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February 2015 Vol.16, No.2



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NOTICE OF PUBLIC HEARING
 to Receive Public Comment on a Proposed Change to
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PUBLIC HEARING

Thursday, February 19, 2015, 9:30 a.m.
 Board Room, Administration Building
 Golden Gate Bridge Toll Plaza, San Francisco, CA

The Golden Gate Bridge, Highway and Transportation District will hold a Public Hearing to receive public comment on a proposal to move Youth fares from 5-18 instead of the existing 6-18. This proposed change supports MTC's efforts to apply a consistent standard for Youth fares across all participating operators.

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In a recent study, Berkeley scientists found drastic reductions in diesel emissions measured at the Port of Oakland. To conduct the study, scientists took samples of the air along a busy truck corridor at the port over a five-year period, from 2009 to 2013. "We measured reductions of nitrogen oxides and black carbon particulate matter, which should translate into local improvements in air quality," said Dr. Thomas Kirchstetter, one of the Berkeley scientists who conducted the study. Photo courtesy Port of Oakland.

Corrections & Letters

We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to joel@baycrossings.com.

BAYCROSSINGS

February 2015 Volume 16, Number 2

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Port of Oakland Reaches Out to Local Firms

BY PATRICK BURNSON

The Port of Oakland plans to spend \$570 million on capital improvements over the next five years. It made efforts last month to ensure that small, local firms continue to share in that work. At a half-day seminar, the port educated 155 contractors from nearby communities on bidding for public works projects. The objective was cast a wider net in selecting firms to do everything from paving to perimeter dike improvements.

“The Port of Oakland’s mission is job creation and economic growth,” said Amy Tharpe, director of the port’s social responsibility division. “As we progress, we want firms right here in our backyard to benefit along with everyone else.”

At last month’s seminar, builders, plumbers and electricians crowded a classroom near the Jack London Square for contracting advice. Port engineers and contract experts educated potential bidders on how to compete for public works projects. Some of the new projects discussed included building renovations, electrical upgrades and pavement overlay on runways at Oakland International Airport, which is managed by the Port of Oakland.

Here’s the port’s record over the last three years in public works contracting with local and small businesses:

- 85 percent of the spending has gone

to firms in the port’s local business area of Alameda and Contra Costa counties;

- 65 percent has gone to firms in the port’s local impact area of the cities of Oakland, Emeryville, San Leandro and Alameda;
- 27 percent was spent with small businesses; and
- 15 percent was spent with very small businesses.

Cargo Traffic Surges at Port of Oakland

In other port news, cargo volume reached an all-time high at Oakland last year. According to port spokespeople, Oakland handled the equivalent of 2.394 million 20-foot freight containers in 2014. That broke the record of 2.391 million boxes moved in 2006. A 20 percent surge in December loaded import containers contributed to the record performance.

The Port of Oakland said overall container volume—imports and exports—increased two percent in 2014. Import volume for the year increased 5.29 percent. The latter figure is important because the port has made import growth a strategic business objective.

“An unprecedented series of events has brought us to this point,” said Port of Oakland Maritime Director John Driscoll. “It’s our job now to efficiently manage the growth.”

The port said that three factors have contributed to the cargo surge: stronger U.S. demand for Asian manufactured goods; the port’s own marketing efforts; and cargo diversions from congested Southern California ports. A freight backlog at the ports of Los Angeles and Long Beach has rerouted thousands of containers to Oakland.

It’s part of a \$100 million port effort to significantly expand Oakland rail capacity. A 7,400-foot lead track and the reconfiguration of adjacent tracks should be completed in October 2015. Once finished, the port will be better positioned to receive bulk rail shipments at the former army base from Union Pacific and BNSF railroads.

“We want firms right here in our backyard to benefit along with everyone else.”
- Amy Tharpe, Port of Oakland

Last month, Oakland handled 74,356 loaded import containers. That was the most since May 2014. However, the big buildup has also temporarily slowed cargo throughput, and a labor dispute between waterfront employers and dockworkers is magnifying the slowdown.

Observers report that 10 or more ships are anchored in San Francisco Bay daily awaiting berths at Oakland marine terminals. Some truckers report waits of several hours to pick up cargo. This condition is expected to persist until labor and management agree on a new contract.

Construction Begins on Project to Increase Oakland Rail Capacity

With all this success, is it any wonder the port continues to grow?

A global logistics hub envisioned for Oakland’s decommissioned army base took a big step forward last month as the Port of Oakland and Union Pacific Railroad start construction to link the site with Union Pacific’s main line.

“Connecting the Oakland Army Base to the national rail network is a milestone for us,” said Port of Oakland Engineering Director Chris Chan. “To be successful, we must have good rail access.” The \$25 million project is financed by the Port of Oakland and the California Transportation Commission’s Trade Corridors Improvement Fund.

The port and City of Oakland expect to transform trans-Pacific supply chains at the 360-acre former army base logistics center. Located on the port’s outer harbor, it would include warehousing, trans-load facilities and a dry-bulk cargo terminal. Here’s how it could change the way exports are moved:

- Bulk shipments of commodities such as grain and beef from the Midwestern United States could be delivered to Oakland by rail, trans-loaded into containers at the port, and then exported via Asia-bound container vessels.
- Bulk shipments of other commodities could also travel to Oakland by rail. They would be loaded onto bulk vessels at a new dry-bulk shipping terminal and exported to Asia.
- Union Pacific will manage construction of the army base rail link within its own property, and the railroad has hired Oakland-based McGuire & Hester for a significant portion of the work. The port has emphasized use of local contractors since construction began at the former army base in 2013.

Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.
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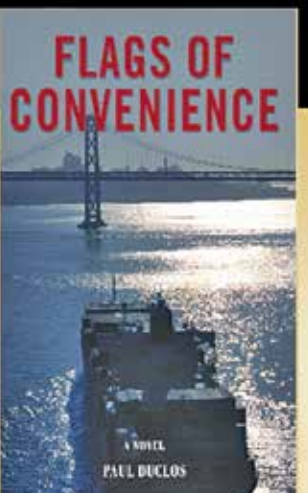
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Bay Ship & Yacht Collaborates With College of Alameda on Innovative Training Program



Photo by David Allen courtesy of Bay Ship and Yacht

Alameda's Bay Ship & Yacht will begin a collaboration with the College of Alameda this year to provide specialized training classes in maritime painting techniques. This is intended to be the first of a variety of courses they plan to offer in the future.

BY CHRIS ROCHETTE

Alameda's Bay Ship & Yacht has embarked on an ambitious program to improve its training procedures by partnering with the College of Alameda. The program, modeled after a similar effort undertaken by a Seattle shipyard, provides both employees and students with substantial hands-on benefits.

Last year, Bay Ship & Yacht employees Juan Sr. Rodriguez and Dinah Swanson visited Vigor Shipyard in Seattle. Vigor is located on Harbor Island across from Seattle and boasts an epic waterfront view not unlike the view from Bay Ship & Yacht's Alameda shipyard. During the visit, Rodriguez and Swanson worked directly with shipyard personnel, getting a very comprehensive tour of the entire facility and talking with people from several departments. They were also able to visit several other ship repair and machine shop facilities in the Seattle area.

During a second visit to Seattle, more representatives from Bay Ship &

Yacht—this time accompanied by visitors from the College of Alameda—got an in-depth look at South Seattle College, a local community college. Similar to the College of Alameda, South Seattle College is located near the shipyard and is a perfect place for future (and current) shipyard employees to learn. After getting to know both the shipyard and the school, it was obvious to Bay Ship & Yacht that the two institutions have a very effective relationship. As an example, South Seattle College actually hosts welder training at Vigor Shipyard. In the process, students not only learn the theory behind welding, but also have shipyard experts show them how what they are learning will be applied on the job.

