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A Club partnership with Sungevity makes it easy to take advantage of the benefits of solar with little up-front cost. Sungevity customers enjoy average monthly savings of 15 percent on their energy bill!

If you've been thinking about going solar, this summer is a great time. For July only, you'll get a \$750 discount *and* earn \$1,000 for the Bay Chapter when you go solar with Sungevity.

Getting started with solar is quick and easy—it takes less than three minutes! Request a free solar iQuote from Sungevity at sierraclub.org/solarhomes or call (855)438-7860 to speak with the Sierra Club solar homes coordinator.



Protestors dump "coal" outside developer Phil Tagami's office at a rally against the plan to export coal through Oakland. Photo by Steve Nadel.

Oakland rallies against secretive project to export coal through Army Base terminal

Oakland is in Big Coal's crosshairs with a proposal for a coal-export project at the former Army Base that would threaten public health, local workers, and the global climate.

As coal industry profits are squeezed by new EPA regulations and the closure of coal-fired power plants across the US, coal companies are looking for ways to ship their dirty energy to foreign markets. Major organizing victories squashing export-terminal proposals in Oregon and Washington mean that Big Coal is now targeting California's ports and marine terminals.

The private real estate company California Capital & Investment Group (CCIG), in partnership with the City of

Oakland and the State of California, is redeveloping the old Oakland Army Base on the waterfront just south of the eastern touchdown of the Bay Bridge. Part of the project (which is also known as Oakland Global Trade and Logistics Center) is a bulk export facility that is still under development. It has recently come to light that CCIG and another company, Terminal Logistics Solutions, have been soliciting a partnership with four Utah counties — Sevier, Sanpete, Carbon and Emery — to allow them to export up to six million tons of Utah coal out of Oakland each year.

This project is moving forward quickly. The Utah Permanent Community Impact Fund Board approved a \$53 million loan for the four Utah counties to lease a big share of the West Oakland export terminal's capacity for trans-Pacific shipping. In an article in South Central Utah's *Richfield Reaper*, the economic development director of Sevier County was quoted as saying "It's all about finding a new home for Utah's products — and in our neighborhood, that means coal."

Coal's devastating climate impacts

California has worked hard to be a coal-free state. Coal is the most carbon-intensive of all the fossil fuels and the largest contributor to climate disruption. Whether it's burned here or abroad, the effect of coal on the global climate will be felt by ev-

eryone. While California is setting aggressive carbon-reduction targets, this terminal would allow the most carbon-polluting fuel to be brought to market, with devastating consequences.

The mining, transport, and burning of this coal would result in over 12.5 million tons of greenhouse gas emissions each year. To offset these emissions and make this project greenhouse gas neutral, *each year* we would have to:

- Remove over two million passenger cars from the road;
- Eliminate 23 to 27 billion miles of passenger car travel;
- Cut electricity for 1.3 to 1.6 million homes;
- Install 2,600 to 3,100 wind turbines;
- Grow 7.8 to 9.4 million acres of American forest; or
- Plant 244 to 293 million tree seedlings and let them grow for 10 years.

Coal is bad business for workers

Coal is bad for our local workforce, organized labor, and worker health. Terminals that ship coal provide far fewer jobs than terminals that ship containers or general cargo — and that means fewer jobs for Oakland residents.

Coal is increasingly an anti-union industry. With the imminent closing of the Deer Creek mine in Emery County, Utah, there will be no union mines operating in that state. Oakland should support projects that create good union jobs.

Longshoremen that work at coal-export facilities are exposed

Continued on page 11.

The Chapter Calendar of events and activities is on page 5.

Save the date

for the 5th Annual David Brower Dinner

Thursday, October 22nd, 2015 • 6 to 9 pm • San Francisco

The Chapter will hold the 5th Annual David Brower Dinner in remembrance of the local man who, at the height of industrial development, excited the nation to preserve and protect our natural bounty. We invite you to join us on October 22nd in San Francisco to celebrate David Brower's spirit with an evening of joyful music, good food, wine, and inspiring speakers.

This year's dinner will honor the outstanding service of these modern-day local heroes whose passion and vision have helped to create a more beautiful, more sustainable, and abundant Bay Area.

Honorees:

Carl Anthony, father of the Environmental Justice movement

Amy Meyer, co-founder of the People for a Golden Gate National Recreation Area, which fought to form the National Park Progressive champions of the Richmond City Council **Gayle McLaughlin** and **Jovanka Beckles**, who have been standing strong against Chevron's attempt to buy the electorate

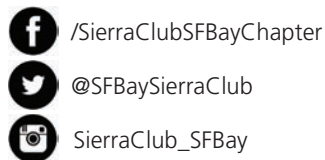
For sponsorship opportunities and more information please contact Ashley Malyszka at ashley@sfbayclub.org.



Guests at the 2013 David Brower Dinner.

The Bay Chapter Online

Follow us on social media!



Explore our new website!

The Bay Chapter has launched a new website, online at sierraclub.org/sfbay. Head there to explore all sorts of great resources and opportunities including:

- Issue briefs
- Group info and leadership roster
- Full events and activities calendar
- Volunteer opportunities

Buying or Selling a Home? Support the Chapter at Zero Cost!

My Broker Donates connects you with the best-in-market agents who donate to the Sierra Club Bay Chapter.



MyBrokerDonates.com
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888.488.7188

Support Zeke's Summer 2015 Cross-Country Climate Challenge!

This summer, 13-year-old environmental champion Zeke Gerwein is back on his bike to raise awareness of climate disruption, this time riding over 4,000 miles from Delaware to California.

Zeke's cross-country ride will take him into the heart of coal country, past some of the country's most promising renewable-energy projects, and through some of America's most precious — and threatened — lands. His journey will raise awareness of the impacts of climate disruption and bring to light some of the under-told stories of people at the front lines of the energy economy, new and old.

This is Zeke's third summer climate ride to raise funds for the Sierra Club San Francisco Bay Chapter. In 2014, he logged 3,400 miles, biking from Tecate, at the Mexican border, through the Sierra Nevada and the Cascades to Canada, and then down the coast to Arcata. In 2013, Zeke biked 1,851 miles from the Mexican border to Seattle. Zeke described the goals for his 2014 trip:

"The purpose of my ride is twofold. First, it's an awesome adventure. Second, to demonstrate that the world can be a different place if

we want it to be, with people traveling in a way that is better for themselves and the planet. I am asking if you would pledge for me. You can do this by flat rate or by mile. The choice is yours. Since I am doing this with friends and family, and not as part of an organized ride, every dollar you pledge will go straight to the Sierra Club's campaign — not a penny will go to pay for the ride."

Show Your Support

Visit sierraclub.org/sfbay/xcclimatchallenge to make a donation and show your support for Zeke's Cross-Country Climate Challenge! Donations support the Bay Chapter's local climate action

and conservation work.

Follow Zeke Cross Country!

You can follow Zeke's progress and hear the stories of what he discovers along his journey on his blog, <http://tinyurl.com/xcclimatchallenge>, or by following @zekegerwein on Instagram's picture-sharing app.



Zeke on his bike.

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To find out more, contact the editor at yodedit@sierraclub.org or (510)848-0800.

Welcome Ashley and Natalie!

New development, conservation staff join Bay Chapter team



Ashley Malyszka

Ashley Malyszka is the Bay Chapter's new development associate. Ashley will help to steward lasting partnerships with the Chapter's many members and supporters to advance our fundraising goals and ensure that our good work continues to grow throughout the Bay Area.

Ashley hails from Silverado Canyon in unincorporated Orange County, an old mining town bordering the Cleveland National Forest. She attended Orange Coast College before transferring to San Francisco State University in 2008 to finish her degree in Environmental Sustainability and Social Justice. In 2014, Ashley completed her certification in Fundamental Nonprofit Management Skills through SFSU.

Previously, Ashley worked as a development associate with Vote Solar in Oakland, a national nonprofit advocacy organization working to bring solar energy into the mainstream. She has also worked for GRID Alternatives, 350.org, and Greenpeace USA.

Ashley lives in the Gerstle Park neighborhood of San Rafael and spends her free time on her road bike, exploring Marin's hiking trails, baking or cooking something tasty, and getting crafty.



Natalie Berns

Natalie Berns has joined the Bay Chapter to help organize the grassroots opposition to a coal-export plan in Oakland (see cover story). Natalie is a West Oakland resident who is driven by an understanding of the benefits diversity brings to the social and environmental landscape. She comes to us with 10 years of experience in the fields of grassroots community outreach, sustainable community development, and environmental justice.

While completing graduate coursework in city planning and environmental design from UC Berkeley, Natalie worked with the West Oakland Environmental Indicators Project to conduct community-based participatory research to design a hybrid business incubator model for low-income West Oakland residents.

Natalie has held research policy fellowships with Fairfood International, Transform, As You Sow, and the Women's Initiative for Self-Employment (WISE), and has advocated for international labor law reform, sustainable global development, and female rights.

Natalie is currently an MBA candidate with a focus on sustainability in the public and private sectors.

CleanPowerSF continues forward march

Not-to-exceed rates for local clean-power program approved

On May 12th, the San Francisco Public Utilities Commission (SFPUC) approved the not-to-exceed rates for CleanPowerSF, moving the City's local renewable-energy program one step closer to launch. Voting to approve rates were Commissioners Anson Moran, Ike Kwon, and Vince Courtney, with Commission President Ann Moller Caen and Vice President Francesca Vietor not present, though both sent in statements of support for moving forward with the program.

The Commission's approval establishes that CleanPowerSF rates will not exceed the standard power rates of PG&E, which until CleanPowerSF launches early next year, is the sole monopoly provider of energy to San Francisco customers. The SFPUC's action sets the stage for CleanPowerSF to deliver greener power at lower rates to customers than is provided by PG&E. Currently PG&E provides 25% renewable energy to customers, while CleanPowerSF is expected to provide 33 to 50% renewable energy at

launch, with the option for customers to pay a small premium and opt up to buy 100% renewable electricity.

"We're thrilled to see such a diverse coalition of community groups, labor unions, and city leadership come together to support San Francisco's clean energy future," said Jess Dervin-Ackerman, conservation manager for the Bay Chapter. "Moving past this hurdle with the support of so many makes us excited for what we can achieve through the launch of CleanPowerSF: a reduction of carbon pollution, reinvestment in the communities that need it most, good-paying union jobs, and a program that is for and by the community."

In January, after years of blocking progress on CleanPowerSF, San Francisco Mayor Ed Lee dropped his opposition to the city's Community Choice program, allowing it to finally move forward. The approval of not-to-exceed rates is the farthest CleanPowerSF has gotten along the path to launch in 11 years of planning.

Jess Dervin-Ackerman, conservation manager



Bay Chapter leader John Rizzo speaks at an April rally for CleanPowerSF outside City Hall in San Francisco.

Bay Area air regulators failing to curb refinery emissions for the public interest

The Bay Area Air Quality Management District is supposedly in charge of protecting local air quality, yet under the leadership of executive officer Jack Broadbent, it has continued to issue permits that allow oil refineries to emit more toxic pollutants without public notice or approval.

For the past several years, the Bay Chapter has been working in coalition with nonprofit organizations and community groups to confront the Air District about their mistakes and encourage them to prioritize air quality over corporate profits. Last fall, we were successful in pushing for the unanimous passage of a resolution to require refineries to track their emissions and make real emissions reductions by adopting best-available

technologies.

This March, the Air District held several town halls in the Bay Area's refinery corridor to get feedback from front-line community members. Hundreds of local residents participated in the town halls, voicing their anger, frustration, and concern over the regulatory body's failure to stand up for the public interest.

Yet the very week of the town halls, Air District executive officer Jack Broadbent allowed his staff to approve a permit for a controversial project by Phillips 66 to bring Canadian tar sands oil into the Bay Area. This is the same public employee who granted a permit for Kinder Morgan to bring "bomb trains" of highly-flammable Bakken crude

into Richmond — the same person who has neglected to force the covering up of huge open-air piles of coal and petroleum coke (petcoke), which Southern California's Air District has done since 2008.

Mounting community pressure has triggered Big Oil to send lobbyists to pressure Air District board members. We cannot allow the oil industry to influence the Air District and promote practices that choke our communities with toxic pollutants. Now more than ever we need sustained community support to bring to light the failings of the Air District under the leadership of Jack Broadbent.

Community members have played a key role in our advocacy successes. When you show up

and speak out for clean air, the elected officials listen. Your presence can help us address the Bay Area's horrible refinery pollution; make significant cuts to our region's greenhouse-gas emissions; cover open piles of coal and petcoke; revoke Kinder Morgan's permit to bring in bomb trains; and stop the Phillips 66 tar sands project.

If you are interested in joining this movement, please contact Bay Chapter conservation organizer Ratha Lai at ratha.lai@sierraclub.org or (510)848-0800 ext. 328. We will be lobbying Air District board members, speaking at public hearings, and engaging in other grassroots activity to ensure that this is the year we pass real rules to protect our air.

Ratha Lai, conservation organizer

Sierra Club, nurses collect Richmond community health data as a weapon against coal

“You can’t run if you can’t afford to leave,” says a middle-aged man with long, graying dreadlocks. He’s standing in the driveway of his home in Richmond, California. “But I do think they’re trying to get rid of us, either by making us move, or by—”

His unfinished sentence hangs in the air, as he fills out a community health survey on the impact of the coal trains that are running through his neighborhood, their uncovered cars spewing toxic dust into the air.

Where is the dust coming from? Big corporations in Utah and Colorado use the rail lines to transport coal to East Bay Area shipping ports, where it can be exported to other countries.

While moving toxic fuels means profit for corporate interests, local residents may be paying the price with their health. In addition to the trains, they also live adjacent to the Chevron refinery, which has been repeatedly cited for environmental violations. That’s why the Bay Chapter has partnered with nurses from the California Nurses Association (CNA) to canvass Richmond’s Parchester Village and other impacted neighborhoods. We’re surveying residents of the predominantly African American and Latino neighborhoods for information on any health impacts they may have experienced as a result of environmental toxins.

