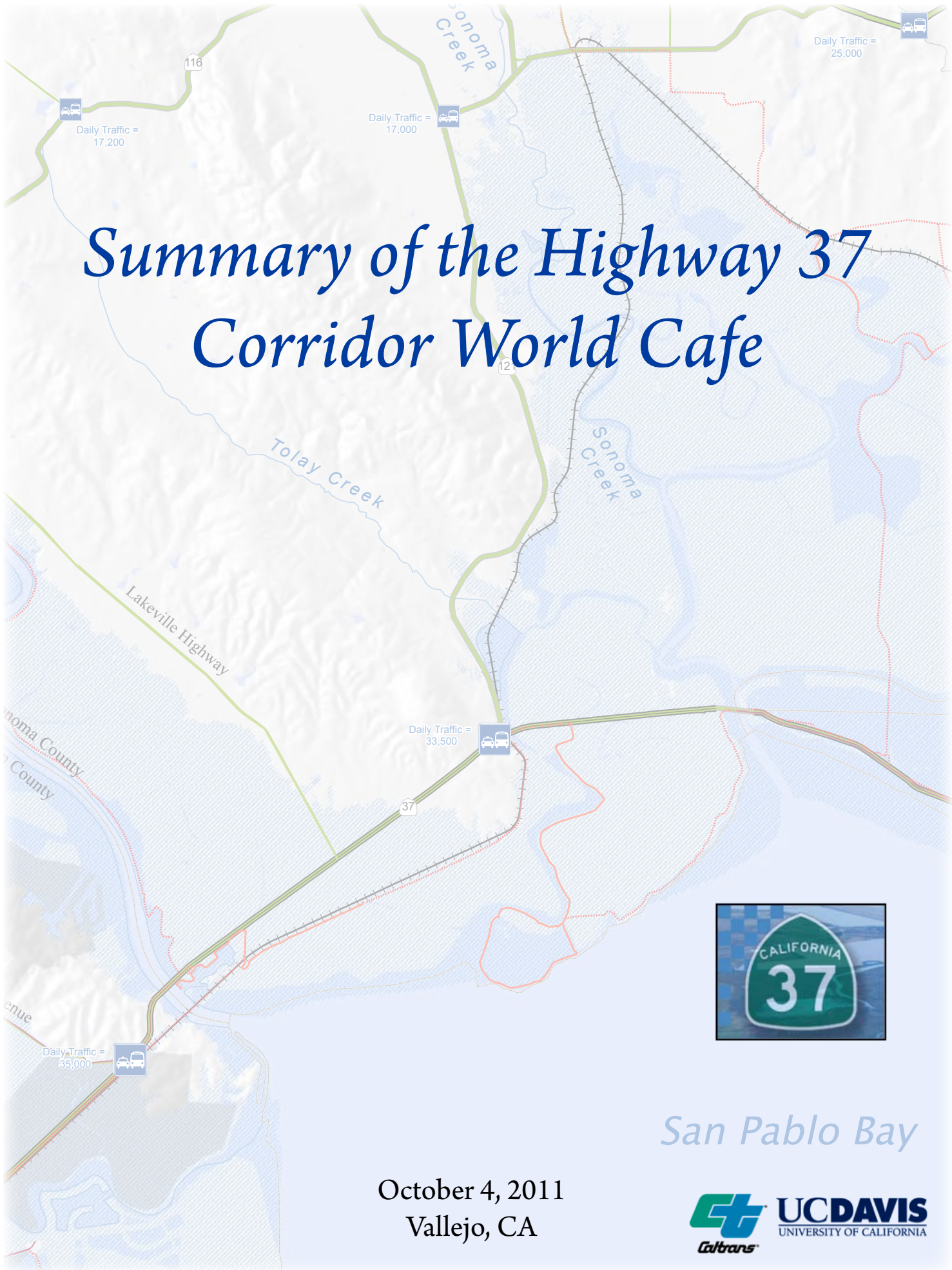


Summary of the Highway 37 Corridor World Cafe



San Pablo Bay

October 4, 2011
Vallejo, CA



Highway 37 Focus:

What strategies provide the best future for the people, practices and ecosystems of this corridor?

On October 4, 2011, the University of California at Davis (UCD) and the California Department of Transportation (Caltrans) hosted a stakeholder meeting to discuss strategies for Highway 37 corridor as it faces rising sea levels. This meeting was part of a UCD study sponsored by the Transportation Research Board (TRB), that focuses on the application of recently-established protocols for engaging stakeholders and developing recommendations on issues involving transportation and environmental resources. The results of this stakeholder process will inform Caltrans' development of a Corridor Management Plan for Highway 37. The October 4th meeting followed three earlier stakeholder briefings on April 10th, May 24th, and July 19th. The October meeting used the World Café meeting format, and was the first opportunity for stakeholders to meet in small groups to discuss and brainstorm on potential options for the corridor. The World Café format is ideal for creating an opportunity for a group of stakeholders with different perspectives to consider and discuss ideas on a shared topic (*see sidebar for more information on this meeting format*).