Both Vigor Shipyard and the South Seattle College were extremely accommodating and provided much useful information about their programs. Although the program at Vigor Shipyard has only been open for about 18 months, it has already shown how effectively a school can work with a shipyard to provide good training. Also, the program at Vigor was itself modeled after a program at another shipyard in Portland. The program in

Portland has been going on for nearly seven years and has also demonstrated what a successful relationship between a shipyard and school could look like.

After the two visits to Seattle, Bay Ship & Yacht was able to conceive exactly what it could do in collaboration with the College of Alameda, which is less than two miles down the road. Bay Ship & Yacht then made the decision to engage in a partnership with the goal of helping to improve the availability of shipyard training to Bay Ship & Yacht's current and future employees.

Although the official partnership between Bay Ship & Yacht and the College of Alameda is very new, a lot of work has already been made towards hosting the pilot class. Although the long-term goal of the program is to have a variety of maritime-related courses, the initial class will be an industrial/maritime painter course. The curriculum was developed using material that has been time-tested at Bay Ship & Yacht over several years of in house training. Peter Ha, the instructor for the upcoming class, has already started working directly with the senior members of the Paint Department at Bay Ship &



Photo by Chris Rochette

Employees at Bay Ship & Yacht during a quality-control training class for painters.

Yacht to get a strong understanding of what painters will be required to do after completing the course.

Additionally, a kick-off date for September 2015 has been established for the first class. The course will be an intensive four-week program that will help prepare students for a career in the maritime painting business. Not only will it provide students with informative lecture, but it will also provide hands-on paint application training.

All of this was formally recognized in a memorandum of understanding that was signed earlier this month in Alameda. The official signing of the memorandum took place during a short, well-coordinated event commemorating the new partnership.

Operations Supervisor Cynthia Amadea

BY MATT LARSON

Based at Golden Gate Ferry's Larkspur terminal, Cynthia Amadea is the ferry line's operations supervisor. She started with Golden Gate Ferry in 1985 as ticket agent and has been in her current position since 1994. After nearly 30 years with the company, she still enjoys the job and is working diligently with her team to make Golden Gate's ferry service even better for commuters.

As operations supervisor, she spends much of her time in the terminal overseeing personnel. Among other things, she makes sure that the vessels stay on schedule, that passenger counts are within U.S. Coast Guard regulations, and that safety requirements are being followed. Thanks to Amadea's work, Golden Gate Ferry has recently made some major improvements, and Amadea is brainstorming for more every day.

"Over the last several years we went from a ticketing system that required ticket agents to sell hard-copy tickets to becoming completely electronic," she said, referring to the use of Clipper cards to board the ferries. "That was a major hurdle operationally to get familiar with and implement."

Amadea's team has also taken a look at scheduling to identify times and places with peak demand in order to make sure that there is space for everyone. "We've added three additional departures in the last year or two," said Amadea. "We've also added additional backup buses for our 7:50 and our 8:20 departures out of here in the morning that will reach capacity and leave people behind."

Results from the backup buses have been quite positive. "It's been very well received," she said. "A lot of people like the bus because it goes directly to the Financial District—some people target the bus. Now that we have it, they seem to like it."

The Larkspur terminal also has its share of parking overcrowding, and Amadea's team has taken some steps to combat that as well. "Parking is a very limited resource here," Amadea said. "We've looked at creative ways to increase ridership while not increasing the need for parking." To that end, Amadea cited a new shuttle system called the Wave that's been implemented in the past year. The Wave picks up commuters free of charge from several Marin locations, including West Marin, San Anselmo, Fairfax and—just recently—Lucas Valley and Smith Ranch Road, north of Terra Linda. "It's become quite popular and has picked up quite a few people who would normally be driving from Novato or farther," she said. "A lot more people are actually now willing to take the ferry."

Amadea is both a Marin County resident and native. She was born in San Rafael and currently resides in Novato. "I've lived in Marin all my life," she said with a smile. Now married with three children, she spends her free time either hiking or reading. For a good hike, she recommends Indian Valley up in the hills in Novato. "I like the topography," she said. "I love being up in the hills with the trees and the waterfalls, it's a very peaceful place to be."

Similarly, she feels that the ferry is probably the most peaceful way to travel into San Francisco and throughout the whole Bay Area. "Sitting in traffic before a meeting is highly stressful," she said. "A lot of people want to be able to use this half-hour of time to either relax or



Cynthia Amadea has been with Golden Gate Ferry for nearly 30 years, starting as a ticket agent in 1985. She has been the operations supervisor since 1994.

to prepare for whatever it is they're going to be doing that day." Amadea also enjoys the view. "It is, in my opinion, one of the prettiest rides in probably the whole United States—there's not a lot of ferry systems in this country—so it's not only a financially prudent way to commute, but from a psychological point of view it's a very positive and relaxing way to do it."



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Eight Reasons You Wish You Were an Octopus

BY MALLORY JOHNSON

Giant Pacific octopuses are amazing animals. They've got skills and abilities that could make anyone jealous. Read on to learn eight facts about the giant Pacific octopus that just might leave you wishing you had a few more of these amazing attributes.

1. Flexibility: No stretching needed here. Giant Pacific octopuses are naturally very flexible. With no skeleton to get in the way, a giant Pacific octopus can move

its body in any number of ways and can squeeze into incredibly small spaces.

2. Super strength: No more relying on someone else to help you open that jar of pickles. If you're a giant Pacific octopus, you've got this covered. Weighing in at an average of 50 pounds, giant Pacific octopuses exhibit great feats of strength. When using all eight arms, the giant Pacific octopus can move more than 700 pounds. That's 14 times its own weight!

3. Camouflage skills: Have you ever had a moment where you wanted to



Aquarium of the Bay/Courtney Lauchaire

Giant Pacific octopuses are flexible, strong and very intelligent. You can learn much more about them during Octopalooza from February 13-22 at Aquarium of the Bay.

disappear? If you're an octopus, you can be as good as gone in a matter of seconds. Giant Pacific octopuses have amazing camouflage skills that help them blend in with any environment. They can change the color of their skin within a fraction of a second. Not only that, these cunning creatures can manipulate their muscles to change the texture of their skin as well.

4. Intelligence: Giant Pacific octopuses are considered the most intelligent of all invertebrates. Finding their way through mazes, problem solving and unscrewing jar lids are just some of an octopus' many talents.

5. They've got a lot of heart: There's no lack of love for an octopus. They have three hearts! Two hearts work to move blood beyond their gills, while the third heart keeps circulation flowing for the organs.

6. Natural self-defense: Octopuses come readily equipped with cephalopod ink, a dark liquid ideal for evading predators. When threatened, the octopus will shoot out a smokescreen that can take the shape of an octopus, providing a diversion that allows the real octopus to escape.

7. They can walk on land: Okay, so we can do this too, but don't act like you're not impressed! While the phenomenon is not commonly observed, octopuses have been known to climb out of the water and pull themselves across rocks to reach tidal pools, using their muscular arms and suckers to pull themselves across the terrain.

8. They feast on crab: Not unlike many of us, a favorite food of the giant Pacific octopus is the Dungeness crab. With their ability to squeeze into small spaces, many octopuses tend to find themselves in crab nets, surrounded by their favorite tasty food. This explains why crab fishermen will often pull up their traps to find an octopus inside that has eaten all of their catch. Instead of returning the octopus back to the ocean where it will continue to eat their catch, many fishermen will respond by eliminating the competition. In 2005, Aquarium of the Bay started a program asking fishermen to help these octopuses that unintentionally find themselves in the wrong place at the wrong time. Aquarium of the Bay takes these bycatch animals, offering the octopuses a safe new home with plenty of delicious (and sustainable) crab.

