



BAY CROSSINGS

"The Voice of the Waterfront"

January 2019 Vol.20, No.1



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Your Questions Answered
Ferry Q&A Debuts This Month

Lawsuits Ice RM3 Money
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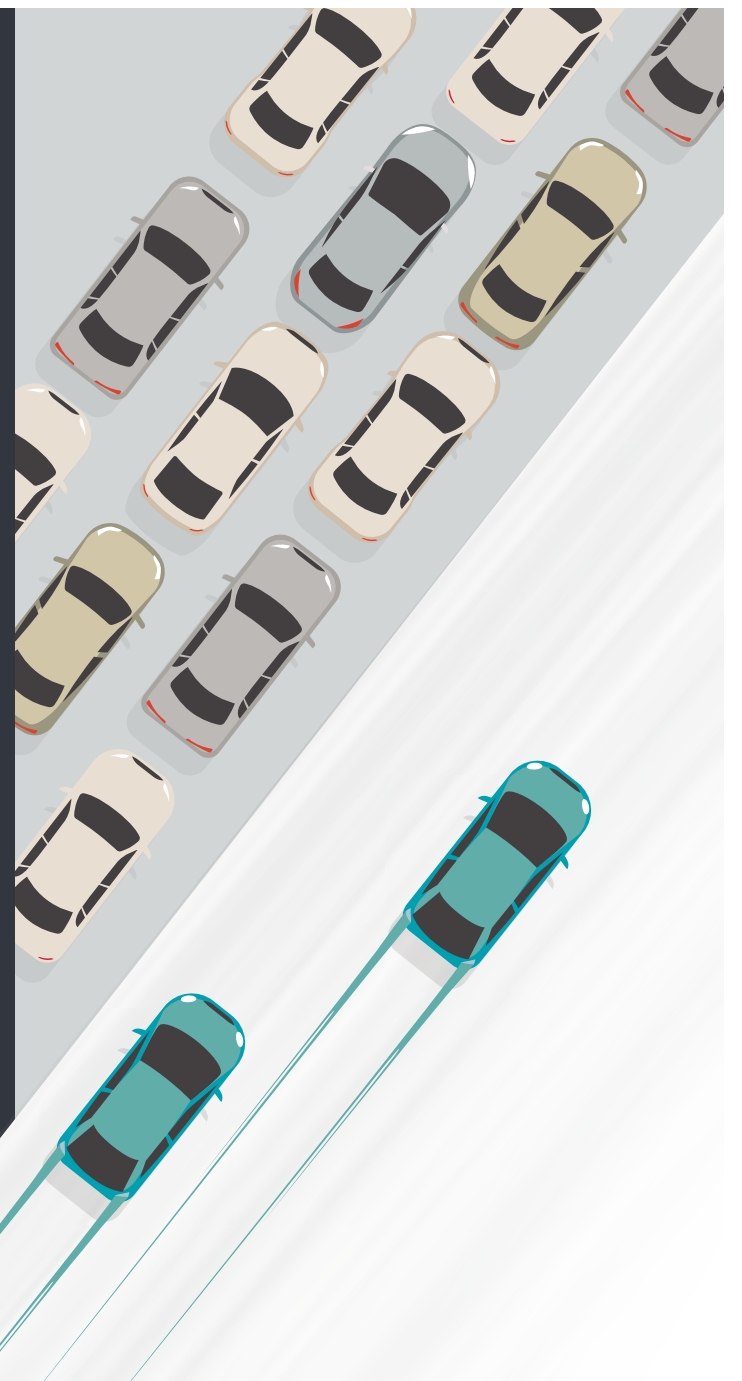
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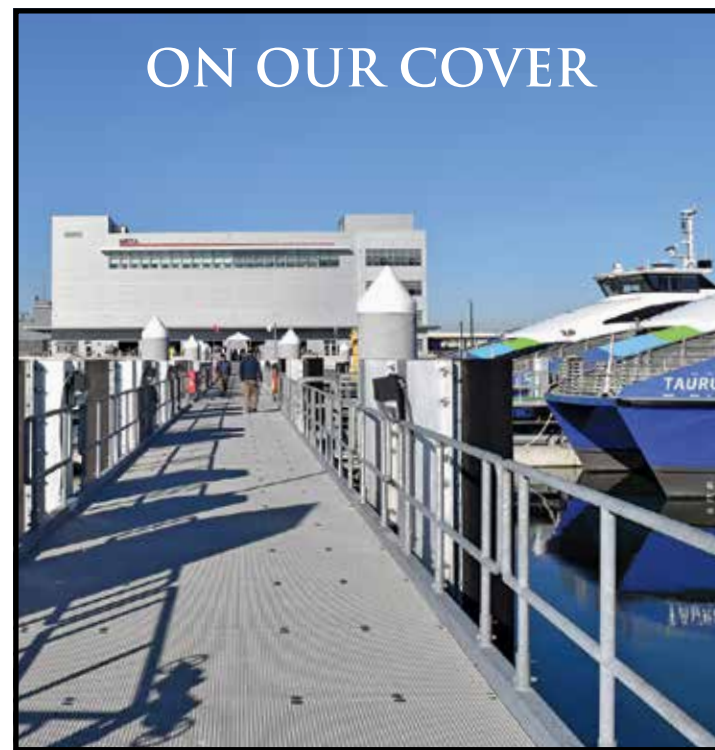
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The San Francisco Bay Area Water Emergency Transportation Authority officially commenced operations last month at the new Ron Cowan Central Bay Maintenance and Operations Facility in Alameda. The facility is named after Cowan, an Alameda businessman and lifelong champion for expanded ferry service in the Bay Area.

Photo by Joel Williams

Corrections & Letters

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

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Port of Oakland Sees Bright Spots Despite Uncertain Outlook

BY PATRICK BURNSON

While California's two megaports in San Pedro Bay have reported record inbound container throughput this fall, the state's third largest ocean cargo gateway has been no slouch, either.

Indeed, the Port of Oakland had its busiest November ever for imports in 2018, shattering an 11-year-old record. Dockside labor handled the equivalent of 83,364 loaded 20-foot import containers last month. That beat the old November record of 76,902 containers set in 2007. November imports were up 15 percent over the same period in 2017.

As with Los Angeles/Long Beach, the increase in cargo volume was attributed to continued strong U.S. consumer spending. Spokespeople also noted that importers are rushing cargo into the U.S. in case new tariffs are imposed next year in the ongoing trade war with China.

"We're encouraged by our latest cargo statistics," said Port of Oakland Maritime Director John Driscoll. "At the same time, we remain cautious as we approach the new year with uncertainty."

Total volume—imports, exports and empty containers—was up five percent in the first 11 months of 2018. If the

trend continues, Oakland would set a new cargo volume record for the third straight year.

Another happy story for Oakland is that it is winning the battle against global trade headwinds, with scrap paper shipments jumping up three percent in the first 10 months of 2018. The increase in Oakland's recyclable paper shipments contrasts with a generally challenging environment for U.S. exports. That's important because waste paper is the largest export commodity, measured by container volume, shipped from Oakland.

"We can't be certain if this trend will last, but the figures seem to show that there's no loss of demand globally," said Driscoll. "It appears that shippers are finding new markets for their scrap paper products."

The port shipped the equivalent of 110,400 20-foot containers of wastepaper in 2018 through October. That accounted for nearly 18 percent of Oakland's total export volume. Port data shows that nearly all the recyclable paper went to Asia. The product is used primarily to make packaging for billions of dollars of Asian goods exported to the United States.

Scrap paper shipments have increased this year despite trade



Photo courtesy of Port of Oakland

The Port of Oakland had its busiest November ever for imports in 2018, shattering an 11-year-old record. The port handled the equivalent of 83,364 loaded 20-foot import containers last month.

pressures that include: (1) a rising U.S. dollar making American products more expensive overseas; (2) the U.S.-China tariff standoff; and (3) China's new, tougher quality standards for foreign scrap products.

China, Oakland's No. 1 trade partner, has reduced scrap paper shipments from the port by 37 percent this year, but neighboring Asian countries have picked up the slack. Oakland scrap exports to Taiwan are up 522 percent in 2018, while shipments to Vietnam are up 344 percent.

Scrap metal exports have increased 10 percent in 2018. Although shipments of the commodity to China have slumped 43 percent, that loss has been largely offset by increased shipments to Taiwan, Vietnam and India.

Driscoll will be briefing Bay Area shippers in Oakland's annual "State of the Port" address this month in Jack London Square. According to Port of Oakland Communications Director Mike Zampa, the talk will largely focus on how the port will implement the five-year strategic plan announced last year.

"The plan will position us for even more growth," said Zampa, "and logistics managers are eager to learn the details."

Continued Uncertainty in U.S.-China Trade

"U.S. relations with China worsened significantly in 2018 as President Donald Trump took a hardline approach

to reducing the bilateral trade deficit with China," observed analysts for the consultancy A.T. Kearney.

They also note that over "vocal opposition" from the Bay Area business community, the Trump administration imposed tariffs on \$250 billion of Chinese imports after negotiations failed.

Negotiations were in a standstill until last month, when Presidents Trump and Xi agreed to resume talks for the next two months. But analysts remain skeptical about the outcome.

"For the moment, U.S. multinationals are stuck in a kind of 'purgatory,'" said one prominent analyst. "Their positions might have been far worse without the truce, but we don't feel it's going to get much better."

Indeed, some analysts believe that insufficient progress on key issues will likely lead President Trump to raise tariff levels on Chinese imports, with the administration possibly even imposing tariffs on an additional \$267 billion of Chinese goods—encompassing essentially the entire value of Chinese imports in 2017.

Bay Area shippers, meanwhile, are keeping a close watch on these developments.

