. Headquartered

in San Francisco, URS has approximately 45,000 employees in a network of offices in more than 30 countries.

Delegation Biographies



William E. Berry

President & CEO, University Associates-Silicon Valley, LLC

William Berry is the President and CEO of University Associates-Silicon Valley, LLC. University Associates is a new public-private partnership created by the University of California Santa Cruz with Foothill-De Anza College and supported by Carnegie Mellon University, Santa Clara University and San Jose State University. The company is working with NASA through a 95 year lease of 77 acres of the NASA Research Park to create a model 21st century sustainable community dedicated to education, research and innovation. Bill's academic training is in systems engineering and management at Drexel, Columbia and Stanford Universities. He also holds a master's degree from the Stanford Graduate School of Business.



Doug Bosco

Attorney, Hanson Bridgett LLP

Douglas H. Bosco practices in the areas of regulatory and environmental law, legislation, and resource-related industries. His clients include California's largest land owners and insurers. He is Chairman of the State Coastal Conservancy, responsible for preservation of California's ocean, coastal and fishery resources. Douglas served in the California Legislature from 1978-1982, and the United States Congress from 1982-1990 where he served on the House Public Works and Transportation Committee, as well as the Foreign Affairs Committee.



John Bruno

Vice President & General Manager, DMB/Redwood City Saltworks

John Bruno oversees all management duties associated with the DMB Redwood City Saltworks operation. Bruno has more than 20 years of management experience in the local real estate market, as well as worldwide, from his tenure as an executive in the high technology industry. He holds a bachelor's degree in economics and a Master of Business Administration degree from Santa Clara University. Bruno is a director for the Redwood City Chamber of Commerce, Technology Credit Union, Housing Trust of Santa Clara County, St. Ignatius College Preparatory and is on the Advisory Board for Resource Area for Teachers.



Michael Covarrubias

Chairman & CEO, TMG Partners

Michael A. Covarrubias, Chairman and Chief Executive Officer, joined TMG in 1988. Covarrubias oversees all of the company's operations and has directed the company since 1995. His professional background includes 17 years with Union Bank, including commercial and real estate lending as well as administrative management. Covarrubias is a member of the Executive Committee and serves as Secretary of the Bay Area Council, and is on the board of the Bay Area Council Economic Institute, The San Francisco Partnership and The Committee on Jobs. Covarrubias is a graduate of the University of San Francisco with a Bachelor's degree in business administration.

Delegation Biographies



Shelley Doran

Vice President, Webcor Builders

Shelley Doran is a Vice President for Webcor Builders. She directs Webcor's external and government relations as well as the company's philanthropic involvement. She has practiced construction management and development for more than 30 years for several nationally recognized companies, including Taubman, McDonald's Corp. and Ford Motor Land Development. Doran currently serves on the board of directors for the Oshman Family Jewish Community Center in Palo Alto and the Silicon Valley chapter of the Women's Initiative for Self Employment.



Rosanne Foust

Vice President, SAMCEDA and Councilmember, Redwood City

Rosanne Foust is the former Mayor and a current Councilmember of Redwood City. Rosanne also serves as Vice President of SAMCEDA (San Mateo County Economic Development Association), Chair of the San Mateo County Transportation Authority, Deputy Chair of the Redwood City-San Mateo County Chamber of Commerce and as a board member of the San Francisco Bay Restoration Authority. Foust has a Master's in Public Administration from Notre Dame de Namur University and a Bachelor's in International Studies and Economics from Stonehill College. In 2009, Foust was named by the San Francisco Business Times as one of the Most Influential Women in Business in the Bay Area.



Andrew Giacomini

Managing Partner, Hanson Bridgett, LLP

In an age of specialization, Andrew G. Giacomini stands out as a versatile legal and business counselor with a broad range of skills and expertise. Giacomini acts as general counsel to clients in a wide array of complex business transactions in the areas of real estate, construction, business formation, and financing. He is also an experienced trial attorney, whose litigation practice includes commercial disputes, real estate, and construction disputes. Giacomini brings his litigation experience and instincts to the table in transactional matters and the knowledge and insight of his business expertise to the litigation arena. Giacomini earned his J.D., from the University of California, Hastings College of the Law and his B.A., from San Francisco State University.



