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PRESIDENT'S MESSAGE

THE NEW YEAR

Like many of you, I always feel like the calendar's advance into the New Year brings boundless opportunities . . . eat healthier, exercise more, visit friends and family, and more. This year is no different for me. In fact, in some ways I feel more hopeful than before.

This is particularly true when I focus on the opportunities for California. We have crossed the political divide and decided to work together. Our newly re-elected Governor and the Democratic leadership have declared their intent to build on past success and continue to work collaboratively on solving California's problems.

For Water and Power Associates that can be very good news because the New Year brings with it several important opportunities including:

✎ Governor's initiative to investigate what needs to be done to protect the Sacramento-San Joaquin River Delta – the main source of water supply for two major California water delivery projects.



✎ The recognition that California's electricity supply and transmission resources are not keeping pace with the growing demand for electricity.

I look forward to working with you to achieve our goal to provide water and energy resources to fuel our economy and protect our environment. ✎

Happy New Year!

ANNUAL MEMBERSHIP MEETING:

Date: Saturday, February 10, 2007 Time: 10:00 a.m.

Place: DWP Headquarters Building, 111 N. Hope St.

Location: A-level Conference Center (south end of Cafeteria)

We encourage all W&PA members to attend.

Note: Tell parking attendant and security desk officer you are attending the **DWP Retirees' meeting** (*we are using their reservation*).

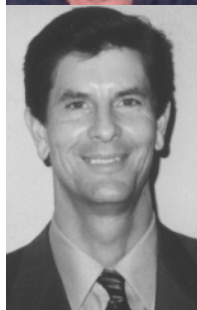
In This Issue

President's Message	1
Membership, Guests	2
Book Review	3
Bond Initiative Post Mortems	4-6
State Elections	6, 7
Volunteers & Miscellany	8
TV Water Series	8
Utility Appointments	9
Green Freight Initiative	10
Article Contributors	11

Our Recent Guests



Michael Burke,
President Energy Choice, Inc.



David Pettijohn,
*LADWP,
Water Utility Engineer,
Water Resources Division.*



Thu Pham,
*W&PA Member
LADWP
Manager Display and Exhibit,
Public Affairs Division*



Bill Wright,
*Torrance Member
Metropolitan Water District
Board of Directors.*

❖ Nancy Sutley Board Speaker

Nancy Sutley, City of Los Angeles Deputy Mayor for Energy and Environment, for Mayor Antonio Villaraigosa was the guest speaker at the Water and Power Associates, Inc. Board of Directors meeting on Wednesday November 8, 2006. Prior to coming to the Mayor's office, from 2003-2005 she was a member of the California State Water Resources Board, which is responsible for protecting water quality and resources through out California. From 1999-2003, Sutley was Deputy Secretary for Policy and Intergovernmental Relations with the California Environmental Protection Agency, where she advised on water and air pollution policy to federal agencies and Congress.

The mayor appointed Sutley to the Metropolitan Water District (MWD) Board of Directors representing Los Angeles in January 2006. She believes the MWD Board has the opportunity to further out reach their water efficiency and environmental programs.

❖ Gerald R. Fecht, Ph.D.,
*Anchor Education, Woodland Hills;
President, Museum of San Fernando Valley.*

❖ S. David Hotchkiss, *Assistant City Attorney,
Los Angeles Department of Water & Power.*

❖ Rita Oliphant,
W&PA Member

In Memoriam

It saddens us deeply to report the passing of **John J. Pulskamp** on Tuesday, Oct. 31, 2006.

John was a great friend of the retirees, and worked tirelessly on our behalf for many, many years until he moved to Northern California. The terrific health benefits we enjoy today are due largely to John's efforts in the late '70s and throughout the '80s.

We will miss John greatly
-- he was our Pathfinder.



MEMBERSHIP

Members will receive a membership renewal notice for 2007 soon, either by e-mail or snail-mail. I will be eternally grateful to those of you who respond immediately, so I don't have to expend time, energy and funds (all of which are precious and limited) on reminders.