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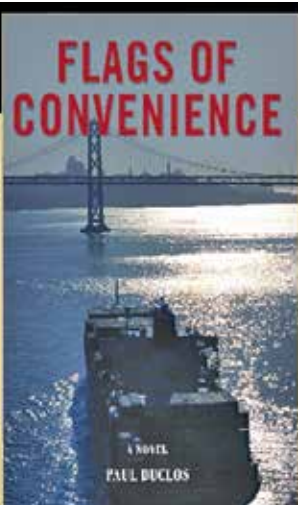
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Patrick Burnson is the executive editor of *Logistics Management*.
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RM3 Funds Now on Hold

BY DAN ROSENHEIM

The first of three \$1 toll hikes on the Bay Bridge and six other state-owned Bay Area bridges will take effect as scheduled January 1, but no money will be flowing to regional transit agencies any time soon.

Meeting in mid-December, the Bay Area Toll Authority voted to place all funds raised by the toll hike into escrow pending the outcome of two lawsuits against Regional Measure 3. It's no small amount of money.

The toll increase, which was approved by voters in June 2018, had been expected to produce roughly \$125 million in additional operating revenue for Bay Area transportation in 2019, an

annual amount that would grow with two additional toll hikes in 2022 and 2025 to total almost \$900 million in new cash flow during the first five years.

Ferry service operations alone have been slated to receive \$10 million in 2019, with incremental increases of another \$5 million in subsequent years. So ferries stand to gain roughly \$100 million in new cash flow during the first five years of RM3.

But there's actually far more funding than this at stake because transit authorities expect to bond against the toll hikes, potentially raising billions of dollars in new money for capital projects on top of the operating revenue generated by the tolls.

RM3-engendered bonds have the capacity to raise as much as \$4.5 billion for regional transportation capital projects, with the Water Emergency Transportation Authority (WETA) alone expected to raise \$300 million in new capital for ferry service.

WETA wants to use the additional

bond money for badly needed expansion—including the addition of summer ferry service, new boats and a new ferry terminal for San Francisco's burgeoning Mission Bay district.

"Those projects depended on new capital generated by RM3," said Nina Rannells, WETA executive director. "Now they are all in jeopardy."

The legal actions seeking to overturn RM3 were filed in San Francisco Superior Court by Randall Whitney, an East Bay businessman, and by the Howard Jarvis Taxpayers Association. The suits target both the state legislature, which approved a bill enabling RM3, and the Metropolitan Transit Association's Bay Area Toll Authority. The litigants claim that the RM3 toll hikes are actually taxes, not fees, and that they failed to receive the two-thirds approval from legislators and voters required for new taxes under Proposition 13. (RM3 was approved by 55 percent of voters in June 2018.)

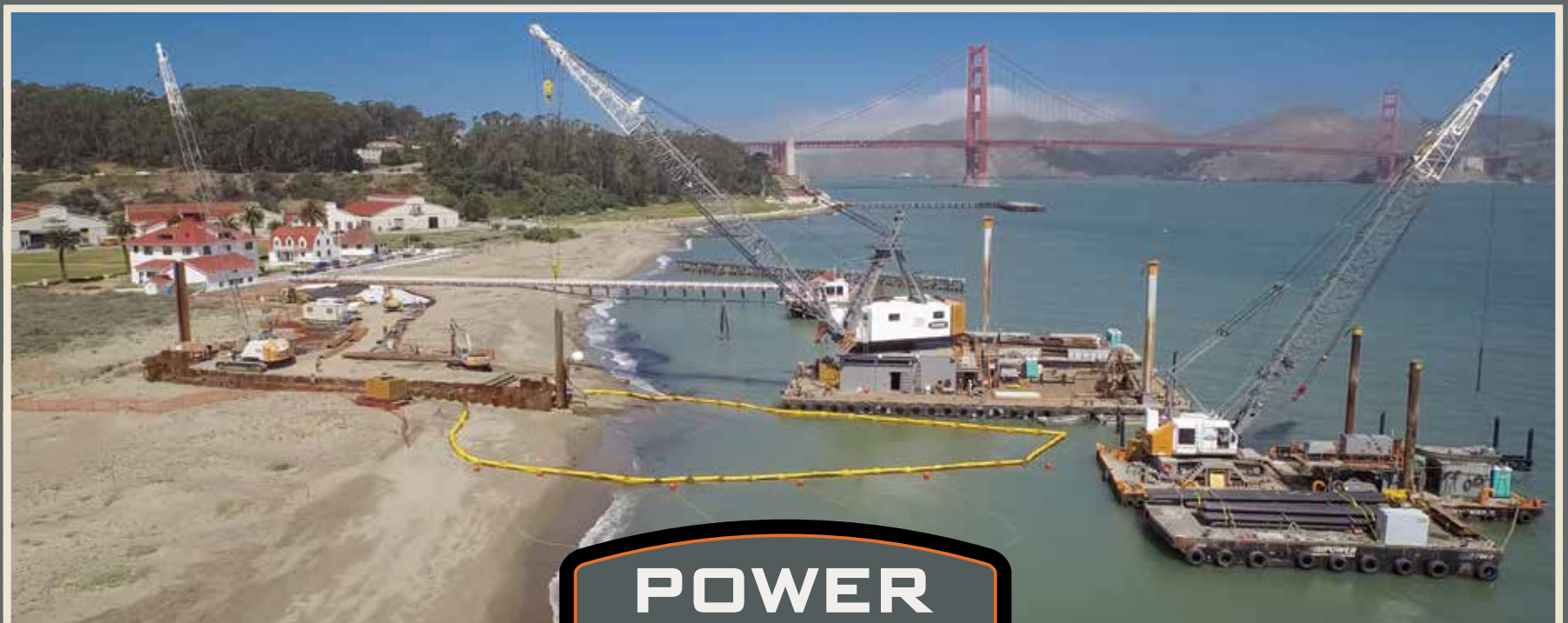
Specifically, opponents cite an article in the state constitution that

suggests a "fee" must be used to benefit those who pay it. Thus, a bridge toll hike might be considered a fee if it were used solely to benefit drivers on the bridge, but it becomes a tax if the money is used elsewhere.

Proponents of RM3, however, argue that spending some of its revenues on other forms of mass transit, including ferries and rail service, provides a direct benefit to drivers by reducing road congestion.

"It's a bit like arguing that fixing a leaky pipe has nothing to do with saving water," said Jim Wunderman, president and CEO of the Bay Area Council, a big RM3 proponent. "Bay Area bridges are swamped with traffic. Getting commuters out of cars and into mass transit provides direct benefit to everyone who uses the region's toll bridges."

Dates have yet to be set for hearings on the litigation; meanwhile, the new toll monies will be deposited in a trust account at Union Bank and remain there until the litigation is resolved.



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 **San Francisco Bay Ferry**

Thomas Hall

BY MATT LARSON

Over the years this column has touched on many aspects of the maritime industry here in the San Francisco Bay Area, providing answers to questions you might not have known you had. Life on the water is fascinating and complex, as we've learned from many profiles of people with connections to Bay Area ferries.

Starting with this issue, we're going interactive! If you've got questions, we've got answers. See the Ferry Q&A on page 11 for more.

To answer the questions we get, we'll be featuring two carefully selected maritime professionals. One is a name you may recognize: Priya Clemens, director of public affairs for Golden Gate Transit, who was featured in our June 2018 issue. The other is Thomas Hall, public information and marketing manager for WETA, the agency that runs the San Francisco Bay Ferry system.

Hall and Clemens get a lot of questions, so it was only fitting to create a column where they can provide answers to some of the more common ones they receive, sharing their unique insights.

Common questions are often in regards to expansion plans, and why some cities do or don't have a terminal to call their own. "We have gotten some

questions about running ferry service to landlocked cities, which is always amusing to try to find a diplomatic answer to," Hall laughed. "But one of the more interesting questions I got recently was from someone who wanted to know how our ferry pilots can see small boats."

Especially considering the heavy fog that occurs on a regular basis, this is a very fair question. He answered: "There are technologies that boost the radar for small boats; we also publish and stick to our routes and ferry channels, so we advise all mariners to heed that and be familiar with the ferry schedule so they know when ferries may be crossing." (This is a little sneak peek for what you can expect in our new column, which Hall is very much looking forward to.)

"Every day brings a new opportunity to communicate our message," he said. "We definitely seek to debunk any myth that may be out there and really just make the service more visible to the public and more pleasant for the passengers who ride it."

Ferry service in the Bay Area is expanding every day. As of this month you can hop on a ferry for the first time in Richmond at WETA's brand-new East Bay Terminal, and you may be noticing some newer boats as well.

As a regular ferry passenger himself, Hall has especially grown fond of the new *Hydrus* class boats that came into



Photo by Joel Williams

Thomas Hall is the public information and marketing manager for WETA, the agency that runs the San Francisco Bay Ferry system. He is also a regular ferry passenger himself.

circulation in 2017. "I've become a huge fan of the outer decks on the *Hydrus* class of vessels, primarily focused on the Oakland and Alameda service," he said. "On a nice day, being able to sit out on the back deck of the *Hydrus*, under the sun at the end of a long work day—it really can't be beat in terms of commutes."

There are currently three *Hydrus* class boats in operation—*Hydrus*, *Argo* and *Cetus*—with a fourth, *Carina*, set to launch in early 2019. Also in early 2019 you can look forward to the *Pyxis*, primarily serving the Vallejo route, with more *Pyxis* class vessels to come. To date, the *Hydrus* class boats are WETA's highest capacity vessels, with space for up to 400 passengers. The iconic *Encinal*, its oldest boat, has a similar capacity but is nearing

retirement. With more boats, terminals and technological advancements ahead, there is much to look forward to.

