



BAY CROSSINGS

"The Voice of the Waterfront"

March 2018 Vol. 19, No. 3



RM3 Is a Ferry Good Idea
Ballot Measure to Expand Transit

"State of the Port" Address
Bright Future at Port of Oakland

Keeping Sewage at Bay
How to Help Keep the Bay Clean

Strengthening the Seawall
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BAYCROSSINGS

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ON OUR COVER



A \$4.45 billion package of congestion relief projects known as Regional Measure 3 (RM3) will be on the June 5 ballot in all nine Bay Area counties. This month we look specifically at how passage of RM3 would expand the ferry system and relieve ferry overcrowding.

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 Proclaims Excellent “State of the Port” in Annual Address

BY PATRICK BURNSON

The day before the Presidential State of the Union address, West Coast shippers were given a positive view of Oakland in the annual “State of the Port” speech.

“This is our time,” proclaimed Port of Oakland Executive Director Chris Lytle. “We’ve spent much of this decade working with business partners to build out the cargo delivery platform our customers want and in 2018 we’re putting it to work.”

Investment in new capabilities could drive Port of Oakland cargo volume to all-time highs again in 2018, Lytle said. He was addressing an audience of 300 invited by the Pacific Merchant Shipping Association and Women in Logistics to Jack London Square.

Lytle’s presentation highlighted 2018 investment milestones expected to drive more cargo growth in Oakland following a record 2017. Among them:

- Completion of a year-long project to heighten four ship-to-shore cranes for megaship operations.
- Opening of Cool Port Oakland, a 283,000-square-foot refrigerated distribution center for containerized perishables, is expected in August.
- Expansion of TraPac marine terminal to double its Oakland footprint.
- The port set a cargo volume record in 2017, handling the equivalent of 2.42 million 20-foot containers. With new capabilities coming online, it’s forecasting new volume records annually through 2022. Cool Port alone is expected to ship 30,000 containers a year. A new Seaport Logistics Complex, scheduled to open in 2019, could further boost volume.

Investment in new capabilities could drive Port of Oakland cargo volume to all-time highs again in 2018
— Port of Oakland Executive Director, Chris Lytle.

Although not naming specific players, Lytle also said that “international shipping lines” view Oakland as a candidate for first-call service from Asia. A first-call service would drive up Oakland import volumes, Lytle said. The first port of call in the United States is where most imports are discharged.

Lytle also revealed that the port plans to produce a new five-year strategic plan in 2018.

Port of Oakland Posts Big Volume in January

The Port of Oakland also reported that containerized export volume in January increased 2.1 percent from the same month a year ago. It was the second consecutive month of export growth at the port.

The port’s communications director, Mike Zampa, said in an interview that Asia remains the primary market. “Strong demand continues there for high-quality U.S. agricultural products,” he said. “It’s an outgrowth of the region’s expanding middle class.”

The increase follows a 1.8 percent decline in Oakland exports during 2017. The port said a weakening dollar contributed to the January increase. American products are more affordable overseas when the dollar’s value declines.

The port said exports of refrigerated commodities climbed in January. Pork exports jumped 20 percent last month when compared to January 2017. Beef shipments were up 18 percent.

“The Port of Oakland and its maritime partners have made key investments to increase refrigerated exports,” said Port of Oakland Maritime Director John Driscoll. “We expect volumes to increase as we open our new facilities.”

The Port of Oakland reported a 4.3 percent increase in overall container volumes last month compared to January 2017. That was due largely to an increase in empty containers.

Location, location, location

San Francisco-based Prologis released its third annual Logistics Rent Index recently, drawing on data from Prologis’ global portfolio and examining

rental growth in critical logistics real estate markets throughout the world. Researchers say the report represents “a year of accelerated growth.”

Among the 2017 Logistics Rent Index highlights:

- Rental rates are continuing to rise at a faster pace: rental rates for global logistics real estate rose 6.6 percent—an acceleration from four percent growth in 2016.
- The top rental growth markets were New Jersey-New York City, Seattle and Mexico City.
- The United States is leading market rent growth: Rents rose nine percent in the U.S. in 2017 and it remains the fastest-growing region.
- Historic low vacancy rates: Healthy demand and disciplined supply due to lack of land and labor is leading to competition among customers.
- Quality over quantity: Customers are more willing to pay for premier locations, prioritizing fast and reliable delivery to consumers.

Chris Caton, Prologis’ head of research, said in an interview that e-commerce is 20 percent of new leasing and has been about at that level for a while. “Their growth is increasingly focused on infill last touch facilities,” he said. “Consumer expectations for delivery times and service levels are a catalyst.”

According to Caton, a broader range of customers are adapting their supply chains to meet these expectations, driving demand. “In part because of this trend, some of the biggest occupancy and rental rate gains has been in the most infill assets and submarkets,” he said.

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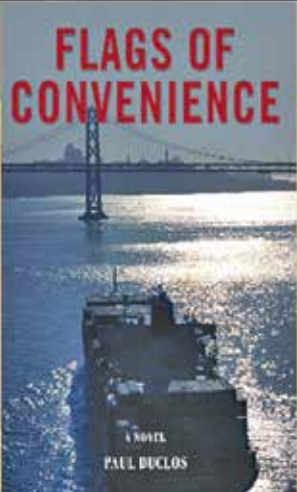
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Patrick Burnson is the executive editor of *Logistics Management*.
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Suzanna Adamova

BY MATT LARSON

If you find yourself at the Larkspur, Sausalito or San Francisco ferry terminals and you end up needing help from a Golden Gate Ferry operations supervisor, you may very well be speaking with Suzanna Adamova.

Adamova has been a casual operations supervisor since last summer, after working her way up from an administrative position. Her new role has been a fitting change for Adamova because when it comes to working with people, she just can't get enough.

"I consider myself a people person," Adamova said. "Some people like to sit at their desk and live in the computer. I like to communicate. It's just me." Adamova feels that it's a wonderful thing when a stranger can help another stranger, and every day she looks forward to getting thanked by someone she's helped. "When they come back and see you the next day, or a month later, and they say to their family, 'That's the person that helped me!'—that's the best thing."

Communications really is her thing, especially since she can speak four languages. Born in the Ukraine, Adamova's first language was Russian. She also learned to speak Ukrainian. While she's Ukrainian by nationality, she's

Assyrian by ethnicity. When her parents won a green card lottery that brought her family to the United States in 2002, they first settled in Turlock, where there's a high population of Assyrian speakers. That's where she learned to speak Aramaic, which is the primary language spoken by Assyrians. And then, of course, English kind of comes with the territory.

Now living in San Francisco, Adamova is proud to be working for Golden Gate Ferry. She had about five years of experience in the corporate world before beginning as a temp with the ferry service, and the differences between the two jobs are pretty profound. "The corporate world is all different; people will walk on top of you as long as they can benefit," she said. "Here at Golden Gate, I feel it's more like family. People are more caring, I trust my coworkers and feel comfortable sharing with them."