Annual dues remain just \$15, but any additional contribution is welcomed, and certainly appreciated. ❖

Vince Foley, Membership Chair



BOOK REVIEW

BEYOND CHINATOWN:

The Metropolitan Water District, Growth, and the Environment in Southern California, by Steven P. Erie. Stanford: Stanford University Press, 2006. 364 pp. Tables, Figures, Photos, Notes, Index. Paper, \$21.95. Order from Stanford University Press, 1450 Page Mill Road, Palo Alto, CA 94304-1124; (800) 621-2736; www.sup.org.

📖 The historiography of water resource development in southern California has long suffered from bipolar disorder. On the one hand, in recent years scholars have produced important studies in the field, basing their research on archival collections, oral history interviews, and diligent efforts in repositories such as the Water Resources Center Archives, libraries at UCLA and Berkeley, and the Huntington Library. Their books are heavily footnoted, their viewpoints carefully articulated, and barely breaking even financially. At the other extreme are writers with axes to grind who write agenda-driven history, selecting the facts that suit their purposes, knowing that true believers will buy their books. Somewhere in between are the pathetic and comical efforts of writers who don't know what they're talking about, who quote from biased sources taken as gospel and who perpetuate old myths and errors.

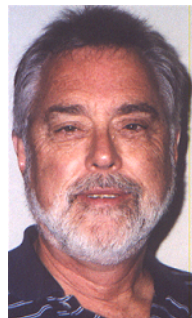
📖 Steve Erie will have none of this. The title of his book, *Beyond Chinatown*, serves notice that the stereotype created by Robert Towne in his screenplay for the academy award-winning film *Chinatown*, should once and for all be laid to rest. This view will undoubtedly shock those people who get their history from watching movies purporting to tell of the past. Such people are not likely to read Erie's book, if they are likely to read at all. Erie's study of the Metropolitan Water District (MWD, Met) is well researched and engagingly written, and if he has an agenda it is to tell of the MWD's creation, successes, and shortcomings—in short, a warts and all book that doesn't hesitate to criticize when necessary.

By Abraham Hoffman who
teaches history
at Los Angeles Valley College .



📖 Erie's second chapter, "Ghosts of Chinatown: from L.A.'s DWP to MWD," takes a sharp look at the sloppy work done by too many writers who have published books and articles on the Owens Valley-Los Angeles water dispute and the creation of the MWD. Erie argues persuasively that the term *Chinatown*, expressing government and corporate chicanery, is based on faulty and downright incorrect information. He calls for an end to such shorthand history and demonstrates how research and scholarship can produce a valuable study that will inform rather than inflame readers. Other chapters examine such issues as San Diego's battle with the MWD, the seemingly never-ending argument over distribution of Colorado River water, and the MWD's long-range plans for serving a region with 18 million people.

📖 Erie treats the MWD sympathetically, but does not shy away from describing Met decisions that proved wrong or unproductive. This book is as close to being definitive as one could be, except that future developments will reshape our understanding of MWD policies and how successful those policies are. Southern California is the sum of its parts, and the glue that holds it together is, well, water. *Beyond Chinatown* should be required reading for anyone concerned with how successful the agency that provides water to so many clients has been, and whether MWD can sustain that success in meeting the challenges of the future. 🌿



Steven P. Erie,
Professor of Political Science and
Director, Urban Studies and Planning
Program, University of California, San
Diego.

BOND INITIATIVE POST-MORTEM: WHERE TO FROM HERE?

USC Keston Institute for Public Finance and Infrastructure Policy University of Southern California

Meeting Summary

On November 7, 2006 California voters approved over \$42 Billion in General Obligation Bonds to fund transportation, flood protection, school construction, housing, and water supply protection. Now that these bonds have been approved, California will be challenged to appropriate and spend the funds on the projects which best address the state's enormous deficit in infrastructure investment. On November 9, 2006, the USC Keston Institute for Public Finance and Infrastructure Policy convened a **panel of experts at USC comprised of Senator Alan Lowenthal (D) Long Beach, *Wally Baker, L.A. County Economic Development Corporation (LAEDC), Jeff Kightlinger, Metropolitan Water District, and Mark Pisano, Southern California Association of Governments (SCAG)** to participate in a discussion of the infrastructure bond initiatives and provide their insights on where we go from here and how we get there. The discussions were **moderated by Richard Little, director of the USC Keston Institute.**

This summary presents highlights raised by the panelists in their prepared remarks and responses to questions from attendees, and summary observations by the moderator on a long-term transportation funding strategy.