Process

Sixty-two people attended the meeting (*see Attendee List, page 10*), including ten table "hosts," a facilitator and three staff assistants. The focus question for the meeting was, "What strategies provide the best future for the people, practices and ecosystems of this corridor?" The meeting opened with Fraser Shilling, Co-director of the UCD Road Ecology Center, presenting an overview of the project, a continuum of potential scenarios, and a list of the underlying values that seemed to frame this topic. Participants then focused their discussion in small groups at ten tables, with a table host facilitating and tracking each table. Each small group had two maps to assist their discussion. One focused on the land uses for the corridor (*see map, p. 8*) and the other showed a regional view of the transportation network to which Highway 37 belongs (*see map p. 7*). Each table was covered with butcher paper to allow the host and participants to draw and take notes directly onto the table paper.

Acknowledgements: This report was drafted by Mary Madison Campbell based on table host notes and plenary discussion. All photos are by Abbey Monroe, except Mary Campbell's photo on p. 10. All charts and graphs prepared by Mary Campbell except Chart 3 on p.5, which Fraser Shilling prepared. All maps (including cover) prepared by Sonoma Ecology Center. A very special THANK YOU to the Vallejo Moose Lodge, which hosted our event, as well as to all the hosts for their time and effort. Attendees are listed on page 10.

Stakeholders at each table discussed the focus question for about 45 minutes. Then everyone in the room took a break. During the break, participants had to move to a new table with a new configuration of people to discuss the focus question again. Table hosts remained at their original table to brief the new group about the previous discussion at that table. After a second round of discussion, the group took another break and moved to yet another table, with hosts remaining at their original table. After a third round of conversation, the group paused for a plenary review of what each table had discussed. During this plenary session, each host noted the most prominent values and strategies that emerged from the three conversations.



Typical table set up at Cafe

What is a World Café?

The World Café is a meeting format that allows a group to explore questions that matter and consider these questions both broadly and deeply.



Developed by a San Rafael couple who work with group communication dynamics, the Café process creates informal, intimate opportunities for clusters of 4-5 people to investigate an issue in intervals of 30-40 minutes. After the discussion, which is chronicled by a "host" at each table, participants take a break and then move to a new table to explore either the same question or examine a different facet of a larger theme with a new set of people. Hosts at each table stay at the same table for all the discussion rounds, and they relay the previous table discussion to the new incoming group. This allows participants to either build on the previous discussion or branch out in a new direction.

After 2-3 discussion rounds, everyone gathers to hear the group's "harvest" of ideas, drawings, themes and interests as they emerged during the smaller discussions. It is helpful to have a break before the group harvest to allow hosts to organize and summarize the rounds and also to connect in small groups with other hosts to share themes.

One of the greatest benefits of the World Café is that it creates a tremendous networking opportunity for people to connect. By the end of the Café, everyone has met and gotten to know a new face, a new idea and perhaps a new way of looking at an issue. In addition, each participant gets multiple opportunities for hands-on problem-solving in small groups. People remark that it is energizing, awakening, fun, and in some cases, enlightening about how to work on issues.

Following the meeting, each table host organized their table notes according to the values discussed and the continuum of scenarios presented at the beginning of the meeting. Each participant was also invited to fill out a meeting evaluation that asked them to rate the presented values from 1-5, which 1 being “least important” and 5 being “most important.”

Values and Strategies

Prior to the small group discussions, Fraser Shilling reviewed the values that had emerged from the three previous briefings and asked participants to reflect on what potential strategies would honor these values as well as any additional values they would like to add to the list (*See list on top right*). Shilling then reviewed the current five scenarios that would frame the table discussions (*See list on bottom right*). Hosts were asked to investigate underlying values for their table discussions as participants weighed various options. After three discussion rounds, the room debriefed in a plenary session. Each table host discussed the top values and strategies that emerged from the three conversations.

Values in Plenary Discussion

In the plenary discussion, the value that was most emphasized was the importance of taking a long-term view as to how to approach this issue. This value may have been a different way of emphasizing the earlier value concerning the ability to change course if needed. Participants also emphasized that the long-term view included looking at this issue broadly to include strategies that would support strong job/housing ratios and would accommodate multiple transit options including rail, ferry, bicycle and pedestrian traffic. Participants also emphasized the importance of wetland functions generally as well as the ability for wetlands/landscapes to adapt to sea level rise. The phrase “Make way for the Bay,” was used to describe a desire to allow natural processes to continue as sea level increases.

