



2950 PERALTA OAKS COURT P.O. BOX 5381 OAKLAND CALIFORNIA 94605-0381 T: 1-888-EBPARKS F: 510-569-4319 TRS RELAY: 711 WWW.EBPARKS.ORG

BOARD LEGISLATIVE COMMITTEE

Friday, April 15, 2016

12:30 p.m.

**EBRPD – Administrative Headquarters
2950 Peralta Oaks Court
Oakland, California 94605**

The following agenda items are listed for Committee consideration. In accordance with the Board Operating Guidelines, no official action of the Board will be taken at this meeting; rather, the Committee’s purpose shall be to review the listed items and to consider developing recommendations to the Board of Directors.

A copy of the background materials concerning these agenda items, including any material that may have been submitted less than 72 hours before the meeting, is available for inspection on the District’s website (www.ebparks.org), the Headquarters reception desk, and at the meeting.

Public Comment on Agenda Items

If you wish to testify on an item on the agenda, please complete a speaker’s form and submit it to the recording secretary. Your name will be called when the item is announced for discussion.

Accommodations and Access

District facilities and meetings comply with the Americans with Disabilities Act. If special accommodations are needed for you to participate, please contact the Clerk of the Board at 510-544-2020 as soon as possible, but preferably at least three working days prior to the meeting.

AGENDA

<u>TIME</u>	<u>ITEM</u>	<u>STATUS</u>	<u>STAFF</u>
12:30	<p>I. STATE LEGISLATION / ISSUES</p> <p>A. NEW LEGISLATION</p> <ol style="list-style-type: none"> 1. AB 2413 (Thurmond D-Richmond) – Sea Level Rise Preparation 2. AB 2476 (Daly D-Anaheim) – Parcel Tax Notification 3. AB 2651 (Gomez D-Los Angeles) – Urban Water Greenway Grant Program 4. AB 2762 (Baker R-San Ramon) – Altamont Pass Regional Rail Authority 5. AB 2796 (Bloom D-Santa Monica) – Active Transportation and Disadvantaged Communities 6. SB 1062 (Lara D-Bell Gardens) – Elephant Bullhook Ban 7. SB 1172 (Hancock D-Berkeley) – City of Albany Tidelands 8. SB 1277 (Hancock D-Berkeley) – Port of Oakland Coal Exports <p>B. ISSUES</p> <ol style="list-style-type: none"> 1. Endowments Bill Update (SB 1020) 2. State Park Bond Update (AB 2444) 3. Other Issues 	R	Doyle/Pfuehler
		I	Doyle/Pfuehler



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II. FEDERAL LEGISLATION / ISSUES

R

Doyle/Pfuehler

A. NEW LEGISLATION

- 1. H.R. 4862 (DeSaulnier D-CA) – Los Vaqueros Reservoir Expansion
- 2. H.R. 616 (DeSaulnier D-CA) – Port Chicago African American Sailors Exoneration
- 3. S. 651 (Boxer D-CA) – John Muir National Historic Site Expansion Act

B. ISSUES

- 1. Land and Water Conservation Fund Grant Application
- 2. Federal Issues for D.C. Update
- 3. Other Issues

III. DISCUSSION ABOUT THE DISTRICT'S CLIMATE CHANGE ACTIVITIES

I

Pfuehler/Holt/Hamlat

IV. ARTICLES

I

V. OPEN FORUM PUBLIC COMMENT

Individuals wishing to address the Committee on a topic not on the agenda may do so by completing a speaker's form and submitting it to the recording secretary.

VI. BOARD COMMENTS

- (R) Recommendation for Future Board Consideration
- (I) Information
- (D) Discussion

Future Meetings:

- ~~January 15~~ June 17
- ~~February 19~~ October 21
- ~~March 18~~ December 16
- April 15

Executive Committee Members

Diane Burgis (Chair); John Sutter; Dennis Waespi
Doug Siden, Alternate
Erich Pfuehler, Staff Coordinator

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District:

Mimi Waluch
Kristina Kelchner
David Zuckermann
Ira Bletz
Connie Swisher
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Public:

Norman LaForce
Peter Rauch
Afton Crooks
Stana Hearne
Judi Bank
Michael Kelley
Bruce Beyaert (via e-mail)
Peter Umhofer (via-email)

Distribution/Full Packet

District:

Board Members
Robert Doyle
AGMs
Erich Pfuehler
Jeff Rasmussen
Tiffany Margulici
Anne Kassebaum
Mark Ragatz
Sean Dougan
Mona Koh
Yolande Barial Knight
Mark Pearson – Local 2428
Eri Suzuki – Local 2428
Xiaoning Huang – Local 2428
Tyrone Davis – POA
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Public:

Pat O'Brien
Dr. George Manross
Doug Houston (via-email)
Bruce Kern (via-email)
Elissa Robinson (via e-mail)
Rick Rickard (via-email)

TO: Board Legislative Committee
(Chair Diane Burgis, John Sutter, Dennis Waespi and
Alternate Doug Siden)

FROM: Robert E. Doyle, General Manager
Erich Pfuehler, Government Affairs Manager

SUBJECT: Board Legislative Committee Meeting
WHEN: Friday, April 15, 2016 – 12:30 p.m.
Lunch will be served

WHERE: Board Room, Peralta Oaks

Items to be discussed:

I. STATE LEGISLATION / ISSUES
A. NEW LEGISLATION

1. AB 2413 (Thurmond D-Richmond) – Sea Level Rise Preparation

Assembly Member Tony Thurmond’s bill requires the Natural Resources Agency (Agency) to complete a study, prior to January 1, 2019, outlining the potential impact of sea level rise on low-income and at-risk communities. It also includes public projects and infrastructure. It requires the Agency, based on the study, to make recommendations on preparing for sea level rise.