Adamova graduated from San Francisco State with a degree in international relations. "I was always interested in working for either a public agency or nongovernmental organization," she said. Unfortunately, when she graduated in 2009, the economy was in a deep recession. "Slowly, somehow, I got into the corporate world and honestly thought I would never return into the public sector. But now, I'm happy here and I see a future with Golden Gate."



Suzanna Adamova is a Golden Gate Ferry casual operations supervisor. Born in the Ukraine, she speaks four languages and loves helping people find their way on the ferry.

While speaking with tourists and commuters every day is Adamova's expertise, speaking on a stage in front of a large audience is not. She also has a fear of heights. Most people would let these fears continue for the rest of their lives, but not Adamova. "I push myself, because we have to always move forward," she said. "We can't grow unless we overcome our fears." So for performing on stage, she joined a dance company; for her fear of heights, she repelled down Mount Ramon when visiting Israel. Next? Hiking up Half Dome at Yosemite.

Of course, when making a change, support also plays a big factor. "I want to say thank you to my boss and my

coworkers," she said. "I was an admin, but they saw potential in me. They suggested for me to apply for the supervisor position, they encouraged me, believed in me, and helped me grow as well."

Adamova highly recommends ferry transit. "It's the most relaxing public transport service," she said. "You don't see cars around; you just see water, and it's very calming." If you happen to see her, ask her for fashion advice, one of her favorite recipes, or for help maintaining your household plants. She's also looking to learn yet another foreign language, so keep that in mind the next time you say hello, or ciao, or shalom!



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Photo by Joel Williams

Voters Support S.F. Seawall Project

San Francisco's vulnerable seawall stretches from Fisherman's Wharf to Mission Creek near AT&T Park. A large investment is needed to protect it from a major seismic event.

BC STAFF REPORT

Nearly three-quarters of voters say they would vote “yes” on a bond measure to fund improvements to San Francisco’s seawall, based on a citywide voter survey conducted in January on behalf of the Port of San Francisco. Seventy-three percent of voters polled were in favor of a proposed general obligation bond measure of up to \$500 million being considered for the November 2018 ballot, which would help protect and strengthen the Embarcadero Seawall. The bond measure would require two-thirds voter approval and will not raise tax rates.

The City of San Francisco, through the San Francisco Port Commission, is endeavoring to make major improvements to the century-old Embarcadero Seawall so the city can withstand the next major earthquake and can prepare for sea level rise. The seawall underpins the Embarcadero Roadway and provides flood protection to over 500 acres of the city, including the Muni Metro Embarcadero tunnel.

The seawall, which stretches three miles from Fisherman’s Wharf to

Mission Creek, sits over unstable mud and is vulnerable to lateral spreading and settlement in a major earthquake, which could destroy or seriously damage utilities, light rail and buildings along the Embarcadero.

Major investment in the seawall is required for the Embarcadero to function properly after a major seismic event: as a place for people to exit downtown and to access ferries, for first responders to access downtown, for the delivery of supplies and to remove debris. The seawall is also subject to current flooding, with lane closures during King Tides, and there is a current flood risk to the Muni tunnel along the Embarcadero.

Port of San Francisco staff have started a citywide public education effort about these issues, and in February, port staff presented the details of their citywide efforts to the San Francisco Port Commission along with the results of the voter survey. While more than half of voters surveyed reported visiting the San Francisco waterfront multiple times a month (54 percent), only one in three (35 percent) said they were familiar with the city’s seawall.

“The Embarcadero Roadway, the Downtown Ferry Terminal and the

City Auxiliary Water Supply System are key parts of San Francisco’s emergency response network,” said San Francisco Mayor Mark Farrell. “Ensuring the seismic safety of the seawall supports disaster response across all corners of the city—and voters understand this.”

The Seawall Earthquake Safety Program is led by the Port of San Francisco, in consultation with the San Francisco Municipal Transportation Agency, the San Francisco Public Utilities Commission, San Francisco Public Works, the San Francisco Planning Department and City Administrator Naomi Kelly.

“The seawall supports critical regional transportation, utilities and emergency response infrastructure, and we are glad to know that San Francisco voters understand the urgency of protecting our city by strengthening the seawall,” said City Administrator Kelly.

After learning more about the Embarcadero Seawall and its role in protecting the city, voter support rose to 78 percent in favor of strengthening and protecting this vital piece of infrastructure. “The Embarcadero Seawall is vital to our transportation networks—nearly a million people arrive

daily via ferries and BART and Muni—and that means we need to act quickly,” said Kimberly Brandon, president of the San Francisco Port Commission.

“The poll results are very encouraging and confirm that the port priority to strengthen the seawall is the right priority,” said Elaine Forbes, executive director of the Port of San Francisco. “We need to strongly engage the public on this effort because the seawall is unseen infrastructure and communities citywide have a stake in a safer waterfront.”

Strong support by San Francisco voters for the proposed bond measure was seen in all supervisorial districts and across demographics including income, age and supervisorial district. Protecting vulnerable parts of San Francisco’s citywide water, sewer and electrical infrastructure was extremely or very important to 88 percent of those polled, and ensuring that firefighters can access water supply to fight fires after an earthquake was extremely or very important to 86 percent of those polled.

Climate change and the likelihood of a strong earthquake in the future are also concerns that voters cited as reason to invest in the Embarcadero Seawall.

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 **San Francisco Bay Ferry**



Photo by Joel Williams

Most sewage enters the Bay by way of broken sewer systems. Recent news investigations found that Oakland officials failed to report spills of hundreds of thousands of gallons of sewage and may have falsified data. So Baykeeper is asking the public to help them find out how much pollution Oakland's sewer pipes are still causing.

Help Stop Sewage Pollution in San Francisco Bay

BY SEJAL CHOKSI-CHUGH

If you discover a sewage spill in Oakland—or have reported a spill in the past to Oakland city officials—please report it to Baykeeper.

Sewage spilled into city streets generally ends up in San Francisco Bay. Spilled sewage is sometimes inappropriately washed down a nearby storm drain, or the sewage may be carried to the storm drain by rain. Most storm drains empty into the Bay, or creeks that flow to the Bay, with no filtering or treatment.

Under a legally-binding agreement with Baykeeper and the Environmental Protection Agency, Oakland is required to upgrade its sewer infrastructure in order to keep sewage pollution out of the Bay. City officials are supposed to report all spills to show whether the city is making progress. But recent news investigations found that Oakland officials failed to report spills of hundreds of thousands of gallons of sewage and may have falsified data.

Raw sewage entering the Bay causes serious harm. Sewage contains

bacteria, viruses and other pathogens. When windsurfers, swimmers, boaters, fishermen and others come in contact with water contaminated with raw sewage, it can cause persistent skin and sinus infections and painful stomach disorders. Sewage can also deplete oxygen in the Bay, threatening fish, seals, other sea creatures and plant life.

The primary cause of sewage pollution in the Bay is broken Bay Area sewer systems. That's why, starting 15 years ago, Baykeeper sued Bay Area sewer agencies, including Oakland's, with bad records for sewage spills. We secured legally-binding agreements requiring agencies serving 20 cities to repair leaky pipes, replace broken ones and upgrade sewage treatment plants on a year-by-year timetable.