“Uncovered coal trains come in 125-car trains, twice a week, and they are polluting our community. That’s why we are doing this community health survey,” says Ratha Lai, Bay Chapter conservation coordinator and Richmond resident. “Through this, we are going to build some concrete, raw data that our elected official partners can take and advocate at the state level.”

On a recent Monday night, three CNA-registered nurses joined in the canvassing: Mary Roth, a Kaiser Vallejo advice nurse and 29-year Richmond resident; Johanna Lavorando, a Kaiser Richmond Medical/Surgical nurse and former Richmond resident of 8 years; and Maria Sahagun, a 10-year Richmond resident and former registered nurse at the recently-

closed Doctors Medical Center (DMC).

“I came out here tonight because healthcare and environmental discussion go hand in hand,” says Sahagun, who wonders how residents will be treated for the symptoms they may experience as a result of the toxic trains, when the closure of DMC left a hole in access to healthcare. “West County is surrounded by these coal trains and a toxin-emitting corporation, and you removed the hospital? It’s a blatant act of discrimination.”

DMC closed on April 21, and now the more than 40,000 people—many of them low-income Medicare and Medi-Cal patients—who used the DMC emergency room each year are without a nearby hospital. As Sahagun points out, these residents are now experiencing a reduction in care while living in Chevron’s backyard and adjacent to coal trains.

“Poor communities have to suffer such an assault on their health because of the way heavy industries are placed near them. And when we don’t even have a healthcare system to help them deal with that stuff, it’s really disturbing,” agrees Roth, who explains that nurses wind up treating patients for asthma, heart disease, and other illnesses that can be triggered by environmental toxins.

“I think it’s important, from a public health point of view, for nurses to participate in community events,” Lavorando adds. “With these coal trains, it’s critical that we gather as much information as we can, and give it to officials who can try to change regulations.”

Lavorando explains that at one stop during the evening’s canvassing, a young father

shared a lengthy list of symptoms, including vision and breathing problems. Yet, he wasn’t sure if pollutants were a factor.

“He said the doctor checked him out and told him he was okay, but he was telling us, ‘I know I’m not okay,’ because his chest was hurt-

corporate interests.

“I’m glad someone cares. We tend to disappear,” says the man filling out the form in his driveway. “I think you guys have a big fight. But it’s good someone is ready to fight.”

Hope for Richmond

The Sierra Club worked with the City of Richmond on two important resolutions intended to protect local communities and the environment from the harmful impacts of coal and petcoke pollution; the first opposes the mining, export, and burning of coal as well as the transport of coal and petcoke along waterways and through densely populated areas. That resolution includes a clause that would prohibit exports of coal and petcoke from ports on City-owned land. A second resolution calls on the Bay Area Air Quality Management District to require all piles of coal and petcoke to be stored in enclosed facilities.

Both resolutions were passed by the Richmond City Council on May 19th.

WhatYouCanDo

If you live in Richmond, take the quick community health survey at www.sierraclub.org/sfbay/richmondhealth.

We’re working hard to support a grassroots movement in Richmond and other communities across the Bay Area that suffer disproportionately from environmental degradation and corporate pollution. As always, one of our key strengths is the energy, thoughtfulness, and experience of our members. We will be canvassing and advocating in the coming months and your help would be greatly appreciated! To join the campaign, email Ratha Lai at ratha.lai@sierraclub.org or call (510)848-0800 ext. 328.

This article was adapted from a blog post by the California Nurses Association at www.nationalnursesunited.org/blog.



Nurses and Sierra Club canvassing to collect community health data in Richmond’s Parchester Village.

ing and his throat was closing up,” Lavorando says. “And his story wound up being the same story that a neighbor shared. So again, that’s why it’s important as nurses to take part in these events and gather this information—to get people thinking about what kind of symptoms can be triggered by the environment.”

At the end of the evening, Lai gathers the anonymous surveys to bring back to Sierra Club’s Berkeley offices, where they will be compiled with data gathered on future canvassing events, to eventually turn over to local and state representatives. Will the data spur change? For the RNs and the Sierra Club, a healthier community and a cleaner environment is worth the work of standing up to

Alameda County action on oil and gas extraction delayed again

Once again, action by Alameda County to ban new oil and gas operations, including fracking, has been postponed. While the delay is unfortunate, it does provide more time for people in Livermore (where active wells are located) and throughout all of Alameda County to make their concerns known to the supervisors.

Proposed planning and zoning changes are now scheduled to go before the Planning Commission on September 8th. In the meantime, to get involved in our work to stop fracking locally and at the state level, contact our working group, Alameda County Against Fracking, at dontfrackcal@gmail.com.

Setback for Sharp Park wetland

On April 16th, the California Coastal Commission approved an after-the-fact permit for a very large water pump that had been installed by San Francisco’s Recreation and Parks Department (Rec & Park) at the Sharp Park Golf Course on the coast of Pacifica. In addition to hosting a golf course, Sharp Park is home to a wetland complex that provides invaluable habitat to the endangered San Francisco garter snake and the protected California red-legged frog.

The approval for the permit was moved by San Mateo Supervisor Carole Groom (a regular golfer at Sharp Park) before being unanimously approved by the rest of the Commission. Stipulations for approval of the permit were that SF Rec & Park monitor and report on the effects their pumping has on

the wildlife that rely on this wetland habitat for survival.

The bigger picture problem at Sharp Park is that SF Rec & Park has no long-term management plan for how the golf course and this important wetland system will co-exist. Nor do they have a plan for dealing with rising sea levels, which will affect both the natural and public uses.

In fact, SF Rec & Park will go back in front of the Coastal Commission in the coming months for another after-the-fact permit on arming the sea wall that has been erected on the western edge of the property. This will be another opportunity for us to weigh in on the mismanagement of this wetland system. To get involved, contact conservation manager Jess Dervin-Ackerman at jess@sfbaysc.org or at (510) 848-0800 x 304.

Sierra Club mourns longtime leader Bruce Balshone

The San Francisco Group has lost a valued voice with the death of Executive Committee member Bruce Balshone on April 7.

Bruce was a passionate expert on planning and transportation — especially the Transbay Terminal, Caltrain, high-speed rail, and Geary Bus Rapid Transit. His expertise in these areas will be hard to replace.

Bruce also served on the board of San Francisco Tomorrow, on the Citizens Advisory Committee for the Transbay Redevelopment, and the Caltrain Electrification Committee.

The Sierra Club extends its condolences to the extended family of this lively fifth-generation San Francisco native.



SIERRA
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Events & Activities

of the SAN FRANCISCO BAY CHAPTER
OF THE SIERRA CLUB

JUNE - JULY
2015

Explore, enjoy and protect the planet

Our outings are open to all. They are designed to educate participants about the great outdoors through direct experience and contact with nature, and to cultivate an appreciation of nature and the local environment.

About this calendar

This calendar includes many Sierra Club Bay Chapter events and outings, but the most extensive calendar is found on the Chapter website at:

sierraclub.org/sfbay/activities.

The Calendar website may include changes, cancellations, or outings that were submitted after the print deadline. Many of our activity sections place additional information and more outings in section newsletters, or on section websites, which are found at the above URL.

Hike and backpack ratings

Hike ratings are based on distance and elevation gain (the sum of all gains in elevation per day):

- | | |
|------------------|-----------------------|
| 1. up to 6 miles | A. under 1,000 feet |
| 2. 6 - 10 miles | B. 1,000 - 2,000 feet |
| 3. 10 - 15 miles | C. 2,000 - 3,000 feet |
| 4. 15 - 20 miles | D. over 3,000 feet |
| 5. over 20 miles | E. over 3,500 feet |

Backpack ratings include a third digit for travel:

- T. trail
1. limited/easy crosscountry
 2. moderate crosscountry
 3. strenuous/difficult crosscountry.

What to bring

For day hikes always bring lunch and enough water. Consider layered clothing, sunscreen, good hiking boots with treads, and hiking poles. Non-service dogs are allowed only if specified in the listing; canine hikers should bring leashes, litter bags, and water for their dogs.

Liabilities

To participate on a Sierra Club outing, you will need to sign a liability waiver. To read a copy of the waiver form, visit <http://tinyurl.com/outingswaiver> or call (415)977-5630.

Problem resolution

If you have an outing-related concern that you are not able to address via the outing's leader, please contact the chair of the sponsoring section or group. If that is not sufficient, you can call the Activities Committee ombudsman, Rob Postar, at (510)551-4979 or rpostar@gmail.com, or the Chapter office at (510)848-0800.

Carpooling

Carpooling helps the environment and allows folks without cars to participate. If you are driving to a hike, please stop by the carpool point to pick up others. If you're a rider, pay a share of expenses.

Many activities are listed on the Chapter's Meetup site a couple weeks in advance of the event. Join the Meetup group and post a comment requesting or offering a ride at:

www.meetup.com/sanfranciscobay.

Tuesdays

Lake Chabot Reservoir 1A hike. Optional dinner afterward. **Meet:** 4 pm at boathouse. **Leader:** Dolores Gruenewald, (510)351-6247 or doloresgru@aol.com. (Solo Sierrans)

Second and Fourth Fridays

Redwood Park evening 1A hike. June 12 and 26; July 10 and 24. Early evening stroll through Oakland's Redwood Park. Lush woods and expansive vistas. Hilly terrain. Heavy rain cancels. **Meet:** 6:30 pm at Redwood Bowl staging parking lot, about 40 feet from entrance to the Chabot Space and Science Center, Oakland. **Directions:** For Google Maps, use "Oakland Pal Camp, Skyline Boulevard, Oakland, CA". **Leader:** Jeffrey Sanchez, (510)599-5238 or amagi@pacbell.net. (Sierra Singles)

First and Third Saturdays

San Bruno Mountain 1B hike. June 6 and 20; July 4 and 18. Explore two of San Bruno Mountain's less-traveled canyons and learn about the history and ecology of this "Island of Biodiversity." The hike is on narrow footpaths surrounded by coastal scrub, riparian woodland and coastal grassland. Includes an Ohlone shellmound visit. Moderate pace with many stops. Heavy rain cancels. **Cost:** No charge, but donations welcome. **Meet:** 10 am at 44 Visitacion Avenue #206, Brisbane. **Ends:** 1:30 pm. **Leader:** Paul Bouscal, (415)467-6631 or sanbruno@mountainwatch.org. (Hiking, Co-sponsored by San Bruno Mountain Watch)

June 3 • Wed

Mount Tam circumambulation with poetry reading 3C hike. Following the Buddhist steps of the Beat Poets in the 1960s we share poetry at ten specific energy points. Poetry reading is not required. **Meet:** 8:30 am at Muir Woods lower parking lot near Dipsea Trail. **Leader:** William H. Mayers, (415)785-3516, (415)302-4802 (cell), or whmayers@gmail.com. (Hiking)

June 4 • Thu

Introductory meeting for new ICO volunteers — membership / fundraising drive. Meet current leaders of Inspiring Connections Outdoors (formerly called Inner City Outings) and learn how our section takes Bay Area youth into the field to encounter the natural world. **Meet:** 6 pm at 85 2nd Street, San Francisco, a short walk from Montgomery BART. **Ends:** 7 pm. **Leader:** Jack Bowers, (510)531-6440 or jakbowers@yahoo.com. (Backpacking ICO)

June 6 • Sat

23rd Annual Mount Tam 5E hikeathon. 31-mile hiking extravaganza through portions of GGNRA, Mount Tam, and MMWD with over 6,000 feet of climbing. Be prepared for possible foggy/windy conditions. Experienced long distance hikers only. No part-way hikers. Post-hike pot luck celebration — leaders provide both types of beverages. Email leaders recent hiking history. **Bring:** Pot luck dish to share. **Meet:** 6 am; details will be emailed. **Leaders:** Terry Balestriere, terrybalestriere@yahoo.com, Francois St. Gassies. (Hiking)

June 6 • Sat

Marin Headlands and Point Bonita Lighthouse 3C hike. We'll visit the historic Nike Missile silos along the way. Return via Rodeo Beach and the Coastal Trail over Hill 88 and down Old Springs Trail. 14 miles, 2900' elevation gain. Not for speed demons or gazelles, but not a beginner's hike. Hikers with relaxed attitudes especially welcome. Any rain cancels. **Meet:** 9:30 am at end of Tennessee Valley Road, Mill Valley. Park in large gravel lot below stables. **Ends:** 6 pm. **Leader:** Bob Solotar, (510)525-2110 or bob_solotar@hotmail.com. (Hiking)

Piedmont 2A hike. An architectural walk past Piedmont mansions, emphasizing homes designed by Julia Morgan. Leisurely pace, but walk takes all day, returning to start about 5 pm. Post-walk dinner at local restaurant. Any rain cancels. **Bring:** Money for post-walk dinner. **Meet:** 9:45 am on Piedmont Elementary School lawn at corner of Piedmont Avenue and Echo Street in Oakland. **Leader:** Guy Mayes, (510)522-1590. (Hiking)

Glen Park to 24th Street BART via Bernal Heights 2B hike. One-way hike with wonderful city views and colorful murals. Any rain cancels. **Meet:** 10:15 am at Glen Park BART. **Ends:** 3 pm. **Leader:** Gloria Navarra, (415)731-6144. (Hiking)

Emeryville to Berkeley along the Bay Trail 1A hike. A 5+- mile bayside walk along the Emeryville shoreline and Berkeley frontage road pathway. Bring lunch or purchase at Seabreeze Market cafe. Any rain cancels. **Meet:** 11 am at Emeryville Marina Entry Control Gate (just past Chinese restaurant). **Leader:** Caprice Solotar, (510)525-2110. (Mount Diablo Group)

June 7 • Sun

Mount Diablo round the mountain 2C hike. This classic loop provides views in all directions as we circle the park's namesake peak via Deer Flat, Murchio Gap, Prospector's Gap and Oak Knoll. Late season wildflowers should still be abundant. Steady relaxed pace. Be prepared for poison oak. Park regulations prohibit alcoholic beverages. Steady rain cancels. **Cost:** \$10 vehicle parking fee. **Meet:** 10:30 am at Mount Diablo State Park, wide parking lot at entrance to Juniper Campground on Summit Road. **Leader:** Jake Van Akkeren, (925)933-3486 or jvanakkeren@comcast.net (preferred). (Mount Diablo Group, co-sponsored by MDIA and SMD)

June 14 • Sun

Carquinez Strait Regional Shoreline, Crockett hike. Leisurely loop walk with scenic views of Carquinez shoreline and bay. After walk, buy one drink at Port Costa cafe and get free buffet lunch. Rain cancels. **Meet:** 11 am at Bull Valley staging area on left. **Ends:** noon. **Leader:** Lidia Campos, (925)240-5795 or lidiacampos@sbcbglobal.net. (Delta Regional Group)

June 14 • Sun – June 17 • Wed

South Warner Wilderness with pet dogs included 2B backpack. Explore and enjoy California's northern wilderness, far from the PCT. Meet Micky, the dog who climbs trees. Hike for four days and camp out three nights near lakes. Complete a loop back to the cars. Previous backpacking experience required. Contact to check if there's still space. Dogs not required. **Meet:** 7 am in Cedarville, CA. **Leader:** Jack Bowers, (510)531-6440 or jakbowers@yahoo.com. (Backpacking)

continued on following page

Fuller versions of many of these listings can be found at www.sierraclub.org/sfbay/activities.