Many of the East Bay shoreline communities would be counted as low-income and at-risk and/or harbor significant public infrastructure (airport, ports, wastewater, power, gas, water, highways, etc.). As with the Dotson Family Marsh, the District is positioned to continue to develop green infrastructure projects which provide more resiliency to these low-income, at-risk communities.

Staff Recommendation: Support

2. AB 2476 (Daly D-Anaheim) – Parcel Tax Notification

Assembly Member Tom Daly’s bill is sponsored by the California Association of Realtors. It would require a city, county, or special district to provide notice to ALL property owners, including non-resident property owners, when a proposed parcel tax will be placed on the ballot. The mailed notification would need to occur within one week following the local agency’s Board voting to approve a measure for ballot consideration. AB 2476 even specifies the format for the notification:

Dear Property Owner:

The local agency named on the front of this postcard has voted to place a parcel tax on the ballot for approval by registered voters.

The proposed parcel tax will be:

1. Voted upon on [Date]
2. Levied at a rate of [Amount or Rate of Proposed Tax]

3. Collected
[Frequency and Method of Collection]
4. Levied
[Specify number of years or if indefinitely]

If you have any questions about the proposed tax, please contact:

[Name and Telephone Number]
[Address]
[Email Address or Website Address]

While the bill does include a state mandate payback provision, the staff capacity to fulfill this type of exercise would clearly be burdensome. Additionally, reimbursements for state mandates have been delayed in the past. The California Special Districts Association is opposed.

Staff Recommendation: Oppose

3. AB 2651 (Gomez D-Los Angeles) – Urban Water Greenway Grant Program

Assembly Member Jimmy Gomez’s bill would establish the “Urban Water and Transportation Environmental Revitalization Grant Program.” It would require the Department of Natural Resources to establish and administer this \$500 million fund. While the parochial goal is likely to infuse more funding into the Los Angeles River, the bill does set up a program to provide grants for projects that develop greenways in areas adjacent to an urban creek. Given the regional interest in urban creek restoration and greenways, this bill sets a positive precedent for East Bay legislators to emulate.

Staff Recommendation: Support

4. AB 2762 (Baker R-San Ramon) – Altamont Pass Regional Rail Authority

Assembly Member Catharine Baker’s bill would create a new regional authority to ensure BART and the Altamont Corridor Express (ACE) establish a connection in the City of Livermore (presumably extending BART to Greenville Road). The governing board for the authority is appointed by ACE, BART, Dublin, Livermore, Pleasanton, Tracy, Alameda County, San Joaquin County, the East Bay Leadership Council, Innovation Tri-Valley, the Livermore Amador Valley Transit Authority and San Joaquin Partnership. The nexus between the establishment of this Authority and the Park District is twofold: If the Authority is established, it should take into consideration the District’s \$39 million proposed extension of the Iron Horse Trail to the San Joaquin County line as part of the “last mile to transit” connection to both BART and ACE. The second nexus is the strong interest from Director Wieskamp to see this transit connection happen.

Staff Recommendation: Watch, and raise the last mile to transit issue with the Assembly Member

5. AB 2796 (Bloom D-Santa Monica) – Active Transportation and Disadvantaged Communities

Assembly Member Richard Bloom’s bill would require the California Transportation Commission (CTC) to award 5% of Active Transportation Program (ATP) funds for planning and community engagement in disadvantaged communities, as well as other non-infrastructure projects. It also requires 10% of ATP funds to be programmed for non-infrastructure purposes, such as Safe Routes to School. These issues have long been the subject of some contention in workshops on

guidelines for the Active Transportation Program. The CTC tends to award money to infrastructure projects, and Commissioner Carl Guardino, who was recently reappointed, has made it clear he doesn't want to allocate any money for planning. Others, including Safe Routes to School and CalBike, continue to advocate for planning and programming money. Funding for infrastructure improvements and trail maintenance are the higher priorities for the District. AB 2796 could ultimately compete against District priorities, but for now staff is recommending a watch position.

Staff Recommendation: Watch

6. SB 1062 (Lara D-Bell Gardens) – Elephant Bullhook Ban

Assembly Member Ricardo Lara's bill would ban the use of bullhooks, the sharp metal sticks that circus trainers and some zoo caretakers use, on all elephants in the state. Similar bans have been passed in Oakland and Los Angeles. Assembly Member Lara authored a similar effort last year, SB 716, which was vetoed by Governor Brown. In the Governor's veto message, he objected to creating another criminal statute. SB 1062 makes it clear that violators would not be subject to criminal penalties, but instead would be subject to civil penalties and revocation of any permits it might have from the Department of Fish and Wildlife regarding elephants. The bill is supported by the Oakland Zoo and the City of Oakland. The District has traditionally been a strong partner of the Oakland Zoo and this measure is a priority for their agency. It passed the Senate Natural Resources and Wildlife Committee on Appropriations by a vote of 7 to 2 on March 29th. Support for this legislation is also consistent with the District's consideration of responsible wildlife stewardship.