Some cities have made real progress. For example, before Baykeeper took action, San Carlos's sewer agency, over a five-year period, had spilled more than 62,000 gallons of raw sewage into neighborhoods, streets and the Bay. San Carlos has since made required repairs and is no longer illegally polluting the Bay with sewage.

But it's hard to tell if Oakland has

made similar progress. The initial news accounts indicate officials have withheld and falsified spill documents, which means their reports to us are wrong and based on incorrect information. So Baykeeper is asking the public to help us find out how much pollution Oakland's sewer pipes are causing. We'll use this information to hold Oakland accountable and exert pressure to repair the city's sewer infrastructure and keep sewage out of the Bay.

Let us know about Oakland sewage spills from 2012 to the present by clicking "Report Pollution" at baykeeper.org, e-mailing hotline@baykeeper.org, or calling 1-800-KEEP-BAY (1-800-533-7229).

And even if you're not in Oakland, you can help stop sewage pollution from any Bay Area location, using the tips on this page. To learn more about Baykeeper's work to protect San Francisco Bay, visit us at baykeeper.org.

How You Can Prevent Sewage Pollution

- Avoid putting fats, oils or grease down the drain. They clog both your plumbing and the sewer system, causing backups and sewage spills.
- If you own a home, make sure the pipe that connects your home to the street sewer pipes isn't causing sewage leaks. If it is, you can have it inspected and replaced. Contact your sewer agency to find out if they have pipe replacement assistance programs. EBMUD customers can find information at www.eastbaypsi.com.
- Report sewage spills to city officials and to Baykeeper's pollution hotline.
- Support funding increases for upgrades of your local sewer system that keep pollution out of San Francisco Bay.

Sejal Choksi-Chugh is the executive director of San Francisco Baykeeper. 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 (1-800-533-7229), e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.



Ocean Film Festival Returns With Diverse Offerings

Photo from Fishpeople
(Director, Keith Malloy)

“How inappropriate to call this planet Earth,” opined legendary author Arthur C. Clarke, “when it is quite clearly ocean.” For 15 years, the International Ocean Film Festival has been bringing back the focus to the 75 percent of our habitat that is indeed water.

Like a wave-borne United Nations representing 143 countries, four world premieres, two United States premieres and two West Coast premieres, the San Francisco-based International Ocean Film Festival takes place March 8 to 11 at San Francisco’s Cowell Theatre at Fort Mason, with additional screenings at the Roxie and in Marin at the Lark Theatre.

“This year, we bridge the Bay with ocean-loving films. Without exaggeration, it is our most ambitious, and diverse, festival ever,” said Ana Blanco, executive director for the International Ocean Film Festival. “The oceans truly are the tie that binds all life together on earth. In a sense, every film about the oceans is international because of its subject matter. This year, we are proud to present an unprecedented number of premieres, having had a record number of submissions from which to choose. It was not an easy decision.”

Since its launch in 2004, the San Francisco-based International Ocean Film Festival has attracted thousands of spectators of all ages from around the world, including film enthusiasts, sea athletes, educators and environmental supporters. Since then, the festival has presented on average over 50 films annually from 15 different countries

and featured post-film Q&A sessions with visiting filmmakers, special panel discussions with content experts, and an annual free student education program.

The festival was the first event of its kind in North America. It was inspired by the well-established ocean festival in Toulon, France, Festival International du Film Maritime, which has continued to draw large audiences for more than 40 years.

“Although some would deny it, the threat to our oceans, which means a threat to our planet, is clear,” said Blanco. “For 15 years, independent filmmakers from around the world have brought their talents to bear, and their passion, in showing love and respect for the oceans. There has never been a time more important for those talents and passions to unite on screen for our audiences, and our world.”

The festival features films of all genres—documentaries, narratives, shorts, and animation films of all lengths. Subjects focus on all oceanographic themes, including ocean exploration, wildlife, environmental, conservation, oceanography, seafaring adventures, maritime issues, ocean sports and coastal cultures.

“Our mission is to inspire people to appreciate and care for the ocean by revealing its wonders through the independent lens,” said Blanco, noting that the festival is now recognized as the premier venue in North America for ocean-related films. “Our work is made possible by the spirit, passion and hard work of numerous volunteers and artists dedicated to using film as a medium to increase public awareness of

the environmental, social and cultural importance of marine ecosystems and foster a spirit of ocean stewardship.”

One of the highlights of the festival is the popular “Off the Reef” gala fundraiser taking place on Saturday, March 10 at The Pearl in San Francisco. The evening will feature food, fine wine and a silent auction followed with music

by DJ Bryce. Highlighted during the evening will be previews of the festival’s upcoming films and remarks by this year’s “Ocean Champion” honoree, Academy Award-winning filmmaker Louie Psihoyos.

For more information, visit intloceanfilmfest.org.



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RM3 and the Future of Ferry Service

BY JOEL WILLIAMS

On February 8, the Water Emergency Transportation Authority Board (WETA) approved a resolution supporting Regional Measure 3 (RM3), the bridge toll ballot measure that voters in the nine Bay Area counties will consider during the statewide elections on June 5.

If approved by voters, RM3 would raise \$4.5 billion of much-needed funds to support projects designed to reduce traffic, relieve crowding on BART, unclog freeway bottlenecks and improve bus, ferry and commuter rail service in the Bay Area.

The measure would provide WETA with \$300 million for capital projects and up to \$35 million in annual operating expenses. WETA would use RM3 to build new vessels and terminals,

enhance service on existing routes and launch service to new locations including Berkeley, San Francisco's Mission Bay and Redwood City.

Since 2012, WETA's San Francisco Bay Ferry ridership has increased 94 percent, to an annual total of 2.7 million riders. Current peak period occupancies on WETA services average above 95 percent on most trips, with Vallejo and Harbor Bay services reaching capacity during peak times. To accommodate this rapid growth in demand and to prepare for planned ferry service expansion, WETA has been modernizing and expanding its fleet. The first of four 400-passenger, 27-knot vessels—the *Hydrus* and *Cetus*—have already entered service, while the *Argo* and *Carina* are expected in May and December this year.

In addition, WETA has three new 445-passenger, 34-knot water jet vessels on order for the Vallejo ferry service. The first vessel, which will replace the retiring *Vallejo*, is expected this November. The remaining two vessels are due in July and December 2019.

Approval of RM3 would enable

WETA to advance its 2016 Strategic Plan. The strategic plan describes a bold vision for the future of ferry service in the Bay Area over the next 20 years. At full buildout the plan calls for a fleet of 44 vessels, 16 terminals and 12 service routes. Departures during peak periods would be increased to every 15 minutes in the highest volume locations and 30 minutes at all other terminals.

The level of expansion planned will allow WETA to quadruple ridership capacity from approximately 10,000 daily passengers today to more than 40,000 in the future. At the same time, the expansion will extend the reach of the current route network to provide a service that is truly regional. While there are currently only five peak-hour landings at the San Francisco Ferry Building, there will be 25 landings in the peak hour once the expansion and enhancement program is realized.