June 19 • Fri – June 22 • Mon

Mono Pass to Donohue Pass/Lyell Canyon loop 2C1 backpack. 36-mile excursion in the backcountry of Yosemite National Park, heading over established high mountain passes and by lakes, streams, meadows, wildflowers, and open vistas. Primarily on formal trails with possible off-trail opportunity. Participants should have at least one year backpacking experience and be in excellent physical condition. Sturdy, weather-proof equipment essential. Email trip leader for availability and details. **Cost:** \$40. Includes wilderness permit and a contribution to the Backpacking Section. **Bring:** Trip is individual commissary. **Leaders:** Jaime Michaels, (415)317-5077 or jaimeenroute@yahoo.com; Randel Mowen, (925)685-1846 or randel.m@comcast.net. (Backpacking)

June 20 • Sat

Point Reyes 3C hike. We'll start in Bear Valley and pass by where Clem Miller is buried on our way to Arch Rock. We then head up to Inverness Ridge and back to the trailhead. Enjoy eye popping views. **Meet:** 9 am at 19 Broadway Boulevard, Fairfax. **Car-pool:** Meet at 9 am at the Fairfax Parkade to carpool to the trailhead. **Leader:** Tom Post, (415)690-6572 or tpost123@hotmail.com. (Hiking)

Mount Tamalpais 3C hike. Any rain cancels. **Meet:** 9 am at Miller & Locust, Mill Valley. **Leader:** Pao Chen, (510)237-7570 or paoc945@yahoo.com. (Hiking)

Las Trampas explore 3C hike. From Ringtail Cat Trail up to Las Trampas Peak. Along Las Trampas Ridge Trail, Sulphur Springs, and Virgil Williams trails back to Ringtail Cat. Rain or muddy trails will cancel. **Meet:** 9 am at 560 Hemme Avenue, Alamo. **Leader:** Lutz Heinrich, (925)216-8672 or ltz_hnrch@yahoo.com. (Hiking)

Point Reyes summer solstice 4C hike. Enjoy old-growth forests, ocean views, and the long days of June on this hearty but moderately-paced 18+ mile loop with 2,800' elevation gain in Central Point Reyes. Not for speed demons or gazelles, but definitely NOT a beginner's hike. Any rain cancels. **Meet:** 9:30 am at Bear Valley Visitor Center. **Ends:** 8 pm. **Leader:** Bob Solotar, (510)525-2110 or bob_solotar@hotmail.com. (Hiking)

Redwood 40th year 2B hike. 2015 marks 40 years that Guy Mayes has been leading hikes for the Sierra Club, beginning with this hike in 1975. Pleasant hike in park with many redwoods and ferns. Leisurely pace. Hike ends about 4:30 pm, followed by potluck/barbecue in park. Any rain cancels. **Cost:** \$5 car entry fee. **Bring:** Food to share. **Meet:** 11 am at Redwood Regional Park in Wayside, parking lot on left side of main park entry road (NOT in Canyon Meadow lot at end of road). **Leader:** Guy Mayes, (510)522-1590. (Hiking)

Bayshore in El Cerrito 1A hike. Hourlong walk on paved trail, wheelchair accessible, at Point Isabel. Optional early Chinese dinner at Pacific East Mall follows the walk. **Bring:** Binoculars for possible shorebird sightings. **Meet:** 4:30 pm at Point Isabel Regional Shoreline; small parking lot at the end of Rydin Road. **Leader:** Vera Lis, (510)234-8949. (Solo Sierrans)

June 20 • Sat – June 21 • Sun

Yosemite North Rim 2BT backpack. Enjoy summer solstice with this classic overnight backpack along Yosemite's North Rim. **Cost:** \$50 includes car camping Friday night, wilderness permit, and a contribution to the Backpack Section. Car camp Friday night near park entrance. **Bring:** Your own food and cooking gear. Bear canisters required. **Meet:** 7 am at Hodgdon Meadow Campground, Yosemite National Park, Tuolumne Grove Road, Groveland. **Leader:** Thomas Meissner, (707)795-7980 or meissner.thomas@sbcglobal.net. (Backpacking)

June 21 • Sun

Deer Park 2B hike. Moderately-paced loop through the scenic landscape of the Mount Tam Watershed. **Meet:** 9:30 am at Fairfax Parkade (across from Fairfax Theater) to carpool to trailhead. **Leader:** Paul F. Glodis, (510)665-6158 or pglodis@mindspring.com. (Marin Group)

June 26 • Fri – June 28 • Sun

Desolation Wilderness 2B backpack. We'll start at Lyons Creek trailhead and backpack a little more than five miles to Sylvia Lake where we'll camp for two nights. We'll have plenty of time to explore Lyons Lake and the surrounding peaks before we head back on Sunday. Sign up to get more details. **Leader:** Tom Post, (415)690-6572 or tpost123@hotmail.com. (Backpacking)

June 27 • Sat

Point Reyes Santa Maria Beach 3C hike. Hike up the Mount Wittenburg Trail to the ridge and descend the Sky and Fire Lane Trails to spectacular Santa Maria Beach. Hike to Sculptured Beach for lunch on a fantastic rocky outcropping overlooking the ocean. Return by the Woodward Valley and Meadow Trails. Spectacular ocean views. Rain cancels. **Meet:** Depart Bear Valley Visitor Center upper gravel parking lot (near restrooms) at 9 am sharp. **Ends:** 4 pm. **Leader:** Katy Christie, (510)277-5386 or kathyhike@gmail.com. (Hiking)

3 Lakes Mount Tam 2B hike. Scenic hike to Bon Tempe, Alpine, and Lagunitas lakes. **Meet:** 9:30 am at the Fairfax Parkade (large parking lot on Sir Francis Drake Boulevard across from movie theater). **Carpool:** 8:45 am at the North Berkeley BART station (outside the front gate) to drive to Fairfax. **Cost:** Share gas expenses and entrance fees to Lagunitas picnic area. **Leader:** James Bonsey, (510)527-5345 or jlbj3@netzero.net. (Marin Group)

Big Basin 3B loop hike. Moderately-paced day hike through giant redwoods, along babbling brooks, and around impressive falls. Worth the drive. Any rain cancels. **Cost:** \$10 parking fee. **Bring:** Insect repellent recommended for mosquitoes. **Meet:** 10 am at the Redwood trailhead across from Big Basin State Park headquarters. **Carpool:** Meet leader at Walnut Creek BART at 7:45 am; no-host carpool from Rockridge BART at 7:30 am. **Leader:** Steve Bakaley, (925)945-8205 or slbakaley@lbl.gov. (Mount Diablo Group and Sierra Singles)

June 27 • Sat

Corona Heights Natural Area habitat work project. Monthly work project to help Mother Nature by removing non-natives and nurturing the native species. Rain or shine. All tools and gloves provided. Children under 12 welcome if accompanied by an adult. June marks the end of the spring wildflower season, so expect lots of clarkia. **Meet:** 10 am on north side of Randall Museum (parking lot is on south side) at end of Museum Way just off Roosevelt Way, San Francisco. **Leader:** Russell Hartman, (650)242-2679. (Gay & Lesbian)

June 27 • Sat – June 29 • Mon

Ten Lakes in Yosemite National Park 2C3 backpack. This trip aims to reach all 10 lakes in Ten Lakes, a basin that John Muir is credited with naming. Most will require cross-country exploration. Expansive views. Intermediate backpackers may join this moderate-to-strenuous three-day individual commissary adventure. Reserve your space for full details. **Cost:** \$40 fee includes the cost of the wilderness permit and happy hour. **Leaders:** JP Torres, (415)584-7914 or jpinkflo@xecu.net; Kath Giel, (415)720-4430 or sierrakath@gmail.com. (Backpacking)

June 28 • Sun

Tilden Regional Park in Berkeley 1A hike. Hourlong walk through eucalyptus groves followed by optional early dinner on Solano Ave. at Cactus Taqueria in Berkeley. **Meet:** 4:30 pm at Lone Oak parking lot, Tilden Regional Park, Berkeley. **Leader:** Vera Lis, (510)234-8949. (Solo Sierrans)

July 4 • Sat

Presidio of San Francisco 2B hike. Many scenic trails and views and a little history along our way. Any rain cancels. To avoid paying \$7 Presidio parking fee, park on city streets. **Meet:** 10 am at Lombard Street Gate and Lyon Street, San Francisco. **Ends:** 4 pm. **Leader:** Gloria Navarra, (415)731-6144. (Hiking)

July 11 • Sat

Central Point Reyes 3C loop hike. Scenic day hike through varied terrain. Highlights include the top of Mount Wittenberg and Kelham Beach. Mellow hikers welcomed. Any rain cancels. **Meet:** 9:30 am at Bear Valley Visitor Center, 1 Bear Valley Road, Point Reyes Station. **Ends:** About 7 pm. **Carpool:** Leader at Walnut Creek BART at 7:30 am. **Leader:** Steve Bakaley, (925)945-8205 or slbakaley@lbl.gov (preferred). (Hiking, Sierra Singles, and Mount Diablo Group)

Art Deco Oakland 2A walk. An urban walk featuring architecture and history of downtown Oakland. Leisurely pace, but walk takes all afternoon, ending about 5:30 pm near 12th Street BART station. Post-walk dinner at local restaurant. Any rain cancels. **Bring:** Lunch (no good place to buy food); \$1.85 for return to museum by BART; and money for post-walk dinner in Oakland. **Meet:** 11 am at 10th Street and Fallon side of Oakland Museum next to statue of nursing bear (one block from Lake Merritt BART station). Museum garage is not open late enough for return to it after dinner. **Leader:** Guy Mayes, (510)522-1590. (Hiking)

July 11 • Sat

Martinez Regional Shoreline sunset walk. Leisurely stroll along scenic shoreline and marina. Wheelchair accessible. Optional stop later for dinner, sociability, and possible sightings of the busy beaver family in downtown Martinez. **Meet:** 5 pm in front of former Amtrak station near Ferry St./railroad tracks intersection. **Ends:** 6:30 pm. **Leader:** Janess R. Hanson, (925)458-0860 or janesshanson@att.net. (Delta Regional Group)

Mount Tamalpais 2B hike. Moderate- to leisurely-paced 8-mile hike along the Matt Davis, Coastal, and Cataract trails. **Meet:** 9:30 am at Miller and Locust in Mill Valley (at the bus stop) to carpool to Mount Tam. **Leader:** Paul F. Glodis, (510)665-6158 or pglodis@mindspring.com. (Marin Group)

July 12 • Sun

Mount Tamalpais 2A pancake hike. Leisurely 8-mile hike from Rock Springs to the east peak of Mount Tamalpais via historic West Point Inn, where we will stop and enjoy one of their famous pancake breakfast fundraisers. Scenic views and live music included. Cash only. **Meet:** 10:30 am at Rock Springs Parking Area, Mount Tamalpais State Park. **Leader:** Jeffrey Sanchez, (510)599-5238 or amagi@pacbell.net. (Sierra Singles)

Alameda Bay Farm Island & Harbor Bay Shoreline 1A walk. Explore the Bay shoreline and lagoons of Harbor Bay Isle, with great views. 5+ flat and very scenic miles. Transit accessible via 12:57 #21 AC Transit bus from Fruitvale BART. **Meet:** 1:30 pm at Towata Park, Alameda. **Ends:** 5 pm. **Leaders:** Caprice Solotar, (510)525-2110; Bob Solotar, (510)525-2110 or bob_solotar@hotmail.com. (Mount Diablo Group)

July 17 • Fri – July 19 • Sun

Hoover Wilderness: Green Greek 2BT backpack. Beautiful weekend loop. Just outside Yosemite, but away from the worst of the summer crowds. Our trail passes numerous lakes as it climbs up one canyon into the mountains of the Eastern Sierra, then descends another canyon towards Bridgeport Valley. Camp Friday night in Green Creek Canyon ahead of trip start. Individual commissary. Email leader to reserve space and get more information. **Cost:** \$40. **Leaders:** Tony Bellaver, (510)985-0511 or alpen.glow@earthlink.net; Roger Williams, (415)601-2079 or rogerw@ymail.com. (Backpacking)

July 18 • Sat

Mount Tamalpais 3C hike. A moderate hike on Mount Tam. Any rain cancels. **Meet:** 9 am at Fairfax Parkade. **Leader:** Pao Chen, (510)237-7570 or paoc945@yahoo.com. (Hiking)

Hidden Golden Gate Park 3A hike. A lengthy walk in seldom-seen parts of Golden Gate Park. Lunch stop is in Dutch Windmill garden at northwest corner of park. Leisurely pace, but walk takes all day, returning to start about 6 pm. Post-walk dinner at local restaurant. Any rain cancels. **Meet:** 9 am at entry to San Francisco Botanical Garden (Strybing Arboretum) inside Golden Gate Park near Ninth Avenue and Lincoln. **Leader:** Guy Mayes, (510)522-1590. (Hiking)

Fuller versions of many of these listings can be found at www.sierraclub.org/sfbay/activities.