Participants expressed a strong desire to consider options that would support wildlife and their habitats, and public access both for education and recreation. Congestion relief was also highly valued, followed by farms and ranch practices. Congestion relief was also embodied in the idea of multi-modal transit options, and were inherent in considering options that supported a jobs/housing that would reduce overall commuting need. Safety and fiscal cost were seen as important, but not as highly ranked as values discussed above. However, these values emerged as important in framing certain strategy options, as cost and safety concerns seemed to particularly dampen participant interest in considering the tunnel scenario.

(Cont'd on page 4)

Initial and Added Values List

- Open space and views
- Congestion relief
- Wildlife and habitat needs
- Farms and ranches
- Public access to the water and wetlands for recreation and education
- Concern about the ability to change course if the wrong option is chosen
- Wetlands and functions related to them
- Wetland/landscape adaptation to sea level rise
- Impacts on transportation network in the region
- Fiscal cost
- Safety
- ADDED: Long-term view for all values
- ADDED: Sustainable communities (jobs/housing/alternative transit/multimodal)
- ADDED: Access to Highway 37/Keeping the corridor



Participants in discussion

Initial Scenario List

- **No Highway Expansion:** Caltrans continues to manage the corridor with maintenance and repair activities and minor operational improvements (but no significant change in the footprint or capacity).
- **Expanded Footprint:** The height and width of the corridor through the marshes would double and the corridor would be expanded to 4 lanes to address current and projected future traffic volumes.
- **Napa-Sonoma Causeway:** The corridor (2 or 4 lanes) would be elevated onto a causeway across the tidal marshes (option 1) or across the San Pablo Bay (option 2) between Vallejo and Novato.
- **Strategic co-alignment:** The corridor would be co-aligned away from marshes & wetlands between Vallejo and Novato, with I-80 and 580 to the south, or with Highways 29 and 12/121/116 to the north.
- **San Pablo Bay Tunnel:** The corridor would be routed through a tunnel at the shortest feasible distance between the Vallejo area and the Novato area.

Table 1: Ratings of Values from 1-5

Reason/Motivation	1	2	3	4	5	Total
Open space and views	1	2	10	12	8	33
Congestion relief	1		4	12	15	32
Wildlife and habitat needs			3	7	22	32
Farms and ranches	3	12	6	8	4	33
Public access to the water and wetlands for recreation and education		11	9	9	4	33
Concern about the ability to change course if the wrong option is chosen	1	6	9	9	7	32
Wetlands and functions related to them			4	9	20	33
Wetland/landscape adaptations to sea level rise			5	9	19	33
Impacts on transportation network in the region	1	3	10	8	10	32
Fiscal cost	1	3	12	10	6	32
Safety	1	1	3	15	12	32

Values as Individually Rated

That values rated from 1-5 via the meeting evaluation generally reflected the plenary session results. However, there was additional emphasis on wildlife/habitat and safety compared to the large group discussion. Thirty-three people handed in individual ratings for the listed values, along with ones they felt should be added. Not every participant rated every value (see Table 1 on right). As in the plenary, evaluation respondents wrote in values such as “long-term sustainability,” “multi-modal,” “alternative transit options,” and “maintaining the corridor.”

Overall, the highest marks (4s and 5s) went toward congestions relief, wildlife/habitat, wetlands (both function and adaptation ability) and safety. The lowest marks (1s and 2s) went toward farms/ranches and public access. Open space/views, reversibility of a decision, transportation network impacts and fiscal cost were all considered important, but not “most” important. Charts 1&2 (bottom right) shows the listed values graphed by their rating. Chart 3 (top left) compares combined values.