Some aspects of this vision are already in position or currently under construction. The new North Bay Maintenance Facility in Vallejo opened in 2016 with expanded service to the Mare Island Ferry Terminal beginning



Photo by Joel Williams

The *Hydrus* was christened last year as a new member of the WETA fleet. Since 2012, WETA's San Francisco Bay Ferry ridership has increased 94 percent, to an annual total of 2.7 million riders. Current peak period occupancies on WETA services average above 95 percent on most trips.



Photo by Joel Williams

While there are currently only five peak-hour landings at the San Francisco Ferry Building, there will be 25 landings in the peak hour once the expansion and enhancement program is realized.

in March of last year. The Ron Cowan Central Bay Maintenance Facility in Alameda that began construction in September 2016 will open this summer. Both facilities are designed to accommodate a much larger fleet than exists today.

And the hard-to-miss construction project for the expansion of the downtown San Francisco Ferry Terminal will support new ferry services from Richmond and Treasure Island, as well as other potential locations being considered.

WETA requires a significant increase in funding to achieve the goals set forward in the strategic plan. Funds from bridge tolls on the state-owned bridges (the Golden Gate Bridge is not state-owned) in the Bay Area, provided through Regional Measures 1 and 2 (passed in 1988 and 2004 respectively),

have historically served as the primary mechanism to support the development and growth of WETA's regional ferry system.

These funds are fixed and fully used today to support WETA's existing system of ferry services, resulting in the need for new, similarly dedicated funds to maintain, sustain, enhance and expand regional ferry service in the coming years as well as provide increased emergency response capabilities, a role mandated in the agency's state charter.

This is why passage of RM3 is so important to the future of ferry service in the San Francisco Bay Area. Without these new funds, not only will WETA not have the ability to realize the ambitious goals set forward in its long-term plan, actions would actually have to be taken to reduce existing service—which would be unimaginable to those who have

experienced the dreadful feeling of being left behind when a ferry fills to capacity during peak hours.

“We have a fixed amount of money that we get today and over time, without new money like RM3 would provide, we would be in a position of starting to cut services or raise fares,” said WETA Executive Director Nina Rannells. “RM3 is going to allow us to not only enhance and expand service but maintain and sustain service.”

The funds that WETA would receive through RM3 would also allow some flexibility to set aside operating dollars not used in a given year for the future, providing the agency with the ability to create better long-term fiscal security.

According to Rannells, the structure of RM2, which provides WETA with the majority of its operating funds, does not allow this flexibility. “Regional

Measure 2 funds are use-it-or-lose-it. Any money that we didn't spend in a year reverts back to MTC rather than being able to build a reserve for that certainty down the road. RM3 does allow us to do that. That's huge for us as it gives us fiscal independence and stability to our business and we don't have that today.”

Historically, ferries have played a major transportation role in the San Francisco Bay Area. They were the sole means of crossing the Bay until the Golden Gate and Bay Bridges were built in the 1930s. In other words, the Bay Area has always been a place for ferries. The ability to expand the existing service into a truly world-class transit system is now within our reach. Without the funds that RM3 would provide WETA to attain this goal, however, that vision could easily slip through our hands.

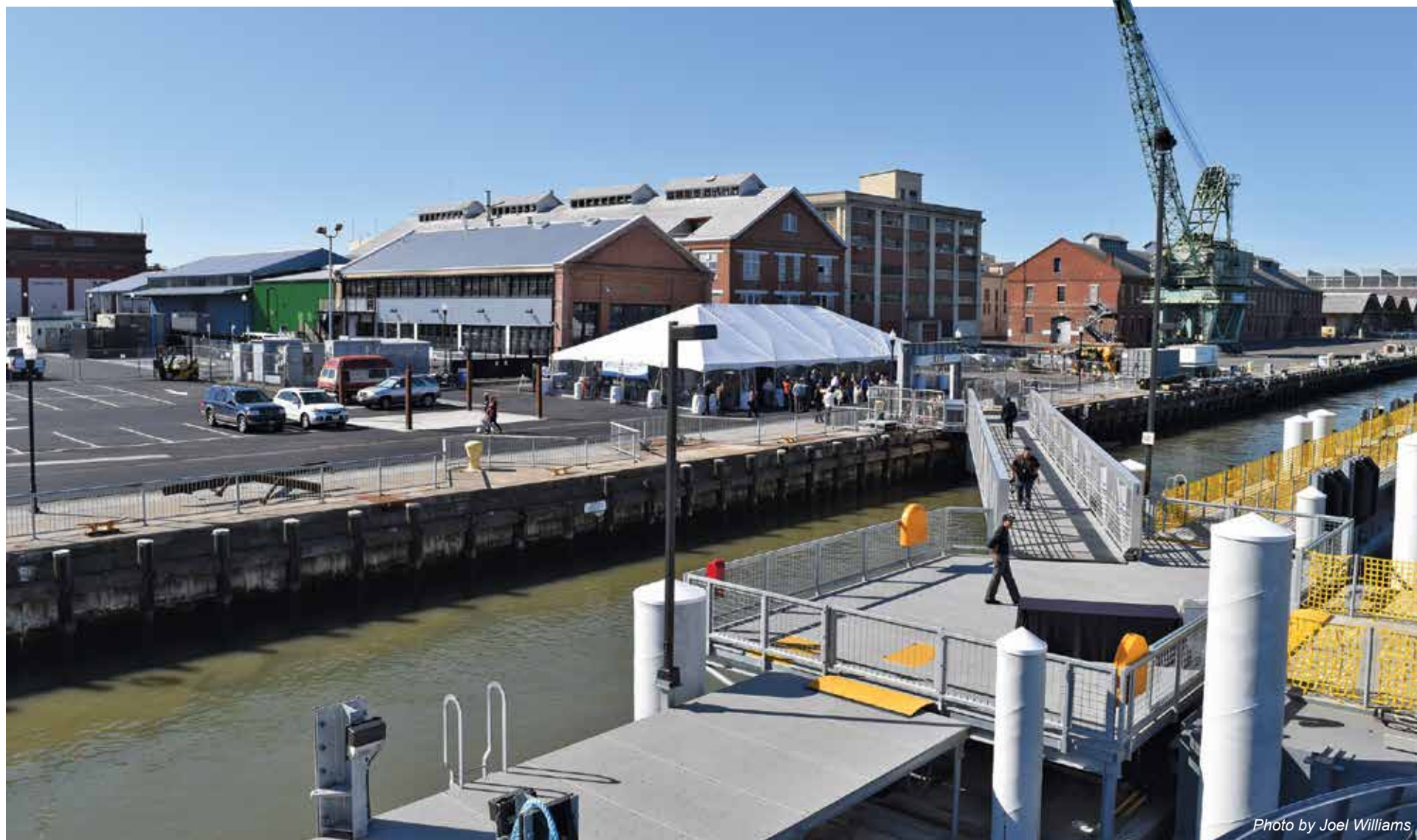


Photo by Joel Williams

The WETA's North Bay Maintenance Facility on Vallejo's Mare Island was opened in 2016 with expanded service out of Mare Island beginning in March of last year.