July 18 • Sat

Emeryville Marina 1A sunset walk 1A hike. Hourlong walk on paved trail, wheelchair accessible, through the marina, with quiet views. After the walk, optional early dinner at Emery Bay Market. **Meet:** 4:30 pm at Emeryville Marina at the back of Chevy's Restaurant by the picnic tables. **Leader:** Vera Lis, (510)234-8949. (Solo Sierrans)

July 22 • Wed

Bass Lake swim 3C hike. **Meet:** 9:15 am at Point Reyes Five Brooks trailhead. **Leader:** Janie Bryant, (415)621-4163 or bryantjanie@hotmail.com. (Hiking)

July 24 • Fri – July 26 • Sun

Emigrant Wilderness 2BT backpack. Moderate backpack to beautiful and historical Emigrant Wilderness, from Kennedy Meadows to Relief Valley. Fun layover day. **Cost:** \$25 includes car camping Thursday night, wilderness permit, and contribution to Backpack Section. Contact leader for reservations and details. **Leader:** Andy Westbom, (707)483-2083 or andywestbom@gmail.com (preferred). (Backpacking)

July 24 • Fri – July 26 • Sun

Ten Lakes Yosemite National Park 2CT backpack. Camp among ten glacial tarns perched 4,000 feet above the "Grand Canyon of the Tuolumne." Car camp Friday; Saturday, take trail to the pass then down to lakes. Sunday, return to pass then take a side trail to Lower Grant Lake. Contact leader for reservations and information. **Cost:** \$25. Individual commissary. **Leaders:** Rodney Omachi, (415)518-6503 or rodomachi@yahoo.com; Alice Chung, (415)203-4133 or syingchung@yahoo.com. (Backpacking)

July 25 • Sat

Point Bonita Lighthouse 3C hike. Hike to spectacular Point Bonita Lighthouse and enjoy lunch overlooking the Golden Gate. Hike through the tunnel to enjoy views from the rocky precipice. Return by Rodeo Beach along the Coastal Trail. Spectacular ocean views. Heavy rain cancels, light showers OK. **Meet:** Depart 9 am sharp from Tennessee Valley (large gravel lot below stables). **Ends:** 4:30 pm. **Leader:** Katy Christie, (510)277-5386 or kathyhike@gmail.com. (Hiking)

Mount Wittenberg Point Reyes 2B hike.

Enjoy a summer day at Point Reyes. Great views and perhaps some wildlife (maybe some fog). **Meet:** 9:30 am at the Fairfax Parkade (large parking lot on Sir Francis Drake Boulevard across from the movie theater). **Carpool:** 8:45 am at the North Berkeley BART station (outside the front gate) to drive over to the hike. **Leader:** James Bonsey, (510)527-5345 or jlbj3@netzero.net. (Marin Group)

Kelham Beach 3B hike. We begin with a vigorous climb up Mount Wittenberg; then take the Sky Trail, with vistas of the sea, down to Kelham beach. The hike ends with a leisurely walk up the shady Bear Valley Trail, followed by an optional dinner at Avatars' Punjabi Burrito in Fairfax. **Meet:** 10:30 am at bulletin board in front of Bear Valley Visitor Center. **Ends:** 5:30 pm. **Leader:** Tom Hinshaw, 402-770-0534 or thomas.v.hinshaw@gmail.com. (Sierra Singles)

July 26 • Sun

Point Pinole Regional Park 1A hike. Hourlong walk on paved trail, wheelchair accessible, through the eucalyptus groves, breathing the fresh breezes from San Pablo Bay. **Meet:** 4:30 pm at Point Pinole Regional Park parking lot. **Leader:** Vera Lis, (510)234-8949. (Solo Sierrans)

July 27 • Mon - July 31 • Fri

Car camping at Humboldt Redwoods State Park. Enjoy four nights of car camping in a private redwood grove along the Eel River. Swimming and fishing nearby. Campers will be responsible (with others) for providing one evening meal and for providing their own breakfasts, lunches, and happy hours. Go out to dinner the last night. 25 person limit so reserve early. Reservations up to 2 weeks prior to trip. Contact leader for details and reservations. **Meet:** 2 pm at Humboldt Redwoods State Park. **Leader:** Lucy Henderson, (925)254-2898 or hndsrnlucy@yahoo.com. (Solo Sierrans and Hikanbyke)

July 31 • Fri – Aug 3 • Mon**Desolation 1A1 family backpacking.**

Four days, three nights in Desolation Wilderness with nothing but trees, rocks, lakes, streams and the company of some adventurous families. Contact leader for reservations and details. **Cost:** \$20/person. **Leader:** Brian Gunney, (925)667-5236 or brian@gunney.net (email preferred); John Carney, (415)753-1630. (Backpacking)

Aug 10 • Mon – Aug 14 • Fri**Red Peak Pass 2CT loop backpack.**

This Yosemite backpacking trip is perfect for the adventurer looking for classic High Sierra views and alpine lakes with more solitude. This area is rarely visited due to its rugged terrain, but your efforts will be rewarded with pristine alpine lakes and above-treeline landscapes that allow for open star-gazing at night. Contact leader for reservations and details. **Cost:** \$60. **Bring:** Equipment and food, bear canisters. **Leaders:** Jim Mccrummen, (925)626-4517 or jimmx@comcast.net; Teri Shore, (707)938-3469 or terishore@gmail.com. (Backpacking)

Aug 14 • Fri – Aug 18 • Tue

'Light and fast' extended Rae Lakes loop 5.00E+03 backpack. This very difficult trip is for those of supreme fitness, excellent cross-country confidence, and lightweight travel ethic. Itinerary includes Bubb's Creek, Kersarge Pass, Dragon Lake's Pass (xc), and Rae Lakes. Also Sixty Lakes Basin and Gardnier Lakes, Wood's Creek, Window Peak drainage, Bench Lake, and a descent of the rarely-visited South Fork of the Kings. Email leaders for details and reservations. **Leaders:** Kevin Sawchuk, ksawchuk@gmail.com; Brian Gunney, (925)667-5236 or brian@gunney.net. (Backpacking)

Sept 10 • Thu – Sept 14 • Mon**Car Camping at Malakoff Diggins State Historic Park.**

Four nights of car camping at this state park preserving the largest hydraulic mining site in California. The mine pit and several Gold Rush-era buildings are listed on the National Register of Historic Places. The park has more than 20 miles of scenic foothill hiking trails with varying degrees of difficulty. Email leaders for details and reservations. **Leader:** Maurie J Ange, (510)527-9343 or mjange@msn.com. (Solo Sierrans and Hikanbyke)

Sept 18 • Fri – Sept 20 • Sun**Ansel Adams Wilderness 2CT backpack.**

Enjoy early fall in the High Sierra on this 3-day backpack out of Clover Meadow. **Cost:** \$ 45 includes car camping, wilderness permit and a contribution to the Backpack Section. Individual commissary. Email leaders for details and reservations. **Leaders:** Thomas Meissner, (707)795-7980 or meissner.thomas@sbcglobal.net; Lesley Kao, (415)504-7109 or lesleymkao@yahoo.com. (Backpacking)

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Film Festival brings the best “green” filmmakers and ideas to S.F.’s Roxie Theater

May 28 - June 3, Roxie Theater, 3117 16th St., San Francisco.

The Bay Chapter is excited to partner with the San Francisco Green Film Festival for a week of new films and events that spotlight the world’s most urgent environmental issues and most innovative solutions. Visit www.reenfilmfest.org to view the fantastic line up of films and special guests. You can purchase your tickets online or by calling (415)552-5580.

One film we think Sierra Club members will enjoy is “ThuleTuvalu,” the new documentary by director Matthias Von Gunten. “Thule-Tuvalu” explores how two communities at the far reaches of our planet must abandon their traditional way of life as they grapple with the effects of climate change. Thule, Greenland, must cope with record ice melts, and the tiny Pacific island of Tuvalu is one of the first countries on the verge of sinking as a result of rising sea levels. “ThuleTuvalu” is playing on Monday, June 1, at 6:15 pm at the Little Roxie Theater.



Film still from “ThuleTuvalu”

Support environmental education at Clair Tappaan Lodge

This August 14 -16, you’re invited to Clair Tappaan Lodge’s 11th annual summer fundraiser. Proceeds contribute to the Lodge’s expenses and support the CTL Environmental Education Scholarship fund for school groups and inner city outings.

This year, the theme is leaving a lasting legacy for conservation and environmental education. The Lodge strives to provide recreational opportunities, increase awareness of the environment, foster a sense of community, and increase the spirit of volunteerism.

As always, the weekend will be built around hikes in the beautiful Donner Summit area. We begin with a Friday afternoon hike, followed by dinner. Don Baldwin will then present a pictorial journey of the Giant Sequoias and coastal Redwoods, accompanied by the locally-composed Sequoia Rhapsody. We end the evening with a bonfire, s’mores, and brandy.

Saturday morning will be dedicated to hikes of different themes (e.g., photography, archaeology, swimming) and of various levels of difficulty. In the afternoon, there will be music in the woods, enjoyed while tasting wine and cheese. A special Saturday evening dinner will be followed by a presentation by teacher Alex Ezzell and some of his fifth-grade students who had a wonderful visit to the Lodge on a CTL Foundation grant. We will then have a “social hour” to discuss the Lodge’s legacy and future.

An exhibit and sale of original art will take place over the weekend, organized by local artist Susan Berry, along with a raffle of many wonderful prizes.

The weekend costs \$200 per person and includes two nights stay, six meals, and all events. RSVP for this fantastic weekend today! Call (530)426-3632 or email info@clairtappaanlodge.com. Visit www.clairtappaanlodge.com for more details.



Hikers at last year’s Clair Tappaan Lodge summer fundraiser. Photo by Olivia Diaz.

Rally for Caltrain extension to downtown S.F.

Wednesday, June 24, 11 am, Polk Street steps of San Francisco City Hall.

The Sierra Club is cosponsoring a rally in support of the earliest-possible extension of Caltrain to the future Transbay Transit Center in downtown San Francisco.

The extension of Caltrain from its current Fourth Street terminal has been San Francisco policy since 1999 when the people voted for Prop H. It has been Sierra Club policy for even longer. The new bus terminal at the Transbay Terminal already includes the skeleton for an underground station within its structural base, with platforms for both for Caltrain and High Speed Rail. Getting the extension back on schedule will require funding commitments from San Francisco, the State, the federal government, regional agencies, and private sources. Join us at the June 24th rally to help secure this funding!

The completed Transbay Transit Center with a Caltrain connection will entice commuters who currently drive to work and play, and will provide tens of thousands of daily transit riders with highly efficient bus and rail connections. This will greatly reduce climate-change-causing greenhouse-gas emissions and congestion in downtown San Francisco.

Unfortunately, more delay is possible if we don’t speak up now. To make sure the extension is built without further delay, join us at the June 24th rally and show your support!

RSVP today at tinyurl.com/CaltrainNow.

Want to help with planning or have your organization co-sponsor the event? Contact Bob Feinbaum at bobf@att.net or call (510)534-7008.

Take part in a “Congress of the People” — for the people!

Saturday, June 6, 9 am - 6 pm.

The Bay Chapter is co-sponsoring an event along with the San Francisco Living Wage Coalition to promote social and economic justice for all — regardless of race or immigration status.

The daylong event will feature plenary sessions and workshops about:

- Living-wage jobs
- Universal health care
- Affordable housing
- Quality public education
- Progressive taxation of corporations and the wealthy
- Sustainable environment
- Peace and self-determination

The Living Wage Coalition is a grassroots movement of low-wage workers and their allies fighting for economic justice.

To register for the Congress of the People, visit www.livingwage-sf.org/event/congress-of-the-people. Registration is \$25; lunch and childcare is included.



Attend Sierra magazine’s Wilderness Adventure Day

June 6, 10 am – 6 pm, Clair Tappaan Lodge.

Join your Sierra Club family at this free event that captures the spirit of the outdoors and the magic of nature.

Kicking off Saturday, June 6, at the Sierra Club’s flagship Clair Tappaan Lodge, attendees will go on exciting outdoor adventures including guided history hikes, wetland-science and bird-watching hikes, standing-up paddleboard and kayak clinics, and yoga classes — all in support of Sierra magazine’s mission to get America outdoors to explore, enjoy, and protect our planet. Guests will also enjoy fun giveaways, games, free product demonstrations, entertainment, and food.

Secure your spot today! Email info@clairtappaanlodge.com, call (530)426-3632, or visit clairtappaanlodge.com/activities.