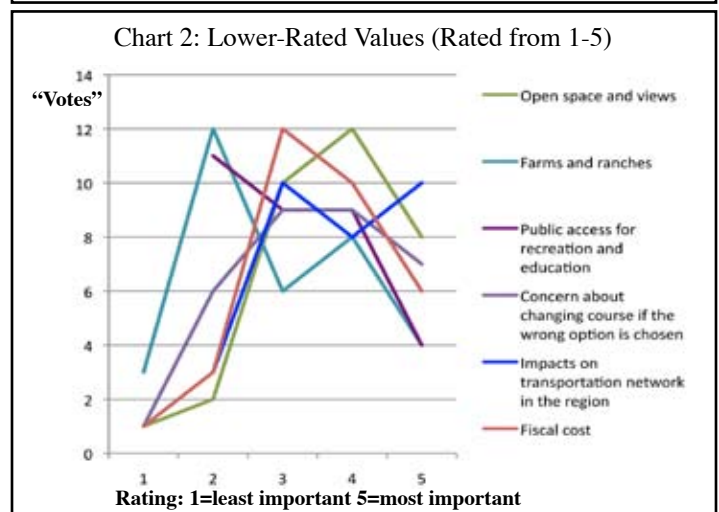
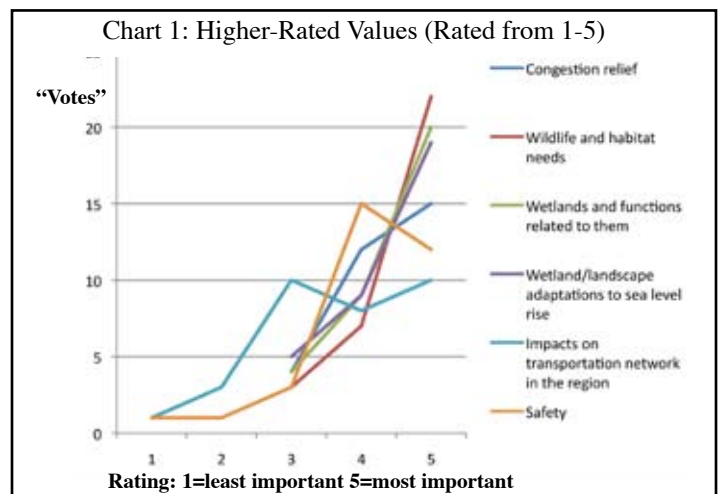
Values in Table Discussions

Below are the synthesized comments from the table hosts for the listed and added values.

Open Space and Views: While not as much a focus as other values, stakeholders recognize that the view is valuable in connecting people to the rural North Bay, and it may be that the magnitude of this value is embodied in the lack of support for using a tunnel as a strategy.

Congestion Relief (could be linked to increased use of alternative transit such as trains): This was an important value. Participants repeatedly noted the challenges of having a 2-lane road sandwiched between 4-lane segments, and specific trouble with the 121/37 interchange. This route is also a major truck route for the Central Valley as well as for agricultural practices along Highway 37. Participants noted that congestion relief embodies multi-modal values, and that any expansions would need to accommodate non-vehicular transit. Congestion relief could also include rail and buses. This value includes a concern that increasing capacity could ultimately just lead to the corridor “filling up” as fast as it expands.

Wildlife and Habitat Needs: This was another highly rated value. Stakeholders included wildlife movement and animal mortality within this value, and see potential advantages in scenarios that may actually help de-list some current endangered species. This value also encompasses potential permitting



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Chart 3: Summed Values (Rated from 1-5)

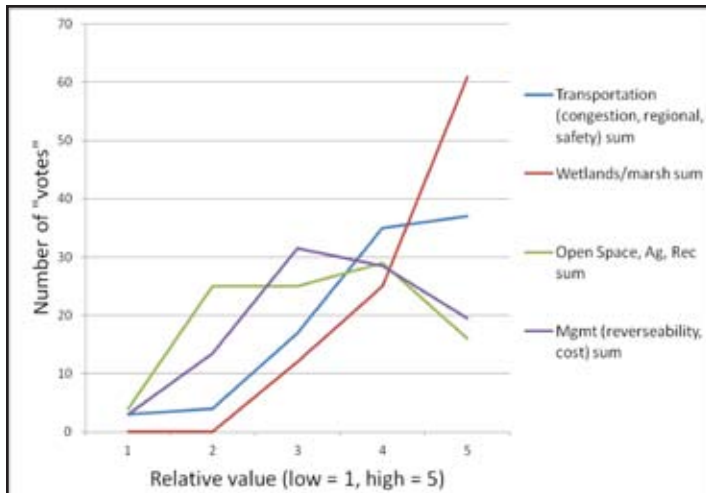


Chart of values combined. If three values combined, shows total votes. If two values combined, shows total votes multiplied by 1.5

hurdles if the roadbed is expanded, and the consideration of a wetland to upland gradient as part of any strategy so that there is refuge habitat at high tides and with sea level rise.

Farms and Ranches: While this was not a highly rated value, stakeholders noted support for retaining farmland practices in the short-term. Long-term, however, many participants noted agricultural practices may not be feasible. However, roadway-changing impacts would be less in agricultural lands, and there could be some strategies that blend increased tidal flow with protection of some agricultural lands. Stakeholders also noted there needs to be assistance to help maintain the levees that protect the highway and adjacent lands.

Public Access for Education and Recreation: Though this was not highly rated in the evaluations, stakeholders noted that having access to restoration areas and ways for people to connect with nature would create more public support for these types of projects and create a voting constituency for the outdoors. Participants noted that recreational access such as through the Bay Trail or a bike path would be important to include in any strategies for the corridor.