EPA Grant to Ensure Safe Drinking Water

BY BILL PICTURE

California received \$173.5 million last fall from the United States Environment Protection Agency (EPA) to help fund improvements to the state's drinking water and wastewater infrastructures.

The money, which is supplemented with state funds, will be managed by the State Water Resources Control Board (SWRCB), whose Clean Water State Revolving Fund program and Drinking Water State Revolving Fund program award low-interest loans to communities for water projects.

"Investing in water infrastructure with our state partners is a priority and ensures communities can deliver safe drinking water and wastewater treatment," said EPA Administrator Scott Pruitt in a written statement. "This funding is critical to supporting public health and environmental goals in California."

"It's the invisible stuff that every community relies on but no one really thinks about unless something goes wrong," said EPA Region 9 Acting Regional Administrator Alexis Strauss.

Strauss commended communities throughout the state for doing a "pretty fabulous job" of maintaining their water infrastructures. "But even in a system that's very well maintained, you'll still find some of the old clay pipes that shift every time we have a small earthquake."

It's easier for large metro areas to keep their water infrastructures in tip-top shape, Strauss said. "They're generally better-financed so their systems tend to be innovative, up to date and well run," she said. Smaller and/or less solvent communities, on the other hand, he said have a rougher go of it. And it's to such communities that the SWRCB makes an extra special effort to lend a hand.

"The State Revolving Fund programs allow us to help a wide variety of



Photo courtesy of Vallejo Flood & Wastewater District

The city of Vallejo, which is responsible for providing drinking water to Mare Island, plans to replace an aging sewer pipe that runs across the Mare Island Strait this summer.

communities," said SWRCB Vice Chair Steven Moore in a written statement. "But their financial strength and versatility are especially good at helping small and disadvantaged communities that might not have access to the capital they need."

Strauss said one solution for small communities watching every penny is to band together and pool resources. "It's really hard in this day and age for small drinking water systems, for instance—and California has thousands and thousands of them—to obtain, treat and provide safe drinking water," she said. "But the state has some incentives to help them regionalize."

The water line (item)

The cost to maintain drinking water and wastewater infrastructure varies greatly

and depends on factors almost too numerous to mention. One big factor is the accessibility of the pipe, or more specifically, how difficult it is to access those pipes.

"For instance, repairs in the Oakland Hills area would be more expensive than repairing pipes in a flatter area because getting to the pipes is a lot more work," Strauss said. Another thing delaying repairs and/or improvements in some communities is the question "Whose pipe is it anyway?"

A fair amount of sleuthing is often required to figure out who is responsible for the upkeep of any piece of the vast network of pipes under most communities. The pipes connecting a property to the street usually fall on the property owner's plate. But from there, the pipes are a tangle of municipal and private utilities, and various regional and

municipal agencies.

Recognizing that a game of hot potato keeps them from achieving the goal of a healthy water infrastructure that they all share, Strauss said stakeholders have begun to work more collaboratively. "They call it 'integrated water management,' which is basically looking at drinking water, storm water and wastewater in a much more holistic way," he explained.

A good example is the effort to replace a well-past-its-prime piece of sewer pipe that crosses the Mare Island Strait in Vallejo. The pipe carries wastewater off the island; should it fail, this would threaten the health of the Napa River and adjoining San Pablo Bay. The EPA awarded a \$1.2 million Special Appropriation Act Project grant to the Vallejo Flood and Wastewater District to replace the pipe.



When the district digs up the old pipe, the City of Vallejo, which is responsible for providing drinking water to Mare Island, plans to run new drinking water pipes through the bore. District spokesperson Jennifer Kaiser said pipes like the one being replaced typically last 25-30 years. This particular section of pipe turns 44 this year.

“For the last 10 years or so, we’ve done spot repairs on corroded seams as needed,” she said. “But it is now past the end of its useful life.” There are roughly 350 homes on Mare Island and another 2,500 people work there each day. The replacement project is expected to begin this summer.

What about the new budget?

EPA faces tough times if the 2019 budget that President Trump proposed

last month clears the legislative hurdles before it. The President has made clear his feelings about the agency, even calling for it to be eliminated completely. Now he proposes a 23 percent budget cut that would eliminate dozens of programs.

That proposed budget includes Trump’s much anticipated infrastructure plan, which he first mentioned on the campaign trail. It’s anyone’s guess what parts of the infrastructure plan and budget will get tossed and which will survive (in one form or another); but the administration has said that safe drinking water and wastewater treatment are top priorities. Still, Strauss believes we can expect to see a continued focus on what she calls “shovel-ready projects.”

“Having been through the Obama-era infrastructure plan, I expect more of that same,” she said. “And by and large, these projects benefit larger



Photo courtesy of U.S. EPA

It’s easier for large metro areas to keep their water infrastructures in shape since they are generally better-financed and their systems tend to be up to date.

communities. It’s much harder to disadvantaged communities. We just make a visible difference in smaller and have to wait and see what happens.”

NOTICE OF PUBLIC MEETING

Help Shape the Future of **SAN RAFAEL TRANSIT CENTER**

March 20, 2018, 5:30 p.m. - 7:00 p.m.

Whistlestop, 930 Tamalpais Ave.

San Rafael, CA 94930



For additional information visit www.goldengate.org/SRTC
For transit information to the public meeting location
call **511** (TDD 711).



Tall Ships Return to the Bay

BC STAFF REPORT

Many people are not familiar with the term “tall ship,” but the Washington-based nonprofit Grays Harbor Historical Seaport is on a mission to change that. Its historic sailing ships, the *Lady Washington* and *Hawaiian Chieftain*, travel the West Coast year-round in order to introduce the public to maritime history. Both will visit Redwood City, Oakland and Antioch this month.

“When they hear ‘tall ship,’ some people imagine a modern ship, or a Navy

cutter,” said Grays Harbor Executive Director Brandi Bednarik. “Pirate ship comes pretty close, but it leaves out the truth of why ships like these sailed—mostly for trade, exploration and in military action. Our mission is to share this history with the American public.”

The two tall ships visiting the Bay Area have rich histories. Launched on March 7, 1989, the *Lady Washington* was built as a full-scale replica of the original *Lady Washington*. In 1787, the original *Lady Washington* was given a major refit to prepare her for an unprecedented trading voyage around Cape Horn. In 1788, she became the first American



Photo by Tomas Hyde

Lady Washington and Hawaiian Chieftain trade broadsides during a mock sea battle.

vessel to make landfall on the West Coast. A pioneer in Pacific trade, she was the first American ship to visit Honolulu, Hong Kong and Japan.

The modern *Lady Washington* was constructed by skilled shipwrights based on historians’ extensive research into the original vessel. She was launched as part of the 1989 Washington State centennial celebration. Over the years, *Lady Washington* has appeared in several motion pictures and television shows, including *Pirates of the Caribbean: The Curse of the Black Pearl*, *Star Trek: Generations*, *Once Upon a Time* and *Revolution*.

Built of steel in Hawaii in 1988, the *Hawaiian Chieftain* was originally designed for cargo trade among the Hawaiian Islands. Naval architect Raymond Richards’ design for the ship was influenced by the early colonial passenger and coastal packets that traded among Atlantic coastal cities and towns.