Staff Recommendation: Support

7. SB 1172 (Hancock D-Berkeley) – City of Albany Tidelands

Senator Loni Hancock's bill is designed to assist the City of Albany with managing and improving its waterfront. At the December 7, 2015, City Council meeting, the City of Albany voted to update the terms of its relationship with the state, regarding the Albany Neck and Bulb. The City has moved away from the original Albany Waterfront Plan of 1977 which anticipated a more commercial waterfront development. The City is currently in the process of developing a new plan for improving the Albany Neck and Bulb and transitioning the area to become part of the McLaughlin Eastshore State Park. This bill would allow the City to replace outdated statutes which were part of the 1977 plan and develop a new agreement which is consistent with the City's current waterfront improvement plans.

Staff Recommendation: Support

8. SB 1277 (Hancock D-Berkeley) – Port of Oakland Coal Exports

Senator Hancock's bill seeks to prohibit the transport of coal to or through the Bulk and Oversize Terminal located in the former Oakland Army Base. Senator Hancock cites numerous health concerns for the disadvantaged communities nearby. SB 1277 has the support of the No Coal in Oakland group. The Legislative Committee of the Board considered this issue on October 16, 2015. Citing the proximity of the future Gateway Park as a major staging area for bikers and walkers seeking to cross the Bay Bridge. The daily release of coal dust, directly adjacent to a park, is counter to the District's mission to provide healthful recreation, and include an environmental ethic in the District's activity. Subsequently, the full Board adopted a resolution (2015-11-316) in opposition to the export of coal through the new Oakland Global

Trade and Logistics Center. Supporting Senator Hancock’s bill would be consistent with the Board’s previously stated position.

Staff Recommendation: Support

B. ISSUES

1. Endowments Bill Update (SB 1020)

Advocate Houston will provide a verbal update about legislation addressing endowments and the Park District.

2. Park Bond Update (AB 2444)

Advocate Houston will provide a verbal update about the status of a possible state park bond and/or inclusion of park interests in any broader infrastructure bond.

3. Other Issues

II. FEDERAL LEGISLATION / ISSUES

A. NEW LEGISLATION

1. H.R. 4862 (DeSaulnier D-CA) – Los Vaqueros Reservoir Expansion

Representatives Mark DeSaulnier and Jerry McNerney introduced legislation to expedite the expansion of the Los Vaqueros Reservoir. The reservoir is a 160,000-acre-foot storage facility built in response to the historic drought in 1977. It was last expanded in 2012 and is permitted to be nearly triple its current size. The legislation calls for a Department of Interior feasibility report for the expansion of the reservoir, with the help of the Federal Bureau of Reclamation. The study is to be completed within two years of enactment of the bill. Rep. McNerney’s office highlighted a possible phased approach. Under the first step, outside water districts would lease extra space in the existing 160,000-acre-foot reservoir to store surplus water. The reservoir would later be enlarged up to 500,000-acre-feet after enough agencies or water districts agree to share costs and become partners in the planned expansion. The issue is of interest to District assets nearby, so staff recommends a watch position.

Staff Recommendation: Watch

2. H.R. 616 (DeSaulnier D-CA) – Port Chicago African American Sailors Exoneration

Rep. DeSaulnier’s resolution would express to the sense of the House that:

- The trial and conviction of 50 African-American sailors for mutiny in connection with their service at the Port Chicago Naval Magazine in Concord, California, during World War II were wrongfully pursued because of racial prejudice; and
- Congress should publicly exonerate the 50 sailors to further aid in healing the racial divide that continues to exist in the United States.

The legislation is supported by the Friends of Port Chicago. They have also been supportive of the District’s work to develop a joint visitor center with the National Park Service at the site of the former Concord Naval Weapons Station property. The Board Legislative Committee considered a resolution for restorative justice for the U.S. Navy Sailors of Port Chicago at the April 17, 2015, meeting. Subsequently, the full Board adopted a resolution of support for the exoneration of the Port Chicago 50 (2015-6-155). Supporting H.Res. 616 is consistent with the Board’s previous position.

Staff Recommendation: Support

3. S 651 (Boxer D-CA) – John Muir National Historic Site Expansion Act

Senator Boxer’s bill would authorize the Department of Interior to acquire, by donation, approximately 44 acres of land to include in the John Muir National Historic Site in Martinez. This would complement the legislation, H.R. 1289, Rep. DeSaulnier was able to pass through the House in September of last year. A similar bill by former Rep. Miller languished in the Senate during the last Congress. The John Muir Land Trust supports the legislation.

Staff Recommendation: Support

B. ISSUES

1. Land and Water Conservation Fund Grant Application

Government Affairs Manager Pfuehler will provide a verbal update about a possible pending application under a competitive land and water conservation fund grant program.

2. Federal Issues for D.C. Update

Government Affairs Manager Pfuehler will provide a verbal update about issues related to upcoming meetings in Washington D.C.

3. Other Issues

III. DISCUSSION ABOUT THE DISTRICT’S CLIMATE CHANGE ACTIVITIES

Please see the attached staff report prepared by the District’s Climate Action Team (Government Affairs Manager Erich Pfuehler, Principal Planner Brian Holt, and Senior Planner Sandra Hamlat).