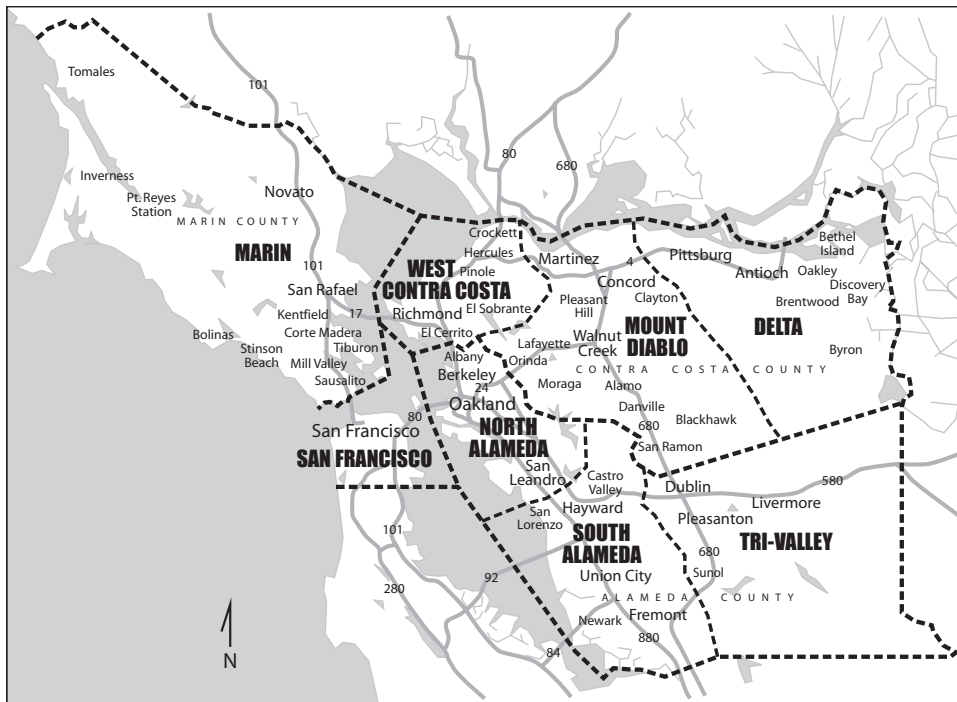
Weekend packages at the Clair Tappaan Lodge are available.



Groups

What is a group?

Because Sierra Club chapters cover so much territory, they form local sub-units called “groups” (or sometimes “regional groups”). The San Francisco Bay Chapter is divided into eight groups. Groups address environmental issues that fall within their boundaries. They may also sponsor outings and other activities. These events are open to everyone; you don’t need to be a group member to participate.



Learn Wilderness First Aid with the Sierra Club!

Sat., July 18 - Sun., July 19, 8:30 am-5 pm, Chapter office, 2530 San Pablo Ave., Berkeley. Save the date for fall class, Sept. 19 - 20.

Come to an all-day class in Wilderness First Aid (WFA) sponsored by the Bay Chapter Activities Committee. The class satisfies first-aid requirements for most outing leaders (confirm requirements with your section/group officers). Students have two options:

- Take the one-day class on Saturday and receive the Basic Wilderness First Aid certification of the American Safety & Health Institute—\$50 for members/\$60 for non-members; or
- Sign up for two days (Saturday and Sunday) for an additional \$30/\$40, and receive ASHI’s higher-level WFA certification.

If you already have the current WEC textbook (200 pages) and show it at the registration table, deduct \$15.

Basic Wilderness First Aid (one-day class) is a practical, 8-hour course that prepares you to recognize and avoid wilderness hazards, and do first aid outdoors with whatever equipment you have or can improvise. Wilderness First Aid (in 8 more hours) adds more advanced skills and role-playing scenarios.

Registration

If you are a current Bay Chapter outing leader, register by the Tuesday before the class by calling (510)848-0800 or emailing

wfa@sfbaysc.org.

Then mail a \$30 deposit check (payable to “Sierra Club SF Bay Chapter”) to:

Sierra Club
Attn: Wilderness First Aid
2530 San Pablo Ave., Suite 1
Berkeley, CA 94702.

This check will be returned in class, but will be cashed if you don’t show up. Include your mailing address, email, phone number, and which section you lead for. Indicate if you are also attending the Sunday class; you will pay the \$30 fee for the second day in class. If you are a leader candidate or trainee, you must follow the non-leader procedure and cost for registering, as spelled out below.

If you are not a current Chapter outing leader (and all are welcome!), register with the instructor at:

Steve Donelan
donelan@speakeasy.net
P.O. Box 1227
Berkeley, CA 94701.

Indicate if you are attending the Sunday class. Include your membership number. Be prepared to pay the fee in class.

People who have taken Steve Donelan’s one-day class in the last year can sign up for the second day only, for \$30/\$40. Those who have taken Steve’s two-day class can repeat the second day for free. Pre-register with Steve at the email address listed above.

Mount Diablo Group — “Exploring California’s coastal geoscapes”

Wed., July 8, 7 pm, Ygnacio Valley Library, 2661 Oak Grove Road, Walnut Creek

Join us for a photographic excursion along the sandy beaches and rocky headlands of the beautiful California coast. Our guide is geologist, teacher, and nature photographer John Karachewski. John’s spectacular photographs of coastal areas highlight depositional and erosional landscapes from Orange County to Crescent City. John will explain the natural processes that shape these coastal landscapes, including waves, beaches, bays, estuaries, and sea-level rise. You’ll come away with a new appreciation for this dynamic setting and ideas for future trips in coastal parks.

John Karachewski provides geologic and GIS support for the California-EPA (DTSC)

in Berkeley. John has conducted geology and environmental projects throughout the western US from Colorado to Alaska to Midway Island and throughout California. John enjoys teaching at Diablo Valley College, Emeritus College, and leading field trips for the Point Reyes National Seashore Association and Oakland Museum of California. Doris Sloan and John collaborated on a popular book about the “Geology of the San Francisco Bay Region.” John is an avid hiker, mountain biker, and backpacker. He enjoys photographing landscapes during the magic light of sunrise and sunset.

This program is open to all with no reservations necessary. If you have questions, contact Ken Lavin at ken_lavin@hotmail.com or (925)852-8778.



Photo by John Karachewski.

Delta Group

The next Delta Group general meeting is scheduled for September. Delta Group program meetings are usually held at the Antioch Library in February, May, September, and November, unless otherwise noted.

A newsletter listing Delta Group programs, outings, and activities is available by subscription. To receive the newsletter, write a \$5 check made out to “Sierra Club, Delta Group” and mail it to:

Janess Hanson
431 Levee Rd.
Bay Point, CA 94565.

For information about Delta Group activities, call Janess Hanson at (925)458-0860. For information about Delta area environmental concerns, call Tim Donahue at (925)754-8801.

Upcoming Hikes and Activities

Sun., June 14: Carquinez Strait Regional Shoreline, Crockett 1A Walk

Sat., July 11: Martinez Regional Shoreline 1A Sunset Walk

For more information about these activities, see the calendar of activities and events on pages 5 - 7.



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What's the logic behind your water rates?

Bay Area water agencies are facing the prospect of a fifth year of drought in California. The State has mandated reduced potable water use by urban water agencies. Reports from the East Bay Municipal Utility District indicate that:

(i) As of April 1, 2015, the state-wide snow survey recorded water content at 5% of the 65-year average — the lowest level since record keeping began in 1950.

(ii) Runoff from the Mokelumne River, EBMUD's principal source of supply, is on track to be the lowest since 1977. This will be the fourth "dry" or "critically dry" year in succession. June 30, 2015, will mark the driest three-year period and the driest four-year period in the basin since record keeping began in 1905.

(iii) Total water available in EBMUD storage as of June 30 has dropped each water year since 2010 and this year is expected to be at the lowest level seen since 1977, when the population served by EBMUD was smaller.

Bay Area water agencies have different water sources, ranging from local aquifers and streams, state and federal reservoirs and canals, and distant mountain watersheds; but all are being required by the state to reduce customers' water use.

For the Bay Area's urban water agencies, single-family residences demand most of the water and pay most of the revenue. These revenues include fixed periodic charges based on meter capacity as well as charges based on the volume of water actually used. The volumetric charges are widely viewed as an important tool for water conservation.

To reduce potable water use, most California urban water agencies have adopted some form of tiered rate structure. This means that a

household pays a low rate for "minimal" water use and a higher rate for water use beyond that, effectively incentivizing conservation. However, as a result of California's Proposition 218, water rates must be consistent with the cost of providing water service to a customer. Trying to comply with this rule may have made some water agencies reluctant to use aggressively tiered water rate structures. The Bay Area demonstrates substantial diversity in this regard.

EBMUD plans to raise its three-tiered, single-family residential water rates July 1, 2015. To cover higher costs and revenue loss incurred by the drought, there will also be an additional drought surcharge on all tiers as well as penalties for "excessive use." Maximum drought condition rates would be \$0.50 per hundred gallons for the first 172 gallons per day per household; \$0.69 per hundred for the next 221 gallons per day; and \$0.90 per hundred for the next 590 gallons per day. "Excessive use," meaning more than 983 gallons per day at Drought Stage 4, would cost a household \$1.17 per hundred gallons. Note that the maximum water rate charged is 134% higher than the lowest usage charge for potable, single-family household water.

Beginning July 1, 2015, single-family household water rates in San Francisco will be \$0.65 per hundred for the first 98 gallons per day and \$0.87 per hundred gallons for additional water. While San Francisco water will cost more for most residential users than for similar EBMUD water users, the maximum water rate is only 34% higher than the lowest potable water rate.

In Marin County, the Marin Municipal Water District is more generous in the volume of water offered in its four tiers with an initial

Continued on following page.

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Regulatory action puts wood smoke pollution in the spotlight — a danger to climate, health

According to the website of the Bay Area Air Quality Management District (the Air District), the San Francisco Bay Area is home to an estimated 1.4 million fireplaces and wood stoves. Wood smoke from these devices is the top source of wintertime air pollution. Now, in an effort to protect public health and the environment, the Air District has proposed headline-generating changes to its regulations on wood burning.

The updated rule is currently being finalized after a round of public workshops. The goal is to reduce wood smoke, which accounts for 39% of hazardous particulate wintertime air pollution and is a major contributor of air toxics. To achieve this goal, it's important to consider why wood-smoke pollution is such a significant problem and to choose the most effective solutions.

Scientific studies link wood smoke to a litany of health problems including asthma attacks, heart attacks, and strokes. Wood smoke is a toxic mix of particulate matter and substances such as benzene, polycyclic aromatic hydrocarbons, dioxins, and furans

that are harmful and even carcinogenic.

Burning wood contributes to climate disruption

Burning wood releases almost twice as much carbon dioxide as natural gas, and it additionally generates methane and soot (also called black carbon). Carbon dioxide and methane are widely recognized as greenhouse gases that contribute to global warming. Black carbon is considered by many scientists to be second only to carbon dioxide in terms of contribution to climate disruption. This finding prompted Al Gore to call on countries to burn less wood to reduce atmospheric black carbon levels.

It is a misconception that burning wood is carbon neutral. Some argue that the carbon dioxide released when a tree is burned is equal to that released during decomposition. However, this ignores the time scale: the carbon sequestered in a growing tree is released into the atmosphere in a matter of minutes when it burns. In contrast, it can take over a century to release that carbon if

the tree is allowed to decay naturally. The difference in timescale is critical—to reduce greenhouse gases and slow climate disruption, greenhouse-gas levels must be curbed as quickly as possible.

EPA-certified wood stoves aren't the answer

One possible solution is incentivizing change-outs of older wood-burning stoves and fireplaces for new EPA-certified wood stoves. Unfortunately, the real-world performance of EPA-certified wood stoves doesn't match their laboratory performance because the testing procedure doesn't mirror in-home conditions. For example, lab tests use kiln-dried lumber, not cord wood, and don't count start-up emissions. In addition, EPA-certified wood stoves have not been shown to be effective in reducing emissions of toxics like dioxins and furans.

Pellet stoves perform far better in that in-home emissions are similar to their test values and even lower than those of EPA-certified wood stoves (although still far higher than natural-gas heaters).

The right alternatives

So what are the best replacements for wood? In a home that uses a fireplace for ambience, a gas log set reduces air pollution with minimal energy use. In a home that uses a woodstove for heat, technological innovations have created a compelling alternative: electric ductless mini-split heat pumps. These are an ideal solution from both a public health and climate perspective. Ductless heat pumps are more energy efficient than heating with natural gas or other fuels. They produce no local emissions, and their low energy usage makes them ideal for running off of solar panels, allowing for net-zero-energy-use homes. And that's the kind of house anyone could feel proud to call home.

The Sierra Club supports the efforts of the Air District to transition away from wood-burning devices that cause unhealthy and dangerous air pollution. The Sierra Club will be following this issue closely to ensure that the Air District provides resources and mitigates the cost impact of changing to cleaner devices.

Tracey Gant



Oakland coal-export plan threatens health, workers, climate

Continued from page 1.

been linked to health issues such as chronic bronchitis, decreased lung function, emphysema, and cancer. Coal dust, which is released into the air in transit, has also been shown to increase the risk of fatal heart disease.

Even with mitigation efforts like covered train cars, there's no way to completely protect workers, the community, and the environment from the risks that coal exports would pose.

Coal's terrible local health impacts

If this project is allowed to move forward, up to six million more tons of Utah coal would be traveling along rail lines through the Bay Area by 2017, covering communities with toxic coal dust.

Coal is typically transported on open-top rail cars that lose up to 600 pounds of coal dust per car; this translates to 60,000 pounds of toxic fine particulate matter entering our air and water for every trip made by a coal train. And the increased freight traffic carrying coal would intensify the air pollution already plaguing Bay Area communities, threatening local public health and safety.

Coal dust and particulate matter from train diesel engines pose significant threats to Bay Area air and water quality. Coal breaks apart easily to create dust and contains mercury, arsenic, uranium, and hundreds of other toxins harmful to humans and marine animals.

Already, Bay Area communities suffer the effects of coal exports from two local facilities: the privately-owned Levin-Richmond Terminal and the Port of Stockton. West Oakland residents are already twice as likely to visit

the emergency room for asthma as the average Alameda County resident, and are also more likely to die of cancer and heart and lung disease.

History of strong opposition to coal exports from Oakland and California

Both the Port and the City have taken unambiguous positions opposing the export of coal from Oakland. CCIG's secretive project to export Utah coal would go against that precedent — not to mention their own promises to the community — and betray the best interests of the residents of Oakland.