Learn more about this eight-armed wonder from February 13-22 at Aquarium of the Bay during Octopalooza, a whole week of amazing octopus facts, fun activities and more. Find out more about giant Pacific octopuses and Octopalooza at www.aquariumofthebay.org.



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Mallory Johnson is the Public Relations Coordinator for Aquarium of the Bay, a nonprofit organization dedicated to protecting, restoring and inspiring the conservation of San Francisco Bay and its watershed.



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Study Finds Dramatic Emissions Reductions at Port of Oakland



Photo courtesy Port of Oakland

In December scientists at Lawrence Berkeley National Laboratory announced that drastic reductions in diesel emissions had been measured at the Port of Oakland. The independent study was funded by the Bay Area Air Quality Management District and the California Air Resources Board.

BY BILL PICTURE

Most among the flurry of year-end wrap-ups and 2015 prediction pieces that dominated the news in December was an announcement by Lawrence Berkeley National Laboratory scientists that “drastic reductions” in diesel emissions had been measured at the Port of Oakland. The drop was big enough, in fact, to prompt the scientists to predict that persons most susceptible to port-generated air pollution—that is, port workers and nearby residents and business owners—can expect to breathe

in cleaner air with their sighs of relief.

“We measured reductions of nitrogen oxides and black carbon particulate matter, which should translate into local improvements in air quality,” said Dr. Thomas Kirchstetter, one of the Berkeley scientists who conducted the study.

The study was an independent one—that is, not commissioned by the Port of Oakland, which conducts its own periodic assessments. The Berkeley lab’s study was funded by the Bay Area Air Quality Management District and the California Air Resources Board. These agencies, like the scientists, were curious how air quality at the Port of Oakland is being affected by the Clean Truck Program implemented in 2009.

That program set stringent new emissions standards for all trucks servicing the Port of Oakland, and required that truck owners take whatever measures were necessary to bring their vehicles into compliance. In some cases, that has meant retiring older vehicles and replacing them with newer, cleaner-burning trucks.

For the current study, Kirchstetter and his fellow Berkeley scientists took samples of the air along a busy truck corridor at the port over a five-year period—from 2009 to 2013. That period closely mirrored the implementation of the Clean Truck Program.

“The fact that it’s an independent, third-party verification is particularly

gratifying because it confirms that we’re on the right track,” said Richard Sinkoff, director of environmental programs and planning at the Port of Oakland.

“What we do at the port is an



Photo courtesy Port of Oakland

The Shore Power Program, allowing vessels to simply plug in while docked, is the second major step undertaken by the Port of Oakland to meet its 2020 emissions reduction goal.

analytical modeling exercise. We are running a scientific analysis based upon emission reduction factors. What the Berkeley Labs scientists did was go out into the field and take real-time measurements. They actually tested the air, so these results are really exciting.”

Coming up for air

The impact of port truck traffic on air quality has been of concern for some time to area residents. Ask anyone in West Oakland and they’ll tell you that the air in the neighborhood stinks—literally. But how much of the blame falls on the shoulders of the port depends on whom you ask.

A study commissioned in 2009 by state and local air quality officials showed that only 16 percent of the contributing pollutants came from port-related sources, including 4 percent that came specifically from port-servicing trucks. According to that study, the remaining 84 percent came from other sources, including vehicles on the nearby MacArthur Maze.

Some found those numbers hard to believe, insisting logic would dictate that the black smoke pouring from those thousands of trucks whizzing through the neighborhood on their way to and from the port would have to contribute more than 4 percent to the area’s poor air quality. Notwithstanding the results of the study, however, the Port of Oakland took the initiative to



Photo courtesy Port of Oakland

The Maritime Air Quality Improvement Plan formulated by the Port of Oakland has an aggressive goal of reducing port diesel emissions by 85 percent from 2005 levels by 2020. A port-conducted review of data from 2012 showed that the port had already reduced diesel emissions by 70 percent.

formulate a plan to clean up its act.

The result was the Maritime Air Quality Improvement Plan and an aggressive goal of reducing port diesel emissions by 85 percent from 2005 levels by 2020. The first step toward achieving that goal was the Clean Truck Program. The Berkeley scientists who conducted the air-quality study say that not only is the program working, it’s working fast.

“Accelerated’ is an understatement,” said Dr. Robert Harley, another member of the team that conducted the research, and a professor of civil and environmental engineering at UC Berkeley. “It would

normally take decades to see this kind of change, not just a few years.”

Shore Power Program

Meanwhile, the Port of Oakland has also been keeping an eye on air quality in and around the port. A port-conducted review of data from 2012 showed that the port had already reduced diesel emissions by 70 percent, putting it well on its way to achieving its 2020 goal despite an increase in the amount of cargo being handled.

“And that 2012 data didn’t yet take into account the benefits that we project will come from full implementation and operation of the Shore Power Program,” said Sinkoff.

The Shore Power Program is the second major step undertaken by the Port of Oakland to meet its 2020 emissions-reduction goal. Under the program, berths are being outfitted with power connections so that vessels can simply plug in while docked. Until now, vessels had to run their engines while docked to maintain power. Sinkoff says the resulting diesel emissions accounted for the lion’s share of port-related air pollution.

State air quality regulators had

set a January 2014 deadline by which California ports were required to provide power to at least 50 percent of vessels. With that deadline achieved and behind it, the Port of Oakland is now preparing for the 2020 deadline, when 80 percent of vessels must have access to an on-shore power source.

The port is gathering its own data this year for another assessment, the results of which will be released in late 2016. “And we’re excited to see how much progress we’ve made,” said Sinkoff. “We already saw what having a clean trucking fleet will do. We expect that shore power will deliver similarly substantive and strong results.”

Sinkoff expects that new weekend gates at the Port of Oakland will also bring down emissions, though he says results will be hard to quantify. The port decided in late November to open weekend gates to ease congestion during the week. The move will help reduce backups at the port and minimize engine-idling times while vessels wait for an available berth.

“Exhaust is being generated any time those engines are running, so anything we do to reduce idling will have a beneficial effect,” said Sinkoff.



Photo courtesy Port of Oakland

The Clean Truck Program implemented in 2009 set stringent new emissions standards for all trucks servicing the Port of Oakland. It also required that truck owners take whatever measures were necessary to bring their vehicles into compliance even if it meant replacing them.

USS Hornet Museum Launches Fundraising Drive

The USS Hornet Foundation Board of Trustees is launching its first annual campaign for the historic aircraft carrier's Hornet Heritage Fund. The Hornet Heritage Fund is designed to receive financial gifts and donations in order to support the museum's operations, restoration efforts, exhibitions, and acclaimed science, technology, engineering and math (STEM) educational programs.

The USS Hornet Museum, a popular tourist destination in Alameda, is a non-profit 501(c)(3) organization dedicated to inspiring people of all ages. Through field trips and live-aboard experiences, the USS *Hornet*, which opened as a museum in 1998, offers educational programs focusing on naval history, science and space technology. The purpose of the inaugural campaign is to raise \$800,000 in order to repair and resurface the 100,000-square-foot flight deck and repair two aircraft elevators.

"The Heritage Fund Campaign marks the first significant fundraising effort by the USS *Hornet* since the mid-1990s, when a determined group of volunteers opened the museum to the public," said Randall Ramian, CEO of the USS Hornet Museum and chair of the Annual Hornet Heritage Fund



Photo Courtesy USS Hornet Museum

The USS Hornet Museum, which opened in 1998, is dedicated to inspiring people of all ages through educational programs focusing on naval history, science and space technology along with field trips and live-aboard experiences.

Campaign. "Since then, the USS Hornet Museum been awarded both National Historic Landmark and California Historical Landmark status, and has

become a premier destination for those seeking the most authentic, period-appropriate representation of the naval aviation and space exploration traditions on the West Coast."