IV. ARTICLES

V. OPEN FORUM PUBLIC COMMENT

VI. BOARD COMMENTS

BOARD LEGISLATIVE COMMITTEE

Meeting of April 15, 2016

TO: Board Legislative Committee

FROM: Robert E. Doyle, General Manager, and Erich Pfuehler, Government Affairs Manager

SUBJECT: Climate Change Activities

East Bay Regional Park District (District) staff have formed a Climate Action Team that is involved in multiple activities to develop a climate adaptation strategy, assess potential funding opportunities, and identify pilot projects that build on the District's strengths of owning and managing shorelines and wildlands in the San Francisco East Bay. The following are brief updates on the District's carbon sequestration study update, climate change strategy, and state activities.

Carbon Sequestration Study Update

The District is working to update the 2008 carbon sequestration study to provide current data that can be used to advocate the benefits that the parklands offer in terms of sequestering carbon in wetland restoration and grassland/forest fuels management practices. In addition to revising the study with the latest accounting protocols for greenhouse gas (GHG) sequestration of different vegetation types, the study will include a stand-alone executive summary with data visualizations to translate technical data into visually-engaging, understandable information. In a couple of months, District staff are planning to use these tools to advocate for the 40 percent of Cap and Trade program funds that are discretionary—total funds were \$2.7 billion in 2015.

Climate Change Strategy

Updating the carbon sequestration study is the first step in the recently drafted District climate change strategy. This strategy identifies the District's Master Plan policies, current risks/vulnerabilities, and outlines clear actions the District can take to reduce its impacts and adapt to climate change, including raising funds from programs and initiatives described below.

Cap and Trade Program

District staff is exploring potential funding opportunities from multiple sources. In addition to the Cap and Trade program mentioned above, the remainder of these funds are being administered, via competitive grants, through the California Department of Fish and Wildlife and the California Department of Forestry and Fire. The District is well-positioned to develop successful grant applications, particularly for projects focused on the Sacramento-San Joaquin Delta.

Measures BB and J

Transportation expenditure plans, in both Alameda and Contra Costa counties, could fund District green transportation initiative projects that would mitigate climate change impacts. These funds could also be used to address Bay Trail overtopping. Staff from Alameda County Transportation Commission have expressed interest in this issue, since millions of dollars have been invested in the Bay Trail.

State Activities Update

Notably, the state is continuing to develop the Assembly Bill 32 Scoping Plan to reflect Executive Order B-30-15 that establishes a mid-term GHG reduction target, for California, of 40 percent below 1990 levels by 2030. The state recently established a vision and goal for natural and working lands that are integral to the state's climate change strategy. This state strategy recognizes that storing carbon in trees, plants, aquatic vegetation, and soil is the most effective way to remove climate pollution from the atmosphere. The strategy also explores and pursues opportunities to increase "blue carbon"—carbon stored in the form of biomass and sediments.

Implementing this vision will build on existing conservation and habitat restoration programs and policies as well as technical and financial support for best management practices on farmland, rangeland, and timberland. Partnerships with landowners, such as the District, are essential to maximizing sustainable carbon storage and a wide range of other benefits. The guiding principles include providing support for regional plans to integrate land use climate impacts to reflect their role in providing ecological and health benefits, agricultural and forest products, recreational opportunities, and wildlife habitat. Additionally, these principles seek to maximize funds available for natural and working land strategies through aligning and leveraging federal, state, and private funds for public land conservation.



San Francisco Chronicle

Rachel Swan

March 25, 2016 Updated: March 30, 2016 8:53pm



Photo: Connor Radnovich, The Chronicle

Phil Tagami at the site of a development at the Oakland Army Base in Oakland, California, on Wednesday, Sept. 23, 2015.

The developer behind a controversial plan to ship coal from Oakland's port is a longtime friend and campaign supporter of Gov. Jerry Brown, who has emerged over the past year as a world leader in the fight against climate change.

As Brown attended last year's U.N. Climate Change Conference in Paris, stoutly defended President Obama's Clean Power Plan, and urged other world leaders to take action, Phil Tagami was busy in the governor's hometown pushing plans to export millions of tons of the black fossil fuel that scientists say is the leading cause of global warming.

"I can say he's been a friend for the last 20 years," Tagami said of Brown during a recent interview at his office in the Rotunda Building, a seven-story dome that he renovated in the late 1990s so it would gleam like a steel cathedral next to Oakland City Hall. Brown and his wife, Anne Gust Brown, were married there in 2005.

Link to Article: <http://www.sfchronicle.com/bayarea/article/Developer-planning-Oakland-coal-shipment-an-ally-7116423.php>

Tagami said he and Brown have privately discussed the coal plan, which in recent months has roiled the city's political establishment.

“Has he asked questions about what's going on? He has,” Tagami said. He wouldn't elaborate on the nature of those questions, and Brown declined to comment.

Still, the governor may eventually have to weigh in. A suite of bills by state Sen. Loni Hancock, D-Berkeley, would ban the export of coal from Oakland and cut off public funding for any port in the state that handles coal. If approved by the Legislature, the bills would arrive at the governor's desk as early as June.