Hall enjoys his job. "I've been a transit rider most of my life, so being able to talk to folks about their experiences on the ferry and how we could get more people to ride in the future is definitely rewarding," Hall said. "I'm really looking forward to seeing what questions people have, and being able to help answer those by talking to the folks who work on the ferries, developing the system of tomorrow."

So get your questions ready, and see what Hall and Clemens have to say. For details on how to submit your own questions, visit the new column on page 11.



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S.F. Ferry Building Gate Switch

BC STAFF REPORT

All arrivals and departures on San Francisco Bay Ferry's Alameda/Oakland/San Francisco route now occur at the new Gate G. Gate G is south of Gate E and can only be accessed at this time via a pedestrian bridge that connects to the Embarcadero.

The Alameda/Oakland queue will run adjacent to the southern edge of the pedestrian bridge before turning to the south down the Embarcadero. Ferry passengers to Alameda/Oakland should give themselves enough time to get to Gate G. See the map on this page.

Harbor Bay ferry service will remain at Gate E until mid-January. Vallejo ferry service remains at Gate B.

Hornblower's Alcatraz Cruises Renews Ferry Contract

The National Park Service (NPS) has selected Alcatraz Cruises to operate the Alcatraz passenger ferry service and associated commercial services under a new 15-year concession contract within Golden Gate National Recreation Area (GGNRA).

"We are pleased to announce that Alcatraz Cruises is the new concessioner for the Alcatraz Island ferry," said Laura Joss, Golden Gate National Recreation Area superintendent. "The National Park Service is excited to work with Alcatraz Cruises to establish a long-term Alcatraz visitor welcome area and embarkation point and continue ferry service for the 1.5 million annual island visitors."

Since 2006, Alcatraz Cruises has operated the most recent ferry transportation contract at GGNRA. Its parent company, Hornblower Cruises & Events, has operated in the San Francisco Bay since 1980. Under a separate NPS concession contract, the company currently provides full-service passenger ferry operations at the Statue

of Liberty National Monument and Ellis Island Museum of Immigration.

"Once again, we are thrilled to be selected by the National Park Service after an intense competitive bid process to provide safe and reliable ferry transportation to Alcatraz Island. We look forward to working closely with the NPS, GGNRA, Golden Gate Parks Conservancy and the Port of San Francisco to deliver amazing visitor experiences for Alcatraz visitors," said Terry MacRae, CEO of Alcatraz Cruises.

The concessioner will operate ferry and associated services from Pier 31½, within the Port of San Francisco. GGNRA and the Port of San Francisco worked together for several years to identify a site for long-term ferry embarkation and Alcatraz Cruises will be the first operator to use the site under this long term agreement. The site is under a 30-year use agreement between GGNRA and the Port of San Francisco with two 10-year options for renewal.

Over the first five years of the contract, Alcatraz Cruises will invest approximately \$30.1 million in Pier 31½ and associated waterside infrastructure. Alcatraz Cruises will provide a variety of services to the public, including passenger ferry service to Alcatraz and Angel Island, a new Park Cruise service, charter transportation, and food and beverage service on boats. The concessioner is authorized to provide souvenir photography and charter transportation to other national park locations as approved by NPS. The contract is effective May 9, 2019.

Ferry Accident Probe

The MS *San Francisco*, the Golden Gate ferry whose prow was damaged when it ran into a dock at the San Francisco Ferry Building on November 23, has been under repair at Bay Ship & Yacht in Alameda and should be back in service soon. Golden Gate spokeswoman Priya Clemens said a Coast Guard investigation



Alameda/Oakland ferries will now arrive and board from the new Gate G at the San Francisco Ferry Building. Currently the only access to Gate G is via a pedestrian bridge south of the AG Building next to the Ferry Building.

into the crash, which slightly injured two passengers, may not be done until mid-January. Clemens declined to speculate about the cause of the accident, although she noted that drug and alcohol tests on crew members came back clean.

There has been speculation that an engine gear might have become stuck when the boat was docking. It's worth noting that the *San Francisco* belongs to an older class of four Spaulding ferries operated by Golden Gate, which also has a fleet of more modern catamarans.

Recently, the *San Francisco* underwent significant modernization work to upgrade its pilot house, installing modern gear that included a computer joystick in place of its traditional wheel for steering. It isn't known whether the new system might have been a factor in the accident.

Marin North-South Greenway Gets \$10 Million

The Metropolitan Transportation Commission awarded \$10.6 million in regional toll dollars this week to Marin County's North-South Greenway project. The money will go to the Transportation Authority of Marin (TAM) for work on the northern segment of the bicycle and pedestrian pathway.

"This is such a critical project for

Marin bicyclists and pedestrians," said Damon Connolly, a Marin supervisor who sits on MTC's board. "It makes the route safer for all users and improves access to Golden Gate ferries at the Larkspur Ferry Terminal. It will do the same for Sonoma-Marina Area Rail Transit when the Larkspur train connection is completed next year."

TAM proposes dividing the work on the northern segment into two phases. The first phase would cross Corte Madera Creek next to Highway 101, while the second would extend the path along Old Redwood Highway in Larkspur.

"The North-South Greenway has long been a top priority for MCBC," said Jim Elias, executive director of the Marin County Bicycle Coalition. "It's the primary 'active transportation' artery through Marin and Sonoma Counties. Each time we close a gap in the greenway, we make it easier and safer for people to get out of their cars and onto their bikes, whether for transportation or recreation."

The funds come from the 2004 voter-approved Regional Measure 2, which increased tolls on state bridges by \$1 for transportation projects. In all, \$19 million in toll dollars will go to the greenway project.

Your Ferry Questions Answered



Photo by Joel Williams

WETA is increasing the size of the San Francisco Bay Ferry fleet significantly to prepare for expanded services and new routes with five new vessels in varying states of construction now. Expect to see two new vessels (Pyxis and Carina) to enter service within a couple of months.

Ferry Q&A debuts this month as a feature where you can have your questions about the ferry answered by the professionals who speak for the ferry systems on a daily basis. Thomas Hall is the public information and marketing manager for WETA, the agency that runs the San Francisco Bay Ferry service. Priya Clemens is his counterpart at Golden Gate Transit. Their answers to your ferry questions are marked with a “WETA” and a “GG,” respectively.

Please submit your questions today to info@baycrossings.com.

Question 1: *How many people ride the ferry on an average day?*

WETA: San Francisco Bay Ferry carries an average of 10,000 passengers on weekdays and up to roughly 4,000 daily passengers on the weekend, depending on the weather. We’re getting close to carrying three million passengers on an annual basis—doubling our ridership over the past five years.

GG: We have more than 8,000 daily riders on the weekdays, and we average more than 4,000 on the weekends. Those are round numbers, but you can dig into the details by taking a look at our ridership stats here: goldengateferry.org/researchlibrary/statistics.php. There’s lots of information on the website about our ferry service overall. Check out our highest ridership days, details on our vessels, and more.

Question 2: *Why don’t you run more vessels?*

WETA: San Francisco Bay Ferry is adding vessels at a rapid clip—there might not be a water transit agency in the country ordering more ferries than WETA. We have five new vessels in varying states of

construction right now, with two (*Pyxis* and *Carina*) due to enter service within a couple of months, two more (*Vela* and *Lyra*) due within the next year and another just underway (an unnamed 300-passenger vessel recently ordered). These vessels will be added to a fleet that has already added three new ferries since 2017: *Hydrus*, *Argo* and *Cetus*. We do have two vessel retirements coming up (*Vallejo* and *Encinal*), so these aren’t all pure additions to our fleet. But the size of the fleet is increasing, which will boost our ability to enhance service and expand to new terminals.

GG: We currently have seven vessels in the Golden Gate Fleet. We need every single one of them to make our service run so well through the busiest summer months. We’d also like to increase the number of trips we offer between Larkspur and San Francisco. In order to do that, we need to add another vessel. We have applied for a federal grant to help us pay for that vessel, and we are getting ready to embark on an environmental process to increase the number of trips we can run each day.

To pay for this extra service, we are discussing increasing bridge tolls. Golden Gate Bridge tolls not only pay for Golden Gate Bridge operations and maintenance, but they also go towards subsidizing Golden Gate Ferry and Golden Gate Transit bus service. We’d love to hear your opinion of our new toll ideas. For details on how to share your opinion, please visit goldengate.org.

We have several major fleet maintenance and upgrade projects coming in the months ahead, so we have leased a vessel from the east coast to help us cover service. The MV *Millennium* will be joining our fleet for one year, beginning in January. Keep an eye out for it, and enjoy the ride.

Question 3: *Why does the ferry slow down so much in the Mare Island Strait?*

WETA: There are wake restrictions in the Mare Island Strait due to homes, businesses and docks on the water. Our vessels slow down within the strait to

minimize wakes and reduce the impact of wakes on those structures. This will also be the case on the new Richmond ferry route near Point Richmond, where the ferry will slow down to lower wake impacts for residents, businesses and docks on the waterfront.