Highlights

There was true bipartisan support for the bond initiatives that was critical to their passage and leadership in both houses wants to move the state forward. This was reflected in the resounding message from the voters to "Rebuild California." The state is poised for major steps forward but needs to maintain this momentum as this series of bonds are only a down payment on much larger, long-term needs.

Financial support for Proposition 1B was 66% from Northern California and 26% from Southern California despite most of the priority needs being located in the south. Business support of infrastructure is critical but business interests in Southern California were not well organized to support the initiative. Business needs to be better organized and more involved in future campaigns.

The state will be challenged to assure the voters that the bonds will be used for priority projects of long-term statewide or regional value. Trust will be a major issue because some of the bond Propositions mentioned specific projects, others provided only general program guidance. For example, the California Transportation Commission (CTC) is using a performance approach to allocate funds to the highest priority projects based on expected outcomes. Normal bureaucratic oversight will not be sufficient to convince the voters that the funds are being used wisely and well; there needs to be a performance measurement process for the bond funds that will provide accountability that the funds were spent on appropriate projects. There was discussion of the need for an independent body to develop and apply consensus metrics both for individual projects and entire programs and evaluate the performance of the implementing agencies. There should include an on-going information program to keep voters informed as the programs roll out.

The Legislature needs to work with the Administration to develop implementation language for spending bond proceeds including ground rules for allocations to local projects. This includes the potential of these projects to leverage additional funds, their regional and statewide benefits, and the capacity to provide environmental benefits.

There is an overarching need for a Goods Movement Action Plan. Goods movement projects need an on-going revenue stream including matching funds to ensure that related pollution is permanently reduced because local communities will only support projects that provide positive environmental mitigation; goods movement projects must improve existing environmental conditions or they will not receive approval. There could be bottlenecks in transportation projects because of environmental and utility relocation issues. Pre-approving designated utility corridors could be a solution and the transportation industry may be willing to fund additional staff at state regulatory agencies to speed the review process.

(Continued on page 5)

PUBLIC FINANCE AND INFRASTRUCTURE POLICY

(continued from page 4)

❖ **SB 927, the “Container Fee” bill** will likely be reintroduced because the political climate for positive government action is growing – voluntary compliance programs are not viewed as successful. Southern California infrastructure saves U.S. consumers more in aggregate than the cost of the necessary improvements. The private sector needs to understand that “doing nothing” is not an option and that there are consequences for the goods movement economy if the private sector does not participate financially – this needs to be done together because if the private sector won’t contribute to goods movement, projects won’t be built.

❖ **The 110th Congress** may be more receptive to national approaches to goods movement strategies but there will be very little or no federal funds available for goods movement projects absent a major shift in federal tax policy. The federal government’s primary role may be removing obstacles to cooperation and joint participation.

❖ **Proposition 1E** received the most votes and voters were very likely influenced by flood damage caused by Hurricane Katrina in New Orleans and Gulf Coast. The condition of the Sacramento-San Joachin levee system is critical to Southern California water supply but most are old, non-engineered earthworks originally built for local agricultural land reclamation — not flood control. Reclaimed areas are now subsiding 1”-2” per year with some areas more than 25’ below sea level. the Department of Water Resources (DWR) estimates that 30-50 levees would fail during an M6.5 earthquake: because approximately 25% of Southern California’s drinking water moves through the delta this could result in 1-3 year loss of supply. All governmental elements and the private sector need to work together and pursue an equitable fee recovery structure for flood control.

❖ There is existing administrative capacity at the state level to spend the transportation bond funds and no new bureaucracies will need to be created. Maximum effort will be made to enhance existing partnerships, particularly with those local transportation commissions with self-help sales tax programs. The state can build on its experience from prior water quality initiatives so Proposition 84 funds should not present a problem; DWR will need to partner with private interests but these arrangements have not been worked out. The Everglades restoration program in Florida could provide a model for raising matching federal funds for water quality enhancements.