Photo: Rich Pedroncelli, Associated Press

State Sen. Loni Hancock, D-Berkeley, questions prison officials about the use of solitary confinement in California prisons during a joint hearing of the Assembly and Senate Public Safety Committees at the Capitol in Sacramento, Calif., Wednesday, Oct. 9, 2013. Lawmakers held the the first in a series of planned joint hearings of the two committees in response to a massive inmate hunger strike this summer protesting conditions for gang leaders held in solitary confinement at Pelican Bay State Prison and three other state prisons.(AP Photo/Rich Pedroncelli)

“I would be surprised if the governor wasn't very concerned about how this undercuts and undermines his environmental legacy, and the environmental stature of the state of California,” Hancock said. “It's one thing to go to Paris (Climate Change Conference) and talk about how state and local government is where the action is — but then to allow something like this to happen in his own backyard?”

Link to Article: <http://www.sfchronicle.com/bayarea/article/Developer-planning-Oakland-coal-shipment-annally-7116423.php>

The governor's ties to Tagami date back to the days when Brown was mayor of Oakland and Tagami was a rising-star developer with an eye on the city's downtown. In 2000, Brown appointed Tagami to serve as a commissioner for the Port of Oakland, one of the most influential positions in the city.

Three years later, the Oakland City Council picked Tagami to rehabilitate the Fox Theater, an Art Deco concert venue that would house Brown's arts charter school and become the crown jewel of his downtown revitalization.

Developing waterfront

They remained closely aligned when Brown left city politics and made a successful bid for state attorney general, with Tagami contributing \$11,200 to his campaign, records show. In 2011, Brown took office as governor, recruiting Tagami to serve on the California Lottery Commission in 2012 and on the state medical board in 2013.

Meanwhile, in 2008, Tagami entered talks with the city to develop a giant stretch of waterfront at the former Army base, adding a recycling center, maritime support services and a rail line, as well as the bulk terminal he's building near the east end of the Bay Bridge — which stands to be the most lucrative portion of the project.

The entire 366-acre, \$880 million development is expected to bring thousands of jobs to an area that was devastated when the Army base shut down in 1999. It requires about \$387 million in taxpayer funding, most of it coming from the state's Trade Corridor Improvement Fund. Tagami's real estate firm, California Capital & Investment Group, will finance the \$250 million Oakland Bulk and Oversized Terminal. In 2014, the firm signed a lease option with a shipping company called Terminal Logistics Solutions — run by former Port of Oakland executives Jerry Bridges and Omar Benjamin — to build and operate the terminal.

This month, Utah approved a plan to spend \$53 million in taxpayer money on the project, with the promise that coal mined in Utah would be exported from Oakland. That transaction makes sense to Stanford University economics Professor Frank Wolak: The domestic market for coal is sputtering, but overseas demand is going up.

“China consumes half the world’s coal, and there’s no sign of slowing down their demand,” Wolak said. “My feeling is look, that coal is going to come from the U.S. — where it provides high-wage jobs for people without a lot of education — or it’s going to come from other exporting countries.”

Environmental fears

But the prospect of moving millions of tons of coal each year through West Oakland has prompted fierce opposition from environmentalists and elected officials. Many worry the coal, moved to the port by rail, would send dust into the surrounding neighborhoods, polluting the air and damaging people’s lungs.

Among the plan’s detractors are Hancock, Rep. Barbara Lee, D-Oakland, Assemblymen Tony Thurmond, D-Richmond, and Rob Bonta, D-Alameda, and Oakland Mayor Libby Schaaf. The mayor told Tagami to “stop it immediately” in emails obtained by the Sierra Club, which is leading a global crusade to stamp out coal.

In April, the Oakland City Council will vote on whether to hire a consultant to study the hazards of transporting coal through the city and into the former Army base by rail. Hancock’s bills will go before the state Senate Transportation and Housing Committee on Tuesday.

Tagami and his business partners say a coal ban could put their whole project at risk.

“If we say, ‘Whatever someone doesn’t want us to do, we won’t do it,’ then no one in the supply chain will take us seriously,” said Mark McClure, a principal at California Capital & Investment Group.

McClure and Tagami said the city of Oakland doesn’t have the authority to bar a legal commodity. They sent a team of three lawyers — as well as engineers and lobbyists — to a public hearing about the coal plan at City Hall on Sept. 21.

Brown's silence

As the fight escalates, some political insiders have begun wondering what Brown will do.

“For him to be quiet on this coal issue is stunning,” said Joe Tuman, a former Oakland mayoral candidate and communications professor at San Francisco State University.

The governor may in fact be the only person who can sway Tagami, Tuman added.

“I think if there's one person whose opinion and approval matters to Phil Tagami, it's Jerry Brown,” he said.

Rachel Swan is a San Francisco Chronicle staff writer.