In February of 2014, citing environmental impacts, climate change, public-health hazards, economic pitfalls, and public opposition, Oakland's Port Commission unanimously rejected Bowie Resource Partners' proposal for an 8.3-million-ton-per-year bulk-export facility for coal at the city-owned Charles P. Howard Terminal.

In June of 2014, the Oakland City Council passed a resolution opposing the transport of fossil fuels by rail through the city and specifically cited opposition to coal being exported from Oakland. The resolution was the first in the state to specifically address coal and petroleum coke in addition to oil.

In 2012, the State of California — through Assembly Joint Resolution 35 of the state legislature — also stated opposition to coal being exported from the United States to countries with fewer environmental regulations.

Unfortunately, neither the City nor the State can physically stop trains carrying coal at Oakland's border, as rail is regulated at the federal level. However, these actions demon-

strate a clear position that no fossil-fuel-export facilities should be built within the city or Port of Oakland's jurisdiction.

Broken promises

This plan betrays explicit promises from CCIG President and CEO Phil Tagami not to export coal from the Oakland Global terminal. In the December 2013 Oakland Army Base newsletter, Tagami wrote, "It has come to my attention that there are community concerns about a purported plan to develop a coal plant or coal distribution facility as part of the Oakland Global project. This is simply untrue... CCIG is publicly on record as having no interest or involvement in the pursuit of coal-related operations at the former Oakland Army Base."

Tagami made the same commitment in meetings with the Sierra Club, West Oakland Environmental Indicators Project, and Earthjustice. CCIG has broken these promises by courting Big Coal to come to Oakland.

WhatYouCanDo

From extraction to transport to burning, coal allows toxic chemicals to enter into communities and the environment causing climate disruption and deadly diseases. Public land should be used for the public good, not for a dirty export project that would put us all in danger.

Go to tinyurl.com/coalfreeoakland and send a message to Mayor Libby Schaaf, CCIG President Phil Tagami, and our other public officials today to make sure they know Oakland won't stand for a project that would worsen local air quality and threaten climate stability.

At that URL you'll also find upcoming events you can attend to help stop this terrible project.

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On water rates (Continued from previous page)

water rate of \$0.50 per hundred gallons rising to a top-tier rate, after 971 gallons per day, of \$3.00 per hundred gallons — 500% higher than the lowest rate.

Most striking, and progressive, is the residential water rate structure of the Stinson Beach County Water District. SBCWD uses seven pricing tiers. The first tier offers 147 gallons per day priced at \$0.26 per hundred. Above an average consumption of 983 gallons per day, the rate reaches a peak of \$3.68 per hundred — an increase of 1,312%. This steeply-tiered rate structure provides low-cost access to water for basic human needs while discouraging wasteful use.

It's easy to lose perspective when comparing water rates across a region. Remember that even at Marin's exorbitant-sounding highest tier rate, customers are paying less than 4 cents per gallon. Compare this to the cost of gasoline, a can of Coca-Cola or bottled water! On the one hand it is appropriate that this

most essential of life's necessities be affordable. Many water-policy experts, however, are in agreement that the overall low cost of water creates serious disincentives to conservation.

In addition to volume-driven usage charges, water agencies collect capacity charges with each billing, typically based on the size of the water meter. Some water agencies also include volume-driven elevation charges, wastewater-collection charges, and sewage-treatment charges. The overall mix of revenues is necessary to meet all the costs of the services provided. Balancing largely fixed costs with largely variable, volume-based revenues is a challenge for water providers made harder by drought and Proposition 218.

This is the first of a series of articles on California water being developed for the Yodeler. What do you want to know about water supply, use and cost? Send your questions to yodedit@sfbaysc.org.

Bay Chapter Water Committee

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Submit your comments to help save Tesla Park — Act by June 29 deadline

The California State Parks Off-Highway Vehicle Recreation Division has finally released the Preliminary General Plan and Draft Environmental Impact Report (EIR) for the Carnegie State Vehicular Recreation Area and its proposed expansion into Tesla Park land. We urgently need your help to save this biologically unique and culturally important natural area in eastern Alameda County from the damaging impacts of off-highway vehicles.

Incredibly, the Draft EIR concludes that there are no significant impacts either from ongoing operation at Carnegie or from opening 3,100-plus additional acres to all types of off-highway vehicle recreation. The Draft EIR further found that no mitigation is required beyond General Plan guidelines and best management practices.

What about erosion, destruction of vegetation and wildlife habitat, noise, and water sedimentation, to name just a few of the known impacts of off-highway vehicles?

WhatYouCanDo

Tesla Park combines many important resources — natural, historic, and cultural — in one place. Help us preserve these resources for current and future generations: submit your comments by the June 29th deadline!

The relevant documents may be viewed online at www.CarnegieGeneralPlan.com/document-library. Written comments should be submitted no later than June 29. Comments can be submitted by email to carnegiedeircomments@gmail.com, with a copy to

dan.canfield@parks.ca.gov, or by mail to the following address:

California Department of Parks and Rec
OHMVR Division, c/o AECOM
Attn: Carnegie SVRA General Plan
2020 L Street, Suite 400
Sacramento, CA 95811.

Feel free to use the following language:

- I am opposed to the destruction of Tesla Valley's natural and cultural resources.
- The proposed project and DEIR should be revised so that no off-highway vehicle use is allowed in Tesla Park.



Hillside destruction at the Carnegie State Vehicular Recreation Area. Photo taken January 2015 by Celeste Garamendi.

Better data will support S.F.'s affordable housing goals

The Sierra Club supports San Francisco Supervisor Jane Kim's "City Housing Balance Monitoring and Reporting Ordinance," which was signed into law this spring.

Loss of affordable housing in San Francisco forces people to move out of the city, commute longer to their jobs, and contribute to sprawl development. A 2014 study by TransForm showed that low-income households displaced to the suburbs more than double their vehicle miles traveled, and that the replacement of these households by high-income households in dense, transit-rich city neighborhoods results in a net increase in emissions.

The Housing Balance ordinance sets up a system to monitor the progress toward affordable housing goals set forth in the General Plan for San Francisco, as well as toward the shorter-term affordable housing goals found in November 2014's Proposition K, which the Sierra Club also endorsed. It achieves this by amending the Planning Code to:

1. Require the Planning Department to monitor the balance between new market-rate housing and new affordable housing

(defined as being affordable to households making 0 to 120% of area median income).

2. Require the Planning Department to provide a bi-annual Housing Balance Report to the Board of Supervisors, including the proportion of new affordable housing compared to all housing built in San Francisco. The loss of existing rent-controlled housing units must also be taken into account in calculating the net housing balance.
3. Require an annual hearing at the Board of Supervisors on strategies and funding for achieving and maintaining affordable-housing balance goals.

Supervisor Kim and housing advocates stressed that current housing production data is not particularly easy to access or use. The monitoring and reporting requirements in the ordinance will provide needed data for planners, decision-makers, advocates, and the general public to make informed, environmentally sustainable decisions regarding housing and other development.

The first report is due June 1, 2015.

Karen Babbitt

Gun club on park land should pay for lead cleanup

Gunfire is the last thing you might expect to hear as they stroll through the groves and grasslands of the East Bay hills. But for over 50 years the Chabot Gun Club has operated on East Bay Regional Park District land inside the Anthony Chabot Regional Park in Castro Valley. Now the Gun Club's lease is up for renewal, and it's a good opportunity to look at the environmental implications of having a gun range on public parkland.

Lead from bullets used at the gun range can permeate the soil and is likely to have leached into nearby Lake Chabot, where fishing is allowed (the Sierra Club has filed a public records request to learn about lead levels in the lake). The range is also adjacent to the Upper San Leandro Reservoir. Noise from the gun range can be heard from miles away by hikers in the Lamorinda hills.

Whether the range should continue on a lease renewal is open to debate. What is not

in doubt is that the Gun Club should pay a lease and rental fee that will cover the costs of lead remediation and mitigation of noise impacts. The lead remediation will be costly. Lead remediation and cleanup for the Pacific Rod and Gun Club at Lake Merced, which closed this April after 80 years, will cost an estimated \$22 million — and that site banned lead bullets in 1994. Lead bullets are still in use at the Chabot Gun Club.

WhatYouCanDo

Contact the Park District Board and tell them that our taxpayer dollars should be not used to clean up the mess at the Chabot gun range. Tell the Park District that the lessee and users should pay a lease and rental fee to pay for the lead remediation and noise mitigation. Visit www.ebparks.org/about/board to find the email addresses for the Board members.

Norman La Force, Chair, East Bay Public Lands Committee

Chapter sets priorities for park spending

Measure CC is the East Bay Regional Park District measure that was passed by the voters in 2004. It taxes the area from San Leandro north to Pinole and west of the Hills at around \$10 per parcel to provide funding for Park District operations. Sierra Club leaders played a key role in drafting the measure and in identifying the items on which the tax revenues would be spent, including vegetation management, habitat restoration, and wildlife-protection projects. The Club was also instrumental in getting it passed.

Measure CC expires in 2020 unless renewed. The Park District is contemplating going to the voters in 2016 for a reauthorization. The Bay Chapter is again working to shape the reauthorization measure and ensure its passage. As with the original measure, we will insist that the projects slated to receive Measure CC funding are identified with great specificity to ensure that taxpayers know exactly how their money would be spent.

As we work to draft a final reauthorization measure to send to the voters, the Sierra Club identifies the following as critical funding targets. All are considered equally important.

Funding for vegetation management should be increased from the amount designated in the original Measure CC. In addition, all vegetation-management funding should be allocated for the removal of non-native vegetation such as eucalyptus and its replacement with restored native habitat. Any funding for the mere thinning of non-natives must come from other sources. Over a period of 20 to 30 years, the costs of thinning with debris removal would be around \$250 million, or \$200 a year for each homeowner.

Second, Measure CC renewal should increase the funding for stewardship programs and positions in the Park District. This aspect of the Park District's mission still remains underfunded. In particular, the Park District needs more staff directly involved with conservation, restoration, and habitat-enhancement programs. How we

manage parklands is just as important as acquiring more lands. In this time of climate change, the premier park and open-space land agency in the United States must have the scientists and skilled stewards who can meet that challenge.

Third, funding for the McLaughlin Eastshore State Park should be increased to provide for the operation and maintenance of the Albany Bulb, the Brickyard, and other underfunded portions of the park. In addition, funding should provide the flexibility to pay for some of the costs of potential acquisitions such as the Golden Gate Fields race track site in Albany.

Fourth, the renewal should include funding in Alameda for the Triangle Park at Alameda Point, the Northwest Territories at Alameda Point, conservation work at the Alameda Wildlife Reserve, and operational funds for when the Crab Cove property becomes part of Crown Beach.

Fifth, Measure CC renewal should provide funding for the operations and maintenance of a nature preserve park at Point Molate. Richmond residents have demonstrated over and over that they want this important open-space resource protected as a public park.

Sixth, we oppose further taxpayer subsidy of the Oakland Zoo as it has demonstrated that it can fund its own operations from private sources. The original Measure CC provides \$100,000 a year for the Oakland Zoo.

Seventh, no money should be allocated to fund any of the needed noise or lead mitigation at the Chabot Gun Range if the lease is extended for its operation. The range users and operators are the responsible parties and should bear those costs — not the taxpayers.

The Sierra Club looks forward to working with the Park District on the Measure CC renewal. You can help by writing the Park District Board of Directors to show your support for these key issues and insist that the Sierra Club be part of a working group that writes the renewal measure.

Norman La Force, Chair, East Bay Public Lands Committee

Proposed cemetery outside San Ramon a dead end for wildlife, water security

A local land speculator has proposed a massive 100,000-grave commercial cemetery in Tassajara Valley. The Creekside Memorial Park Cemetery would lie outside the Urban Limit Line to the east of San Ramon. This is not some quaint churchside cemetery; the project would involve moving millions of cubic feet of earth, tearing down a significant ridgeline, and building a road that would bisect the property. This disruptive construction would take place adjacent to the Tassajara Ridge Trail, the Hidden Valley Open Space, and other land proposed for open-space designation. A 100,000-square-foot mausoleum would be built at the top of the property, ruining the visual and pastoral nature of the surrounding open space and marring ridgeline vistas.

Not a drop to drink

Because the project lies outside the Urban Limit Line, water cannot be piped to the site. In order to meet advertised claims of a “lush garden environment” — with many thousands of new plantings and acres of turf — the would-be developer intends to drill wells and pump groundwater. This despite the fact that local ranchers and residents have had to truck in water for a number of years because their own wells are running dry.

The applicant's own hydrology studies have shown that there is less than half of the needed groundwater under the existing site. The project's draft environmental impact report concluded that the high level of water draw by the proposed cemetery is likely to affect the quality and quantity of the water in the wells used by neighboring residents. The unsustainable water use would also cause “significant and unavoidable” environmental impacts, even after mitigation.

Threatened species

The proposed grading of 77 acres would destroy a wildlife habitat and migration corridor used by dozens of special-status species found at the site. These plant and animal species include the California red-legged frog, the California tiger salamander, the Golden eagle, the Western burrowing owl, Congdon's tarplant, and San Joaquin spearscale.