❖ **The housing bond** addresses a critical public need but enabling legislation and allocation formulas are needed. The housing bond ties low income housing proposals to infill development policies with funds for infrastructure being the enabling element. Transit-oriented development can serve as a driver but enabling authority is needed to implement tax-increment financing (TIF) in the absence of a declaration of blight. There are also CEQA compliance issues that are potential impediments to infill development that need to be resolved. There is about \$4 billion statewide for transit so even if Southern California receives its fair share, these funds won’t go very far in addressing transit needs. As a result, local governments may need help in allocating bond funds to achieve highest priority outcomes. SCAG’s work in modeling return on investment for transit-oriented development may be helpful.

Summary Observations on Transportation Funding

❖ **California’s transportation system** will require billions of dollars annually for maintenance, repair, replacement, and new capacity to avoid reaching a physical and fiscal “tipping point.” Current pay-as-you-go funding sources for transportation at the state level can address little more than maintenance and repair of the existing system. Despite the value of local self-help sales tax initiatives, funding from this source will still fall far short of what’s needed to bring major new capacity and new technologies on-line. These funding shortfalls are structural and the gap only widens over time.

❖ **General obligation bonds** cannot be considered the long-term solution to transportation funding for two reasons. First, the cost of debt service is drawn from the general fund. Each dollar borrowed in this manner for transportation potentially takes two dollars desperately needed for healthcare, housing, education, environmental, and other programs which are also high priorities for Californians. Increasing debt service demands on the general fund will ultimately result in funding cuts for these programs without statewide general tax increases. Second, using general fund dollars to pay for transportation runs counter to a long-established tradition that the users of the transportation system should pay for the privilege.

(Continued on page 6)

WHERE TO FROM HERE?

(continued from page 5)

❖ One option to close this gap is to underwrite the cost of major new transportation capacity with revenue (as opposed to general obligation) bonds. The cost of this capacity is fairly borne by its users and can be recovered through tolls and fees. Another option is to permit private enterprise to build, own, and operate selected facilities using equity capital. Again, the costs would be recovered by fees paid by users, not the public at large.

❖ **Innovative strategies** to utilize private capital for funding a portion of California's transportation infrastructure have been developed but there must first be better understanding and acceptance of the conditions under which the use of private funds is appropriate. At the same time, arrangements for the use of private capital must ensure that the public interest is protected and that fair and equitable options are provided for the motoring public. California voters deserve to know that unless there is a fundamental sea change in how California approaches transportation funding, necessary additional capacity will be long-delayed if provided at all.

The Keston Institute for Public Finance and Infrastructure Policy is a non-partisan research center and was established at the University of Southern California to leverage the university's intellectual resources to help California and the nation address critical infrastructure issues. The primary goal of the Institute is to raise the public's awareness of the value of infrastructure and to encourage strategic investment. The Keston Institute supports the formulation of infrastructure policies and practices that will improve the livability of California communities, ensure the economic well-being of its citizens, and promote environmental sustainability. ❖



*Wally Baker, LAEDC,
is also a W&PA Board Member

CALIFORNIA LEGISLATURE

This year, California's state elections resulted in a record turnover in the Assembly and Senate, largely stemming from term limits and from decisions by legislators to seek higher positions. For the 2007/2008 Legislative Session 48 legislators will be either freshmen or have switched houses; with 36 new members in the Assembly and 12 new members in the Senate.

Notwithstanding the large number of new faces in Sacramento, not much else has changed. Not a single incumbent was tossed from office with all 52 winning reelection. Democrats retain control of the Legislature by the same margin they did following the 2004 election – 48-32 in the Assembly and 25-15 in the Senate. However, there is a feeling around Sacramento that this election will result in a somewhat more liberal Assembly and conservative Senate.

Five of the new legislators are returning to the Capitol after being termed out in one house and taking some time away from the Legislature. They include: Charles Calderon of Montebello, Pat Wiggins of Santa Rosa, Darrell Steinberg of Sacramento, Ellen Corbett of San Leandro and Lou Correa of Santa Ana.

Among the various caucuses within the Legislature, African American members grew from six to nine, exceeding the previous record by two. Latinos will have 28 members, down from 29; Asian-Pacific Islander members will remain at eight and the women legislators will see their ranks shrink from 37 to 34.

The California Legislature convened on December 4th to swear in the new members and began its new session on January 3rd.

The 2007 pictorial roster of the California Legislature is available in PDF format on the California Chamber of Commerce's web site at www.calchamber.com <<http://www.calchamber.com/>> (click on Pictorial Roster to open).

