

DOUGLAS I. FOY

Douglas Foy is a member of the EnergyClimate Solutions Board of Directors and a Senior Advisor to the company. He is founder and President of Serrafix, a company devoted to the development of clean tech enterprises, primarily in the areas of energy efficiency, affordable housing, smart growth, and climate change. Serrafix clients include the Cities of New York (NY), Milwaukee (WI), Charleston (SC), Somerville (MA), and Cambridge (MA), IKEA Corporation, Federal Realty Investment Trust, Stewards of Affordable Housing for the Future, the Kraft Group, the Rockefeller Foundation, the Pew Charitable Trusts, the Kendall Foundation, the Summit Foundation, DUDA Farm Fresh Foods, the Mystic View Task Force, McDermott Will & Emery, and Cabot, Cabot & Forbes.

Prior to founding Serrafix, Mr. Foy served as the first secretary of the Massachusetts Office for Commonwealth Development. Governor Mitt Romney created this “super secretariat,” and recruited Mr. Foy to be its first leader, to coordinate housing, transportation, energy and the environment, and to encourage more sustainable development in Massachusetts. Under Foy, the Office for Commonwealth Development received the U.S. Environmental Protection Agency’s Award for Overall Excellence in Smart Growth.

At Commonwealth Development, Foy oversaw the Executive Office of Transportation, the Executive Office of Environmental Affairs, the Department of Housing and Community Development and the Department of Energy Resources. Those four agencies are responsible for all infrastructure (other than schools) in the Commonwealth, including roads, bridges, transit, parks, sewers, water systems, energy, and housing. The agencies also regulate environmental protection and housing development, and guide the growth agenda for Massachusetts. Collectively, the Commonwealth Development agencies employ some 11,000 people.

Foy was responsible for guiding capital spending of \$5 billion per year, and annual operating budgets of \$500 million. Foy led the creation of Commonwealth Capital, a new system for distributing \$500 million in annual state funding for municipal infrastructure that rewards communities engaged in smart growth; Chapter 40R and 40S cash incentive programs to encourage cities and towns to develop their town centers, downtowns, under-utilized industrial land and locations near transit; a \$30 million program to encourage transit-oriented development; and a new Highway Design Manual, which Foy refers to as changing the “DNA of development,” by adjusting minimum road widths and design speeds for attractive Main Streets used equally by bicyclists and pedestrians. Under Foy, the Office for Commonwealth Development also began providing technical assistance and model zoning bylaws to help cities and towns change outdated zoning. The Smart Growth Toolkit, which provides 12 techniques ranging from the transfer of development rights to legalizing accessory apartments, was provided to all 351 municipalities and is available at www.mass.gov/ocd, and has resulted in hundreds of zoning improvements in communities all over the state.

During his state service, Foy was also active in many aspects of energy and climate policy, producing a 20-year Strategic Transportation Plan (the Commonwealth's first) that committed \$31 billion to improved transportation services, with an emphasis on transit; a Climate Protection Plan for the Commonwealth, one of the nation's most comprehensive; limits on emissions on the oldest of the state's power plants; and the creation of new incentives and requirements for energy efficiency in cars, homes, appliances, buildings and schools. Foy was also one of the chief architects of the Regional Greenhouse Gas Initiative, a groundbreaking agreement negotiated among nine northeastern states to create a carbon-trading market for all power plants in the region.

Prior to his service in the Romney administration, Foy served for 25 years as president of the Conservation Law Foundation, New England's premier environmental advocacy organization. Foy is well known in New England for initiating the lawsuit that led to the cleanup of Boston Harbor, and worked to protect Georges Bank from oil and gas drilling, ban off-road vehicles on the beaches and dunes of the Cape Cod National Seashore, and prevent the construction of a four-lane superhighway through New Hampshire's historic and pristine Franconia Notch. While at CLF, Foy also led initiatives to protect New England's fisheries and fishermen, save family farms, promote balanced transportation planning and transit expansion, reduce power plant emissions, ensure fair electric utility restructuring, and create innovative programs to clean up contaminated brownfields and prevent childhood lead poisoning.

In 1992, President George H.W. Bush recognized Foy's work on energy efficiency with the President's Environmental and Conservation Challenge Award, the country's highest conservation award. Foy also received from Princeton University, his alma mater, its highest honor bestowed on a graduate, the Woodrow Wilson award, for his public interest achievements. In 2006, Foy was named the recipient of the national Woodrow Wilson Award for Public Service from the Woodrow Wilson Center, the nation's memorial to President Wilson.

Foy, a member of the 1968 US Olympic Rowing Team and the 1969 USA National Rowing Team, graduated from Princeton University as a University Scholar in engineering and physics in 1969 and from Harvard Law School in 1973. He was also a Churchill Scholar in geophysics at Cambridge University in England.

Foy has served on the boards of the National Academy of Sciences -- Panel on Global Warming; Environmental Advisory Board -- U.S. Sentencing Commission; Center for Energy Policy; Center for Negotiation and Public Policy; Appalachian Mountain Club; Massachusetts Horticultural Society; Conservation Commission, Sherborn, MA; Center for Resource Management; Mount Holyoke College; New England Pollution Prevention Council; National Research Council -- Panel on Offshore Oil and Gas Effects; World Media Foundation, Inc.; International Institute for Energy Conservation; Earth Force (chair); Environmental Law and Policy Center of the Midwest; Enterprise for the Environment, Steering Committee; Massachusetts Advocacy Center; National Environmental Trust; New England Biolabs Foundation; New Ecology, Inc.; Princeton Environmental Institute; SPES Foundation; New England Aquarium; the Marshall Scholarship Committee in New England (chair); Ocean Genome Legacy; Urban Ecology Institute; and the Bipartisan Policy Center's National Transportation Policy Project.