David Grannis

CEO, Planning Company Associates

David Grannis founded Planning Company Associates, Inc. to bring a strategic private-public partnership approach to solving critical urban infrastructure and land-use problems. Building on his over twenty years of both public and private sector experience, Grannis specializes in developing and implementing public-private partnership resulting in approval, action and implementation of creative and effective solutions. Grannis has served as Project Manager for the Alameda Corridor and as creator and lead consultant of Vision Los Angeles, a partnership between the Los Angeles business and environmental communities to develop a sustainable transportation plan for Los Angeles.

Delegation Biographies



Steve Heminger

Executive Director, Metropolitan Transportation Commission

Steve Heminger is Executive Director of the Metropolitan Transportation Commission (MTC). MTC is the regional transportation planning and finance agency for the nine-county San Francisco Bay Area. Since 1998, MTC has served as the Bay Area Toll Authority responsible for administering all toll revenue from the seven state-owned bridges. MTC also functions as the region's Service Authority for Freeways and Expressways and operates a fleet of 80 tow trucks and 2,600 roadside call boxes to assist motorists in trouble. Mr. Heminger was appointed by House Speaker Nancy Pelosi to serve on the National Surface Transportation Policy and Revenue Study Commission. Mr. Heminger received his Master of Arts degree from the University of Chicago and a Bachelor of Arts degree from Georgetown University.



Stas Margaronis

President, Santa Maria Shipowning and Trading

As president of Santa Maria Shipowning & Trading, Margaronis has sought to construct small container ships for the US (Jones Act) trades since 1998. In 2002, with the support of the American Maritime Officers (AMO) and the marine engine maker, Warstila, Santa Maria successfully partnered with the US Coast Guard to develop reduced manning standards for new, automated ships operating in US waters. For the last three years, Margaronis has been developing short sea shipping service projections to reduce trucking at the ports of Oakland, Los Angeles and Long Beach. Margaronis has also worked with California Governor Schwarzenegger's Freight Movement Council to develop a short sea shipping strategy for California and been short sea panelist at an American Association of Port Authorities (AAPA) conference.



Cynthia Murray

President & CEO, North Bay Leadership Council

Cynthia Murray is the President and CEO of North Bay Leadership Council (NBLC). Murray represented North Marin for eight years on the Marin County Board of Supervisors. Prior to becoming Supervisor, Murray served seven years on the Novato City Council, including one term as Mayor, where she led the reuse of Hamilton Army Air Field, the first transfer of a military base to private hands in the nation. A transportation activist, Murray has served on the Transportation Authority of Marin, Golden Gate Bridge Board, Marin County Transit Agency and the Water Transit Agency Advisory Committee. She sits on the Bay Area Council Economic Institute's Executive Committee, and co-chairs the Bay Area Water Forum, which is bringing the Bay Area together to work on integrated regional water management.



Julian Potter

Federal & Regional Governmental Affairs Manager, San Francisco International Airport

Julian Potter is manager of Federal & Regional Governmental Affairs at San Francisco International Airport. She formerly served as Mayor Newsom's director of public policy from 2005-2007. She began her career in public service working as a community liaison for a city council member in New York City. Potter has worked across all sectors of local, state and federal government, including as a deputy assistant secretary at Housing and Urban Development (HUD) with Secretary Cuomo, chief of staff for the Community Empowerment Board for Vice President Gore and a special assistant to President Clinton as liaison to the gay and lesbian community during his administration.

Delegation Biographies



Ezra Rapport

Deputy Executive Director, Association of Bay Area Governments

Ezra Rapport was appointed Deputy Executive Director at the Association of Bay Area Governments (ABAG) in December 2008. As Deputy Executive Director, Mr. Rapport has responsibility for Research and Forecasting, Planning, Finance and Accounting, Information Technology; projects, including the San Francisco Estuary Partnership, San Francisco Bay Trail Project, Green Business Program, Earthquake and Hazards Mitigation; and service programs. Mr. Rapport's professional experience includes a variety of positions in the public and private sector, including Chief Operating Officer and Chief Development Officer for Recovery with the City of New Orleans. Mr. Rapport received his Juris Doctor from the University of California, Hastings College of the Law, San Francisco, and a Master of City and Regional Planning from the University of California, Berkeley, in 1982.