The restoration and repair projects are critical to museum operations. After historic service in World War II, the Cold War, the Vietnam War and as part of the Apollo 11 and Apollo 12 lunar landings, the USS *Hornet* was retired from service in 1970. This means that no major structural work has been done on the flight deck or aircraft elevators in nearly five decades. The projects will provide *Hornet* customers with a better quality visitor experience and allow the museum to maintain crucial business operations that underwrite a significant portion of its annual operating budget.

"The USS Hornet Museum receives no funds from the U.S. Navy or government," said Ramian. "We depend solely on business revenues and

philanthropic support to operate as one of the Bay Area's most unique and relevant educational experiences for guests of all ages and from around the world."

For visitor safety, improved visitor experience and long-term preservation, the Hornet Heritage Campaign funds will address flight deck issues by caulking cracks to prevent additional drainage onto the original teak deck below the surface, repairing soft spots and weather-damaged sections, weatherproofing and resurfacing the flight deck—an area that is about as large as two football fields.

The USS *Hornet* flight deck is a major attraction, where guests can view a collection of aircraft that currently includes an F-4N Phantom, an F-8 Crusader, an S-3B Viking, a T-28 Trojan and a TBM-3 Avenger. Between regular visitors, attendees at special events and overnight live-aboard programs, and guests of private functions, approximately 80,000 people visited the museum's flight



Photo Courtesy USS Hornet Museum

This TBM-3 Avenger torpedo bomber was purchased by the Aircraft Carrier Hornet Foundation in 1998 and restored by volunteers with funds provided through donations. It is painted with the markings of VT-17, the torpedo squadron that fought from the deck of the Hornet during WWII.

deck this past year alone.

“At the heart of the Heritage Fund Campaign is our commitment to education. The USS *Hornet* not only serves as a living history of some of the most significant events in our country’s history, but it also represents a dynamic contribution to our nation’s future through our STEM education program,” said Tom Hyland, the museum’s director of development. “This is an ‘all hands on deck’ opportunity for our supporters to help chart the *Hornet’s* future and to enable us to inspire future generations for decades to come.”

The first Annual Campaign for the Hornet Heritage Fund is a short-term effort to request a donation

or multi-payment pledge of \$1,000, \$2,500, \$5,000 or more, before June 30. However, support at all levels and donations of any amount will be gratefully accepted. To make a donation or for more information, including group tours and event planning, visit www.uss-hornet.org or call (510) 521-8448.

The ship is open to the public daily from 10 a.m. to 5 p.m. and permanently berthed at 707 W. Hornet Ave., Pier 3 in Alameda. Regular museum admission is \$10 for youths age 7-17 (age 6 and under are free with paying adult); \$15 for students with ID, seniors and military with ID; and \$20 for adults. Admission is free for museum members. Ample free parking is available across from the pier.



Photo Courtesy USS Hornet Museum

This Apollo Space Capsule used for suborbital space flights to test the heat shield designed for Apollo capsules was recovered by Hornet in 1966.



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First Freeway Congestion Report Since 2009 Shows More Traffic Gridlock

BY JOHN GOODWIN

Last month, the Metropolitan Transportation Commission (MTC) released its first comprehensive report on Bay Area freeway congestion since 2009, providing another concrete measure of the region's recovery from the Great Recession. The report shows that freeway traffic is at its highest level in 15 years, making the Bay Area's world-class ferry system seem like an even more attractive alternative.

"Congested delay," which the commission defines as time spent in traffic moving at speeds of 35 miles per hour or less, rose 18 percent in 2013 to an average of 2.6 minutes per commuter each weekday in 2013 from 2.2 minutes in 2012. This marks the Bay Area's highest level of congested delay on a per-commuter basis in at least 15 years and a 37 percent increase over the average 1.9-minute-per-commuter-per-day figure registered in 2010 at the nadir of the region's recession-fueled traffic break. "Total delay," which MTC defines as all time spent in traffic moving below the posted speed limit, averaged about 7 minutes per commuter in 2013.

The freeway congestion report is the first of dozens of performance measures to be released by MTC over the next few months as part of its new Vital Signs initiative, which focuses on tracking regional performance for key transportation, land use, environmental and economic policy goals identified in Plan Bay Area, the long-range transportation and land use plan adopted by MTC and the Association of Bay Area Governments in 2013.

MTC's previous freeway congestion report, released in May 2009, included data from 2008 that was collected using teams of people doing test runs. The commissions has significantly modernized

its approach for the new report.

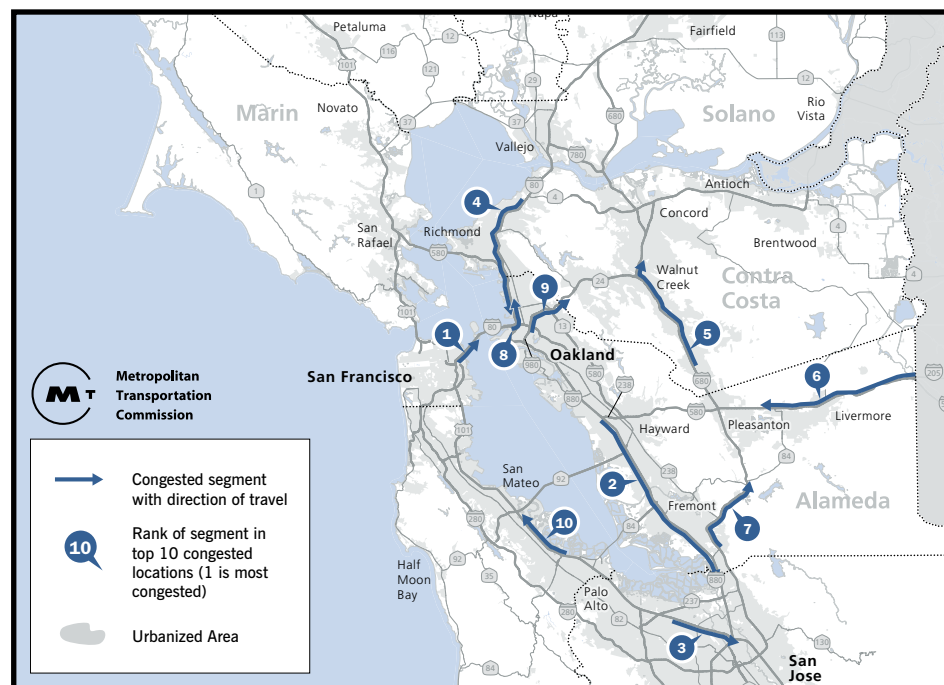
"By 2009, we were looking for ways to not only reduce our data collection costs but to get more detailed information from all the region's freeways at the same time," explained MTC Chairperson and Orinda City Councilmember Amy Rein Worth. "We eventually contracted with a company called INRIX that collects traffic data not just from traffic cameras and roadway sensors but also from automakers' in-vehicle GPS systems, fleet operators' vehicle-location devices, mobile providers and other sources to deliver a nearly constant, 24-hour stream of information."

Big Changes in Top 10 List

Among the notable findings from MTC's Vital Signs analysis of the 2013 freeway congestion data — and from the updated data collection methods — is a big shakeup in the "Top 10" list of congestion hot spots over the past five years.

The eastbound Interstate 80 commute in the afternoon from U.S. 101 in San Francisco out to Yerba Buena Island moved into the top spot, with an average 6,900 daily vehicle hours of delay and average speeds of just 4 mph at the peak of the commute. This was the Bay Area's eighth most congested commute corridor in 2008. Meanwhile, the morning commute along westbound Interstate 80 from State Route 4 in Hercules to Emeryville, which ranked number 1 throughout the early 2000s, dropped three places to number 4 in 2013, with 5,000 daily vehicle hours of delay and average peak period speeds of 16 mph. The second spot on the 2013 list is the southbound morning commute on Interstate 880 from Interstate 238 in San Lorenzo to Dixon Landing Road near the Alameda-Santa Clara County line, with 5,600 vehicle hours of delay.