Reversibility of a Strategic Decision: This value, given a “somewhat important” rating overall, did not merit much discussion at the tables. However, when stakeholders added a value for “long-term sustainability,” that may have better captured the concerns about being able to change any strategy over time. Participants wanted long-term ideas that would

support future sea level rise, travel demands, and would not need to be changed. One participant noted that it would be better to “do it right the first time,” rather than be concerned about reversing a decided path.

Wetland and Functions Related to Them: This was a highly rated value, both to protect existing restoration investments and to create additional contiguous tidal marsh for increased aquatic biomass, recovery of endangered species and as a buffer for flooding.

Wetland/Landscape as Adaptation Tool: Like the previous wetland-related value, this was also highly rated. This was also described as the “Make Way for the Bay” option. Stakeholders noted that wetlands need space and natural processes, like tidal flux, to adapt to sea level rise. A secondary benefit from marsh adaptations is that the marshes could continue to add resiliency to the Bay ecosystems and help the region adapt to sea level rise as it squeezes marshes upward and inward. Strategies that allow for a connection between marshes and the Bay will help with current silting (important for marsh adaptations) concerns and increasing flooding.

Impacts on the Regional Transportation System: This value was seen as important, though not as much as others. Stakeholders expressed an interest in maintaining the rural character of other road networks in the region. Widening 37 may meet future travel demand, but it is not clear if new capacity will relieve rural roads, nor is it clear if overall vehicle miles travelled would increase, reduce or stay the same. The connection to SR 121 and Lakeville Highway is important; any strategies need to consider this. Participants noted that SMART rail and Highway 37 planning should occur in tandem.

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Fiscal Cost (and Fairness of Cost Burden): This value was also seen as important. Many noted that massive investments seem inevitable, and that delays now would mean higher costs later. Many saw co-benefits in certain strategies, since allowing more tidal flow could reduce the current costs of pumping and dredging, as well as maintenance of a failing infrastructure. Some suggested that certain strategies could be “self-mitigating” if they created additional habitat. Several noted that landowners currently pay for pumping that also benefits the public. Cost-sharing options should be considered to ensure that beneficiaries, both public and private, share the financial burden of pumping and maintaining levees. Participants also discussed that strategies could include revenue-positive options such as nature centers for marsh-adjacent towns, increased freight rail, and tolls.

Safety: This was a highly rated value individually, though some tables talked about it more than others. While there were significant safety improvements in the 90’s, there currently are many safety issues on the corridor, particularly in 2-lane segments, the 121 interchange, and segments without areas for emergency vehicles.

Long-term View/Sustainable Communities: This value was added via the discussion as well as to several evaluations. Stakeholders seemed to agree about the magnitude of this undertaking, and there was a shared desire to develop strategies that considered not just transportation needs, but also those of communities and ecosystems. Participants want to see the corridor developed for the long-term, in ways that address linkages between jobs and communities as well as strategic habitat restoration goals. This process should be seen as part of a broader planning effort, and include partnerships with all adjacent landowners, railroads, Bayside residents, and other affected groups. Participants also expressed a corollary to this value: the need to plan for short-term emergencies effectively. But they don’t want the emergency response to be the solution; they simply want to make sure there is planning for it.

Multi-modal: This value came up both in the plenary and on the evaluations. It is linked to sustainability and impacts to transit in that strategies which consider alternative transit options can reduce vehicle miles travelled and better link commuter routes with lower greenhouse gas emissions. Participants expressed a strong desire that any strategy would consider and accommodate multiple transit options, including rail, ferry, bicycle, bus and pedestrian choices.

Desire to Preserve Corridor Generally: This value emerged in both the plenary and on the evaluations. Stakeholders affirmed that Highway 37 is important as a regional transportation route, and that there are limited options for East-West transit. This corridor is an important link to all the North Bay counties, and there was strong support to recognize its inherent value.

Strategies

While the discussion on values provides a necessary foundation for considering strategies, stakeholders primarily wanted to discuss the tangible strategies that could be employed. Hosts noted that it is a natural inclination for people to want to move into the problem-solving mode, and therefore while understanding and talking about values provides insight, the general focus of the table discussions was on strategies.

The map on page 7 shows the corridor with a focus on transportation, while the map on page 8 shows the region with a focus on land uses and where potential sea level rise may occur. Both of these maps were provided to each table to support their discussions, and referencing them is helpful in understanding how the strategies could be applied.