Thomas Rocca

Developer, Seven Hills Properties

Thomas Rocca has acquired, developed, redeveloped and brokered notable residential and mixed-use projects for more than 29 years – for his own account and for national clients including Staples, IHOP, Starbucks, McDonald's, Home Depot, Hollywood Video and Walgreens. His experience includes highly visible development such as San Francisco's Yerba Buena Commons, a 257-unit, mixed-use development; San Jose's Cinnabar Commons, a 245-unit affordable housing project; and San Francisco's newly entitled 3400 Cesar Chavez mixed-use redevelopment. Mr. Rocca is a licensed real estate representative, a Certified Commercial Investment Member and a member of the International Council of Shopping Centers.



Stuart Sunshine

Vice President, Parsons Brinckerhoff

Stuart Sunshine currently serves as Vice President and Area Manager for the San Francisco Bay Area practice of Parsons Brinckerhoff and as such has full operational responsibility for a technical staff servicing the needs of 28 public agency clients. Stuart is responsible for managing the firm's San Francisco and Oakland offices. Stuart comes to PB from the Bay Area's public sector. He has served in key transportation and project management roles for three San Francisco mayors. He has also served as Acting and Deputy Executive Director for the Municipal Transportation Authority, Executive Director of the Department of Parking and Traffic, and the Director of Airfield Development at San Francisco International Airport, as well as being the first Director of SF Stat. Mr. Sunshine received his Master's Degree from San Francisco State University in Political Science, and holds a Bachelor of Science Degree from the University of Colorado.

Delegation Biographies



Karrin Taylor

Executive Vice President and Chief Entitlements Officer, DMB Associates, Inc.

As the Executive Vice President and Chief Entitlements Officer, Karrin Kunasek Taylor is responsible for ongoing land use entitlement matters for DMB communities and serves as a member of the company's Executive Management Team responsible for the strategic direction, growth and operation of the company. Prior to joining DMB, Ms. Taylor was a principal with the law firm of Biskind, Hunt & Taylor, P.L.C., where she practiced in the areas of land use, development and zoning law. Ms. Taylor holds a B.A. in History and a B.A. in Political Science from Arizona State University. She is also a graduate of Arizona State University's College of Law and received her Juris Doctorate in 1994. Ms. Taylor is admitted to practice in Arizona and before the United States District Court for Arizona.



J.T. Wick

Principal, Berg Holdings

J.T. Wick is a principal with Berg Holdings, responsible for government affairs, design and development. Wick has secured \$20 million in Federal funding for Port Sonoma, a multi-modal transit center. His work also includes office, mixed use and ranch development. He holds degrees in law from Golden Gate University and political science from UCSB. Wick is a Past President of the Petaluma Area Chamber of Commerce, and a member of the Petaluma People Services Center Board, PACC Governmental Affairs Committee, Santa Rosa Chamber of Commerce Advocacy Council, City of Sausalito Waterfront and Marinship Steering Committee, Bank of Marin Petaluma Advisory Board, Petaluma High School Music Boosters, and Tamalpa and Athletic Soles running clubs.



Jim Wunderman

President & CEO, Bay Area Council

Jim Wunderman serves as the president and chief executive officer of the Bay Area Council, a business-backed public policy organization in the Bay Area. Led by its CEO members, the Bay Area Council is the strong, united voice of more than 275 of the largest Bay Area employers. They employ more than 4.43 Million workers and have revenues of \$1.94 trillion, worldwide. Since becoming CEO in 2004, Wunderman has led the 64-year-old public policy organization to become one of the most influential, effective institutions of its kind. Under Wunderman's leadership, the Council has grown significantly in membership, revenue and profile, and has developed a global competitiveness strategy for the Bay Area that serves as a model for other regions.



Melinda Yee Franklin

Director - Government and Public Affairs, Western Region, United Airlines

Melinda Yee Franklin currently serves as the Director of Government and Public Affairs in the Western Region for United Airlines. She has served extensively in the local and federal public sector as a senior advisor to both the former Mayor of San Francisco Willie L. Brown, Jr., and to the late U.S. Secretary of Commerce Ronald H. Brown. She also was appointed by President William Jefferson Clinton to serve in the White House during his first term in office. She sits on the board of directors of the Los Angeles Area Chamber of Commerce, the Los Angeles County Economic Development Corporation, the San Francisco Chamber of Commerce, and the Bay Area Sports Organizing Committee. She earned her Masters in Public Administration at the University of Southern California and her B.A. in Communications at the University of California, San Diego.