Utilities Forum November-December, 2006 CMUA – Helping utilities meet the needs of their users since 1933. California Municipal Utilities Association – Jerry Jordan, Executive Director



2007/2008 ASSEMBLY AND SENATE ROSTERS

Term limits are really taking hold now in both the Senate and Assembly. The 80 person Assembly will have 36 new members with 33 of them having never served in the Legislature before. The three with Sacramento experience are moving to the Assembly from the Senate after being termed out there. Nell Soto and Richard Alarcon are moving directly from the Senate. Chuck Calderon was first elected to the Assembly in 1982 and was termed out of the Senate in 1998 and is now returning to Sacramento for six years in the Assembly.

The 40 person Senate with only 20 Senators running will have 12 new faces with only one with no Sacramento legislative experience. Alex Padilla is moving directly from the Los Angeles City Council to the Senate. The rest are moving from the Assembly.

This list was prepared for the **CMUA World** use by the Gualco Group Inc.

By Raymond Corley

Assembly District Member Party Affiliation Term Limit Formerly Represented By

59 Adams, Anthony	R 2012	<i>Dennis Mountjoy</i>	54 Karnette, Betty	D 2008	
26 Aghazarian, Greg	R 2008		3 Keene, Rick	R 2008	
39* Alarcón, Richard	D 2012	<i>Cindy Montañez</i>	43 Kerkorian, Paul	D 2012	<i>Dario Frommer</i>
77 Anderson, Joel	R 2012	<i>Jay LaSuer</i>	27 Laird, John	D 2008	
31 Arambula, Juan	D 2010		2 LaMalfa, Doug	R 2008	
47 Bass, Karen	D 2010		13 Leno, Mark	D 2008	
24 Beall, Jim	D 2012	<i>Rebecca Cohn</i>	40 Levine, Lloyd	D 2008	
64 Benoit, John	R 2008		22 Lieber, Sally	D 2008	
1 Berg, Patty	D 2008		53 Lieu, Ted	R 2010	
25 Berryhill, Tom	R 2012	<i>Dave Cogdill</i>	12 Ma, Fiona	D 2012	<i>Leland Yee</i>
33 Blakeslee, Sam	R 2010		34 Maze, Bill	R 2008	
41 Brownley, Julia	D 2012	<i>Fran Pavley</i>	56 Mendoza, Tony	D 2012	<i>Rudy Bermudez</i>
28 Caballero, Anna	D 2012	<i>Simon Salinas</i>	19 Mullin, Gene	D 2008	
58* Calderon, Charles	D 2012	<i>Ron Calderon</i>	10 Nakanishi, Alan	R 2008	
62 Carter, Wilmer Amina	D 2012	<i>Joe Baca, Jr.</i>	35 Nava, Pedro	D 2010	
65 Cook, Paul	R 2012	<i>Russ Bogh</i>	5 Niello, Roger	R 2010	
23 Coto, Joe	D 2010		46 Núñez, Fabian	D 2008	
48 Davis, Mike	D 2012	<i>Mark Ridley-Thomas</i>	30 Parra, Nicole	D 2008	
50 de la Torre, Hector	D 2010		75 Plescia, George	R 2008	
45 DeLeon, Kevin	D 2012	<i>Jackie Goldberg</i>	44 Portantino, Anthony	D 2012	<i>Carol Liu</i>
11 DeSaulnier, Mark	D 2012	<i>Joe Canciamilla</i>	51 Price, Curren	D 2012	<i>Jerome Horton</i>
70 DeVore, Chuck	R 2010		55 Richardson, Laura	D 2012	<i>Jenny Oropeza</i>
72 Duvall, Michael	R 2012	<i>Lynn Daucher</i>	36 Runner, Sharon	R 2008	
52 Dymally, Mervyn	D 2008		21 Ruskin, Ira	D 2010	
63 Emmerson, William	R 2010		79 Salas, Mary	D 2012	<i>Juan Vargas</i>
49 Eng, Mike	D 2012	<i>Judy Chu</i>	76 Saldaña, Lori	D 2010	
7 Evans, Noreen	D 2010		67 Silva, Jim	R 2012	<i>Tom Harman</i>
42 Feuer, Mike	D 2012	<i>Paul Koretz</i>	38 Smyth, Cameron	R 2012	<i>Keith Richman</i>
32 Fuller, Jean	R 2012	<i>Kevin McCarthy</i>	69 Solorio, Jose	D 2012	<i>Tom Umberg</i>
4 Gaines, Ted	R 2012	<i>Tim Leslie</i>	61* Soto, Nell	D 2010	<i>Gloria Negrete McLeod</i>
17 Galgiani, Cathleen	D 2012	<i>Barbara Matthews</i>	71 Spitzer, Todd	R 2008	
80 Garcia, Bonnie	R 2008		37 Strickland, Audra	R 2010	
74 Garrick, Martin	R 2012	<i>Mark Wyland</i>	16 Swanson, André	D 2012	<i>Wilma Chan</i>
14 Hancock, Loni	D 2008		20 Torrico, Alberto	D 2010	
18 Hayashi, Mary	D 2012	<i>Johan Klehs</i>	68 Tran, Van	R 2010	
57 Hernandez, Ed	D 2012	<i>Ed Chavez</i>	29 Villines, Michael	R 2010	
78 Horton, Shirley	R 2008		73 Walters, Mimi	R 2010	
15 Houston, Guy	R 2008		8 Wolk, Lois	D 2008	
60 Huff, Robert	R 2010				
6 Huffman, Jared	D 2012	<i>Joe Nation</i>			
66 Jeffries, Kevin	R 2012	<i>Ray Haynes</i>			
9 Jones, Dave	D 2010				