Difficult traffic conditions

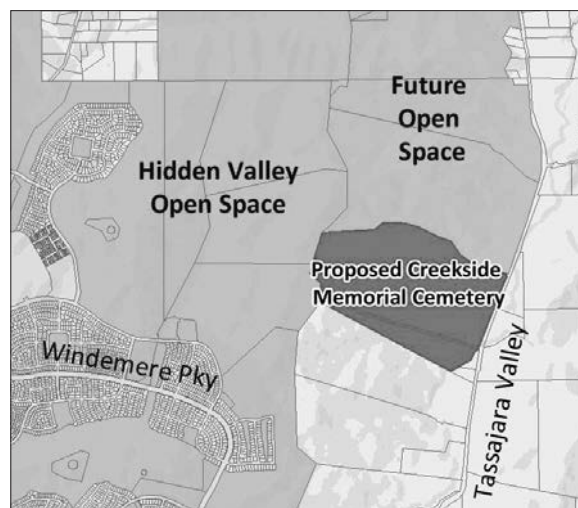
The proposed project would worsen already-difficult driving conditions on the narrow-shouldered, two-lane Camino Tassajara. Because funeral processions have the right-of-way, traffic would be blocked for ten or fifteen minutes at a time while vehicles perform a left turn into the property. Bicycling in the area would also become more problematic.

Official opposition

In a sign of the changing times in our area,

the City of San Ramon — once the lead governmental body promoting the cemetery — is now on record as being opposed to it. Unfortunately, City opposition won't be enough to stop the project, which is located in an unincorporated area and is thus under the jurisdiction of the Contra Costa County Board of Supervisors.

San Ramon's elected officials and residents alike want to preserve the rural nature of the Tassajara Valley. Thousands of local residents have shown up at public meetings, gone on hikes led by ranchers on horseback to view the project area, and met with County officials to oppose this project. The grassroots opposition cites the environmental and logistical reasons listed above, as well as concerns about cultural issues and property values.



The cemetery would be about 2,300 feet away from existing homes and lie right next to future protected open space to the north and the Hidden Valley Open Space area and Tassajara Ridge Trail to the west.

Bad business

In order to comply with state law, the project must be financially viable. But based on expected population growth, death rates, and the increasing popularity of cremation, the existing cemeteries in the Tri-Valley area have more than enough space to handle anticipated need.

This type of project leads to development pressure and more land speculation. It is completely at odds with the agricultural and open-space nature of the rest of the Tassajara Valley.

WhatYouCanDo

To register your opposition, contact the State Cemetery Bureau at emailcfb@dca.ca.gov.

If you live in Contra Costa County, contact your Supervisor. The project is in Supervisor Mary Piepho's district, so comments from her constituents will be particularly valuable. Find contact information at ca-contracostacounty2.civicplus.com/193/Board-of-Supervisors.

If you live in one of the surrounding communities, ask your elected officials to follow San Ramon's example and oppose the project.

Philip G. O'Loane serves on the San Ramon City Council



Rincon Park with “Cupid's Span” by Claes Oldenburg & Coosje van Bruggen. Photo by “dewet” on Flickr Creative Commons.

Don't darken S.F.'s waterfront parks

San Francisco's unique and historic waterfront is an immensely valuable part of the city's character, beauty, and economic vitality. Public parks such as Rincon Park on San Francisco's waterfront — home to the giant bow and arrow sculpture — offer space for recreation and relaxation that is free and open to all residents and visitors.

However, two new proposed luxury towers would put users of waterfront parks in the dark if City officials approve the developers' requests for increases to the legal building height limits later this year.

The Tishman-Speyer Corporation is seeking a 100 foot-increase to the existing height limits to build a 400-foot condo tower at 160 Folsom Street, a block from the waterfront. Nearby, the Paramount Group is seeking a 92-foot height-limit increase to build a 292-foot condo tower at 75 Howard Street facing the Embarcadero. Both developers have announced their intention to seek approval of their height-limit increases this year and have engaged powerful lobbying firms who have been busy meeting with Supervisors and city officials to work out deals.

Both of these height-increase proposals are significantly greater than either the 8 Washington condo project — which San Francisco voters rejected in November 2013 — or the abandoned Golden State Warriors stadium on Piers 30-32. Each would create the overwhelming effect of a wall on the waterfront that would overwhelm the Embarcadero and diminish the pedestrian experience — just as the old double-decker Embarcadero Freeway did for decades until it was finally removed.

The San Francisco Planning Department's draft environmental review of the 75 Howard project found that a luxury tower in that location at the proposed height would have a significant detrimental impact on users of Rincon Park. It would dramatically increase the shadows cast on the park and significantly eliminate sunlight on most days throughout the year. The study concluded that the height-limit increase would “adversely affect the enjoyment and use of the park.” The proposal for 160 Folsom has not yet undergone official environmental review, but studies are

expected to show similar harmful shadow impacts on park users.

In 1984, San Francisco voters overwhelmingly approved Proposition K, the “Sunlight Ordinance,” to protect the City's public parks from degradation by new shadows cast by large developments. Prop. K blocks construction of any building over 40 feet that casts an adverse shadow on a San Francisco public park unless the new shadow is found to be “insignificant.” Clearly, the shadows cast by these new developments would not be insignificant. However, a loophole in the law exempts parks from Sunlight Ordinance protection if they do not fall under the jurisdiction of the Recreation and Park Department. Rincon Park — along with every other one of San Francisco's waterfront parks — currently fall under the jurisdiction of the Port of San Francisco.

Concerned by this loophole, neighborhood organizations and citizen groups have begun working together to protect the waterfront in an effort called “Save Rincon Park.”

In April, the Bay Chapter's San Francisco Group unanimously adopted a resolution opposing height-limit increases for the 75 Howard and 160 Folsom luxury tower projects and encouraging the Planning Commission and Board of Supervisors to reject them. The Sierra Club further supports limiting parking at these developments to .5 parking spaces per unit and requiring the developers to mitigate for impacts on public transit by contributing meaningful funds to the City's public transit system.

WhatYouCanDo

Sierra Club members in San Francisco are urged to contact Supervisor Jane Kim, who represents the District that includes these proposed development projects. Urge her to stand up for parks and our waterfront by rejecting these height-limit-increase proposals.

Supervisor Jane Kim
Jane.Kim@sfgov.org

1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689
(415) 554-7970

Dave Osgood, Rincon Point Neighbors Association



A sustainable development success story in El Cerrito

Members of the Chapter's Transportation and Compact Growth Committee are reviewing Priority Development Areas (PDAs), which are a cornerstone of the \$292-billion Regional Transportation Plan. The purpose of PDAs is to reduce car travel by focusing new residents into areas where the transit service is good and where people can easily walk or ride a bike to nearby destinations. Grants of planning money are available to get the PDAs off the ground.

This article will briefly review a PDA success story in El Cerrito. PDAs are complicated creatures, and in no way is this review meant to be comprehensive.

El Cerrito has two PDAs, and both run along San Pablo Avenue, the main street in the city. El Cerrito's city government treats them as one combined development area (the San Pablo Avenue Specific Plan), and that is how they will be treated here, too.

According to the Association of Bay Area Governments, in 2010 there were about 1,200 households within the boundaries of the combined El Cerrito PDA. By 2040, the plan is to have about 1,000 more households in the same area.

Transit service in the area is good now, with bus service provided by AC Transit, Golden Gate Transit, Vallejo Transit, and WestCat.

Along San Pablo Avenue, there is an AC Transit bus about every 7 minutes. There are two BART stations in the PDA too.

El Cerrito is moving forward to make things work for the expected new residents and to cut down on driving. First, the city asked developers what changes they would like to see made to make development easier. The city was told that the building height limit had to be increased and that the number of parking spaces required was too high. The City Council increased the height limit to 75 feet and cut down on the number of parking spaces required. In areas close to BART, the reduction in parking is greater than for housing units farther away.

The city is also working with the Contra Costa Transportation Authority and AC Transit to increase bus service along San Pablo Avenue. The first success was recently achieved when the 72 Rapid bus line began

operating on weekends, not just on weekdays.

One of the volumes of the Specific Plan that serves as a guide for the PDA is titled "Complete Streets." It lays out, over 90 pages, what's needed to make the area more attractive for transit passengers, pedestrians, and bicyclists. One interesting feature is the way bicycles and buses will be kept apart from one another, with a special, separate bike lane.

There are other things that are necessary to make a PDA work, of course. Parks, schools,

and shopping are important, too. It looks like El Cerrito has these elements under control and a successful PDA on its hands.

You can check out the San Pablo Avenue Specific Plan at tinyurl.com/ElCerritoPDA.

The next article in this series will review a PDA in Newark that unfortunately does not look as promising. Want more? Follow @abetterbayarea on Twitter for the latest on sustainable communities in the Bay Area.

Matt Williams, Chair,
Transportation and Compact Growth Committee



El Cerrito's PDA will feature protected cycle tracks like this as well as buffered bike lanes.

Transit-oriented development key to Warm Springs Priority Development Area

After reading the article on the Warm Springs Priority Development Area (PDA) in the April-May issue of the Yodeler, I pulled up my computer files from a decade ago. In April 2005, while co-chair of the Bay Chapter Transportation and Compact Growth Committee, I wrote comments on the BART draft environmental impact report for the Warm Springs extension. The Sierra Club comments recommended against award of federal funds for the project, citing the improbability of transit-oriented development at the site. A decade later, it is a relief to see that we were unduly pessimistic.

The City of Fremont has since proposed some transit-oriented development near the Warm Springs BART station, set to open later this year. Dense and mixed development near public transit increases the likelihood that residents will walk, bike, or patronize transit as they commute, shop, and otherwise go about their lives. Without transit-oriented development, the desired driving reductions (a key goal of PDAs) are unlikely to be achieved.

Of the 879 acres comprising the Warm Springs PDA, less than ten per cent are devoted to residences close enough to the station to cause drivers to convert to transit (BART and the buses that stop at the BART station). "Close enough" means about a three-eighths-mile (or five- to ten-minute) walk. Studies of

how far passengers walk to transit show, with remarkable consistency, that half of them walk less than half a mile. Even before that distance, the fraction of residents who walk to transit shrinks dramatically. For commuters who bike to transit that distance will be somewhat greater. The land immediately adjacent to the station is where development must take place if we want to divert people from cars to transit.

The Warm Springs/South Fremont Community Plan places residences in three areas. One lies east of the BART station and is separated from it by the large BART parking lot and a major suburban arterial with five lanes and two bike lanes. Another lies to the north, alongside and west of an active Union Pacific Railroad freight line and separated from the station by another suburban arterial. The placement of these two residential areas is unlikely to discourage driving.

The third residential area offers the greatest

potential for transit-oriented development. It lies west of the station, linked to it by a pedestrian bridge over the Union Pacific tracks. Unfortunately, the development as currently proposed fails to capitalize on this opportunity; almost half of the residences are over three-eighths of a mile walk from BART.

Commercial establishments are foreseen for the Warm Springs PDA, but the population base within walking distance is too small for them to compete in terms of price and selection with a regional Walmart just a short drive away. Denser, mixed development near the station would enhance both the health of local commerce and the likelihood that residents would patronize transit. Otherwise, car-free living and desired driving reductions are unlikely.

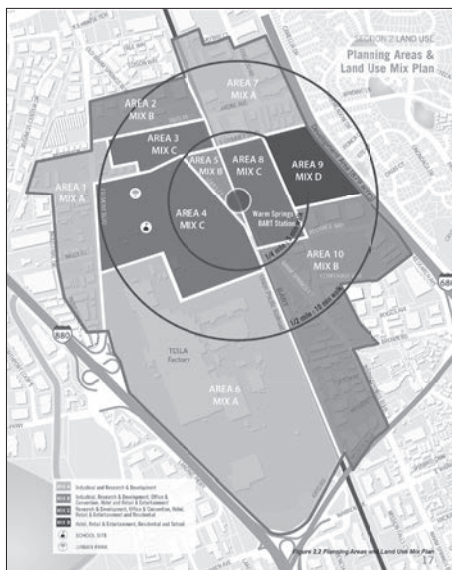
The recent Yodeler piece on the Warm Springs PDA draws attention to parking. The topic is complex and, I submit, broader than

suggested in the article. It is correct that land close to the station should not be squandered on surface parking; the parking should be in a multi-level structure. The land would be better devoted to dense and mixed development appropriate to a PDA. But I disagree with the suggestion that more parking capacity should be recommended. In the sustainable city, automobile use is discouraged, not subsidized. Indeed, the Bay Chapter has long advocated that BART charge for parking.

Parking concerns exist as well in the new developments. The project developer contemplates provision of parking garages in its developments but makes no mention of pricing. Current environmental thinking is that the cost of parking should be unbundled from the cost of the residences. Owners and renters who do not possess automobiles should not have to pay for parking for neighbors who do. This distinction will become increasingly important if the trend among millennials not to own automobiles continues. An associated question is, does the City require a minimum number of parking spaces per unit? This holdover from the 1950s has no place in the sustainable community.

The Warm Springs PDA presents an opportunity to create a model of sustainable development and transportation. Current plans fail to exploit this opportunity.

Robert Piper, PhD



State Transportation Plan shifts focus to reducing greenhouse gas emissions

The California Department of Transportation (Caltrans) earlier this year released its draft California Transportation Plan 2040 (CTP2040), a long-range policy framework that defines goals and strategies for the state's transportation system. Comments have been accepted from the public, and after more work, a Final Plan will be issued late this year.

The document lays out some of the things that have to happen to meet Governor Brown's 2012 executive order requiring that transportation-related greenhouse gas emissions (GHGs) have to be 80 percent below 1990 levels by 2050.

CTP2040 is intended to shift the transportation system "from a focus on infrastructure, capital improvements, and delivery, to a more sustainable focus that supports economic prosperity in concert with GHG emission reductions." Here Caltrans is signaling that in order to reach our goals, no more highway lanes should be built. CTP2040 makes this point in more than one place. It also states, "The need to reduce GHG emissions makes the case that

adding automobile capacity is not the answer."

This new focus is a huge change for California's transportation vision! CTP2040 is clear on the magnitude of the change, too. The shift from building highways to a sustainable focus will, in the Plan's words, "require a fundamental, holistic transformation of the transportation systems."

A part of the transportation "systems" that need transformation are the County Congestion Management Agencies (CMAs), many of which continue to plan for and finance expansions of roadway capacity (widening arterial streets and building new freeways are examples). How quickly will CMA policy board members (typically, members of city councils and county boards of supervisors) respond to CTP2040's notice that a "fundamental [and] holistic transformation" is required?