The early packet ships were regular traders and were selected because they sailed remarkably well and could enter small ports with their shallow draft. Out of the gradual development of the Atlantic packet ship hull form came the ship design practices that helped produce some of the best of the clipper ships of the later 1850s.

In 1993, *Lady Washington* joined *Hawaiian Chieftain* for their first mock sea battle on San Francisco Bay. Today, the two tall ships participate in educational cruises and ambassadorial visits along the West Coast throughout the year.

From March 8 to 16, the tall ships will dock in Redwood City. On March 16, they will travel across the Bay to Oakland’s Jack London Square, where they will be docked until March 25. They will finish their Bay Area tour with a visit to Antioch from March 27 to March 31.

In each port, the ships will open for walk-on tours and offer public sailings, including the popular two-ship battle sails in Oakland and Redwood City. The three-hour battle sails feature close quarters maneuvers with real cannons firing real gunpowder (but no cannon balls). Guests are encouraged to help operate the ship and verbally taunt the adversaries.

Dockside visitors can expect to tour the vessel and talk with the crew, while sailing passengers will experience the crew in action and the ship under wind power. No reservations are required for the walk-on tours. For sailing schedules and ticket information, visit www.historicalseaport.org.

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Erin go Bragh (and Brawl)

BY PAUL DUCLOS

St. Pat's is widely celebrated by *Bay Crossings* readers who rejoice (sometimes too much) while invoking "Ireland until eternity." March is also the month that comes in like a lion and goes out like a lamb, they say. But how about them Bears?

Celebrating 102 years of Cal Boxing, the 2018 University of California Boxing Invitational is hosting competition among several universities on March 3 at the Haas Pavillion. It's not a brawl you'll be seeing, though. This is all "sweet science" amateur boxing featuring closely regulated three-round bouts.

The National Collegiate Boxing Association (NCBA) sanctions dozens of college invitational shows each season, culminating in three regionals and one national tournament in the spring. The regional tournaments in March give teams a chance to enter their athletes in the official brackets and out of tournament matches. The top finishers in the tournament brackets advance to the national tournament in April.

For more information, see calboxing.weebly.com.

St. Patrick's Day Celebrations at the United Irish Cultural Center

While the Fighting Irish have become legend in this country in all manner for sport and military history, St. Pat's will be a gentle affair at the United Irish Cultural Center in San Francisco this month. A California nonprofit corporation organized to provide its members with beautiful dining and banquet facilities for social, recreational, athletic and cultural activities, it will host a dinner on March 17 for all who wish to come.

Holiday celebrations get under way on March 9 at the center when Kerry Irish Productions presents an Irish "hooley" ("boisterous party") featuring performances of instrumental music, song and dance.

Lovers of Irish-American culture may also wish to check out another event

at the center on March 11: the Irish Literary & Historical Society's Annual St. Patrick's Banquet. Michael Casey, president of the San Francisco Labor Council, will speak about the history of the Irish in San Francisco's labor movement.

For more information, see irishcentersf.org.

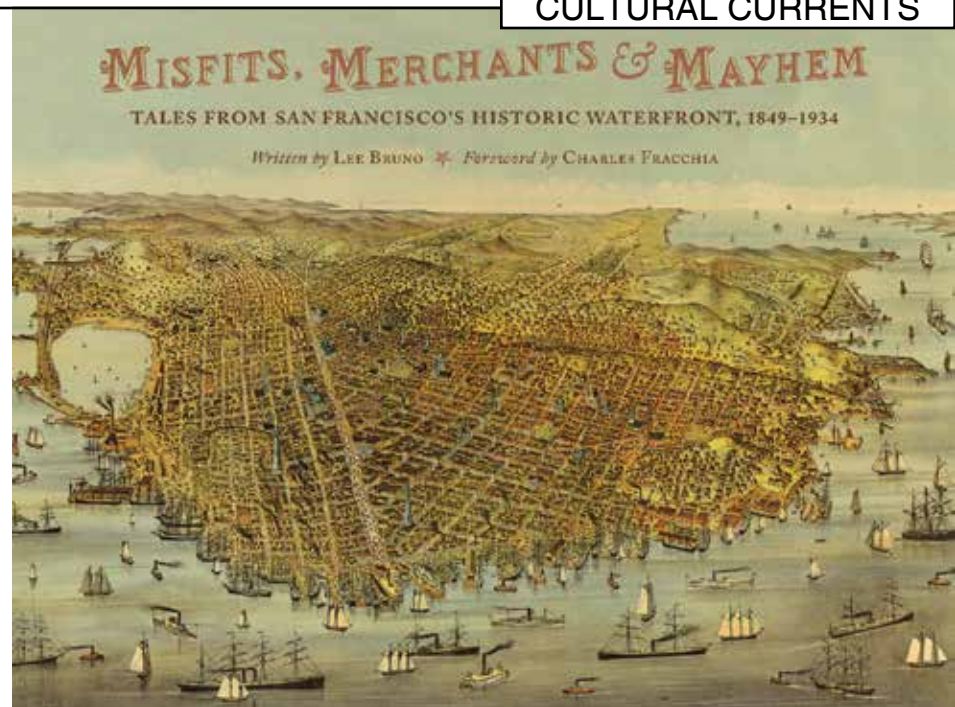
New Book Features Local Misfits, Merchants and Mayhem

Finally, those who wish to celebrate the famous (and infamous) characters whose charismatic personalities and perseverance created the institutions, businesses and cultural fabric of San Francisco might wish to pick up a copy of *Misfits, Merchants and Mayhem* by local author Lee Bruno.

This is a collection of essays and historic photographs containing tales of some of the enterprising entrepreneurs, reckless financiers, tireless reformers, visionary architects and city planners, and bohemian artists, musicians and poets who all heeded the call of promise and headed to the Bay Area.

Ever since discovering his great grandfather Reuben Hale's inspiring letters and speeches, Lee Bruno has been digging into San Francisco's rich history. Bruno, who received his master's degree in science journalism from Boston University, is the author of *Panorama: Tales from San Francisco's 1915 Pan-Pacific International Exposition* (Cameron + Company) and has been writing for over 20 years about business and technology for *The Economist*, *The Guardian*, *MIT Technology Review*, *Red Herring* magazine, and *Wired*, among others. He has lived in San Francisco for more than 30 years, raising a family of four boys with his wife and enjoying long open-water swims with the eccentrics at the South End Rowing Club.

The book's engaging introduction is written by Charles Fracchia, the founder and president emeritus of the San Francisco Museum and Historical Society, who has given talks on a variety of historic subjects to such groups as the Commonwealth Club and the Mechan-



ics' Institute. He currently lectures at the Fromm Institute at USF. Charles has a BA from USF, an MLS from the University of California, an MA from San Francisco State, and an MA in theology from the Graduate Theological Union/Berkeley. He was one of the founders of *Rolling Stone* and has written many books

and articles about San Francisco history. For more information, see cameronbooks.com.