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San Francisco Chronicle

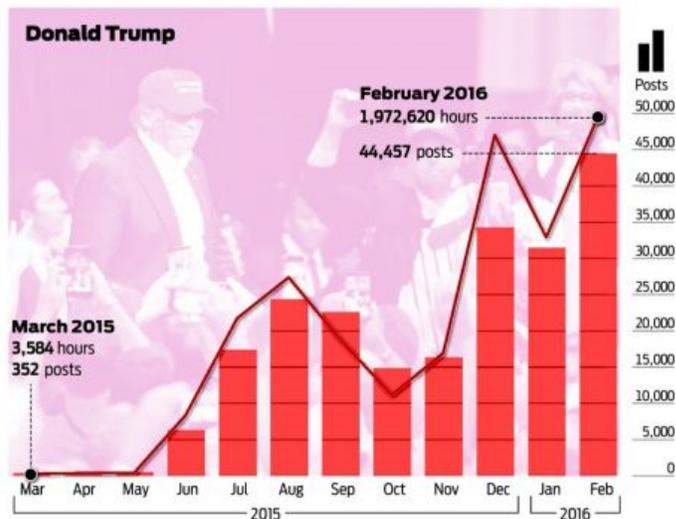
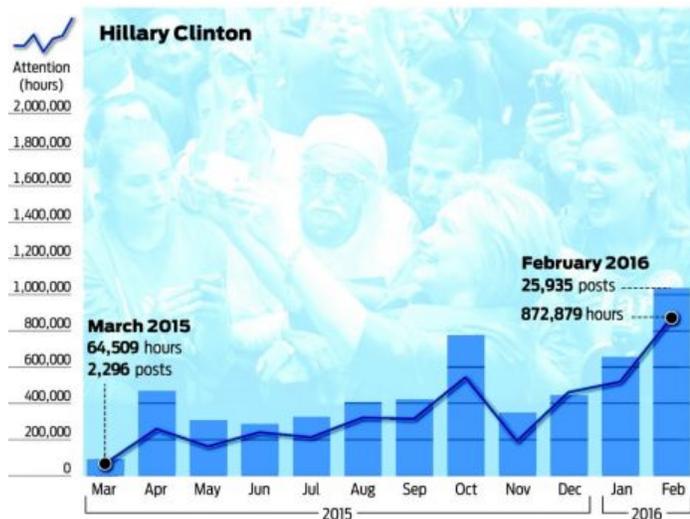
The Donald trumps Clinton, Sanders on social media

By Marissa Lang

April 4, 2016 Updated: April 4, 2016 3:58pm

Social media: How Clinton got Trumped

A year ago, people were spending thousands of hours reading and reacting to posts on social media about Hillary Clinton, even before the former secretary of state had formally announced her bid for the presidency. Yet in a few months, Donald Trump went from being largely ignored to overtaking her as the center of the political conversation online.



Sources: SocialFlow; Clinton photo: Max Whittaker / New York Times; Trump photo: Ross D. Franklin / Associated Press

John Blanchard / The Chronicle

In 12 months, the country has collectively spent more than 1,284 years reading about **Donald Trump on social media.**

The Republican presidential candidate's reach is unprecedented, according to the latest data from **SocialFlow**, a social media management company whose software handles news dissemination for many of the country's top media organizations, including the New York Times, Washington Post and Wall Street Journal.

Link to Article: <http://www.sfchronicle.com/politics/article/The-Donald-trumps-Clinton-Sanders-on-social-media-7227611.php>

If he sought similar attention by buying ads, Trump's social reach would cost \$380 million. Instead, he's getting it for free in tweets, likes and shares — although not all of it is positive.

Social media's **influence in this presidential election is stronger than it has ever been**, experts said, and the information cycle it has created will shape campaigns for years to come.

There are many reasons social media has become such a powerful influence.

More people than ever **get their news mainly from social networks** like Facebook, Twitter and Snapchat. Candidates have discovered the quickest way to make news is to put out a statement or comment in a social media post.

“It's really opened the floodgates of candidates being able to tap into this ecosystem of voters and news consumers who are getting information about these candidates 24/7,” said Patrick Ruffini, Republican political strategist and founder of Engage, a digital media firm. “This election cycle is the first I've seen (where) candidates realize social media is their direct pipeline into mainstream media coverage and to voters.”



Photo: Scott Olson, Getty Images

Republican presidential candidate Donald Trump's social media reach is unprecedented in an election.

This creates what Ruffini calls a “feedback loop,” wherein **candidates' posts on social media make news**, and then those news stories get circulated through social media, building momentum and generating even more chatter.

“This is the first true social media election,” said Frank Speiser, SocialFlow's co-founder and chief product officer. “Before it was an auxiliary method of communication. But now (candidates) can put messages out there and get folks on social media to act on your behalf by just sharing it around. You don't have to buy access to reach millions of people anymore.”

Facebook now boasts nearly 1.6 billion monthly active users, up 60 percent from 2012, the year of the last election, when it crossed the 1 billion mark. Twitter today **has 385 million monthly active users**, up from 185 million in 2012.

The way politicians use social media is also markedly different.

Link to Article: <http://www.sfchronicle.com/politics/article/The-Donald-trumps-Clinton-Sanders-on-social-media-7227611.php>

In 2012, they tended to favor short, calculated statements — maybe once a day — that were highly controlled and sanitized, Ruffini said. They would retweet followers or thank supporters. But it was hardly the first place they went to espouse an opinion or issue a policy proposal.

“Four years ago,” Ruffini said, “social media politics was really boring.”

Social media strategy

Today, social media has evolved from afterthought to strategy, he said, thanks largely to Trump’s habitual social-media-first proclamations. Candidates have begun using sites like Twitter and Facebook as a direct line to voters.

It seems to be paying off, particularly among younger voters.