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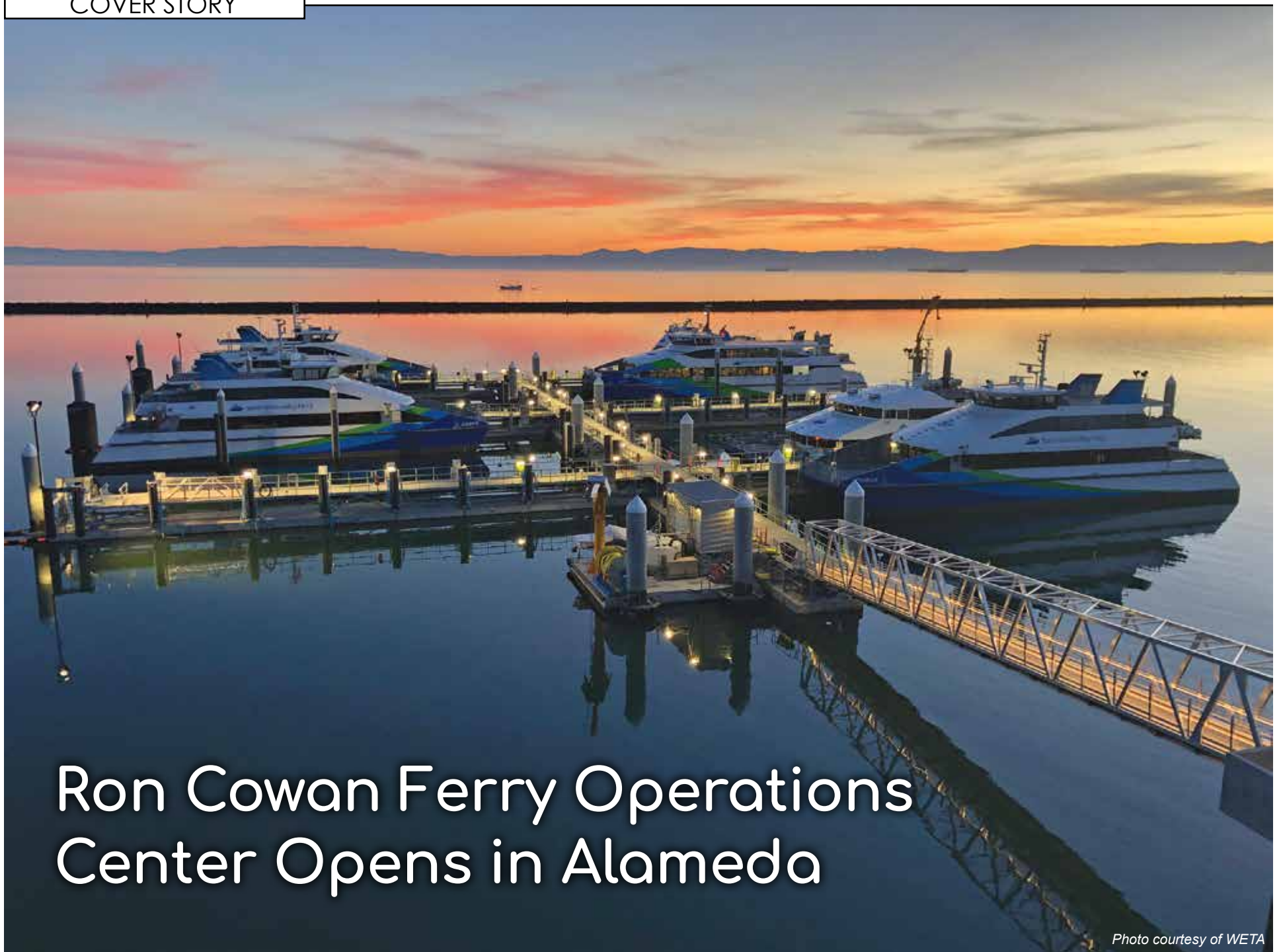
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Ron Cowan Ferry Operations Center Opens in Alameda

Photo courtesy of WETA

BY JOEL WILLIAMS

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) officially commenced operations last month at the new Ron Cowan Central Bay Maintenance and Operations Facility in Alameda. A large crowd attended the ribbon cutting event in the shadow of the USS Hornet Sea, Air & Space Museum at Alameda Point.

The facility is named after Ron Cowan, an Alameda businessman and lifelong champion for expanded ferry

service in the Bay Area. Cowan, who died in January 2017, was responsible for developing most of Alameda's Harbor Bay in the 1960s.

In 1985, he founded Harbor Bay Maritime for the purpose of providing high-speed ferry service between Harbor Bay Isle and San Francisco. He chaired the Blue Ribbon Task Force that called for the creation of WETA in the 1990s and chaired the Water Transit Task Force in the 2000s. In 2016, the WETA Central Bay facility was dedicated to and named after Cowan in a ground breaking ceremony.

Ron Cowan's vision of comprehensive ferry service included 25 to 40



Photo by Joel Williams

In 2016, WETA held a ceremonial ground breaking and dedication ceremony for the new facility. Ron Cowan, who attended the ceremony, died in January 2017.

terminals throughout the Bay Area providing service with 15- to 30-minute intervals throughout the day and into the wee hours of the morning. Although we have not yet reached those lofty goals, ferry ridership continues to rise and WETA is considering a future with ferry service so frequent that riders would no longer need to consult a schedule during certain times of the day.

Cowan had a unique perspective of the Bay due to the fact that he commuted from Marin County to his office in Alameda for 22 years by flying his own helicopter. “The concept of the Bay as a transportation spine was reinforced every day during my flight to work,” he said in a Bay Crossings interview from 2000. “I would get up to 5,000 feet and look down on the Bay Area, and it became obvious to me that the Bay was a wonderful transportation spine connecting the entire region—and it was practically empty. Reinforced images are very powerful, and to look down on this image every day made it clear to me that we here in the Bay Area have an opportunity to create a truly world-class regional water transportation system.”

“This vision was reinforced when I would travel to other parts of the world, particularly Hong Kong, Sydney and Vancouver, demonstrating how other metropolitan areas had taken advantage of their waterways to develop regional transportation systems,” he said. “I often thought that when I had the time, I would like to lead the charge to create such a system.”

During the event to celebrate the opening of the facility, Alameda Mayor Trish Herrera Spencer spoke of Cowan’s vision. “He was a pioneer in understanding the need for a world-class comprehensive regional water transit system to serve our transit needs as well as after natural disasters. It is his vision that ultimately led to the creation of WETA.”

The \$50 million facility serves as an operations and maintenance hub for WETA’s San Francisco Bay Ferry fleet serving Alameda, Oakland, Harbor Bay, San Francisco and South San Francisco. It will make routine maintenance and repairs of the vessels more efficient and provide important emergency response capabilities, as providing emergency water transit is a key piece of WETA’s statutory mission. WETA opened its Charlene Haught Johnson North Bay Maintenance and Operations Facility on Mare Island in 2016, which provides similar capability for vessels used in the Vallejo ferry service.

“Our new Central Bay facility is the foundation for the San Francisco Bay Area ferry system of the future,” said Nina Rannells,

WETA’s executive director. “WETA’s long-range strategic plan calls for more frequent service and additional terminals: a tripling of the fleet and a quadrupling of ridership. The Central Bay facility will allow that to be possible by making our fleet operations more efficient.”

“We’re honored to have Ron Cowan’s name gracing the building,” Rannells said. “His name is synonymous with ferries in Alameda and beyond.”

The project represents the first new major construction at the former Naval Air Station Alameda and is a part of the Alameda Point development. Features of the new facility include berthing slips for 12 ferry vessels, a dispatch and operations hub with an emergency operations center along with a fueling facility and storage capacity of 48,000 gallons that could potentially sustain ferry operations for a

full week during a natural disaster. It also includes equipment and a working yard that support light repair and maintenance work. Other site improvements include the expansion of the San Francisco Bay Trail and a new harbor seal float to prevent habitat displacement.

The cost of the project was funded by State Proposition 1B through the California Office of Emergency Services (Cal OES) and the U.S. Department of Transportation’s Federal Transit Administration. The design-build contractor was a joint venture of Overaa Construction and Power Engineering Construction. WETA’s design team was KPFF Consulting Engineers and ROMA Design Group. The construction manager was 4Leaf, Inc.



Photo courtesy of WETA



Port of S.F. Removes 'Ghost Piers' on the Southern Waterfront



Photo by Matt Valbusa

BY BILL PICTURE

The Port of San Francisco has removed dilapidated piles that once supported the piers along the shores of Islais Creek—crumbling reminders of the important role the southern waterfront plays in San Francisco’s rich maritime history.

Abandoned for decades, when the last of the area’s slaughterhouses, canneries and agricultural processing

plants cleared out, the piers fell into disrepair. Some were barely standing when the removal began last May. Others had crumbled and been reclaimed by the Bay, leaving behind wood piles that Port of San Francisco Superintendent of Harbor Maintenance Tim Felton refers to as “ghost piers.”

Cleanup efforts like this one along the southern waterfront are helping breathe new life into the area, whose long-vacant brick monoliths, once home to wartime shipbuilders and other waterfront-oriented industries, are

now being called home by recognizable brands like Uber and Restoration Hardware. Still, Felton admits there’s a tiny part of him that was sad to see the old piers go.

“It’s definitely romantic to think about,” Felton said of the area’s past life as a working waterfront. “You can imagine the whistles sounding and dockworkers all over the place. Walking down through that part of the City is still like a trip back through history.”

Felton pointed out that Islais Creek was once referred to as “Blood Creek”

by locals because of the nearly 100 or so slaughterhouses that lined its shores. That was in the last half of the 19th century. “A lot of the messier, dirty industries set up shop down there,” he said.

But as time took its toll on the left-behind piers, they began to pose a number of dangers that made their removal necessary. For starters, some leftover piles sat below the water line, which made navigating the channel dangerous for boaters who couldn’t see them. “And eventually the piles break



free and wreak havoc,” Felton said.

As years loosen the creek bottom’s grip on the old wood piles, they become susceptible to big storms. And once dislodged by swells, currents can carry the piles out into the middle of the Bay. “They end up in the shipping channels,” Felton said. “It’s not a big deal if one of the big cargo ships hits one, but it’s dangerous for the ferries and for smaller craft.”