The biggest mover on the 2013



list is the afternoon commute along northbound Interstate 680 from South Mission Boulevard (State Route 262) in Fremont to State Route 84 in Sunol, which jumped to number 7 from number 31 in 2008.

A complete list of the 139 most-congested Bay Area freeway segments was posted in late January on MTC's Vital Signs website, vitalsigns.mtc.ca.gov. This interactive online tool will allow residents to track the region's progress toward reaching key transportation, land use, environmental and economic policy goals. It will illustrate historical trends, differences and similarities among various Bay Area communities, and how our region stacks up compared to other major U.S. metro areas.

"A few things really stand out when you look at the regional data," said Rein Worth. "One is that congestion is highly concentrated in a select few freeway corridors, primarily in the inner Bay Area and on routes leading into or out of our two biggest employment centers, San Francisco and the Silicon Valley.

Another is that more than half of the region's congested delay is found on freeways in Alameda and Contra Costa counties. And a third is that commuters on many of the region's most congested corridors stand to benefit as major investments such as BART to San Jose, BART capacity improvements, Caltrain electrification and new freeway express lanes come on line in the years ahead."

The Bay Area's first express lanes opened in 2010 on southbound Interstate 680 in Alameda and Santa Clara counties, and in 2012 on State Route 237 in Milpitas and San Jose. The region's next express lanes are scheduled to open late this year on Interstate 580 in the Tri Valley area of eastern Alameda County, followed by the planned 2017 opening of express lanes on Interstate 880 in Alameda County as well as the East Bay approaches to and from the Dumbarton and San Mateo-Hayward bridges. Express lanes can be used free of charge by carpoolers, buses and motorcycles, and also are available for use by solo drivers who choose to pay a toll that varies according to congestion levels.

A Press Above the Rest

BY PAUL DUCLOS

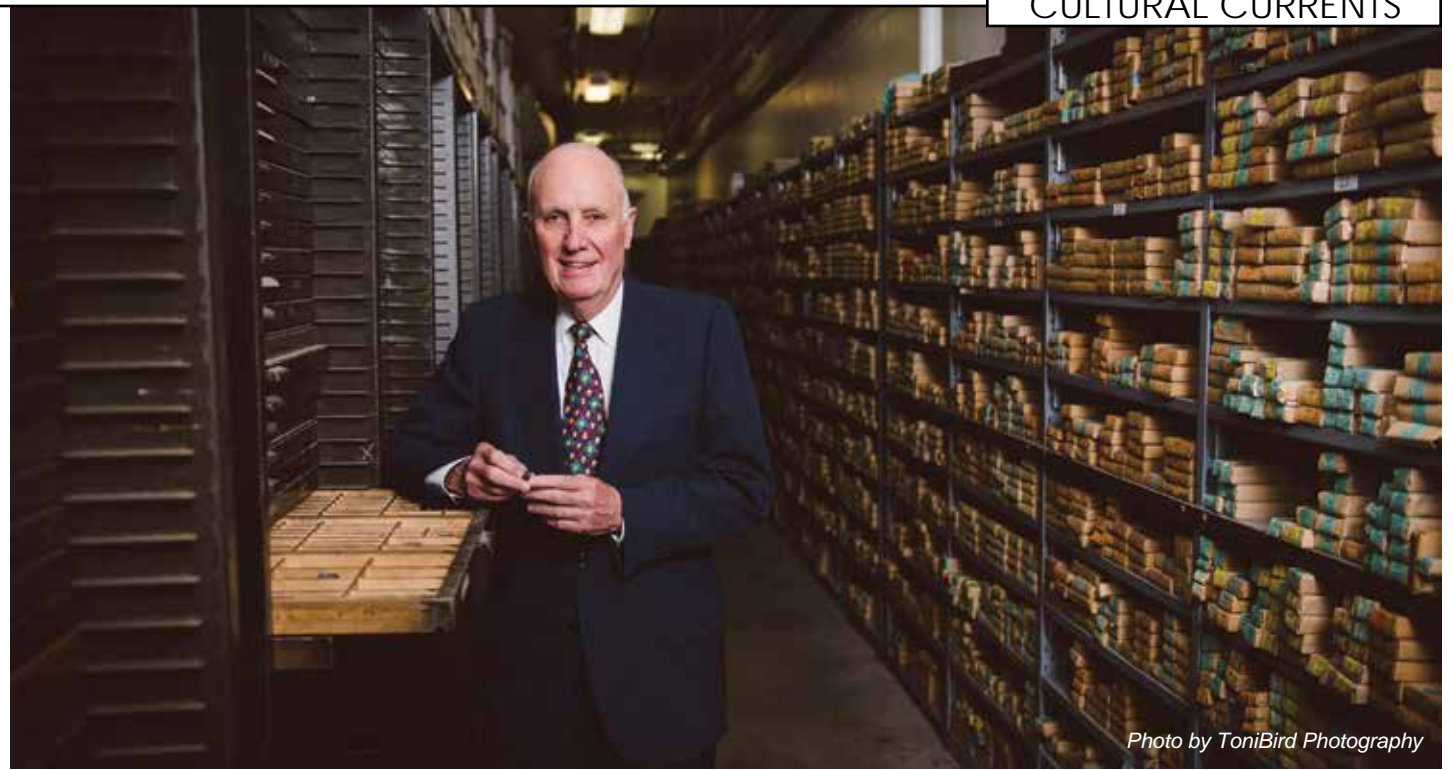
The Arion Press—named after the legendary Greek poet who was saved from the sea by a dolphin—remains a small operation, employing a dozen people as printers, bookbinders, editors and in other publishing roles. But it has outsize influence in the publishing world due to its unique, hand-crafted books.

The creative spirit of Arion Press is Andrew Hoyem, who founded the press in 1974. Considered one of the most accomplished printers of today, Hoyem is also a published poet and exhibited artist who occasionally includes his own writings and drawings in Arion books. The concepts for all Arion publications originate with Hoyem, who first chooses existing texts or commissions new work from writers and artists he admires. Then, he designs the books, including their bindings and typography. In the press' *livre d'artiste* series, he has worked closely with distinguished artists, many of whom come to the press in San Francisco to work with him on projects.

Here, in an exclusive interview with Cultural Currents, Hoyem shares a few of his reflections and insights on hand-crafted value.

Bay Crossings: *Traditional mass market book publishers have been under pressure from a variety of fronts of late, including Amazon's predatory discounting and the advent of e-readers. How does Arion fit into this milieu?*

Andrew Hoyem: I believe Amazon and e-readers have no effect on our business. People who want Arion Press books want physical books and appreciate our



Andrew Hoyem in the depths of Arion Press, a leading publisher of fine-press books that was founded in 1974.

Photo by ToniBird Photography

books as works of art and craft. Looking at the larger picture, there is evidence that fatigue with reading on the screen drives the renewal of interest in the physical book.

BC: *How does Arion determine which "lost texts" deserve resurrection? And once saved, are they popular with your readers?*

Hoyem: We have wide-ranging tastes and interests. Rather than "lost texts," we prefer to characterize such titles as "rediscovered texts." They counteract the impression that Arion Press only publishes masterpieces of literature, what might be called "chestnuts." Examples include the first English detective story, *The Moonstone*; an important novel from the 1950s, *The Sundial*; a work of pulp fiction, *South of Heaven*; a satire about quack medicine, *Tono-Bungay*; and the French interior monologue *Journey Round My Room*. Our collectors seem to appreciate having the overlooked brought to their attention.