Among 18- to 29-year-olds, nearly **two-thirds said social media is the most helpful** means of learning new things about politics, according to a study released last year by the Pew Research Center. By contrast, only half of Gen-Xers and 40 percent of Baby Boomers agreed with that statement.

Overall, Pew found, 44 percent of American adults said they had **learned something new in the past week about the election** from social media.

“That’s a pretty large share,” said Jesse Holcomb, the associate director of research at Pew. “Our data suggest that social media is a critical gateway to information about the campaign — particularly for younger adults.”

Other candidates, like Democratic hopefuls Hillary Clinton and **Bernie Sanders**, have ramped up their social media presence to compete for time and eyeballs. But research shows they are falling far short of the reach Trump has amassed.

Clinton has garnered just shy of \$100 million in free exposure via social media by SocialFlow’s estimate. The only area where she trumps the Republican front-runner is in her rate of engagement — how many people like, share or click through to stories about the former secretary of state, where she runs marginally ahead.

Convoluting messages

Since the beginning of the election, SocialFlow said, the nation has spent roughly 874 years on social media reading about Sanders and Clinton combined — a third less than the time people have devoted to Trump on the same networks.

The reason for this, Speiser said, likely lies in Trump's bombast and convoluted messaging.

“One thing that Trump does is he will combine two or three issues in a single statement or proposal. Now, he may be muddling them, but it doesn't matter because it activates groups that are interested in all of the above,” Speiser said. “Like how he'll conflate crime and gun violence with immigration. It may not be true, but the fact that he says it excites groups whose top issues are crime or guns or immigration.”

In December, when Trump announced his **proposal to ban all Muslims** from entering the United States, the news generated **more social media engagement than any other news** about the election since the race began, SocialFlow said. (While Trump made the remarks in a speech in South Carolina, not on social media, they nonetheless immediately found a home online.) Trump's comments remain the single most-responded-to news event since then with roughly 230,000 likes — more than 788 times the average number Trump-related stories tend to receive.

By January, SocialFlow said, Trump had become the most talked-about person on the planet.

“Trump, by himself, has eclipsed all the conversation around (the Islamic State), terrorism, the economy and other important issues,” Speiser said. “The conversation around him is greater than the top 10 other election issues combined.”

The data SocialFlow collects don't indicate whether the comments being made are positive or negative — or whether people “favorite” or “like” a story because they actually like it, or if they're simply noting it. Some people even ironically “hate-like” social media posts.

SocialFlow's analysis also doesn't take into account posts by citizens that do not link to a news story or the candidates' own posts — unless those posts generate press coverage.

'Story of the election'

If researchers took those elements into account, Ruffini and Speiser said they would expect that Trump's recorded reach would grow.

"It's just going to get bigger in the main election," Ruffini said. "The amount of free media exposure given to Trump — whether that's on social media or more traditional news media — I think is absolutely the story of the election. We've just never seen anything like it before."

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EAST BAY EXPRESS: The Senator Versus Coal

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East Bay State Senator Loni Hancock has thrown down a legislative gauntlet to stop coal exports from going through Oakland — and the rest of California.

By [Darwin BondGraham](#)

The coal industry — responsible for much of the CO2 pollution driving climate change — is dying, and State Senator **Loni Hancock**, D-Berkeley, wants to help bury it. Hancock, whose district encompasses much of the East Bay, from Rodeo to San Leandro, has spent the last half year drafting legislation designed to prevent millions of tons of coal from being transported by train through the East Bay and exported from a marine terminal that is to be built in Oakland near the foot of the Bay Bridge. Hancock also wants to block any future coal export schemes in the state.

It's not a fight she expected to have to take up in 2016, her final year in the state Capitol. "I think it's front and center in my responsibilities as a senator," said Hancock in an interview last week. "One of the reasons I ran for the state legislature in the first place was my concern about catastrophic climate change, and what it means for future generations."

Hancock was elected to the California Senate in 2008, and has championed various environmental and social justice issues throughout her long career in local and state office. Before becoming a senator, she served three terms in the Assembly. She was also the mayor of Berkeley from 1986 to 1994. She has five adult children and seven grandchildren, three of whom are growing up in the East Bay. And in her last year of public office, she has made coal her top priority. If successful, it will become part of her considerable legacy.

Last month, Hancock introduced four bills in the Senate designed to stop coal. One would declare that the transportation of coal through Oakland presents a danger to the health and safety of Oakland residents and workers. If it becomes law, it would bolster an existing clause in the contract between the City of Oakland and developer Phil Tagami's company, CCIG-Oakland Global, which controls the land where the coal export hub would be built. The contract clause states that the Oakland City Council can block any proposed activity by the developer that could have harmful health and safety impacts. Although Hancock admits that this legislation can't outright ban coal shipments through Oakland, she says it would empower the city council to reject coal as part of the massive redevelopment project at the old Oakland Army Base on the city's waterfront.

Another of Hancock's bills would require new environmental studies for the proposed shipment of coal through Oakland. Many contend that coal transportation was never studied in the original environmental analyses for the Army Base redevelopment project, and that if it had been, the results would have shown unambiguously that it would have significant negative impacts on air quality. (Attorneys representing the developers have contended that coal was included among many other "bulk commodities" when the original analyses were completed; therefore, no new studies are necessary.)