More frequently, currents deposit the piles underneath one of the active piers further north, where they act as agitators in the churning, washing-machine-like waters underneath and knock loose plumbing and electrical infrastructure installed below the piers for the occupants above. “The piles weigh 1,000 pounds each, so the winds and tides basically turn them into giant battering rams,” Felton said.

How in the world?!?!

Removal of the ghost piers isn’t easy. Piers still intact (though barely) had to be carefully disassembled. And the piles, because they’re driven deep into the soil below (up to 100 feet), couldn’t simply be pulled out. Instead, Felton had to



Photo by Matt Valbusa

The Port of San Francisco’s dive team was able to remove about 15 piles a day.

send the port’s dive team down with hydraulic saws to cut the piles, about 500 of them, down to mud level.

“We’d send the team out at high tide to do it,” he said. “And then they’d float the loose piles over to Pier 90 where a crane was used to pick them out of the water.” From there, the piles were transported to Pier 96, whose tenant was hired to handle the disposal. Cost for the disposal—just under \$50,000—was paid for with money from a grant. The cost of the removal, a four-month process, was included in the port’s operating budget.

Back when wood was the go-to material for piles, the wood was soaked in creosote, a petroleum-based compound, to keep it from rotting. “A hundred years later, if you were to cut one of the old wood piles in half, you can still smell the creosote,” Felton says. While not hazardous per se, creosote-laden wood can’t be repurposed. For instance, it can’t be turned into garden mulch, which is the final use for a lot of reclaimed wood. Instead, it’s sent directly to a landfill. Only certain landfills will accept wood that’s been treated with creosote.

As for the port’s divers, Felton said that the project left little time for them to do much else.

“They were removing 15 piles a day, on average,” he said. The team is responsible for everything from the annual inspection of San Francisco’s seawalls and the thousands of piles along its waterfront to invasive species surveys.

“When someone wants to move a barge, they’re the ones that go down and inspect the hull to see what’s growing down there and make sure no invasive species get taken to another part of the Bay,” Felton explains. These inspections alone are enough to keep the dive team’s four members busy year-round, but Felton says they’re also regularly called upon by other agencies with various below-water needs.

“The police will call when a car goes off a pier and ask for our help,” he said. “That happens more often than you might think.” Lately, the dive team’s been receiving a lot of calls to help fish rented scooters out of the Bay. “I’m not



Photo by Matt Valbusa

The decaying piles often broke free, causing problems elsewhere in the Bay.

sure how they end up there,” he said. “But it started happening so often that we eventually had to say, ‘Sorry, we can’t

help you out.’ We’re just too busy. That’s why it took so long to get around to removing the ghost piers.”

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MTC Recruiting Bay Area High School Students for Paid Summer Internship

BY BC STAFF

Do the teens in your life have some extra time over the winter holidays to think about summer internships? If so, let them know that the Metropolitan Transportation Commission (MTC) is offering high school students around the Bay Area the opportunity to gain professional experience in transportation planning, engineering and related fields through its 2019 High School Internship Program.

The internship program, now celebrating its 19th year, is now accepting applications for paid summer

jobs with a variety of public transit agencies, city planning departments and public works agencies throughout the region. Internships are available in Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties.

Eligible students will be at least 16 years old and completing the 10th, 11th, or 12th grade by summer 2019. They will earn \$15 per hour, with their wages paid by MTC, and can choose to work either full- or part-time, up to 250 hours. Students hired through the program are expected to attend an orientation session on June 18, 2019, as well as a closing forum in August, where they will present highlights of their work over the

summer. Both events will take place at MTC's offices at 375 Beale Street in San Francisco.

Students will work closely with mentors at host agencies to create rich summer experiences that foster connections for college recommendation letters and future job opportunities. Jonathan, a 2018 MTC high school intern, wrote of his experience: "I really enjoyed the internship and learned so much. I had so much fun meeting all the interns and especially bonding with my team. The presentations were very interesting, and it was awesome to learn what my fellow interns did at their offices. My mentor was great, and he made me feel at ease immediately, shared his work

experience with me, and gave me great advice and tips on what to do in college."

"The high school intern experience was truly valuable from the mentor's perspective" as well, noted Will Pilkington, branch chief of North Bay surveys at Caltrans District 4, who mentored an MTC intern in 2018. "It provided a youthful perspective of our current transportation landscape," he wrote, "and I was most impressed by the ease with which the intern was able to comprehend and assimilate the technical software and equipment we use. I have hope for our future professionals!"

To view all open internship positions and read the full application details, visit jobs.mtc.ca.gov/internships.

Toll Bridge Committee Successfully Wraps Up a Decade of Work

BY BC STAFF

The Toll Bridge Program Oversight Committee (TBPOC) held its last meeting in December, wrapping up more than a decade of work that saved toll payers hundreds of millions of dollars and years of delays as the San Francisco-Oakland Bay Bridge and eight other state-owned toll bridges achieved seismic safety.

"I couldn't be more proud of what the committee accomplished," said Steve Heminger, MTC's executive director, the only member who served on the committee for its entire 13 years of existence. "The committee saved the public money and time, and ultimately made the span safer. This process is a model for other large-scale projects.

"It has been immensely gratifying for me, and that is in large part because of the people with whom I've worked," Heminger said. "It's great to reach the finish line."

The TBPOC was established in 2005 to implement a project oversight and project control process for the state Toll Bridge Seismic Retrofit Program (TBSRP) and for construction of the new Benicia-Martinez Bridge after cost projections for the entire nine-project TBSRP—including replacement of both the Bay Bridge East Span and the Bay Bridge West Approach—had soared to \$8.7 billion from an original estimate of \$2.6 billion. The seismic retrofit work was prompted by the 1989 Loma Prieta earthquake, which caused a partial collapse of the original Bay Bridge East Span.

Consisting of the Caltrans director

and the executive directors of the Bay Area Toll Authority and the California Transportation Commission, the TBPOC helped minimize potential delays and controlled costs. An August 2018 report by the state auditor stated, "In aggregate, our review indicates that Oversight Committee decisions resulted in hundreds of millions of dollars in cost avoidance and savings." Examples cited by the auditor's report include the decision to alter the originally-planned method of removing the marine foundations of the old Bay Bridge East Span, a choice that saved \$94 million and cut four years from the demolition schedule; and implementation of a comprehensive risk management program, which was credited with avoiding more than \$455 million in potential costs and seven years of potential delays.

The state audit concluded that

the TBPOC provides a template for oversight and management of future large-scale projects in California. In addition to replacements for the Bay Bridge East Span and the Bay Bridge West Approach, other projects included retrofits of the Bay Bridge West Span; the Richmond-San Rafael Bridge; the San Mateo-Hayward Bridge; the 1958 eastbound span of the Carquinez Bridge; the original 1962 Benicia-Martinez Bridge that now carries southbound traffic; and the San Diego-Coronado and Vincent Thomas bridges in Southern California. Subsequent legislation expanded the program to include retrofits of the Antioch and Dumbarton bridges as well.

To view the report by the State Auditor, visit www.bsa.ca.gov/pdfs/reports/2018-104.pdf

If We Snooze, the Bay Will Lose

BY SEJAL CHOKSI-CHUGH

I'm not a fan of my morning alarm disrupting my cozy slumber. But to be on time and prepared for my busy day, I need that wakeup call, no matter how jarring.

I write this with similar mixed feelings. No one likes an alarmist, but this new year, all of us snoozing unaware around San Francisco Bay need a wakeup call.

The Bay is already under stress from more than seven million of us living our lives, running our businesses and getting rid of our waste here. That's all normal. But local oil refineries are also trying to expand. The coal industry has singled out the Bay Area for toxic exports. And polluting facilities around the Bay are shirking the law.

I'm worried. Unless we heed the alarm, the Bay Area won't be ready to defend San Francisco Bay during 2019. To deal with the big threats facing the Bay, we all need to be awake.

Phillips 66 plans to more than *double* their oil tanker traffic across the Bay. This raises the danger of oil spills in the Bay's waters. The tankers would likely carry tar sands oil, which is heavy and nearly impossible to clean up after being spilled. If spilled in the Bay, it would harm wildlife and smother bottom-dwelling creatures that are critical to the Bay's food chain.

To increase the number of tankers, Phillips needs approval from government regulators. That's where we can all be prepared. Along with concerned

San Francisco Bay is surrounded by thousands of facilities that can contaminate the water with toxic industrial runoff, raw sewage, trash and more.

community groups, Baykeeper will advocate against more tankers on the Bay. We've stopped two previously proposed Bay Area oil refinery expansions, and we're determined to stop this one, too.

The coal industry is also targeting the Bay Area. Open train cars carrying coal shed toxic dust near local neighborhoods and along the Bay shoreline. Exporters then load the coal onto big ships in a process that further contaminates the Bay. Coal contains arsenic, lead, mercury and other harmful heavy metals. The dust is linked to serious

illness in people, including asthma and heart disease. In the Bay, shellfish and small bottom-dwelling creatures can consume the coal dust and the toxins move up the food chain.

This year, Baykeeper will battle the coal industry in three cities. In Oakland,

we'll fight a developer in court to prevent coal exports from a proposed shipping terminal. In Vallejo, we'll urge city leaders to reject plans for another new shipping terminal that could be used to export coal. And in Richmond, Baykeeper will work alongside city and community leaders to stop contamination from coal storage at an existing shipping terminal.

Another looming threat is undiscovered polluters. San Francisco Bay is surrounded by thousands of facilities that can contaminate the water with toxic industrial runoff, raw sewage, trash and more. These polluters are supposed to comply with laws that protect us. But those laws are currently being weakened, contain big loopholes and often go unenforced.

