

WATERWAYS WORK FOR CALIFORNIA

Waterways and ports support 348,965 California jobs and directly contribute \$67 billion to our state's economy. Smart investment in this vital system will help create jobs and keep our economy growing.

ESSENTIAL COMMODITIES ARE SHIPPED TO AND FROM CALIFORNIA THROUGH WATERWAYS AND PORTS:



\$292 Billion

of manufactured goods including computers and electronic products, appliances, machinery, electrical equipment and clothing



\$48 Billion

of petroleum products and crude petroleum that is refined into gasoline and sold at neighborhood gas stations



\$34 Billion

of agricultural and food products destined for American supermarkets and for export

COMMODITIES TRAVEL TO AND FROM CALIFORNIA ON MANY VITAL TRANSPORTATION LINKS, INCLUDING:



WATERWAYS:

Sacramento River, Columbia/Snake River, Missouri River



PORTS:

Port of Los Angeles, Port of Long Beach, Port of Oakland

WATERWAYS AND PORTS CONTRIBUTE DIRECTLY TO CALIFORNIA'S ECONOMY:

Total Revenue Impact:

\$67 Billion

=

Direct Business Revenue:

\$35 Billion

+

Personal Income:

\$25 Billion

+

Local Purchases:

\$7 Billion

TOGETHER, WATERWAYS AND PORTS SUPPORT

348,965 California jobs

DID YOU KNOW?

- California has 286 miles of inland waterways
- The state's three major container ports handle approximately 50% of the nation's total container cargo volume
- Nationwide more than 2 million jobs are linked to California's public ports

Waterways and ports help drive California's economy. Failure to invest in our waterways and ports will hurt California's exports, business sales and job creation.

With smart investment, we can handle increasing cargo loads efficiently, begin to address problems caused by congestion and delays and power California's economic growth.

Sources: Delcan Real-Time Freight Intelligence, U.S. Army Corps of Engineers Waterborne Commerce Statistics, U.S. Department of Commerce International Trade Administration Import and Export Data, U.S. Department of Transportation's Commodity Flow Survey, National Waterways Foundation, Waterways Council, Inc., ASCE 2013 Infrastructure Report Card

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WATERWAYS WORK FOR AMERICA



UNDERSTANDING THE WATER RESOURCES DEVELOPMENT ACT (WRDA)

America's marine transportation system is vital to our nation's competitiveness and economic growth.

The system safely, efficiently and cost-effectively transports hundreds of commodities like petroleum, coal, industrial chemicals, building materials and agricultural products to destinations within the United States and to deep water ports for export.

The inland waterways and ports are maintained and operated by the U.S. Army Corps of Engineers (Army Corps). But it's up to Congress to provide authority and funding for maintenance and operations. The Water Resources Development Act (WRDA) is the primary legislative vehicle through which specific projects are authorized while annual appropriations bills are the legislative vehicle that funds these projects.

WRDA authorizes new projects for flood protection, port improvement and upgrades to the nation's aging locks and dams infrastructure. Additionally, the legislation promotes projects that improve hydropower, municipal and industrial water supply, ecosystem restoration and recreational opportunities.

RELIEF FOR A SYSTEM UNDER STRESS

In 1986 Congress adopted a major overhaul of Army Corps programs and envisioned new WRDA legislation every two years. Unfortunately, it hasn't happened that way. It's been nearly six years since the previous WRDA passed in 2007 — and Congress had to override a Presidential veto to pass the legislation. Before that the previous authorization passed in 2000.

As a result, the Corps has been chronically underfunded. System maintenance has fallen behind. Critical new projects can't get started, and those project that do receive funds move slowly as resources are stretched to meet multiple priorities.

In fact, at current funding levels the Corps estimates it will take 77 years — the entire lifespan of an average American — to complete the 22 planned major construction and rehabilitation projects.

A VITAL INVESTMENT IN AMERICA

Modernizing the nation's marine transportation system can create American jobs, increase exports, and inject billions of dollars into the U.S. economy. On average, investment in the marine transportation system infrastructure returns more than 10 times to the nation's economy what is spent.

The Water Resources Development Act will promote investment in the nation's critical water resource infrastructure, streamline project delivery and reform the implementation of Corps programs.

The 113th Congress has the opportunity — for the first time in six years — to move WRDA legislation. Congress can kick-start strategic investment in our ports and inland waterways, increase American competitiveness and, in the process, create hundreds of thousands of high-paying U.S. jobs.

FAST FACTS

77 Years

At current funding levels it will take 77 years to complete 22 planned major projects.

\$1 = \$10

Every \$1 invested in our inland waterways returns \$10 to our nation's economy.