Plenary

In the plenary discussion, hosts were asked to name the top three strategies that emerged at their tables. While there was the most agreement about how to work with the eastern segment of the corridor, the big take home message was that a single strategy was not appropriate for the entire roadway. It was best to consider the roadway in segments and weigh approaches that fit the geography, land uses and communities for that section.

Nearly all hosts reported that there was most consensus around the benefit of a causeway for the eastern portion of the corridor from Mare Island to the 121 interchange. A causeway would allow tidal flow and support the existing marshes, accommodate future sea level rise, and address flooding that was already problematic. There was some support for widening the road that would be a causeway, and strong support for including multi-modal accommodations on it and any other strategies for the corridor. The Yolo causeway was cited several times as a good example of what this could look like. Improvement to the 121 interchange was also deemed important, though ideas for this varied.

as a reason this scenario would not be effective. It was seen as a band-aid approach. However, in the near-term, some participants recommended changes to the 37/121 interchange, because it is a bottleneck by design, and was impacted by raceway and other traffic. Also in the near-term, stakeholders need to be engaged regarding emergency response strategies while longer-term strategies are put in place.

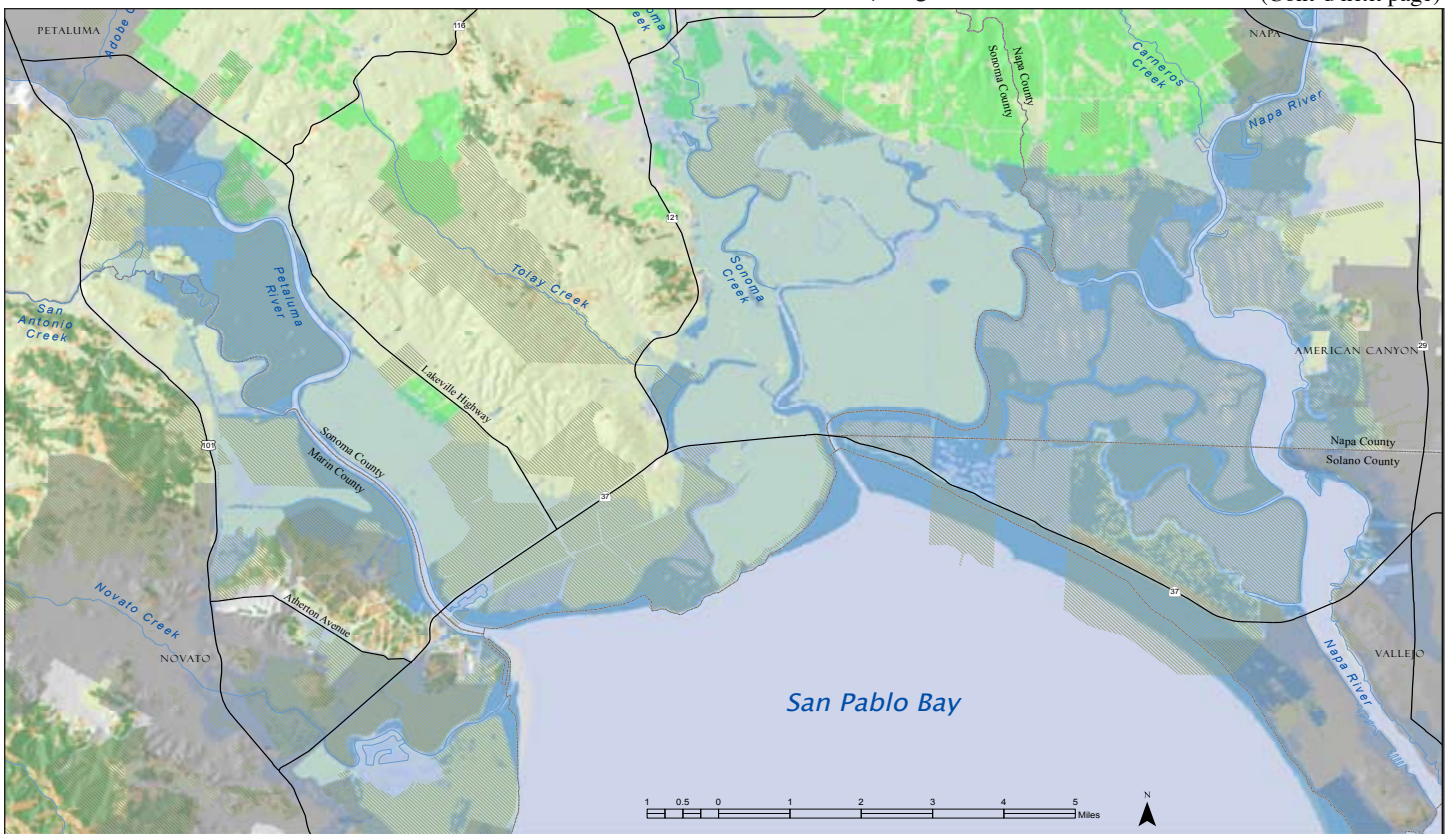
Expanded Footprint: Some noted here that raising the highway and expanding the highway should be discussed separately, as the impacts related to each can be different. There was great concern over the impacts from this scenario, and that it was not a long-term solution that addressed the discussed values. When considering build up and/or expansion, it is important to address safety, wildlife crossings, and support of the marshlands. Some participants seemed more open to this scenario for some segments rather than others.