BC: *Your books obviously become family heirlooms, and some appreciate in value in secondary markets. Can you describe the other advantages of becoming a subscriber?*

Hoyem: We downplay inheritance and escalating value. Furthermore, the secondary market value for

limited edition books is very hard to predict. These are not investments. Subscribers take pleasure in owning books made to the highest standards and reading them. The books are sturdy, meant to be handled with clean hands, not used as coasters or hors d'oeuvres trays. Subscribers can look forward to receiving about three books each year, each of them different from the rest in terms of design, format, artworks and, in most cases, subject matter.

BC: *Given the small scale of your operations, how do you retain craftspeople and find new talent to keep this tradition going?*

Hoyem: We are a dozen people. Many have been with us for many years. Most have learned on the job. Our nonprofit Grabhorn Institute supports an apprenticeship program to train new employees in typesetting, typesetting, printing and binding. This is not a school, but a training program for people who are to become permanent employees.

BC: *Besides Gore Vidal's Williwaw and Herman Melville's Moby-Dick, what other titles regarding maritime life might Bay Crossings readers enjoy?*

Hoyem: So far, those are the only two.

But, think of your commuters on San Francisco Bay, cradling an Arion Press book and being taken off to faraway shores, while the waters are parted by the prow and are reunited at the stern.

BC: *Can you describe your custom services, and give us some examples of some of your most challenging and/or interesting projects?*

Hoyem: Arion Press undertakes commissioned projects for individuals, institutions and companies. These range from stationery and invitations to pamphlets and large illustrated books. The only restriction is that we be charged with both the design and production. In 2006 we printed for Little, Brown & Co. a new deluxe edition of Ansel Adams' *Sierra Nevada: The John Muir Trail*, which was originally published in 1938. It is one of the grandest books illustrated with photographs. The format is folio and all the photographs were tipped in by hand. It sold out at \$1,250 per copy.

BC: *Finally, we'd like to hear your views on any positive publishing trends that we have yet to fully recognize?*

Hoyem: Younger people, tired of staring at screens, are becoming book collectors in increasing numbers.

WATERFRONT ACTIVITIES

- February 14 7:30PM - 10PM – Valentine’s Day Bay Lights Sail – SF Bay Adventures, 415-331-0444, www.sfbayadventures.com**
Come aboard the schooner *Freda B* this Valentine’s Day for our most romantic sail. The Bay Lights Sail from 8-10pm is a perfect way to extend date night. After you take your special someone to an early dinner at one of the great restaurants in Sausalito join us for a special twilight sail around the San Francisco Bay. Take in the epic views of the Golden Gate Bridge, Bay Bridge, Alcatraz, SF skyline and Angel Island as they sparkle into the night. \$65 per person includes sweets for you and your sweetie. Cash bar for beer, wine and bubbly (no credit cards accepted on board this traditional girl). The boat is located in downtown Sausalito, walking distance to many great local Sausalito restaurants. Dockside Check-in: 7:30pm, Departure: 7:45pm, Return to dock: 10pm.
- February 21 7PM - 9PM – How to Buy a Boat – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Ever wanted to know the ins and outs of purchasing a boat? OCSC Core Instructor, Bill Kinney, will give you the information you need to confidently purchase your own boat.
- February 28 7PM - 9PM – Knots Seminar – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This course is designed to be a supplement to the basic knot tying skills that are taught in the Basic Keelboat and Crew Courses. This course will be taught by OCSC Core Instructor Eric Wittig and is open to the public, beginners and advanced alike. It will give you the opportunity to become comfortable with the many knots that are utilized for sailing and allow you the chance to have all your knot-related questions answered. Cost is \$20, free for members.

Waterfront Adventures is an advertising sponsored section for activities on or around the water in the Bay Area. If you are interested in having your events or activities listed in this section contact Joel Williams at joel@baycrossings.com.

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San Francisco Baykeeper is the pollution watchdog for San Francisco Bay. Since 1989, we have been patrolling the Bay for pollution, strengthening clean water laws, and holding polluters accountable. Baykeeper is dedicated to restoring the Bay to a healthy, thriving estuary.

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How You Can Help Stop Rainy Season Pollution in the Bay

BY DEB SELF

Major storms that have arrived in the Bay Area during the drought carried a huge load of trash into San Francisco Bay. The trash is a visible sign of lots of additional pollution. When rain falls on roads, parking lots, roofs and other impermeable surfaces, it picks up pollutants that include trash, oil, pesticides, fertilizers and household chemicals. In most Bay Area communities, including those many miles from the Bay's shore, the contaminated rainwater rushes down a storm drain that dumps it—pollutants, trash, and all—into the Bay or into creeks that flow to the Bay.

This rainy-season contamination surge is one of San Francisco Bay's most serious pollution problems, and when there's a long time between storms, the pollution is even more concentrated. Before the Bay Area was built up and paved over, rain soaked into the ground and made its way gradually to creeks and the Bay, with the ground filtering out pollutants. Each of us can help restore some of this natural protection by keeping more rainwater in our yards and gardens, instead of allowing it to flow off into gutters where it can pick up and carry pollution. If we reuse the rainwater

we've harvested, we'll also conserve scarce water. And there are ways even those who don't have a yard can help.

Here's what you can do:

Reuse rainwater: Rain barrels are easy, low-cost ways to collect and use rainwater to irrigate a garden. Rain runs from roof gutters to a pipe that empties into a barrel, with a screen to keep out leaves, debris and mosquitoes. A hose is attached near the barrel bottom for irrigation. Rain barrels can be installed by both homeowners and tenants, as long as a tenant gets the landlord's permission.

Roofs can supply large amounts of water. In an average rainfall year, a 1,000 square-foot roof in the Bay Area can collect more than 13,000 gallons. Rain barrels typically hold 50 to 100 gallons and you can install more than one. Larger storage tanks, called cisterns, can be installed above or below ground.

Plant a rain garden: Rain gardens are landscaped areas planted with wild flowers and other native vegetation. They soak up rain that flows off a roof, driveway, sidewalk or other impermeable surface. In a storm, the rain garden fills with a few inches of water that slowly filters into the soil beneath, where beneficial microorganisms break down pollutants. The water may recharge local groundwater supplies, or gradually make its way to a creek—minus the pollution it would carry if it flowed over paved surfaces into a storm drain.

Installing a sidewalk, driveway, or patio? Make it permeable: Permeable paving allows rain to sink through the pavement into the soil beneath, offering some of the same benefits as rain gardens. Options include a special kind of concrete called pervious concrete and interlocking concrete pavers separated by joints filled with small stones.

Encourage your city or county to help stop rainy-season pollution: Even if you don't have a yard, you can encourage your local government to harvest and reuse the rain that falls on public property. Public buildings can be retrofitted or designed to reuse stored rainwater to irrigate landscaping, or for such uses as flushing toilets. Streets can be paved with permeable paving, like Berkeley's new permeable paved block on Allston Way facing Berkeley High. Cities and counties can encourage residents to install rain barrels and require new privately developed buildings to be built to reuse rainwater. Local governments can also reduce trash pollution in the Bay by equipping storm drains with devices that capture trash.

Harvesting water from one roof or paving one driveway with porous concrete are small steps—but with seven million people living in the Bay Area,

small steps add up. If we all do what we can, we can help reduce pollution in San Francisco Bay, while also making our region better able to withstand drought.

Resources

The Internet has many sources of information on harvesting rainwater. These are good places to start:

- The California State Water Board's *Slow the Flow* videos on YouTube have information on permeable paving, rain gardens and more.
- The Urban Farmer Store, with three Bay Area locations, www.urbanfarmerstore.com, carries rain harvesting equipment.
- For information on permeable paving, visit www.perviouspavement.org.