Baykeeper is the only organization that regularly patrols the Bay to find and stop polluters. In the year ahead, our scientists will patrol for pollution on the Baykeeper boat. Our field investigators will inspect the perimeter of suspected polluting sites. When we find pollution, our lawyers will hold the polluters accountable. And if the laws are too weak, our advocates will work to make them stronger.

The biggest threat of all would be if Bay Area residents snoozed through these battles. Instead, we invite you to join the fight and be part of defending the Bay in 2019. To get your monthly wakeup call about the newest threats facing San Francisco Bay, sign up for Baykeeper's e-newsletter at baykeeper.org.



Photo credit: Robb Most

Undiscovered polluters are a looming threat to San Francisco Bay. Baykeeper investigators regularly patrol the Bay aboard our boat to find and stop polluters.

Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Since 1989, Baykeeper has been defending San Francisco Bay from the biggest threats and holding polluters accountable. To report pollution in the Bay, call Baykeeper's hotline at 1-800-KEEP-BAY (1-800-533-7229), e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.



Ford GoBike Ramps Up Ebikes

As part of a regional push to expand its ebike fleet, Ford GoBike is introducing more than 500 new pedal-assist cycles to its bike share network in the East Bay cities of Berkeley, Oakland and Emeryville. A launch event and inaugural ride was held on Friday, December 14 at the Ford GoBike station on 23rd Street and Telegraph Avenue in Oakland. In attendance was Oakland Mayor Libby Schaaf, Berkeley Mayor Jesse Arreguin, Emeryville Mayor Ally Medina, Oakland Department of Transportation Director Ryan Russo and representatives from Bike East Bay, Ford GoBike and Lyft.

Ford GoBike is also introducing ebikes in San Jose for the first time, where more than 120 of the pedal-assist ebikes will be deployed. And the bike share organization is adding another 600 ebikes to its network in San Francisco. Altogether, Ford GoBike is growing its ebike fleet to more than 1,400.

The ebikes, known as Ford GoBike Plus, feature motors that give riders a boost as they pedal, helping them to ride further and up hills with less effort. They offer a sweat-free ride, making cycling a more attractive option for a wider range of trip types and for a wider range of people in terms of fitness levels. By making longer trips easier, ebikes also help shift travel patterns from cars to bikes. Ford GoBike Plus ebikes have been incredibly popular in San Francisco since their



Ford GoBike is adding 500 new pedal-assist ebikes to their bike share network. Called GoBike Plus, these bicycles make cycling easier with motors that give riders a boost, requiring less effort to ride further and up hills.

launch in April of this year, being ridden nearly three times as often as classic Ford GoBikes. With the expansion beginning this week, there will soon be more than 800 ebikes in the Ford GoBike fleet in San Francisco.

“Ask anyone who has ridden an ebike, and they’ll tell you how exciting and transformative the ride can be,” said Ford GoBike General Manager Emily Stapleton. “The pedal-assist makes longer, uphill bike trips easier than ever, giving East Bay residents more reasons to choose bike share to get around their communities.”

“We are thrilled to be getting electric-assist, shared bicycles in Oakland, Berkeley and Emeryville,” said Schaaf, who also serves as an MTC commissioner. “GoBikes will be useful to people needing to go farther in less time — and with less sweat. Bikesharing already gives the Bay Area a non-polluting, affordable way to get around — but these ebikes will be useful to a wider range of people, including folks who maybe can’t pedal comfortably on their own.”

“The future of mobility is shared and electric,” said Russo.

“Ebikes make bicycling more accessible for more people — they allow riders to go farther, faster, and are docked to avoid cluttering the sidewalks,” said San Francisco Supervisor Jane Kim, who also serves on MTC. “I’m a bike share member myself, and I love ebikes! To reduce traffic congestion and combat climate change, we must make biking easier, and adding 600 ebikes in San Francisco will be a game-changer.”

Ford GoBike Plus bikes can be

located and unlocked using the Ford GoBike app or a Clipper® card and docked at any of the more than 300 bike share stations in the participating cities. Access to Ford GoBike Plus is included in the cost of a membership or pass. Memberships are available for \$15 per month or \$149 per year, with passes available at \$2 for a single ride or \$10 for a 24-hour access pass. Bike Share for All memberships are available to low-income residents at the discounted rate of \$5 for their initial

The ebikes feature motors that give riders a boost as they pedal, helping them to ride further and up hills with less effort.

year and include unlimited rides of up to 60 minutes.

The Ford GoBike system consists of more than 300 stations and 3,000 bikes on the ground across San Francisco, San Jose, Berkeley, Oakland and Emeryville. The system has generated over two million rides since launching in June 2017. When completed, the 7,000-bike, 546-station Ford GoBike network will be the second-largest bike share system in North America, setting new national standards in density, convenience and equity.

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San Francisco Symphony's Mark Inouye Plays for Keeps

BY PAUL DUCLOS

Last month the San Francisco Symphony announced that Esa-Pekka Salonen will become its next music director in September 2020. As the 12th music director in the symphony's 107-year history, Salonen will succeed Michael Tilson Thomas, who concludes his 25-year tenure in July 2020.

One of the most influential and creative forces in music, Salonen has—through his many high-profile conducting roles, his work as a leading composer, and his advocacy for accessibility and diverse musical voices—shaped a unique vision for the present and future of the symphony orchestra.

Salonen's selection was an arduous procedure, however, involving several key members of the orchestra. Chief among them was principal trumpet player Mark Inouye. Inouye is not a regular rider of our Bay Area ferries, although he has a special relationship with the sea, running on our beaches and surfing at classic breaks along our coastline. (A marvelous video on the San Francisco Symphony website tells more of that story.)

Meanwhile, Inouye graciously agreed to participate in an interview:

Bay Crossings: *While you have always been a remarkable musician, we understand that you also aspired to become an engineer. What forces drove you down this career path?*

Mark Inouye: Growing up in Davis, I was equally enthusiastic about three things: school, athletics and music. When it came to school, I was interested in sciences such as mathematics and physics. I was curious how things worked and didn't work. This love and curiosity led me to begin a civil engineering degree at UC Davis. However, about halfway thru my undergraduate studies, I auditioned for the Juilliard School of Music in New York. I was accepted and transferred there the following year.



Photo by Mark Terrence

BC: *Like many of our readers, you are a devoted Giants fan. How did your interest in baseball shape your personality and what values does it bring to your work ethic?*

Inouye: As I mentioned before, sports were a big part of my life. As a kid I attended a ton of UC Davis athletics: basketball, football and baseball games as well as track and field events. I played many sports as well, and learning how to function as part of a team was really an important skill set to learn. Baseball was a big part of my life and it helped me to embrace meritocracy. Improving and learning to improve, so I could start on the team, has stuck with me ever since. During all those years playing ball, I embraced the invaluable lesson of hard work and hustle and how it can pay off. I have been a San Francisco Giants fan all my life so winning a job with the San Francisco Symphony was a dream come true. My favorite baseball player embodied this philosophy of hard work and hustle—Will “the Thrill” Clark. I love that guy. I want to bring that sort of energy, laser-beam focus and love of the game to Davies Hall every time I perform with the symphony.

BC: *Finally, please describe how a team effort at the symphony is created and*

sustained by your colleagues and conductors. It must be an intoxicating experience.

Inouye: I often compare being a professional musician in an orchestra to being a professional athlete in a team sport. There are so many components that one must improve as an individual player. This takes a lot of time, discipline and humility. After all, if we truly want to hone our craft, we must be willing to put in the time to work on the fundamentals that are our weaknesses. Nobody wants to sound bad, but one must be humble enough to address it, alone in a practice room, so when it's game time, you are ready to put yourself in a position to succeed. As an individual in the full symphony orchestra, we must know our musical roles. Ninety-nine percent of the time we are playing with other musicians, so a team mentality must rule

in order to be successful. Am I melody or harmony or even just a simple rhythmic accompaniment? Am I playing any of these scenarios with other musicians? The answer is almost always yes; you've got to know how you fit into the musical fabric of any piece we are performing at any given time. When you come to symphony concerts, you are hearing a supreme level of a team effort from the musicians. These concerts are some of the most exhilarating experiences of my life and I hope just a sliver of that translates to the audience that comes to hear us.

For more information, see www.sfsymphony.org/markinouye.