D = Democratic; R = Republican.
Italics = newly-elected Member. * = former Senators.
 ♦ = newly-elected Members affected by Prop. 140 (Term Limits)

MISCELLANY!

DWP Science Bowl Volunteer Opportunity!

If game shows featuring exceptionally bright students are of interest to you, here is an opportunity for you to personally be involved as a volunteer in an exciting and high profile annual event!

The DWP seeks volunteers as timekeepers, scorekeepers and moderators for the 2007 Science Bowl XV Regional Competition to be held on Saturday, February 24 at the DWP Headquarters (JFB), 111 N. Hope St. Volunteers are needed minimally from 8 a.m. to 1:00 p.m. Lunch and T-Shirts are provided. Students can also earn community service credit.

Science Bowl is a high school academic competition in a game show format. In our regional about 300 students participate from 25-30 schools in teams of five. We accommodate 42 teams for the buzzer competition. In the afternoon, 28 teams that are eliminated from the morning round robin league play compete.

Nationally, about 12,000 students participate in one of 66 regional competitions held in about 40 states, the District of Columbia, and the U.S. Virgin Island territory. The program is sponsored nationally by the U.S. Department of Energy.

To serve as a volunteer, attending at least one or two practice sessions is required. Practices are held Tuesdays and Thursday from 11:30 a.m. to 12:30 p.m. in Room 1071, JFB beginning in January 2007. During the week leading up to the Science Bowl, practices are held every day at the same time 11:30 a.m. to 12:30 p.m. in Room 1071, Tuesday, February 20 to Friday February 23.

In order to sign up as a volunteer, contact Estela Bueno by phone at (213)367-0400 or e-mail her at Estela.bueno@ladwp.com. For additional general information about the Science Bowl, contact Walter Zeisl by at (213) 367-1342 or e-mail at walter.zeisl@ladwp.com

Mulholland Scattergood Learning Center & Museum Volunteer Opportunity!

DWP retiree volunteers are asked to help identify, sort, and label artifacts at the Crenshaw-Baldwin Hills Commercial Office Monday through Friday between 9:00 a.m. and 5:30 p.m.

Contact:
Thu Pham, DWP Public Affairs at
213. 367-1340
or
Dave Oliphant,
W&PA MSLC&M Committee Chair
at 818. 363-9601.