Staff Biographies

George Broder

Senior Advisor

George brings 28 years of experience in government, media, campaigns, public affairs, corporate communications and community relations to bear in service to the Council. George served as Deputy Press Secretary for the 1984 Los Angeles Olympic Organizing Committee and as Special Assistant in the Office of Mayor Dianne Feinstein. In 1999, after a decade with Eller Media, Broder formed George Broder Group, LLC. Clients have included Signature BioScience, Inc., Simeon Commercial, the Bay Area Council, Reach Communications, Merck & Co., United Airlines, Altria Group, Blue Shield, Friends of BART to SFO, Providian Financial, and Beverages & More.

Michael Cunningham

Vice President, Transportation

Michael Cunningham is Vice President of transportation policy for the Bay Area Council, with responsibility for representing the Bay Area Council and its members while working with public and private sector organizations to develop and implement solutions to the region's transportation challenges. Previously, Michael served as a transportation fiscal and policy analyst for the Legislative Analyst's Office, the non-partisan analytical staff office of the California Legislature. Michael received a Bachelor of Arts degree in Economics and Mathematics from Claremont McKenna College and Master of Public Policy degree from the University of California at Berkeley.

Melanie de La Grange

Vice President, Communications

As Vice President of Communications, Melanie's responsibilities include shaping the Bay Area Council's overall message architecture and distribution. Prior to joining the Bay Area Council, Melanie worked as the Director of Membership and Grassroots for the Retailers Association of Massachusetts, an organization that advocated on behalf of retailers and small business at the state level. Melanie held the position of Assistant Vice President of Multistate Operations in the Grassroots Issue Management Division at McGuireWoods Consulting. Melanie earned her Bachelor's Degree from Texas Tech University in Political Science with a minor in Mass Communications.

Pearl Mazzini

Director, Events and Operations

Pearl is responsible for a wide variety of Council operations including the planning, management and coordination of resources and budgets of all major fundraising events, governance meetings and special events. Pearl brings over 15 years of project management experience in a variety of industries including bio-technology, pharmaceuticals, high-technology and non-profits. Prior to joining the Bay Area Council, Pearl served as project manager and coordinator of R&D projects at Applied Biosystems. In addition, Pearl worked at McKesson as member of the Human Resources group. Pearl has a degree in Business Administration and has pursued language and cultural studies abroad.

Matt Regan

Vice President, Government Relations

Matt staffs the Council's Government Relations Committee and the Council's Early Childhood Education Committee which is a major policy priority for the Council. Matt has over 15 years experience working in the political arena and prior to joining the Bay Area Council Matt worked as a contract lobbyist, an in house Government Affairs specialist for a large bank, a State Assembly legislative aide and a field organizer for several high profile elections across the Bay Area. Matt is a native of Ireland. He attended the Middlesex University School of Law in London where he earned his LLB and the University of Ulster School of Business where he graduated with a Post Graduate Degree in Marketing.