Follow Paul Duclos' Cultural Currents online with his blog at: www.duclosculturalcurrents.com



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VALLEJO			
VALLEJO – SAN FRANCISCO			
Travel time between Vallejo and San Francisco is approximately 60 minutes.			
Weekdays			
Depart Mare Island	Depart Vallejo	Depart S.F. Ferry Bldg.	Depart Pier 41
5:10 a.m.	5:30 a.m.	-----	-----
5:40	6:00	-----	-----
6:10	6:30	6:35 a.m.	-----
6:40	7:00	7:15	-----
-----	7:45	8:15	-----
-----	8:30	9:00	-----
-----	10:00	11:10	11:30
-----	12:00 p.m.	2:30 p.m.	-----
1:40 p.m.	2:00	3:30	3:10 p.m.
2:50	3:10	4:30	-----
3:40	4:00	5:15	-----
-----	4:45	5:30	-----
-----	5:45	6:00	-----
-----	6:45	7:15	6:55
-----	-----	8:15	-----
Weekends & Holidays			
-----	10:00 a.m.	11:10 a.m.	11:30 a.m.
11:00 a.m.	11:30	12:45 p.m.	-----
2:10 p.m.	2:30 p.m.	3:40	4:00 p.m.
3:10	3:30	4:40	-----
-----	5:30	7:15	6:45
-----	-----	-----	-----
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FARES: One-way			
Adult	\$14.60	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.	
Adult (Clipper Only)	\$11.00		
Youth (5-18)	\$ 7.30		
Senior (65+)/Disabled/Medicare	\$ 7.30		
School Groups	\$ 4.80		
Child (under 5)	FREE		
Mare Island Short Hop5 Adult	\$1.70		
Mare Island Short Hop5 Youth, Senior (65+ yrs), Disabled, Medicare2	\$0.80		

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND			
Weekdays to San Francisco				Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41	Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
---	6:00 a.m.	6:20 a.m.	---	9:45 a.m.	10:00 a.m.	10:45 a.m.	10:25 a.m.
6:30 a.m.	6:40	7:00	---	11:30	11:15	11:55	12:15 p.m.
7:00	7:15	7:35	---	12:00 p.m.	11:45 p.m.	12:25 p.m.	12:40
7:35	7:45	8:05	---	1:55	1:40	2:20	2:40
8:10	---	8:40	---	2:55	2:40	3:20	---
---	8:20	8:40	---	4:35	4:20	---	5:00
8:40	8:50	9:10	---	6:05	5:50	6:30	6:45
9:15	9:25	9:45	---	7:45	7:30	8:10	---
10:15	10:25	10:45	11:00				
11:00	10:50	11:20	11:35				
11:40	11:30	12:15 p.m.	12:20 p.m.				
1:55 p.m.	1:45 p.m.	2:15	2:30				
2:40	2:25	3:05	---				
3:50	3:35	4:20	---				
4:30	4:15	5:00	---				
5:05	4:50	5:30	---				
5:55	5:45	6:20	---				
6:20	6:05	6:50	---				
7:05	6:55	7:30	---				
8:45	8:55	9:25	---				
Weekdays from San Francisco				Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
---	6:25 a.m.	7:10 a.m.	6:55 a.m.	10:35 a.m.	10:50 a.m.	11:10 a.m.	11:25 a.m.
---	7:05	7:40	7:30	---	11:20	11:40	11:55
---	7:35	---	8:00	1:00 p.m.	1:15 p.m.	1:35 p.m.	1:50
---	7:45	8:05	---	2:00	2:15	2:35	2:50
---	8:10	8:45	8:35	3:40	3:55	4:15	4:30
---	8:45	9:20	9:10	5:10	5:25	5:45	6:00
---	9:40	10:20	10:10	6:50	7:05	7:25	7:40
---	10:30	10:45	10:55				
10:50 a.m.	11:05	11:25	11:35				
12:30 p.m.	12:45 p.m.	1:20 p.m.	1:05 p.m.				
1:45	2:00	2:20	2:35				
---	3:15	3:30	3:45				
3:30	---	4:10	4:20				
---	4:00	4:20	4:35				
---	4:30	4:45	5:00				
---	5:20	5:40	5:50				
---	5:40	6:00	6:15				
---	6:05	6:35	6:45				
---	6:30	6:50	7:00				
---	6:55	7:15	7:25				
---	7:35	7:55	8:10				
8:05	8:25	8:45	8:55				
---	9:30	9:50	10:00				

FARES: One-way	
Adult	\$7.00
Adult (Clipper Only)	\$5.30
Youth (5-18)	\$3.50
Senior (65+) Disabled	\$3.50
Child under 5	FREE
School Groups	\$2.30
Short Hop - Adult	\$1.70
Short Hop - Youth	\$0.80
Short Hop - Senior (65+), Disabled	\$0.80

PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291

GIANTS BASEBALL AT AT&T PARK

Service will resume for 2018 Season



Illustration from www.tuscolatoday.com

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)

Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:00	7:25	8:00	8:25
7:30	7:55	4:35 p.m.	5:00 p.m.
8:30	8:55	5:35	6:00
5:05 p.m.	5:30 p.m.	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

FARES: One-way	
Adult	\$7.30
Adult (Clipper Only)	\$5.50
Youth (5-18)	\$3.60
Disabled / Seniors (65+)	\$3.60
School Groups	\$2.40
Children (under 5)	FREE

SOUTH SAN FRANCISCO

Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:20 a.m.
7:30	7:40	8:20
8:00	8:10	8:50

Weekday to Alameda & Oakland		
Depart SSF	Arrive Oakland	Arrive Alameda
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00	5:55
7:00	7:50	7:35

FARES: One-way	
Adult	\$8.80
Adult (Clipper Only)	\$7.90
Youth (5-18 years)	\$4.40
Seniors (65+ yrs), Disabled	\$4.40
School Groups	\$2.90
Children (under 5) (with an adult)	FREE

Red & White

BAY CRUISE Pier 43½

10:00 a.m.	1:10 p.m.	3:45	
10:30 *	1:40	4:15#	
11:15	2:30	5:30^	
12:00 p.m. #	3:00		

* Thursday - Monday

FARES:	
Bay Cruise Adult (18+) \$33.00	^ Sunset Cruise Adult (18+) \$70.00
Youth (5-17) \$23.00	Youth (5-17) \$48.00
# Bridge to Bridge Adult (18+) \$42.00	Child (under 5) Free
Youth (5-17) \$30.00	

GET THERE BY FERRY

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	9:30 a.m.	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			
8:50	9:20	-----	-----	Larkspur		Sausalito	
9:20	9:55	10:10	10:45	Daily		Daily	
10:10	10:45	10:55	11:30	Adult Cash Fare (19 – 64)		\$11.50	
11:10	11:45	11:55	12:30 p.m.	Clipper		\$ 7.50	
12:40 p.m.	1:15	1:25	2:00	Youth (5-18)/Senior/Disabled		\$ 5.75	
2:15	2:50	3:00	3:30	Children 4 and under		FREE	
2:50	3:25	3:30	4:00	(limit 2 per fare-paying adult)		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	Visit goldengateferry.org for updates.			
-----	-----	5:30	6:00	Contact Information Toll free 511 or 711 (TDD)			
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				

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.
8:15	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
3:15	3:45	4:00	4:30	---	---	6:00	6:30
4:45	5:15	5:30	6:00	5:35 *	6:05	---	---
6:10	6:35	6:45	7:10	6:45 *	7:15	---	---
7:20	7:50	7:55	8:20	* The 5:35 and 6:45 trip do not return to Sausalito			

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). The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day.

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

TIBURON COMMUTE

TIBURON – S.F. Ferry Building			
Weekday Service ONLY			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon
5:30 a.m.	6:00 a.m.	6:00	6:30
6:40	7:10	7:15	7:45
7:55	8:25	8:30	9:00
9:10	9:35	---	---
---	---	4:25 p.m.	4:55 p.m.
5:05 p.m.	5:35 p.m.	5:45	6:15
6:20	6:50	6:55	7:25
7:30	8:00	8:05	8:35

FARES:		One-way
Adult (19-64)		\$12.00
Clipper		\$ 7.00
Youth (5-18) Senior (65+)		\$ 6.00
Child (age 4 & under)		FREE

Blue & Gold Ferry

TIBURON – Pier 41

SAUSALITO

Weekdays				FISHERMAN'S WHARF, PIER 41			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Weekdays			
9:45 a.m.	10:30 a.m. *	10:40 a.m.	11:10 a.m.	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:20	12:05 p.m.*	12:15 p.m.	1:05 p.m. ^	11:20 a.m.	12:25 p.m.	12:40 ^^	1:05 p.m.
1:15 p.m.	2:00 *	2:10	2:55 ^	1:15 p.m.	2:20 ^^	2:30	2:55
3:05	3:50 *	4:00	4:45 ^	3:05	4:10 ^^	4:20	4:45
4:55	5:45 ^	5:55	6:25	4:55	5:25	5:35	6:25 *
8:05 #	8:35 #	8:45 #	9:15 #				
^ Via Angel Island, * Via Sausalito # Only available on Fridays							
TIBURON – Pier 41				Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:10 a.m.	12:20 p.m. *	12:30 p.m.	12:55 p.m.	11:10 a.m.	11:40 a.m.	11:50 a.m.	12:55 pm**
1:05 p.m.	1:55 *	2:05	2:35	1:05 p.m.	1:35 p.m.	1:45 p.m.	2:35 *
2:15	3:25 *	3:30 ^	3:55 ^	2:15	2:45	2:55	3:55 ^ *
3:35	4:25 ^	4:35	5:25 *	3:35	4:45 ^ *	4:55	5:25
4:50	5:20	5:30	6:20 *	4:50	5:40 *	5:50	6:20
6:30	7:00	7:10	7:55 *	6:30	7:20 *	7:30	7:55
8:05 +	8:35 +	8:45 +	9:15 +				
+ There will be no 8:05 pm departure on New Year's Day (Jan. 1).							
^ Via Angel Island, * Via Sausalito							
FARES:		One-way	Round-trip	FARES: One-way Round-trip			
Adult		\$12.50	\$25.00	Adult	\$12.50	\$25.00	
Child (5-11) SENIOR (65+)		\$7.50	\$15.00	Child (5-11) SENIOR (65+)	\$7.50	\$15.00	
For the most current schedule, visit www.blueandgoldfleet.com				For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm			

BAY CRUISE

Depart Pier 39		
Daily Monday - Thursday	Friday - Sunday	
10:15 a.m.	10:15 a.m.	2:15 p.m.
1:15 p.m.	11:00	3:15
3:15	12:15 p.m.	4:30
4:30	1:15	

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

FARES: All prices include audio tour.		
Adult	\$33.00	Child (5-11) \$22.00
Junior (12-18)	\$26.00	Senior (62+) \$26.00

Discount fares available at www.blueandgoldfleet.com

ESCAPE FROM THE ROCK

Monday - Thursday (depart PIER 39)	
11:30 a.m.	
Friday - Sunday & Holidays (depart PIER 39)	
11:30 a.m.	3:45 p.m.