Scoma's Restaurant
Fisherman's Wharf
Pier 47 on Al Scoma Way
415-771-4383
www.scomas.com

Deb Self is Executive Director of San Francisco Baykeeper, www.baykeeper.org. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy, and the courts to stop Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY, e-mail hotline@baykeeper.org, or click "Report Pollution" at www.baykeeper.org.



All Bay Area Ferry Schedules in One Place!

Golden Gate Ferry

LARKSPUR*

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45	6:15	6:20	6:50	9:30am	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	One-way Ferry Fares			
8:40	9:15	-----	-----				
9:15	9:50	10:10	10:45	Larkspur		Sausalito	
10:10	10:45	10:55	11:30	Daily		Daily	
11:10	11:45	11:55	12:30 p.m.	Adult Cash Fare (19 – 64)		\$10.00 \$10.75	
12:40 p.m.	1:15	1:25	2:00	Clipper		\$6.50 \$5.50	
2:15	2:50	3:00	3:30	Youth/Senior/Disabled		\$5.00 \$5.25	
2:50	3:25	3:30	4:00	Children 5 and under (limit 2 per fare-paying adult)		FREE FREE	
-----	-----	4:00	4:30	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
3:40	4:15	4:30	5:00	Giants Ferry		\$11.50	
4:10	4:45	5:00	5:30				
4:45	5:20	5:30	6:00				
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

* Direct ferry service is provided to all Giants games at AT&T Park. Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm San Francisco departure which uses a high-capacity Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a high-capacity Spaulding vessel.

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	-----	-----	10:40 a.m.	11:10 a.m.
8:20	8:45	10:00	10:30	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:50	4:20	4:40	5:10
3:20	3:50	4:00	4:30	5:35	6:05	6:00	6:30
4:45	5:15	5:30	6:00	6:45	7:15	-----	-----
6:10	6:35	6:45	7:10				
7:20	7:50	7:55	8:20				

Contact Information | For the Golden Gate Ferry website, visit: <http://goldengateferry.org/>
Toll free 511 or 711 (TDD) | Comments and questions can be submitted at <http://ferrycomments.goldengate.org/>

Holiday service is in effect on Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, and the day after Thanksgiving Day (Sausalito). No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day. The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day.

Blue & Gold Ferry

TIBURON COMMUTE

SAUSALITO

TIBURON – S.F. Ferry Building				FISHERMAN'S WHARF, PIER 41			
Weekdays				Weekdays			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
5:35 a.m.	6:00 a.m.	6:05 a.m.	6:30 a.m.	11:00 a.m.	11:25 a.m.	11:35 a.m.	12:15 p.m.
6:40	7:05	7:10	7:35	12:20 p.m.	12:45 p.m.	12:55 p.m.	1:45
7:50	8:15	8:20	8:40	1:50	2:15	2:20	3:15
8:45	9:10	---	---	3:10	3:40	3:45	4:10
---	---	4:25 p.m.	4:50 p.m.				
4:55 p.m.	5:20 p.m.	5:25	5:50				
5:55	6:20	6:30	6:55				
7:05	7:30	7:35	7:55				

TIBURON – Pier 41

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 am	10:25am	10:30am	10:55am
11:00	11:45pm	11:50pm	12:15pm
12:20	1:05	1:10	1:45
1:50	2:30	2:35	3:15
4:10	4:50	---	---
---	7:55	8:00 pm	8:20 pm

TIBURON – Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45am	10:25am	10:30am	11:20
11:35	12:30pm	12:40pm	1:05pm
2:05pm	2:30	2:35	3:25
3:35	4:25	4:35	5:20

FARES:	One-way	Round trip
Adult	\$11.50	\$23.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 18) No service on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)

BAY CRUISE

Depart Pier 39		
Mon-Thurs	Fri-Sun & Holidays	
10:15 a.m.	10:15 a.m.	3:15
1:15 p.m.	11:00	3:45
3:15	12:15 p.m.	4:30
4:30	1:15	5:00
	2:15	

For the most current schedule, visit www.blueandgoldfleet.com
Bay Cruise does not operate during inclement weather.

FARES: All prices include audio tour.			
Adult	\$29.00	Child (5-11)	\$20.00
Junior (12-18)	\$24.00	Senior (62+)	\$24.00

Discount fares available at www.blueandgoldfleet.com

Weekends and Holidays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:45 a.m.	10:55 a.m.	11:20 a.m.
11:35 a.m.	12:00 p.m.	12:10 p.m.	1:05 p.m.
2:05	2:50	3:00	3:25
3:35	4:45	4:55	5:20

Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 18) No service on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)

FARES:	One-way	Round-trip
Adult	\$11.50	\$23.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50

For the most current schedule, visit <http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm>

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)					
Depart Ferry Bldg	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Bldg	Arrive Pier 41
---	9:45am	10:10am	10:15am	---	10:55am
---	---	---	2:50pm	---	3:15pm

Weekends & Holidays (Depart Pier 41)					
---	9:45 am	10:10 am	10:15 am	---	11:20 am
---	---	---	4:10	---	5:20

ANGEL ISLAND PRICES

	S.F. Pier 41 (round-trip)
Adult	\$18.00
Child (6-11)	\$ 9.50
Senior (65+)	\$ 9.50
Child (5 & under)	FREE

* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)

Angel Island Ferry

TIBURON – ANGEL ISLAND

Weekdays and Weekends	
Tiburon to Angel Island	Angel Island to Tiburon
Saturday - Sunday 10:00, 11:00, 1:00 p.m., 3:00	Saturday - Sunday 10:20, 11:20, 1:20 p.m., 3:30

Monday - Friday
There is no scheduled weekday service from November through February. Mon-Fri: Ferry service by advance reservation for groups of 25 or more may be available. Individuals may "piggyback" with scheduled groups. Call 415-435-2131 for details.

Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups

FARES:	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 - 64)	\$15.00	
Seniors (ages 65+)	\$14.00	
Children (ages 6 - 12)	\$13.00	
Small Children (ages 3 - 5)	\$5.00	
Toddlers (ages 2 and under)	Free*	
Bicycles	\$1.00	

For the most current schedule and other information, visit www.angelislandferry.com / Schedule Subject to change w/o notice

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

San Francisco:
SF Ferry Building @ foot of Market Street
Pier 41 @ Fisherman's Wharf

South San Francisco
911 Marina Boulevard

Tiburon Ferry Terminal
Tiburon Blvd. & Main St. in Tiburon

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Red & White

BAY CRUISE Pier 43½

Monday through Sunday		FARES:
10:00 a.m.	2:30	Bay Cruise Adult (18+) \$28.00
10:45 Thurs-Mon	3:00	Youth (5-17) \$18.00
11:15	3:45	Child (under 5) Free
12:00 # p.m.	4:15# Thurs-Mon	# Bridge to Bridge Adult (18+) \$36.00
1:10	5:30^ Thurs-Mon	Youth (5-17) \$24.00
1:40		^ Sunset Cruise Adult (18+) \$58.00
		Youth (5-17) \$40.00

All Ferry schedules subject to change.

For the most up to date information.

Visit:

www.baycrossings.com

ROCKETBOAT

Service resumes in May 2015

AROUND THE BAY IN FEBRUARY

Chateau La Paws Release Party

On Saturday, February 7 from 2 to 5 p.m., Rosenblum Cellars in Jack London Square is excited to announce the release of their Chateau La Paws wines supporting no-kill shelters throughout the United States. Stop by Rosenblum Cellars and enjoy a glass of wine, small bites and photos with your furry friend. Rosenblum Cellars is located at 10 Clay Street. For more information, call (877) 478-9467. Admission fee for members is \$20, public \$30.