Transportation Funding Subcommittee Members

Moussa Abbasi, Santa Rosa Chamber of Commerce
Matt Bernstein, Research Manager, Grubb & Ellis Company
Patricia Berryhill, Director of Environmental Planning Northern California, HNTB Cos.
Linda Best, President and CEO, Contra Costa Council
Thomas Bishop, Vice President Strategy, URS Corporation
Jim Bourgart, Government Relations Manager and Transportation Planner, Parsons Brinckerhoff
Craig Bowlus, Aon Risk Services
Margo Bradish, Partner, Cox, Castle & Nicholson LLP
Keith Casto, Partner, Shook, Hardy, & Bacon LLC
Christian Cebrian, Cox, Castle & Nicholson LLP
Mary Collins, Partner, Orrick, Herrington & Sutcliffe LLP
Michael Conneran, Partner, Hanson Bridgett LLP
Michael Covarrubias, Chairman & CEO, TMG Partners
Joe Cruz, Bay Area Public Policy Director, California Alliance For Jobs
Pat Dando, President & CEO, San Jose Silicon Valley Chamber of Commerce
Susan Dietz, Senior Manager, Facility Services, Lockheed Martin Space Systems Company
Shelley Doran, Vice President, Webcor Builders
Daley Durham, Port of Oakland
John Eddy, Associate Principal, Arup North America Ltd.
Karen Engel, Director of Economic Development, Oakland Metropolitan Chamber of Commerce
Diane Filippi, Director, Urban Center, SPUR
John Fisher, Assistant Vice President, Parsons Brinckerhoff
Charissa Frank, Business Development Manager, Swinerton Incorporated
Thomas Friel, Heidrick and Struggles International, Inc
Eve Grossman-Bukowski, Manager Governmental Affairs, Port of Oakland
Kerry Hamill, BART - Bay Area Rapid Transit District
Steven Hanson, General Manager, Universal Paragon Corporation
Sarah Karlinsky, Policy Director, SPUR
James Keenan, Senior Vice President, United Services, United Airlines
Hans Korve, Director of Business Development, West Coast, Dragados USA, Inc.
Sylvia Kwan, Chairman, Kwan Henmi Architecture & Planning, Inc.
Ed Lozowicki, Partner Sheppard, Mullin, Richter & Hampton LLP
Wes Lujan, Director, Public Affairs, Union Pacific Corporation
Bill Maher, Executive Special Assistant to the Airport Director, San Francisco International Airport
Jim Maloney, Port of San Francisco
Chris Marlin, Vice President, Lennar/BVHP
Duncan Matteson, Chairman, The Matteson Companies
Daniel McCoy, Associate Director Transportation, Genentech, Inc.
Jim Melino, Principal, Bell, Rosenberg & Hughes LLP
Cynthia Murray, President & CEO, North Bay Leadership Council
Jennifer Paedon, Commute Specialist, Lockheed Martin Space Systems Company
Jacques Pelham, BRIDGE Housing Corporation
Andy Perez, Director Port Affairs, Corporate Relations, Union Pacific Corporation
Scott Peterson, Director of Public Policy, Oakland Metropolitan Chamber of Commerce
Stephanie Reyes, Policy Director, Greenbelt Alliance
Richard Roth, Senior Director, Strategy and Business Development, Catholic Healthcare West
Patricia Sausedo, Vice President, San Jose Silicon Valley Chamber of Commerce
Stuart Sunshine, Vice President Area Manager, Parsons Brinckerhoff
Stanley Taylor, Partner, Nossaman LLP
Egon Terplan, Regional Planning Director, SPUR
Sven Thiesen, Better Place, Inc.
R. Zachary Wasserman, Partner, Wendel Rosen Black & Dean, LLP
Kate White, Executive Director, Urban Land Institute
J.T. Wick, Principal, Berg Holdings
Deborah Wong, Government Affairs, AAA Northern California, Nevada & Utah
Melinda Yee Franklin, Director - Government and Public Affairs, Western Region, United Airlines