Ticket Prices: Adult \$39.00 Child (5 - 11) \$26.00
Junior (12 - 18) \$31.00 Senior (65+) \$31.00

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 * a.m.
11:20	11:45	11:55 p.m.	1:05 p.m.*^
1:15 p.m.	1:40 p.m.	1:50	2:55 *^
---	---	3:40	4:45 *^

Weekends & Holidays (Depart Pier 41)			
9:45 a.m.	10:15 a.m.	10:25 a.m.	10:55 a.m.
11:10	12:00 *^	12:10 p.m.	12:55 p.m.
---	---	3:15	3:55
---	---	4:15	5:25 *^

* Via Tiburon ^ Via Sausalito

ANGEL ISLAND PRICES		
	One Way	S.F. Pier 41 (round-trip)
Adult	\$ 9.75	\$19.50
Child (5-11) SENIOR (65+)	\$ 5.50	\$11.00
Child (5 & under)	FREE	FREE

* All prices include State Park Fees / Weekend Schedule on President's Day (February 19) / Memorial Day (May 28) / Independence Day (July 4) and Labor Day (Sept 3)

BAYCROSSINGS

"The Voice of the Waterfront"

All Ferry schedules subject to change.

For the most up to date information. Visit: www.baycrossings.com

AROUND THE BAY IN JANUARY



Photo by Shen Yun

Ancient Chinese Performance Art

In 2006, a group of elite Chinese artists came together to revive traditional culture and share it with the world. They created Shen Yun and brought a slice of majestic culture back from the brink of extinction. Shen Yun combines ancient legends with technological innovations, and historically authentic costumes with breathtaking animated backdrops. Letting classical Chinese dance do the storytelling, it shares beautifully diverse ethnic and folk traditions. Filled with an enchanting orchestral sound, this is a mesmerizing experience you won't find anywhere else. Performances will be held in San Francisco's War Memorial Opera House December 31 through January 6. For more information and tickets, visit www.shenyun.com.

29 Years of Sea Lions at PIER 39

This January, celebrate the 29th anniversary of the sea lions' arrival to PIER 39. The boisterous barking pinnipeds began arriving in droves shortly after the Loma

Prieta earthquake hit San Francisco in October 1989. With a protected environment and plentiful supply of food from the Bay, the sea lions quickly decided to make PIER 39's K-Dock their new home. The marina staff turned to the Marine Mammal Center for advice about their new tenants and after much debate and research it was recommended that the sea lions stay in their newfound home. The number of sea lions has varied from 300 to over 1700 depending on the season, food supply and migration patterns. Stop by on January 19-20 to celebrate with free Sea

Lion Encounter Walking Tours given by Aquarium of the Bay naturalists. Tour participants also receive a complimentary beverage and special discounts at select PIER 39 businesses. Visit www.pier39.com for more information.

Vallejo Decades Dance Party

Enjoy all the hits from the 70s, 80s and 90s at the Decades Dance Party at 350 Georgia Street (formerly The Hub) in Vallejo on Friday, January 11 from 8 p.m. to 2 a.m. DJs Mr. Washington, Porter and Jackie will feature 70s disco and funk from 9-10:30 p.m., 80s new wave and pop from 10:30 p.m. to midnight and 90s dance and hip hop from midnight to 2 a.m. Admission at the door is just \$8 all night long. Admittance limited to 21 and over, ID required.

Oakland Restaurant Week

From January 11 to 20, participating Oakland restaurants will celebrate the most diverse restaurant week in the region. Oakland Restaurant Week runs

over two weekends for foodies to take full advantage of dining deals. Participating restaurants will offer prix fixe lunch and/or dinner menus at \$10, \$20, \$30, \$40, \$50, \$60 and \$70 price points. Oakland Restaurant Week is your opportunity to experience the trendy culinary scene everyone is talking about. That's two weekends of awesome deals to feed your inner foodie. For more information and a listing of participating restaurants, visit www.oaklandrestaurantweek.org.

Globetrotters Visit Oracle

The Original Harlem Globetrotters are on the road for an action-packed world tour. A star-studded roster will have fans on the edge of their seats to witness the ball handling wizardry, basketball artistry and one-of-a-kind family entertainment that thrills fans of all ages. Join Globetrotter stars after the game where they will stay for autograph, photograph and high-five sessions for fans (subject to availability). There will be performances at 2 and 7 p.m. on January 12 and January 19 at the Oracle Arena. Ticket prices start at \$25. For more information, visit www.oraclearena.com.

Patti Smith Exhibition

San Francisco Art Institute (SFAI) and Kurimanzutto are honored to announce *Wing*, an exhibition of photographs by international artist, writer and musician Patti Smith. Presented from January 14 to 19 at the Diego Rivera Gallery at SFAI's historic Chestnut Street campus, the exhibition features a selection of over 30 photographs centered on Smith's reverence for fellow artists such as Frida Kahlo and Diego Rivera. The exhibition, which runs concurrently with the FOG Design+Art fair, is open and free to the public. This show focuses on Smith's connection to the artistic movements she discovered during frequent travels to Mexico. Presented in the same space as Rivera's 1931 fresco, *The Making of a Fresco Showing the Building of a City*, the exhibition sparks a direct dialogue between Smith's imagery and

the subjects of her intimate gaze. The artist expresses her kinship to Mexico and its flourishing artistic community, a sentiment demonstrated during her many performances and visits to the country over the years.

Truffles Galore!

The American Truffle Company returns to Napa with the ninth annual Napa Truffle Festival from January 18 to 21. This event brings together two complementary aspects of European truffles—the best chefs in the world known for their truffle cuisine, and the best truffle experts/scientists in the world recognized for their expertise and data on truffle cultivation. Gourmands and aspiring truffle growers alike will find a bounty of activities throughout the festival weekend to satisfy their appetite and curiosity for the flavor and knowledge of one of the world's most prized and delectable foods. Napa Valley will again serve as the host for the festival weekend, partnering with the Westin Verasa Napa as "truffle central" for check-in and programs. The hotel also extends exclusive, special room rates for festival guests. Unique to this festival is the Michelin-starred team of chefs led by Ken Frank of La Toque, who will present culinary demonstrations and showcase extraordinary skills and talents in a stunning truffles and wine dinner on Saturday evening. There will also be truffle experts and scientists, a master truffle dog trainer, wild mushroom foragers and—everyone's favorites—Rico and Lolo the truffle dogs. The festival concludes on Monday from 11 a.m. to 3 p.m. with the lively Napa Truffle Festival marketplace at Oxbow Public Market in downtown Napa, showcasing local artisan vendors and their specialty food products. Also featured will be cooking demos, fresh truffles for sale and a chance to win a real black truffle. For more information on the festival, visit www.napatrufflefestival.com. The marketplace is free to the public to browse and purchase truffle menu items à la carte.

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.



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at Rosenblum Cellars*

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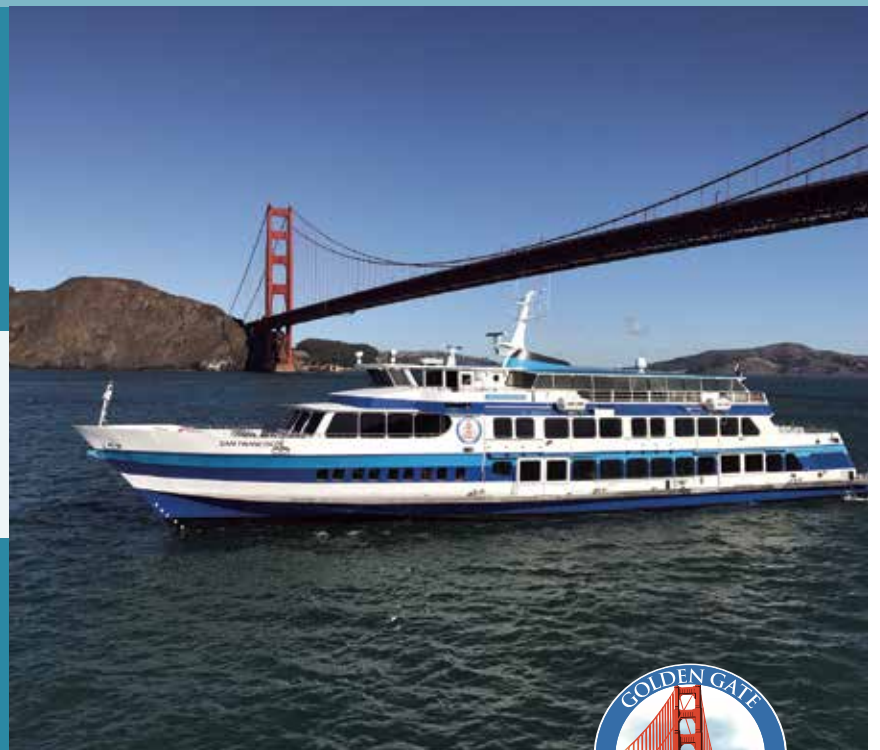
MARTIN LUTHER KING JR. HOLIDAY

GOLDEN GATE FERRY SCHEDULE

Larkspur:
**EXPANDED
HOLIDAY**

Sausalito:
HOLIDAY

Tiburon:
**NO SERVICE
(Ride Blue & Gold)**



Monday, January 21, 2019

goldengate.org Toll Free **511** (say "Golden Gate Transit"), TDD 711 &

Golden Gate Customer Service Center is open weekdays, 7:00 am -6:00 pm.



Winter Special

50% off haul out with purchase of bottom painting package.

Offer applies to monohull vessels under 60' and weighing under 80MT.

Cannot be combined with any other offers.

Now through January 31st, 2019.



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