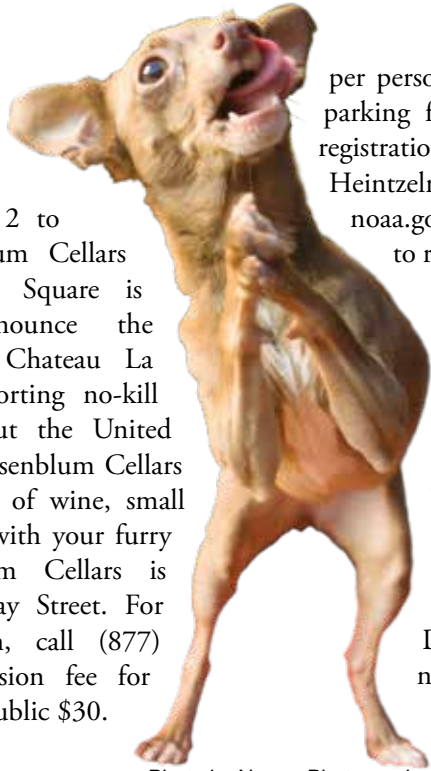


Photo by Nuena Photography

per person with a \$10 per vehicle parking fee. Space is limited and registration is required. Contact Sara Heintzelman at sara.heintzelman@noaa.gov or (415) 561-6622 x237 to reserve a spot.

Make Your Dog Best in Show

Enjoy an evening like no other at Contra Costa Humane Society's "Best in Show" on February 17 from 6 to 8:30 p.m. at the Concord Hilton, 1970 Diamond Blvd. Enjoy a night out with your dog (feel free to dress them up!) and help support the Contra Costa Humane

Society programs and services for animals in need. Prizes and surprises—not to mention fine wine, champagne, nibbles and desserts—for you and your canine! Plus the live broadcast of the Westminster Kennel Club Dog Show on the big screen too. Individual tickets are \$75 each and group packages are available. Your well behaved, fully licensed and vaccinated pups are most welcome. Get your tickets now at bestinshow2015.eventbrite.com. For more information, call (925) 279-2247 or visit www.cchumane.org.

It's a Love Thang

Gentlemen, pamper your sweetheart with a weekend that was planned with her in mind. Show her how truly special she is with a Valentine weekend couples retreat on February 14-16 at the DoubleTree by Hilton in American Canyon. There will be a Saturday night buffet dinner dance at 8 p.m. with music provided by Project 4 featuring Gerald Glasper, line dance lessons by dance instructor Ramona Pam as well as gifts and raffle prizes. On Sunday, there is a 12:30 p.m. limo/party bus Napa winery and outlets tour. Admission to the winery for tasting, lunch and beverages is included. Price is \$300 per couple, limo only is \$165 and the price for just the dinner dance is \$150.

Accommodations are not included, but special rates for the event are available for the hotel, spa and restaurant. Contact Irma Martin at (510) 472-2397 or La Tanya Watson at (925) 565-2056 for tickets and details, or you can purchase tickets via PayPal at MotherOnion@aol.com or LaTanyaWatson@aol.com.

Gala Benefit Preview on Thursday, February 19 from 6:30 to 10 p.m. The Gala Benefit Preview gives attendees the first chance to view and purchase some of the best orchids in the world before the show opens to the general public. Guests can also enjoy delicious gourmet



Photo by Eric Hunt

Tulipmania

PIER 39 comes alive from February 14-22 with the vibrant colors of more than 39,000 blooming tulips and seasonal garden favorites during Tulipmania. Enjoy the flowers' beauty and learn helpful gardening tips with the self-guided tour anytime during Tulipmania or take a free guided tour that begins daily at 10 a.m. at PIER 39's Entrance Plaza and concludes with complimentary refreshments at Pier Market Seafood Restaurant. For more information, visit www.pier39.com.

Elephant Seal Walk

On Saturday, February 7 from 2 to 5 p.m., join a Farallones Sanctuary staff naturalist and a state parks interpretive guide for a walk through the Nature Preserve at Año Nuevo State Park to observe one of the largest mainland breeding colonies of northern elephant seals in the world! Every year up to 10,000 elephant seals visit to breed, give birth and molt in this amazing park. Watch males battle for prime beach real estate and the right to mate, while females are birthing and suckling their newborn pups. Learn about their fascinating natural history, behavior and ecology of northern elephant seals while observing them first-hand during this fun and dynamic afternoon program. The cost is \$12

Orchid Exposition Returns to Fort Mason

The 2015 Pacific Orchid Exposition, happening February 19-22 at Fort Mason Center in San Francisco, is focusing on "The Thrill of Discovery" for its 63rd annual show, which will feature very special varieties of orchid little known in the United States. The show's presenting sponsor, the Taiwan Tourism Bureau, has worked with local grower Tom Perlite, the owner of Golden Gate Orchids and operations manager of the Pacific Orchid Exposition, to ship and cultivate rare orchids, including *Cymbidium goeringii* and *Anoectochilus formosanus*, which will be on display throughout the event. The Pacific Orchid Exposition, which is the largest orchid show in the United States, is hosted by the San Francisco Orchid Society (SFOS), whose mission is to foster the culture and cultivation of orchids and to promote orchid education to its members and the public. The Pacific Orchid Exposition kicks off with the wildly anticipated

hors d'oeuvres and wine tastings from some of California's premier wineries, including winners of the San Francisco Chronicle Wine Competition, the largest competition of American wines in the world. They can bid on fabulous auction items which include gift baskets and certificates, dinners, getaways, wine, original art, and more. The general show follows February 20-22 and boasts over 150,000 beautiful orchids from across the globe. Throughout the weekend there will be docent tours, orchid potting demonstrations and special lectures. Tickets for the Gala Benefit Preview are \$43 online and \$50 at the door. General tickets are \$14 online and \$15 at the door or \$11/\$12 for seniors. Weekend passes are \$60 with the gala and \$25 without. For more information, visit www.orchidsanfrancisco.org.

To have your event or announcement considered for the Bay Crossings Around the Bay listings, please send information or a press release to: joel@baycrossings.com.

Say YES!

to **Clean Air** and
Healthy Communities

Better Transportation Choices

Youth-led Solutions

Save the date:

SATURDAY

FEB

7

2015

10am - 4pm

Join our **FREE**
award-winning **Youth**
for the Environment and
Sustainability (YES)
Conference in Oakland to:

Learn how our transportation choices affect
our communities

Share solutions for keeping our Bay beautiful and
stopping sea level rise

Get involved in the fight against climate change



Join us February 7, 10am - 4pm

JOSEPH P. BORT METROCENTER
101 Eighth Street, Oakland
(across the street from the
Lake Merritt BART station)

FOR MORE INFORMATION, VISIT
sparetheairyouth.org

WHO SHOULD ATTEND?

Middle- and high-school students from all San Francisco Bay Area counties interested in creating a brighter future for our region. If you care about our Bay, clean air, and walking and biking, say YES!

INTERESTED IN LEADING A DISCUSSION OR BREAKOUT SESSION?

Contact Kristina at kchu@baaqmd.gov.

Complete conference details are available at sparetheairyouth.org.



CAN A BOATYARD GUARANTEE PERFECT WEATHER?

Even with today's technology, guaranteeing sailors perfect weather is an impossible task. But what Bay Marine Boatworks can do is guarantee your complete satisfaction when you bring your boat to us for maintenance and repair.

We will inspect the work you require on your boat, we'll tell you exactly what we will do to fix it, how much it will cost, and when we will finish the work. All three of these commitments are guaranteed.

Even though the weather can often be unpredictable, we do guarantee that when you make the important decision to bring your boat to us, you will find that we do whatever it takes to take the uncertainty out of your boatyard visit.

our mission is to guarantee absolute satisfaction to every customer



310 West Cutting Blvd., Point Richmond, CA 94804

Tel. 510.237.0140

office@baymarineboatworks.com

www.baymarineboatworks.com