Sources:

2013 Report Card for America's Infrastructure, ASCE
National Waterways Foundation
Waterways Council, Inc.



The New York Times

August 1, 2013

A Republican Case for Climate Action

By WILLIAM D. RUCKELSHAUS, LEE M. THOMAS, WILLIAM K. REILLY and CHRISTINE TODD WHITMAN

EACH of us took turns over the past 43 years running the Environmental Protection Agency. We served Republican presidents, but we have a message that transcends political affiliation: the United States must move now on substantive steps to curb climate change, at home and internationally.

There is no longer any credible scientific debate about the basic facts: our world continues to warm, with the last decade the hottest in modern records, and the deep ocean warming faster than the earth's atmosphere. Sea level is rising. Arctic Sea ice is melting years faster than projected.

The costs of inaction are undeniable. The lines of scientific evidence grow only stronger and more numerous. And the window of time remaining to act is growing smaller: delay could mean that warming becomes "locked in."

A market-based approach, like a carbon tax, would be the best path to reducing greenhouse-gas emissions, but that is unachievable in the current political gridlock in Washington. Dealing with this political reality, President Obama's June climate action plan lays out achievable actions that would deliver real progress. He will use his executive powers to require reductions in the amount of carbon dioxide emitted by the nation's power plants and spur increased investment in clean energy technology, which is inarguably the path we must follow to ensure a strong economy along with a livable climate.

The president also plans to use his regulatory power to limit the powerful warming chemicals known as hydrofluorocarbons and encourage the United States to join with other nations to amend the Montreal Protocol to phase out these chemicals. The landmark international treaty, which took effect in 1989, already has been hugely successful in solving the ozone problem.

Rather than argue against his proposals, our leaders in Congress should endorse them and start the overdue debate about what bigger steps are needed and how to achieve them — domestically and internationally.

As administrators of the E.P.A under Presidents Richard M. Nixon, Ronald Reagan, George Bush and George W. Bush, we held fast to common-sense conservative principles — protecting the health of the American people, working with the best technology available and trusting in

the innovation of American business and in the market to find the best solutions for the least cost.

That approach helped us tackle major environmental challenges to our nation and the world: the pollution of our rivers, dramatized when the Cuyahoga River in Cleveland caught fire in 1969; the hole in the ozone layer; and the devastation wrought by acid rain.

The solutions we supported worked, although more must be done. Our rivers no longer burn, and their health continues to improve. The United States led the world when nations came together to phase out ozone-depleting chemicals. Acid rain diminishes each year, thanks to a pioneering, market-based emissions-trading system adopted under the first President Bush in 1990. And despite critics' warnings, our economy has continued to grow.

Climate change puts all our progress and our successes at risk. If we could articulate one framework for successful governance, perhaps it should be this: When confronted by a problem, deal with it. Look at the facts, cut through the extraneous, devise a workable solution and get it done.

We can have both a strong economy and a livable climate. All parties know that we need both. The rest of the discussion is either detail, which we can resolve, or purposeful delay, which we should not tolerate.

Mr. Obama's plan is just a start. More will be required. But we must continue efforts to reduce the climate-altering pollutants that threaten our planet. The only uncertainty about our warming world is how bad the changes will get, and how soon. What is most clear is that there is no time to waste.

The writers are former administrators of the Environmental Protection Agency: William D. Ruckelshaus, from its founding in 1970 to 1973, and again from 1983 to 1985; Lee M. Thomas, from 1985 to 1989; William K. Reilly, from 1989 to 1993; and Christine Todd Whitman, from 2001 to 2003.

McKinsey & Company

Article

How to make a city great

By 2030, 60 percent of the world's population will live in cities. That could mean great things for economic growth—if the cities handle their expansion wisely. Here's how.

September 2013

Why cities matter

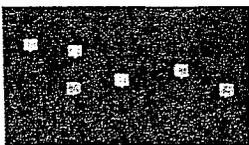
Achieving smart growth

Do more with less

Build support for change

What makes a great city? It is a pressing question because by 2030, 5 billion people—60 percent of the world's population—will live in cities, compared with 3.6 billion today, turbocharging the world's economic growth. Leaders in developing nations must cope with urbanization on an unprecedented scale, while those in developed ones wrestle with aging infrastructures and stretched budgets. All are fighting to secure or maintain the competitiveness of their cities and the livelihoods of the people who live in them. And all are aware of the environmental legacy they will leave if they fail to find more sustainable, resource-efficient ways of managing these cities.

Slideshow



How to make a city great

Explore six diverse initiatives aimed at making cities great places to live and work.

To understand the core processes and benchmarks that can transform cities into superior places to live and work, McKinsey developed and analyzed a comprehensive database of urban economic, social, and environmental performance indicators. The research included interviewing 30 mayors and other leaders in city governments on four continents and synthesizing the findings from more than 80 case studies that sought to understand what city leaders did to improve processes and services from urban planning to financial management and social housing.