The two other bills in Hancock's legislative package would prohibit the use of public funds to build or operate port facilities in California that export coal and would require new private port facilities that ship coal to fully mitigate the greenhouse gas emissions that result from burning the fuel. Hancock said her mitigation requirement would bring any new coal facilities under California's cap-and-trade regime, ensuring that coal transportation companies would have to

Link to Article: <http://sd09.senate.ca.gov/news/2016-03-16-east-bay-express-senator-versus-coal>

purchase carbon offsets that neutralize the CO2 emissions that would result from the combustion of fuel they bring to the market. "We cannot allow this to happen," said Hancock about the prospect of California becoming a major depot for the global coal industry.

In laying down this legislative gauntlet, Hancock isn't just battling Tagami and former Port of Oakland Executive Director Jerry Bridges, whose company, Terminal Logistics Solutions, has the rights to build and operate the coal terminal, the senator is also fighting Utah lawmakers and the Kentucky-based coal company Bowie Resource Partners. For several years now, Bowie has been quietly trying to secure Oakland as its Pacific gateway to ship millions of tons of Utah coal to Asian markets (see "Banking On Coal," 8/19/15).

In 2014, Bowie tried to convince the Port of Oakland to approve a coal export terminal near Jack London Square. The port's board of commissioners rejected the plan because it would result in coal dust blowing into nearby neighborhoods from trains, silos, and ships. Then last year, it was revealed that four Utah counties had secured a \$53 million interest free loan from a Utah state agency called the Community Impact Fund Board (CIB) to help finance construction of a new marine terminal in Oakland — on land that is owned by the city. The Oakland terminal would export coal produced from three mines owned by Bowie Resource Partners located inside the four Utah counties.

That plan, however, ran into legal troubles. Utah and California environmental groups and elected officials raised questions about whether CIB funds could be used to subsidize a private fossil fuel project — one that is outside of Utah. CIB funds are supposed to only be spent on public infrastructure and services in Utah — for things like fire stations and sewers — according to the CIB's enabling legislation.

Two weeks ago, Utah State Senator Stuart Adams introduced a complicated bill in the Utah Senate that is designed to overcome this legal problem. Adams' bill would essentially launder the \$53 million in CIB funds through the Utah Department of Transportation so that the money can be used to help pay for construction of the coal export terminal in Oakland.

As the *Express* reported last Thursday online, Adams and thirty other key Utah lawmakers received \$15,000 in campaign contributions from Bowie Resource Partners in 2014. Bowie also donated \$14,000 to Utah Governor Gary Herbert in 2014 and 2015.

Hancock made a last ditch effort to convince Utah's lawmakers that subsidizing an Oakland coal terminal is unwanted and risky. "I strongly oppose your bill to invest \$53 million in Utah taxpayers' money to build a coal-export terminal in California," Hancock wrote in a March 2 letter to Utah Senator Adams. "Environmental groups from Oakland and the Bay Area strongly oppose the transport of coal and are working together to stop the project."

Hancock also informed Adams of her four anti-coal bills that will be considered by the California Senate in April. "I would think that Utah residents would also question whether their hard-earned tax dollars should be going to build a railroad and port terminal in another state instead of promoting sustainable economic development in Utah," she wrote.

Some Utah lawmakers raised Hancock's criticisms during debates in the Senate and House of Representatives last week, but Adams' \$53 million coal subsidy was approved by both houses and will likely be signed by Governor Herbert.

Hancock said the use of public money is a bad investment in a "dying industry" and can only result in environmental damage and economic losses. She said it appears that the coal industry is attempting to use public money to stay afloat, because private investors have all but abandoned coal.

Link to Article: <http://sd09.senate.ca.gov/news/2016-03-16-east-bay-express-senator-versus-coal>

"Institutional investors are pulling out of coal," said Tom Sanzillo of the Institute for Energy Economics and Financial Analysis, a think tank that promotes renewable energy development. "The industry isn't collapsing, it has collapsed."

Even Bowie Resource Partners is in financial trouble, according to recent reports. Bowie was in talks to purchase three coal mines from Peabody Energy, the largest US coal company, but Bowie has been unable to find a bank or other investor willing to finance the deal. Peabody meanwhile is careening toward bankruptcy, and in the past year, four of the other biggest US coal companies have all declared bankruptcy as global demand for coal plummets.

"But here we have connected insiders giving away public money," said Hancock. "That seems to be what's going on in Utah, and when you look at the players in the terminal deal, it's a former port director, it's major developers, and it's a series of asks for public money from the Alameda County Transportation Commission and the California Transportation Commission."

Both the Alameda County Transportation Commission and the California Transportation Commission have put hundreds of millions of California public funds into infrastructure upgrades at the old Army Base. And the planned coal terminal is only viable because of those taxpayer-financed upgrades.

On March 7, Hancock sent a letter to California Transportation Commission Chairman Bob Alvarado, asking that the CTC consider postponing any further funding for the Army Base redevelopment project until the commission determines whether a coal export terminal undermines the intent of Proposition 1B, the ballot initiative that raised billions in gas taxes and vehicle fees specifically to pay for transportation infrastructure that would improve air quality. Susan Branson of the CTC told me last week that they are reviewing Hancock's request and formulating a response.

"Public money should be invested in the 21st century sustainable energy economy," said Hancock. "And it does not include coal."