California TV Water Series

Association of California Water Agencies (ACWA) along with other water agencies has produced a series of TV broadcast segments on California's Water. The series features Huell Howser producer of the PBS series "California Gold" and "Visiting". It is shown on KCET-TV Ch 28 and KCLS-TV Ch 58 in Los Angeles and KOCE-TV Ch 50 in Orange County. The series includes climate change, Sacramento San Joaquin Delta, floods, Colorado River and water efficiency. Since the scheduled showings vary throughout the state it is best to call the local PBS station or log on to www.acwa.net <<http://www.acwa.net>>


RECENT APPOINTMENTS

DWP MANAGEMENT APPOINTMENTS

Joseph Ramallo, Director of Public Affairs

General Manager Ronald Deaton has appointed Mr. Joseph Ramallo as the head of the Department's Public Affairs Division effective November 1, 2006. As the Division head, Mr. Ramallo will be responsible for the coordination of all external and internal communications, including media, advertising and educational outreach for the Department. Mr. Ramallo has over 12 years experience in senior government relations, political, policy, media and community relations at the local and state levels. Recently he was Deputy Communications Director for Mayor Antonio Villaraigosa and prior to that he was Director of Communications for Councilmember Villaraigosa. Mr. Ramallo will report to Robert Rozanski, Chief Operating Officer. 

Lance Brown, Director of Customer Services

Chief Operating Officer Robert Rozanski has appointed Mr. Lance Brown as the Director of the Customer Services Division effective October 16, 2006. Mr. Brown was recently Assistant Director of the Customer Services Division in charge of the Field Operations Group, which includes over 440 employees and an annual budget of \$30 million. Mr. Brown has over 26 years with the Department and will report to Mr. Rozanski. 

MWD MANAGEMENT ORGANIZATION


Timothy Brick, Chair of the MWD Board

On October 10, 2006, the Metropolitan Water District Board of Directors (MWD) elected Timothy Brick as the Chair of the MWD Board. Brick a Pasadena resident has been a member of the Board since 1985. He was elected for a two-year term beginning in January 2007. The Board appointed Brick the Chair to complete the current term of Wes Bannister, Municipal Water District of Orange County, who resigned this position on November 1, 2006.


Brick is an organizational consultant and is serving as the managing director of the Arroyo Seco Foundation devoted to the protection of the Arroyo Seco watershed, a major tributary to the Los Angeles River.



Karen Tachiki, MWD General Counsel

The Metropolitan Water District (MWD) Board of Directors has appointed Karen Tachiki as the District's General Counsel replacing Jeffery Kightlinger who was appointed General Manager in February 2006. As the General Counsel, Tachiki will lead the MWD legal organization and consulting attorneys, direct its legal strategies in pending and potential litigation, and protect the MWD's interest in contracts and other legal matters. Prior to this appointment Tachiki had worked in the MWD legal organization from 1981 to 2000. Following 2000 she had worked for McGuire Environmental Consultants and the Southern California Association of Governments. She will start at MWD on February 5, 2007. 

Robert Johnson, U. S. Bureau of Reclamation Commissioner

On September 30, 2006, the United States Senate confirmed the appointment of Robert Johnson as the Commissioner of Reclamation in the U.S. Bureau of Reclamation (USBR). Johnson previously held the position as regional director of the Bureau's Lower Colorado River Region. Among his major accomplishments was the California Quantification Settlement Agreement that facilitated the reduction in California's diversion from the River to its basic apportionment of 4.4 million acre feet; and the Lower Colorado River Multi Species Conservation Plan, which provides 50-years of Environmental Protection Agency compliance of the Endangered Species Act for the water and power users on the Lower Colorado River. He has been a USBR employee since 1975 and replaced John Keys III who retired in April of 2006. 

Green Freight Going Forward

Southern California Leadership Council marches ahead with Green Freight Initiative

Since the first meeting of the Southern California Leadership Council (SCLC) on January 18, 2006, the SCLC, supported by the LAEDC's Center of Economic Development, has made remarkable progress in moving its Green Freight Initiative forward. In June 2006, the state legislature placed Infrastructure Bond Legislation on the November ballot which include \$3-4 billion for goods movement infrastructure and environmental enhancements.

25,000 new people are making Southern California their home each month. Our existing infrastructure has not been able to keep up with such growth. The gridlock is taking its toll on the region's economy, environment and public health.

The Green Freight Initiative focuses on improving the existing infrastructure to accommodate the growth of goods movement (trade) activities in the region with efficient new highway and rail capacity and transportation technology.