Bay Area Council Members

AAA Northern California, Nevada & Utah
ABC-7 / KGO-TV
Accenture LLP
AECOM
Alameda Alliance for Health
Alexandria REIT
Align Technology, Inc.
Alliance of Chief Executives
American Cancer Society
American Lung Association
Amgen
Aon Risk Services
Arup North America Ltd.
Asia Society of Northern California
AT&T
A T Kearney, Inc.
Bain & Company, Inc.
Bank of America
Bank of the West
BART - Bay Area Rapid Transit District
Bayer Corporation
Bay West Group
Bell, Rosenberg & Hughes LLP
Bell Microproducts Inc.
Berg Holdings
Better Place, Inc.
Bingham McCutchen LLP
Blue Shield of California
Booz & Company
Borel Private Bank & Trust Company
BP Solar
Brandywine Realty Trust
Brown & Toland Medical Group
Burr, Pilger & Mayer LLP
California Capital & Investment Group
California Clean Energy Fund
California Pacific Medical Center
California State University, East Bay
Callaway Private Equity Partners
Cargill Salt
Catholic Healthcare West
Centex Homes
Central Garden & Pet Company
CGI Technologies & Solutions Inc.
CH2M Hill
Chartis Insurance
Chevron Corporation
Children's Hospital & Research Center Oakland
Citi
City National Bank
Clinton Reilly Holdings
Comcast
Comerica Bank
Cooley Godward Kronish LLP
Cox, Castle & Nicholson LLP
Cushman & Wakefield, Inc.
David D. Bohannon Organization
Del Monte Foods
Deloitte
Delta Dental of California
DMB/ Redwood City Saltworks
Dodge & Cox
Dolby Laboratories Inc.
Dreyer's Grand Ice Cream
E & J Gallo Winery
Edelman
eHealth, Inc.
Electronics For Imaging
Ellman Burke Hoffman & Johnson, APC
Emerald Fund, Inc.
Engineering and Utility Contractors Association
Farallon Capital Management/ Mission Bay
Farella Braun + Martel
Federal Reserve Bank of San Francisco
Fenwick & West LLP
Fleishman-Hillard, Inc.
FME Architecture & Design
Foley & Lardner LLP
Forest City Development
Foundation Capital
Franklin Templeton Investments
Genentech, Inc.
Gensler
Gilead Sciences Inc.
Golden Gate University
Goldman Sachs & Co.
Google, Inc.
Grubb & Ellis Company
GVA Kidder Mathews
Habitat for Humanity East Bay
Half Moon Bay Brewing Company
Hallisey and Johnson
Hanson Bridgett LLP
Harbor Bay Isle Associates
Hathaway Dinwiddie
Heidrick and Struggles International, Inc.
Heller Manus Architects
Hellman & Friedman LLC
Hewlett-Packard Company
Hill Rogal & Hobbs
Hill & Knowlton
Hill Physicians Medical Group, Inc.
Holland & Knight LLP
Holliday Development, LLC
Holme Roberts and Owen LLP
Huron Consulting Group
Jelly Belly Candy Company
Jim Gonzalez & Associates, LLC
John Muir Health Foundation
John Stewart Company
Jones Day
Jones Lang LaSalle
K & L Gates LLP
KaiserAir, Inc.
Kaiser Foundation Health Plan, Inc., and Hospitals
KB Home South Bay
Kendall-Jackson Wine Estates
Kennedy Wilson
Kenwood Investments LLC
Kohlberg Kravis Roberts & Co.
Korn/Ferry International
KPIX - TV
KPMG
KTVU-TV
Kwan Henmi Architecture & Planning, Inc.
L.T.D.D., Inc.
Lee Hecht Harrison
Legacy Partners
Lennar/BVHP
Levi Strauss & Co.
Lion Associates
Lockheed Martin Space Systems Company
Lockton Insurance Brokers
Longan Law Firm
Lurie Management LLC
Marcus & Millichap
Marsh Risk & Insurance Services
Matson Navigation Company, Inc.
Mattson Technology, Inc.
McCarthy Building Companies, Inc.
McCown De Leeuw & Co.
McKesson Corporation
McKinsey & Company
Mechanics Bank
Mission Housing Development Corporation
Montezuma Wetlands LLC
Morrison & Foerster LLP
NBC 11 KNTV
New Enterprise Associates
New Resource Bank
New United Motor Manufacturing, Inc.
Nixon Peabody LLP
Northbay Family Homes
Nossaman LLP
O'Brien Homes
Oclaro
Ogilvy Public Relations Worldwide
Oracle Corporation
Orrick, Herrington & Sutcliffe LLP
Pace Harmon
Pacific Coast Capital Partners LLC
Pacific Eagle Holdings
Pacific Gas and Electric Company
Pacific Maritime Association
Pacific National Bank
Pacific Shores Center, LLC
Parsons Brinckerhoff
Peet's Coffee & Tea
Pfizer, Inc.
Pillsbury Winthrop Shaw Pittman LLP
Port of Oakland
Port of San Francisco
PricewaterhouseCoopers LLP
Private Ocean
Qantas Airways Limited
Recology Waste Zero
Recurrent Energy
Reed Smith LLP
Republic Services
Reynolds & Brown
Rigel Pharmaceuticals, Inc.
Robert Half International Inc.
ROMA Design Group
Russell Reynolds Associates, Inc.
Safeway, Inc.
San Francisco Business Times
San Francisco Chronicle
San Francisco Forty Niners, Ltd.
San Francisco Giants
San Francisco International Airport
San Jose Sharks
San Leandro Chamber of Commerce
San Rafael Chamber of Commerce
SARES-REGIS Group of Northern California, L.P.
Sausalito Chamber of Commerce
Seven Hills Properties
Shell Oil Company
Sheppard, Mullin, Richter & Hampton LLP
Shook, Hardy, & Bacon LLC
Shorenstein Properties LLC
Signature Properties
Simpson Manufacturing Co., Inc.
Sobrato Development Companies
SRI International
Stanford University
Strada Investment Group
Sunset Development Company
Sutter Health
SVB Financial Group
Swinerton Incorporated
The Clorox Company
The Matteson Companies
The PMI Group, Inc.
The Spinnaker
TMG Partners
T-Mobile
Trefethen Vineyards Winery
Turner Construction Co.
U.S. Bank
Union Bank
Union Pacific Corporation
United Airlines
Universal Paragon Corporation
University of California, Berkeley
University of California, Davis
University of California, San Francisco
URS Corporation
Verizon Wireless
Virgin America
Visa Inc.
Vulcan Materials Company
Waste Management of Alameda County
Webcor Builders
Wellpoint Anthem Blue Cross of California
Wells Fargo & Company
Wendel Rosen Black & Dean, LLP
Wilbur-Ellis Company
William McDonough and Partners
Wilson Meany Sullivan
Wilson Sonsini Goodrich & Rosati
Yahoo! Inc.
ZenergyPower