Some stakeholders felt that the highway should remain on grade between Sonoma Creek and Petaluma River, because Tubbs Island (between Sonoma and Tolay Creeks) is currently farmed so tidal action is undesirable, and because the railroad's presence prohibits letting the tide in between

Tolay Creek and Petaluma River. However, many noted that eventually farming will disappear from this area and that it would be better if the railroad could also be raised above the land. If this option is chosen, stakeholders felt that the roadway should be raised at least over Tolay and Novato Creeks, where flooding and maintenance problems are already severe.

Some felt road elevation might work for the segment between the Petaluma River and 121, and could be more environmentally feasible if the railway and the roadway were co-located on a single levee with a very low gradient so it could provide a range of habitats from tidal to uplands, and would be more resilient to rising sea levels. There was discussion about using culverts/hydraulic gates to regulate the timing, amount and velocity of water movement to more effectively inundate lands north of the roadway. Vallejo Waste Disposal and Flood Control wanted to make sure access is maintained to farmland where the city spreads partially treated solid waste to be used as fertilizer for non-food crops. Fiscally, this scenario might be the most cost-effective, but the mitigation costs could be high if they are not measures to accommodate impacts. So some hybrid of option might best address the competing values if this was used for any segment.

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**Highway 37 Corridor
Natural Resources**

Potential Inundated Area, 2050



2006 Land Cover

- Vineyard / Irrigated Crop
- Grassland / Pasture / Hay
- Forest
- Water
- Shrub / Chaparral
- Tidal Wetland
- Protected Areas
- City Limits

Map of the Highway 37 Corridor Natural Resources. U.S. Geological Survey, U.S. Environmental Protection Agency, 2002. California Department of Transportation District 4, Department of Fish and Game, Sonoma County, Sonoma County, Sonoma County. Inundation Data: ArcView, Map 2010. Potential inundation due to rising sea levels in the San Francisco Bay Region. San Francisco Estuary and Watershed Science, U.S. Department of the Interior, U.S. Geological Survey, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Army Corps of Engineers, U.S. Army Corps of Engineers. Contact: <http://www.usgs.gov>

This scenario was not seen as acceptable for the eastern segment of the roadway from Mare Island to SR 121.

Napa-Sonoma Causeway: For many stakeholders, this scenario seemed to offer the adaptation for sea level rise while supporting wildlife movement and natural processes. A 4-lane causeway or low bridge, with several locations along the route for safety/emergency access and recreational access to the marshlands, was noted by many as the best option between Vallejo and Sonoma Creek. Between the Petaluma River and 101, many stakeholders, including those from Marin County transportation agencies, wanted the highway raised on a causeway to avoid dredging costs and other problems with Novato Creek and other waterways and wetlands. It was reiterated that it would be better if the railroad could also be raised above the land, so that in the longest view, raising all infrastructure above grade along the entire corridor was preferred, with the exception of the hills at Sears Point and Atherton Avenue. Some noted the impacts could be self-mitigating because the project would create additional habitat. As noted earlier, many cited the Yolo Bypass as a good example for a causeway reference, especially due to its multi-modal accommodations. Also the use of a causeway on selected segments would reduce current dredging costs for some entities. Some cited the potential use of a toll to pay for all or segments of the project.

There was some discussion of a potential causeway across the San Pablo Bay, and generally it was not supported. Some considered a bridge across the bay infeasible and expensive. It was also clear how connections to Lakeville and Highway 121 would be made to a bridge.

Strategic co-alignment: There was generally little confidence in this scenario. Stakeholder concerns included traffic impacts to adjacent roadways, opposition from northern landowners, and safety concerns. Any further investigation of this option would need additional study regarding impacts to the regional transportation network, and an examination of the costs for enhancing other roadways to address increased traffic. One table noted there was some support for a co-alignment south as long as access to 121, most farms and local open space could be maintained.

San Pablo Bay Tunnel: There was not only a lack of support, but actual distaste for this scenario in some groups. Stakeholders did not like the aesthetics of driving in a tun-

nel; there were safety concerns regarding seismic events, multi-modal transit would be difficult to accommodate, and it would be prohibitively expensive.