The SCLC worked closely with state officials to achieve its first milestone, the infrastructure bond measure, with the support of Wally Baker, senior vice president of Consulting at the LAEDC and the Center of Economic Development. "Wally was the real energy behind this effort," said Lee Harrington, SCLC executive director.

Additionally, the SCLC produced a number of key Op-Ed pieces from our former governors explaining the importance of the effort to our communities and public leaders as well as identifying 40 key projects needed in the next 10 years to keep pace with a tripling of trade activities.

The SCLC has pursued three key strategies to support the growth of the region's goods movement (trade infrastructure) industry while finding solutions to the environmental and community impact challenges:

- State funding to address our logistics infrastructure needs and attract additional private capital.

- Federal support in the form of tax credits and other federal authority to attract private capital to improve these trade corridors of national significance.

- A logistics workforce training/education initiative in our high schools, community colleges and state universities.

"There are over one million good paying future jobs at stake if we can build the modern goods movement infrastructure which can handle the expected tripling of container traffic to and through Southern California," said Robert Wolf, SCLC co-chair and chairman of Germania Corporation.

"The key is to harness all available state, federal and private sector resources to get the job done while reducing environmental congestion and community impacts," added SCLC co-chair and AECOM vice chair Ray Holdsworth.

SCLC is now working to support the November Bond measure as well as develop project selection, public/private partnership and design build mechanisms to move the goods movement projects forward.

"This is real business leadership creating a unified regional voice in support of the critical infrastructure, economic vitality and quality of life needs in Southern California," said Bill Allen, LAEDC president and CEO.

The SCLC is a business led and sponsored public policy partnership for the Southern California region, providing proactive leadership for a strong economy, a vital business environment and a better quality of life. The SCLC is composed of 25 top business leaders and former California governors Jerry Brown, Gray Davis, George Deukmejian and Pete Wilson.

What is the Green Freight Initiative?

The Green Freight Initiative aims to responsibly resolve goods movement issues. To modernize our goods movement system, we need a near dock rail yard, inland ports/hubs, a third corridor out from the port, grade separations, short haul rail service, and short sea shipping.

In support of the Governor's Goods Movement Action Plan, key components of the Green Freight Initiatives are:

- Green Waterway - Work with our global partners to significantly reduce diesel pollution in our shipping lanes and ports.

- California Green Corridors: Highways and Rail Lines - Implement a system of freight related highways and railway corridors facilitating the use of clean engine technology and reduce diesel emissions; and implement sustainable design and enhanced community benefits such as wetlands around the freeway, landscaped buffers and pedestrian and bike crossing bridges.

- Develop a public private partnership between the California Public Utilities Commission, County Transportation Commissions and private utility companies to pre-approve trade corridor improvements and utility relocations (15% of project costs).

- Security Improvement - Develop a green freight corridor security and environmental sensor network along freeways and railways. What is the Green Freight Initiative?

ANNUAL MEMBERSHIP MEETING.

Date: Saturday, February 10, 2007

Time: 10:00 a.m.

Place: DWP Headquarters Building, (JFB) 111 N. Hope St.

Location: A-level Conference Center (south end of Cafeteria)

We encourage all W&PA members to attend.

*(Inform parking attendant and security desk officer you are attending the
DWP Retirees' meeting.)*



Contributors to this Issue:

Bond Initiative Post Mortem
Author, Richard Little, Director
USC Keston Institute of of Public Finance
and Infrastructure Policy
Submitted by LeVal Lund

Book Review
Written by Abraham Hoffman

California TV Water Series
Submitted by LeVal Lund

DWP Science Bowl Volunteer Opportunity
Written by Walter Zeisl

Green Freight Initiative
by Wally Baker

In Memoriam
Reported by Delores and Vince Foley

Recent Appointments
Submitted by LeVal Lund

California Election Results;
2007/2008 Assembly and Senate Rosters
Submitted by Raymond Corley



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New
Year*

WATER AND POWER ASSOCIATES, INC.

320 Cambridge Dr. ~ Arcadia, Ca 91007-2629 ~ (626) 445-7376

Water and Power Associates, Inc. is a non profit, independent, private organization incorporated in 1971 for informing and educating its members, public officials and the general public on critical water and energy issues affecting the city of Los Angeles, of Southern California, and of the State of California.