Bay Area Council Executive Committee

Chairman, 2009-2011

Lloyd Dean, President & CEO, Catholic Healthcare West

Laurence Baer, President, San Francisco Giants

Andrew Ball, President & CEO, Webcor Builders

W. Donald Bell, Chairman, President, & CEO, Bell Microproducts Inc.

Steven Buster, President & CEO, Mechanics Bank

Michael Covarrubias, Chairman & CEO, TMG Partners

Christopher DiGiorgio, Managing Partner, Accenture LLP

Paula Downey, President, AAA Northern California, Nevada & Utah

Robert Duffy, Partner, A.T. Kearney, Inc.

Mark Edmunds, Vice Chairman & Regional Managing Partner, Deloitte

Reyad Fezzani, CEO, BP Solar

Andrew Giacomini, Managing Partner, Hanson Bridgett LLP

George Halvorson, Chairman & CEO, Kaiser Foundation Health Plan, Inc., and Hospitals

David Hoyt, Senior Executive Vice President - Wholesale Banking, Wells Fargo & Company

Mary Huss, Publisher, San Francisco Business Times

Robert James, Partner, Pillsbury Winthrop Shaw Pittman LLP

Donald Knauss, Chairman & CEO, The Clorox Company

Richard Kramlich, General Partner/Co-Founder, New Enterprise Associates

Janet Lamkin, California State President, Bank of America

Jim Levine, Managing Partner, Montezuma Wetlands LLC

Phillip Luecht, Jr., Managing Director, Aon Risk Services

Duncan Matteson, Chairman, The Matteson Companies

Peg McAllister, Senior Vice President, Lee Hecht Harrison

Nancy McFadden, Senior Vice President, Public Affairs, Pacific Gas and Electric Company

Kenneth McNeely, President, AT&T California, AT&T

Alexander Mehran, President & CEO, Sunset Development Company

Lenny Mendonca, Director, McKinsey & Company

Joseph Saunders, Chairman & CEO, Visa Inc.