Miscellaneous: There was some support for expanded ferry service between Solano and Marin to reduce traffic. Some stakeholders expressed a desire to have some big picture fiscal data for each scenario, and for maps to distinguish between grasslands and pasture/hay as these are significantly different uses.

Conclusions

Amidst this group of stakeholders, there was a strong appreciation of the ecosystem service value of the wetlands both as habitat and as an adaptation tool for rising sea level. While it was not pronounced in the plenary session, safety, congestion, and public access are also strong values that need to be addressed in any strategy. There was strong agreement that strategies need to address the long-term horizon, and promote sustainable, multi-modal options. Agricultural practices are valued, and participants want to support current practices. There was some agreement, however, that in the long-term, these practices may not be feasible.

Stakeholders generally agree that some kind of causeway, which may include 4 lanes, is a good strategy for the eastern segment of the corridor. For the western segment, participants discussed a variety of strategies, and it may be best to consider each segment and what options best serve the values related to that stretch of the highway. There was some agreement that elevating the roadway (with a low slope gradient) in certain portions could be feasible, and that there could be notches, hydraulic gates, or culverts that could help manipulate tidal flows. There was not consensus regarding a bridge across San Pablo Bay, a tunnel, or co-alignment of the road. Response for these strategies varied greatly. The idea of “doing nothing” was generally not supported throughout the discussions.

Next Steps

The next stakeholder meeting is slated for early December 2011. At this meeting, permitting agencies will be invited to comment on the results of the World Cafe and discuss challenges and opportunities related to the strategies discussed at the World Cafe.

Attendees to the October 4, 2011 Highway 37 Corridor World Cafe (Table Hosts are marked with an “*”))

Attendee		Affiliation
*Joseph	Aguilar	Caltrans D4, System Planning
*Erik	Alm	Caltrans D4, System Planning
Betty	Andrews	ESA PWA
Gary	Arnold	Caltrans D4, Local Dev. Rev.
Tom	Bartee	Michael Allen, Assemblymember, 7th District
Jackie	Bjorkman	UC Davis
John	Bradley	USFWS - San Francisco Bay National WR
*Robert	Bregoff	Caltrans D4, System Planning
Don	Brubaker	USFWS - San Francisco Bay National WR
Mary	Campbell	UC Davis
Joel	Casagrande	NOAA
Anne	Crealock	Sonoma County Water Agency
Dan	Cherrier	TAM
*Caitlin	Cornwall	SEC
Curt	Davis	Caltrans, System Planning
*Wendy	Eliot	SLT
Nicolas	Endrawos	Caltrans D4, Project Mgmnt
Maureen	Gaffney	ABAG
Stefan	Galvez	Caltrans D4, Biology
Tom	Gandesbery	California Coastal Conservancy
Roberta	Gerson	USFWS
*Jeanne	Gorham	Caltrans D4, Landscape Archit.
*Mary	Gray	FHWA Headquarters
Shiwei	Gen	CDFG
Robert	Guerrero	STA
Susan	Haydon	SSCRCD
Joe	Heublein	NOAA
Tom	Huffman	CDFG
Beth	Huning	SF Bay Joint Venture
Junko	Hoshi	CDFG
Eliot	Hurwitz	NCTPA
David	Jones	Marin CHP
Liz	Lewis	Marin County Public Works
Jeremy	Lowe	ESA PWA
Rick	Marshall	Napa County
Ron	Matheson	City of Vallejo
Julian	Meisler	Sonoma Land Trust
Abby	Monroe	UC Davis
Tom	Moritz	Sonoma Valley Heritage Coalition



Participants in discussion

Attendee		Affiliation
Steve	Moore	Nute Engineering
*Chuck	Morton	Caltrans D4, Maintenance
John	Nemeth	SmartRail
Ryan	Olah	USFWS
Jerry	Roe	USFWS
Barbara	Salzman	Marin Audubon
Tito	Sasaki	N. Bay Agricultural Alliance
Eric	Shott	NMFS
*Leigh	Sharp	NCRCD
*Fraser	Shilling	UC Davis
Renee	Spent	Ducks Unlimited
Jere	Starks	Infineon Raceway
Dianne	Steinhauser	TAM
Karen C.	Taylor	CDFG
Brendan	Thompson	San Francisco Estuary Project/ Water Board
Dilip	Trivedi	Moffatt and Nichol
Bill	Tuikka	City of Vallejo
Sam	Veloz	Point Reyes Bird Observatory
Kevin	Ward	UC Davis
Karen	Weiss	BCDC
Carl	Wilcox	CDFG
Norm	Yenni	Landowner