The result is *How to make a city great* (PDF—2.1MB), a new report arguing that leaders who make important strides in improving their cities do three things really well:

- **They achieve smart growth.** Smart growth identifies and nurtures the very best opportunities for growth, plans ways to cope with its demands, integrates environmental thinking, and ensures that *all* citizens enjoy a city's prosperity. Good city leaders also think about regional growth because as a metropolis expands, they will need the cooperation of surrounding municipalities and regional service providers. Integrating the environment into

economic decision making is vital to smart growth: cities must invest in infrastructure that reduces emissions, waste production, and water use, as well as in building high-density communities.

They do more with less. Great cities secure all revenues due, explore investment partnerships, embrace technology, make organizational changes that eliminate overlapping roles, and manage expenses. Successful city leaders have also learned that, if designed and executed well, private–public partnerships can be an essential element of smart growth, delivering lower-cost, higher-quality infrastructure and services.

They win support for change. Change is not easy, and its momentum can even attract opposition. Successful city leaders build a high-performing team of civil servants, create a working environment where all employees are accountable for their actions, and take every opportunity to forge a stakeholder consensus with the local population and business community. They take steps to recruit and retain top talent, emphasize collaboration, and train civil servants in the use of technology.

Mayors are only too aware that their tenure will be limited. But if longer-term plans are articulated—and gain popular support because of short-term successes—leaders can start a virtuous cycle that sustains and encourages a great urban environment.

Download the full report, *How to make a city great* (PDF–2.1MB).

Future of old Bay Bridge span remains up in the air

By Jessica Kwong

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Opening the new Bay Bridge was a race against the next major earthquake. Now, saving parts of the old east span is shaping up to be a race against demolition.

Pieces of the original span will start coming down in a few months, starting with the cantilever, and the complete dismantling has been estimated at three years. Meanwhile, talks that started a couple years ago of somehow salvaging parts the bridge are nowhere near concrete.

The nine-agency Gateway Park Working Group behind a planned park in Oakland will likely get first dibs, but the conceptual plan is under environmental review for certification in fall 2014, with the opening around 2018. Feasibility of incorporating the old bridge may depend on timelines aligning.

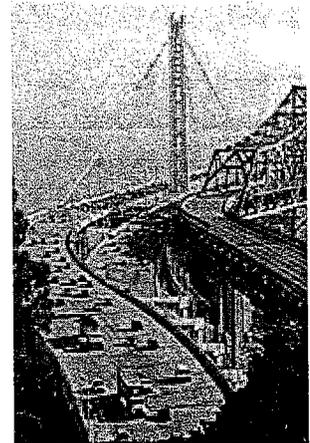
"Certainly, members of the working group have identified some pieces," said Metropolitan Transportation Commission spokesman John Goodwin. "And whether all of the items on that wish list can be fulfilled, at what cost and over what period of time just aren't clear yet."

What does seem almost certain is that a whole chunk of the old span won't be spared in its original form.

Starting from the east end, the trusses measure approximately 300 feet in length, then 500 feet, leading up to the cantilever, explained Peter Lee, principal transportation engineer with the Bay Area Toll Authority.

"It would be challenging to say the least, to do anything large," he said. "What we have planned to do in the current planning phase is attempt to salvage some of the pieces and utilize them in some fashion to be determined."

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MIKE KOOZMIN/S.F. EXAMINER
FILE PHOTO

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By Jessica Kwong

Saving an entire section – the original plan – also has been ruled "cost prohibitive," said transportation commission spokeswoman Karin Betts.

Another possibility far from realization is leaving the old span's entrance part in the east for Gateway Park. However, constructing the new span entails removing the old span to eliminate Bay fill, said Brad McCrea, director of regulatory affairs for the San Francisco Bay Conservation and Development Commission.

"We wouldn't want the old teeth to take away the drama of the new span," he said. "So you have to balance that as well."

The park working group will hold its next public meeting in November and expects to have a clearer picture of the budget by then.

Simultaneously, David Grieshaber, a computer engineer and entrepreneur from Brisbane, said he has had little luck reaching Bay Bridge project officials and area tech companies that he hopes to get on board for his environmentally conscious Bay Bridge House vision. It too would use materials from the old bridge.

He pointed to two houses built from bridges in Spain and that there are multiple ways to remove lead paint and asbestos.

"Using a warehouse space or using a gas station or any other types of those projects have all had to deal with toxic substance abatement and mitigation," Grieshaber said. "And this would be no different."

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Tags: Transportation, Bay Bridge, Bay Bridge museum, Gateway Park Working Group, Bay Bridge House



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