Masaaki Tanaka, President & CEO, Union Bank

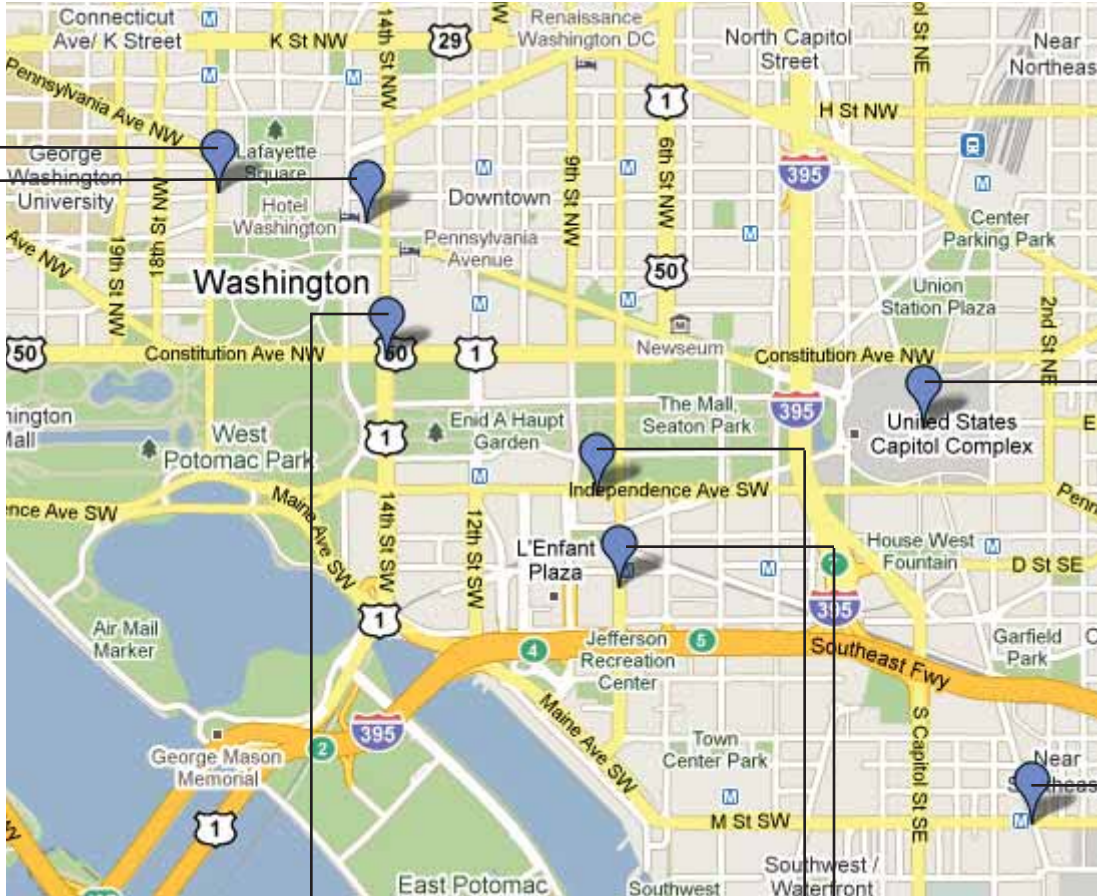
Kenneth Wilcox, President & CEO, SVB Financial Group

Janet Yellen, President & CEO, Federal Reserve Bank of San Francisco

Rhonda Zygocki, Vice President, Policy, Government, and Public Affairs, Chevron Corporation

Location Information & Contacts

Area Map



Willard Hotel
1401 Pennsylvania Ave, NW

White House Executive
Office Building
600 17th St, NW

Dept of Commerce
1401 Constitution Ave, NW

Federal Aviation Admin
800 Independence Ave, SW

Dept of Housing and Urban
Development
451 7th St, SW

United States Capitol

Dept of Transportation
1200 New Jersey Ave, SE

Location Information & Contacts



Primary Contact:
Pearl Mazzini
Director, Events and Operations
Mobile: (415) 269-5535
Email: pmazzini@bayareacouncil.org



George Broder
Senior Advisor
Mobile: (415) 269-3658
Email: gbroder@bayareacouncil.org



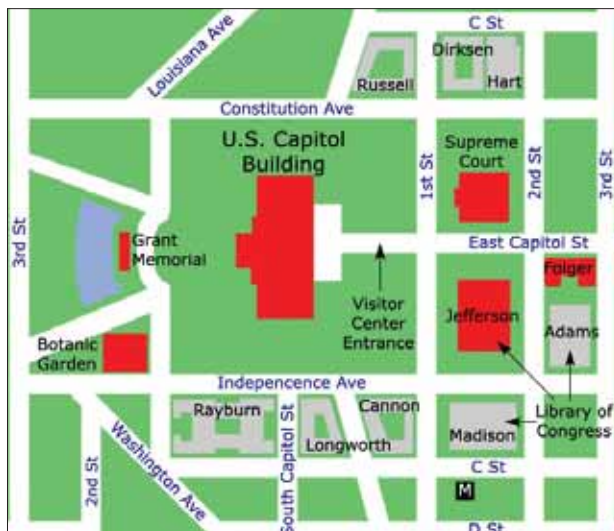
Michael Cunningham
Vice President, Transportation
Mobile: (415) 531-6589
Email: mcunningham@bayareacouncil.org



Melanie de La Grange
Vice President, Communications
Mobile: (415) 694-9182
Email: mdelagrang@bayareacouncil.org



Matt Regan
Vice President, Government Relations
Mobile: (415) 298-0330
Email: mregan@bayareacouncil.org



Capitol Complex Map



Willard InterContinental Washington
1401 Pennsylvania Avenue NW
Washington DC 20004
Phone: (202) 628-9100