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

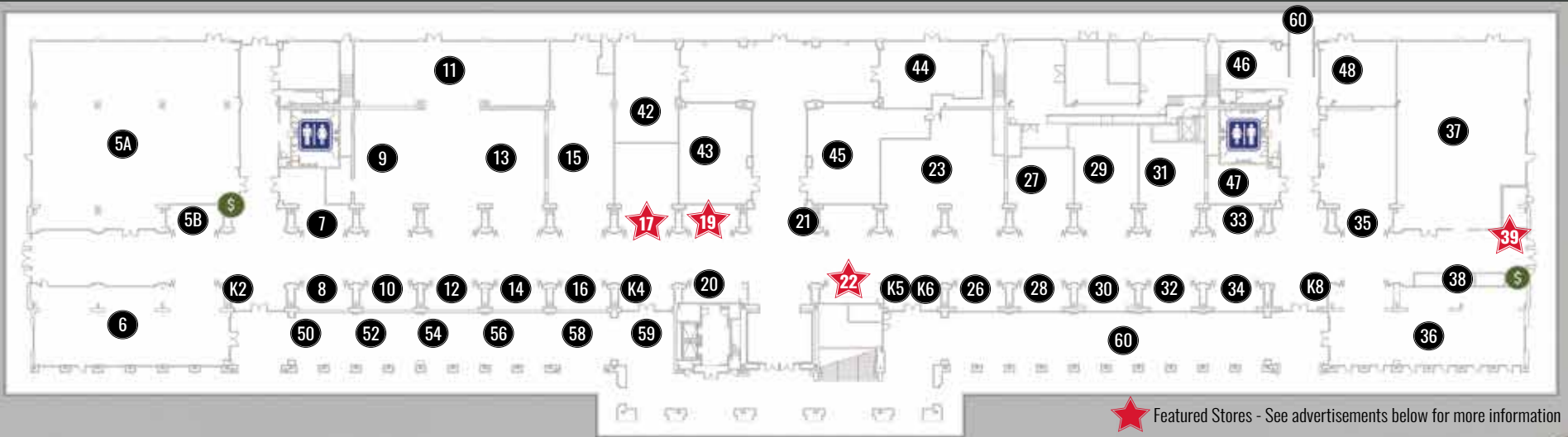



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WATERFRONT ACTIVITIES

- March 17 2PM — 5PM – Saint Patrick’s Day Sail - Schooner *Freda B*, (415) 331-0444, www.schoonerfredab.com**
Set aboard Schooner *Freda B* boarding in downtown Sausalito. Come sail aboard a traditional gaff rigged tall ship and celebrate the sights and sounds of the San Francisco Bay! Don’t forget to wear your green! Cash Bar. \$69 per person.
- March 18 1:30PM — 5:30PM – Tall Ship Cannon Battle Spectator Sail - Schooner *Freda B*, (415) 331-0444, www.schoonerfredab.com**
Fun for the whole family. Join the crew of *Freda B* to watch the cannon battle between *Lady Washington* and the *Hawaiian Chieftain*. Bring your earplugs! Cash bar. \$59/\$69 per person
- March 19 - 30 Captain OUPV (6-Pack/100GT) Course - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
Why settle for just an OUPV license when our USCG approved Captain’s course meets the requirement for not only the OUPV/6-PACK License; but also - OUPV up to 100 GT - Master or Mate Near Coastal less than 100 GT - Master or Mate Inland less than 100 GT. To register or view our complete schedule, visit www.MaritimeInstitute.com
- March 20 Auxiliary Sailing Endorsement Course - Maritime Institute, Alameda, (888) 262-8020, www.MaritimeInstitute.com**
This Four (4) hour U. S. Coast Guard approved course meets the written examination requirement for a candidate holding a USCG Master or Mate license to obtain a Sailing or Auxiliary Sailing Endorsement. Course subjects include Rules of the Road, Parts of the sailing vessel & sail and Sailing terms and definitions. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- March 21 6PM — 8PM – Wednesday Night Social Sail – OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
Leave your mid-week blues at the dock and come out for a rejuvenating, twilight sail on San Francisco Bay. Every 1st & 3rd Wednesday of the month, members and non-members head out for two hours of sailing, either in chartered boats or with an instructor. Hit the water with old friends or new ones to break up the work week and watch the sun set behind the Golden Gate. Once you dock, shed your foulies and join us in the club room for chili, chowder, and drinks. Each Skippered boat takes up to 6 passengers. No experience required to join in! Retail: \$99 Member: \$75
- March 24 11AM — 1PM – Intro to Sailing – OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
Considering getting into the sport of sailing? Two hours on beautiful San Francisco Bay will help you to determine if you want to make sailing a bigger part of your life. You will join one of OCSC’s instructors and be part of a six-person crew aboard one of our larger boats. Learn some basic sailing concepts and get a real feel for the wind in your sails. Come join us on the water and take a tour of our fleet and facilities. We’ll answer all your questions about lessons and membership. Retail: \$99 Member: \$75
- March 31 11AM — 1PM – Intro to Sailing – OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
Considering getting into the sport of sailing? Two hours on beautiful San Francisco Bay will help you to determine if you want to make sailing a bigger part of your life. You will join one of OCSC’s instructors and be part of a six-person crew aboard one of our larger boats. Learn some basic sailing concepts and get a real feel for the wind in your sails. Come join us on the water and take a tour of our fleet and facilities. We’ll answer all your questions about lessons and membership. Retail: \$99 Member: \$75
- March 31 6:30PM — 9PM – Blue Moon Sail - Schooner *Freda B*, (415) 331-0444, www.schoonerfredab.com**
Catch the blue moon rise from the deck of a tall ship while sailing around the San Francisco Bay. Cash Bar. \$69 per person



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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 p.m.	1:25 p.m.	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	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
-----	-----	4:00	4:30	<p style="text-align: center;">Larkspur schedules effective through Sunday, March 25.</p> <p style="text-align: center;">Visit goldengateferry.org for updates.</p> <p style="text-align: center;">Contact Information Toll free 511 or 711 (TDD)</p>			
3:40	4:15	4:30	5:00				
4:10	4:45	5:00	5:30				
-----	-----	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				

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.	2:10	2:40	2:50	3:20
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	3:50	4:20	4:40	5:10
1:55	2:25	2:35	3:05	-----	-----	6:00	6:30
3:20	3:50	4:00	4:30	5:35	6:05	---	---
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	-----	-----	-----	-----

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.	6:05 a.m.	6:35 a.m.
6:45	7:15	7:20	7:50
7:55	8:25	8:35	9:05
9:10	9:35	---	---
---	---	4:25 p.m.	4:45 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

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:30 a.m. ^	10:40 a.m.	11:10 a.m.
11:20	12:05 p.m. ^	12:15 p.m.	1:05 p.m. *
1:15 p.m.	2:00	2:10	2:55 *
3:05	3:50 ^	4:00	4:45 *
4:55	5:45 *	5:55	6:25
8:05 #	8:35 #	8:45 #	9:15 #
10:00 #	10:30 #	10:40 #	11:10 #