Besides the rejection of more highway construction, the plan notes several other things that have to happen to get to the 2050 GHG target. Among them is the elimination of all "emissive vehicles from California roads." By

2040, the plan says, cars would have to be "zero- to near-zero-emissions vehicles."

Even with cleaner vehicles, Californians will still have to drive less, meaning that transit needs to carry more passengers than today. That could happen through a combination of strategies, including increasing transit travel speeds, decreasing fares, and converting 20 percent of the bus routes in the state to Bus Rapid Transit (dedicated right-of-way bus routes to avoid traffic). High Speed Rail is presumed to be running by 2040. Bicycle and pedestrian infrastructure also need to be improved.

Housing and land use is also addressed in CTP2040; the plan notes past practices have often led to an increasing reliance on cars. The goal now is to have people live in housing near transit — an approach sometimes called "transit-oriented development". The Bay Area's 2013 Regional Transportation Plan is attempting also to move in this direction, directing new development to areas that are walkable, bikable, and close to public transit.

In its early pages, CTP2040 references a quote from the 2013 statement titled "Scientists' Consensus on Maintaining Humanity's Life Support Systems for the 21st century," signed by over 1,300 scientists worldwide:

"By the time today's children reach middle age, it is extremely likely that Earth's life-support systems, critical for human prosperity and existence will be irretrievably damaged by the magnitude, global extent, and combination of these human-caused environmental stressors, unless we take concrete, immediate actions to ensure a sustainable, high-quality future."

It is encouraging to see this likelihood acknowledged in so important a document. CTP2040 is not perfect. One blunder is presuming that unbuilt highway-expansion projects (including some in the Bay Area) will go forward. An improvement would be to not build them at all. Getting to grips with GHG emissions now is critical, and despite such lapses, CTP2040 seems to take this imperative seriously.

Matt Williams, Chair, Transportation and Compact Growth Committee

Time to put the "Public" back in the California Public Utilities Commission

In the coming months, the California Public Utilities Commission (CPUC) will be making critical decisions that will have a big impact on how much electricity our state consumes and where that energy comes from. Your energy bill and the environment hang in the balance.

California has been a leader in developing policies to prevent and combat catastrophic climate change. However, turning vision, executive orders, and legislation into action requires effective implementation. The CPUC is the regulatory body responsible for making decisions about the way many of California's energy policies are implemented. The decisions currently on their plate include how residential electricity rates should be structured, how power generated by local rooftop-solar installations should be paid for, and whether California utilities should contract for new fossil-fuel-based electricity generating capacity.

Because of their intense financial interest to the utilities, CPUC proceedings are well attended by utility lawyers and technical staff. Unfortunately, what's in the best immediate financial interest of the utilities is often counter to the best interest of the public and the environment. And because the issues are technical and complex, the public is not as engaged or present as one might hope. Yet we, the ratepayers, pay the price when energy policy threatens California's environment, degrading our air, our water, our ecosystems, and our climate.

With critical decisions pending, this year is a key time for public engagement and volunteer action. The CPUC is under intense scrutiny due to allegations of inappropriate, potentially illegal communications between the investor-owned utilities and former CPUC president Michael Peevey. Commissioner Michael Picker's confirmation to the CPUC presidency is now pending;

a confirmation hearing will be held in August. It is therefore a particularly important time to insist that the CPUC protect the public interest.

Members should be aware of the importance of the following issues, and can comment as concerned individual citizens and ratepayers.

San Diego's chance to "go clean"

The CPUC is charged with overseeing utility plans for assuring adequate and reliable generating capacity to meet California's needs. To meet power demands, the CPUC is required to first draw on "preferred resources": energy efficiency, renewable resources, and programs that encourage smart, informed consumption to curb power use during peak periods (an approach known as "demand response"). The CPUC's commitment to "preferred resources" is currently being tested as it considers how to replace the now-defunct San Onofre Nuclear Generating Station in San Diego County.

The local utility, San Diego Gas and Electric (SDG&E), has proposed purchasing partial replacement power from a \$2-billion, 600-megawatt (MW) gas-generating plant to be built in Carlsbad, California. The Carlsbad plant would represent a substantial cost to the ratepayers and would mean increased greenhouse-gas emissions over the 20-to-40-year life of the plant.

In March, an Administrative Law Judge issued a Proposed Decision denying SDG&E's application to purchase power from the Carlsbad plant. In response, President Picker filed an Alternative Proposed Decision authorizing 500 MW of new gas-generating capacity. The Sierra Club has filed extensive technical comments making it clear that new gas-generating capacity is not needed, as the Request for Offers to replace the nuclear plant produced, in

the words of the Administrative Law Judge, "a robust number of offers for preferred resources and energy storage."

This is an opportunity for the CPUC to define whether they are regulating for California's clean-energy future, or protecting fossil-fuel interests by authorizing new and unneeded dirty power. The CPUC considered SDG&E's application to purchase the gas-generated power at its May 21st meeting, after this paper had gone to print. To learn the results of that meeting, visit theyodeler.org/?p=10386.

Rate restructuring to incentivize or punish conservation?

The CPUC is also working to implement California Assembly Bill 327, complex legislation that requires a reconsideration of California's residential electricity rates. A proposal supported by the utilities would levy fixed charges of approximately \$120 per year on ratepayers, irrespective of how much electricity they use or whether they have rooftop solar. The utility-sponsored model would also "flatten" the rate structure, effectively raising the rates for those using little electricity and lowering them for those using lots.

If the CPUC adopts this rate model, it would reduce economic incentives to conserve electricity, make energy-efficiency upgrades, or install solar panels. Economic models suggest that fixed charges and flattened rates will in fact lead to an increase in electricity usage. Fixed charges are an unfair burden on those who use little electricity, and may harm low-income ratepayers.

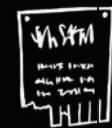
Later in 2015, the CPUC will consider proposals for how owners of residential rooftop-solar installations should be compensated for the power they feed back into the electrical grid. This is another contentious topic, with

the utilities pushing to discontinue the current Net Energy Metering program.

What You Can Do

As these issues come to a head in the next months, we will need your support! Go to sierraclub.org/sfbay/email and sign up for the "General" list and your local list to make sure you receive updates.

Claire Broome



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Fighting the rising tide of shoreline development around the Bay — Updates on three campaigns

In my work as conservation chair for the Sierra Club San Francisco Bay Chapter, I often ask myself: Is there actually hope that our society will recognize in time the need to protect and preserve the shoreline in the face of rising sea level? Or will we descend into fantasy and pretend that technology and engineering can solve all of our problems?

Will the urge to develop every available acre mean that new communities face inundation and/or a shoreline consisting of high levees that hide the Bay from view and destroy the mudflats and tidal marshes that sustain aquatic life? Or will we, as a society, recognize that we need to provide room for wetlands to move into adjacent uplands wherever possible as sea level rises and existing wetlands disappear?

Well there's HOPE! Here are two recent instances where logic prevailed and the natural world was given a shot at survival — and one case where your advocacy is sorely needed:

Oakland's Coliseum City

Recently, the Oakland City Council approved the "Coliseum City Specific Plan" project. This project proposes to develop over 800 acres of land including the site of the present Oakland Coliseum and the San Leandro Bay shoreline. The original proposal put dense housing right on top of a thriving seasonal wetland that was itself a mitigation project for the loss of wetlands at the Oakland Airport. It also proposed high-rise housing on the Oakland Business Park, a site immediately adjacent to the Bay and contiguous with one of the richest tidal habitats in the Central Bay, the Martin Luther King, Jr., Regional Shoreline Park. All of this would have had significant impacts on Bay wildlife.

But thanks to the efforts of our volunteers, community members, and groups like the East Bay Regional Park District, the City rezoned the mitigated wetland (now called the Edgewater Wetland) and

the immediate shoreline as open space. The city also kept the Oakland Business Park area zoned for business, not residential (business uses can be much more compatible with the adjacent Bay and its wildlife).

We extend a large thank you to Oakland City Councilwoman Rebecca Kaplan, who authored the zoning decisions.

This is just one victory in a long and ongoing struggle. Despite the favorable zoning decisions, the actual Coliseum City Specific

Plan was not changed, and it still calls for the destruction of the Edgewater Wetland and for building dense housing right on the Bay (all in areas that are predicted to be under water in 2100 or before). And the Plan still proposes to bury Elmhurst Creek. We have not seen a living stream culverted in the Bay Area for decades, as we now recognize that they play a crucial role in the health of our community and its aquatic resources. As this project progresses, stay tuned for opportunities to help protect our shoreline.

Redwood City salt ponds

In another victory for a healthy Bay, the U.S. Environmental Protection Agency (EPA) recently took action in Redwood City to protect the 1,400 acres of shoreline used as salt ponds by Cargill Salt. These ponds are bay waters that have been surrounded by levees and used to concentrate the water as it is moved from pond to pond until it starts precipitating salt — and presto! There it is on your table. Cargill Salt claimed that the "liquid" in these salt ponds is too salty to be considered water, and thus should no longer be protected under the Clean Water Act.

While we're all entitled to our opinions, this one fails the laugh test. So imagine our surprise and disappointment when the federal regulators of our nation's waters and wetlands, the U.S. Army Corps of Engineers, actually swallowed Cargill's ludicrous argument and proposed to give up jurisdiction over these salt ponds. They ignored the fact that each winter these salt ponds swell with rainwater (yes, even this year) and provide aquatic habitat to tens of thousands of waterbirds.



The Redwood City salt ponds. Photo courtesy Doc Searls on Flickr Creative Commons.

Luckily, logic won out over Cargill's army of lobbyists. In response to an outburst of protest over the Army Corps decision, the EPA stepped in and claimed jurisdiction over the decision of whether the salt ponds deserve protection. We don't know when the EPA decision will be reached but we have faith that they will reach the obvious conclusion that water is water — even if it is behind a levee and even if evaporation has made it salty.

We thank Jared Blumenfeld, Regional EPA

Administrator, and national EPA Administrator Gina McCarthy for this brave action.

More great news out of Redwood City is that City Councilperson Ian Bain came out publicly against large-scale development on lands (or in this case waters) that may be underwater by 2100. Given that the Redwood City Council has consistently supported Cargill's desire to build on the salt ponds, this is an encouraging development.

Newark Area 4 wetlands

And then there is Newark. If ever there was a city government that turned its back on the Bay and its wetlands, Newark may be the one. Despite massive logistical and regulatory hurdles, Newark has persisted in pursuing an ill-advised plan for a golf course and upscale housing development at the (unromantically named) Area 4 wetland. Area 4 was historically part of the bay before being walled off by levees in the 1960s.

Michener Award goes to Ron Ucovich

Ronald Ucovich, one of the Chapter's most creative and knowledgeable outings leaders, is the 2015 winner of the Michener Award for outstanding outings leadership.

Ron's guided adventures for the Hiking Section are unique. Perhaps you will examine the marshes, dikes, and abandoned settlements of the Don Edwards Wildlife Refuge. Perhaps you will sample the surprising variety of a seemingly simple suburb such as Hayward. Perhaps you will board the USS Hornet in Alameda, and explore the aircraft carrier stem to stern.

Ron taught high school Spanish, French, Latin, and signed English for 35 years. Walk with him and you'll be convinced his subject was local history. Ron loves research, and his Sierra Club hikes are famous for combining appreciation of natural wonders with historical particulars. For each of his hikes, Ron keeps an updated file with records, articles, pictures, legends, and trivia. He is a treasure trove of local lore, informed in part by his other volunteer gigs at the USS Hornet, the Hayward Museum, the Alameda Museum, East Bay Regional Parks, and the USS Potomac. Ever the teacher, Ron has even been known to give homework assignments to the participants.

On Ron's walks, lunch is a special occasion. Ron often brings food for the group, and it's always a feast. After eating, however, his flock must abide by the precept "There is no such thing as garbage." They do not use trashcans in the parks; they carry out the scraps to be composted.

Ron has lived in the area all his life. In the 1950s the Ucovich family dragged a new-fangled trailer to state and national parks for their vacations, helping Ron develop an early love of nature. After high school, Ron studied foreign languages at San Jose State, and stayed to get a graduate degree in Spanish and French. While teaching at Aragon and Hillsdale High Schools in San Mateo, Ron hiked on the weekends,

Yet even levees and regular pumping can't keep the land dry; despite these measures, over half of the land is active wetland.

This April, the Citizens Committee to Complete the Refuge won a lawsuit over the city's Environmental Impact Report (also opposed by the Sierra Club), which had found that the site was just fine for development. Unfortunately, winning a CEQA lawsuit does not magically stop bad projects. The City simply rewrote part of the document — changing essentially nothing — and the project starts up again.

But that struggle isn't over. The developer and the City still need permits from many agencies. Now is the time for citizen activism. We'll be working to get these lands absorbed into the adjacent Don Edwards National Wildlife Refuge. If you are interested in helping you can call me at (415)680-0643.

Arthur Feinstein, Conservation Chair



Ron leads cleanup after one of his "famous" lunches during a hike at Fernandez Ranch. Photo by Barbara Hebert.

which is how he met his wife. She thought guided hikes sounded like a good idea, and so she talked him into joining the Sierra Club in 1989.

While he was teaching, Ron had anticipated a retirement of traveling with his wife. Now, however, he finds new experiences in the "old" places close to home. Following his wife's death in 1994, Ron began hitting the trails with Sierra Clubbers. The hike leaders noticed that he often knew the terrain better than they did, and suggested that he might want to become a trip leader himself. We're lucky he took us up on the offer!

As of November 2014, Ron had led 341 outings with the Bay Chapter. These days, his hikes are exclusively on Thursdays. If you have had the pleasure of joining one of Ron's outings, you know this award is well deserved; if not, clear your schedule for his next hike! And be prepared for mental as well as physical exercise.