^ 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
11:10	12:00 p.m. *	12:10 p.m.	12:55 p.m. *
1:05 p.m.	1:55 *	2:05	2:35
2:15	3:05 *	3:15	3:45
3:35	4:25 ^	4:35	5:25 *
4:50	5:20	5:30	6:20 *
6:30	7:00	7:10	7:55 *
8:05	8:35	8:45	9:15
10:00	10:30	10:40	11:10

^ Via Angel Island, * Via Sausalito

FARES:	One-way	Round-trip
Adult	\$12.50	\$25.00
Child (5-11) SENIOR (65+)	\$7.50	\$15.00

SAUSALITO

FISHERMAN'S WHARF, PIER 41			
Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:20 a.m.	12:25 p.m. *	12:40 p.m.	1:05 p.m.
1:15 p.m.	2:20 *	2:30	2:55
3:05	4:10 *	4:20	4:45
4:55	5:25	5:35	6:25 *

Weekends and Holidays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:10 a.m.	11:40 a.m.	11:50 a.m.	12:55 pm^*
1:05 p.m.	1:35 p.m.	1:45 p.m.	2:35 ^*
2:15	2:45	2:55	3:45 *
3:35	4:45 ^*	4:55	5:25
4:50	5:40	5:50	6:20
6:30	7:20 *	7:30	7:55

* Via Tiburon, ^ Via Angel Island

Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 19) **No service** on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)

FARES:	One-way	Round-trip
Adult	\$12.50	\$25.00
Child (5-11) SENIOR (65+)	\$7.50	\$15.00

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	5:30 pm *

* Available beginning March 16

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)	Friday - Sunday & Holidays (depart PIER 39)
11:30 a.m.	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 *
11:20	11:45	11:55	1:05 pm^
1:15 p.m.	1:40 p.m.	1:50 p.m.	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	12:20p.m.*	12:30 p.m.	12:55 pm
---	---	4:15	5:25 *
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* 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)

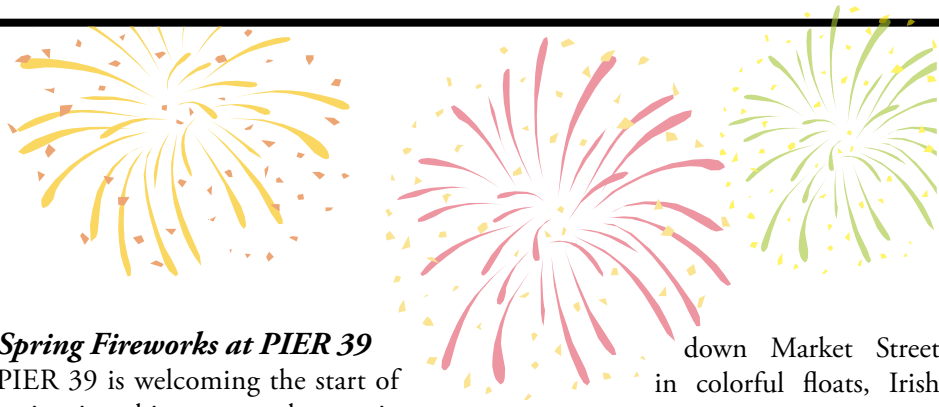


BAYCROSSINGS
"The Voice of the Waterfront"

All Ferry schedules subject to change.

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

AROUND THE BAY IN MARCH



Spring Fireworks at PIER 39

PIER 39 is welcoming the start of spring in a big way on the evening of Saturday, March 24. The skies will be illuminated with a dazzling fireworks display in celebration of the spring equinox. Before the show, grab dinner at one of PIER 39's numerous restaurants and enjoy free entertainment and giveaways at the Carousel Stage. The fireworks show begins at 8:30 p.m. over San Francisco Bay.

Hey Girl Bingo!

Hop off the ferry and join your friends at Rosenblum Cellars in Jack London Square with the one-and-only drag queen Shelix on the first and third Thursdays (March 1 and 15) at 6 p.m. for Hey Girl Bingo! Shelix is your hostess with the bingo mostess and she sets a hilarious tone for an evening of fun, wine and bingo prizes! The waterfront venue at Jack London Square makes for a great weeknight get together with friends. Get ready to laugh and have a great time. Simply buy a glass of wine to get a game card and win! For more information, call (510) 601-2200 or visit www.rosenblumcellars.com.

167th Saint Patrick's Day Parade

The West Coast's largest Irish event celebrating Irish history and culture, the 167th Annual San Francisco St. Patrick's Day Parade and Festival will take place on Saturday, March 17.

The parade will start at 11:30 a.m. at the corner of Market and Second Streets, where over 5,000 participants from all over the country will make their way

down Market Street in colorful floats, Irish dance troupes, marching bands and more—all the way to Civic Center Plaza. The San Francisco Saint Patrick's Day Parade is a time to celebrate and participate in the city's Irish culture and it's a great day out for everyone—Irish or otherwise. A full day of activity is planned for the St. Patrick's Day Festival, which will showcase the very best in Irish history and culture through live performances and entertainment, arts and crafts exhibitors, food and beverage concessions, children's rides and inflatables, and nonprofit booths representing the Irish community. This colorful San Francisco event is the largest St. Patrick's Day event west of the Mississippi, attracting tens of thousands of people each year. Again this year, the festival will be held at Civic Center Plaza in front of City Hall. The festival is full of flair and offers all in attendance the opportunity to truly experience Irish culture. The festival starts at 10 a.m. and ends at 5 p.m. For more information, please visit www.uissf.org.

Mmmmm Bacon... and Beer Festival

The Oakland Bacon and Beer Festival is coming back for a fifth year. On Saturday, March 10 from 2:30 to 5 p.m. at the Market Building at Jack London Square, @eat Boston, Bison Organic Beer and Oakland Grown present the fifth annual Oakland Bacon and Beer Festival as a fundraiser for Oakland Grown. The Oakland Bacon and Beer Festival is a day to celebrate two amazing comestibles, bacon and beer. Your ticket (\$45-\$65) gets you into the

festival, where you're free to sample from the restaurants and brewers. The Market Building at Jack London Square is located at 55 Harrison in Oakland. Tickets are available at www.eventbrite.com.

More Beer Here!

Marin's favorite rite of spring, the 23rd Annual Fairfax Brewfest, will take place on Saturday, March 17 from 1 to 5 p.m. The event features 24 of the best California microbrewers pouring the freshest batches of over 70 of their award-winning ales, lagers and special limited brews alongside live music and delicious pub food at the historic Fairfax Pavilion. Presented by Iron Springs Pub & Brewery and the Fairfax Chamber of Commerce, the festival brings you a day of great beer, music, food and friends! Being one of the first big beer events of the season, many of the brewmasters themselves will be pouring the beer so patrons can critique, ask questions and swap beer stories with the experts. Taste the brews and meet the brewers who make these amazing libations. Besides unlimited beer tastings all day, you can dance to hoppin' live music from Tom Rigney & Flambeau. Tickets are \$40 in advance and \$50 at the door. Visit www.fairfaxbrewfest.com for more information.

Obama's Back!

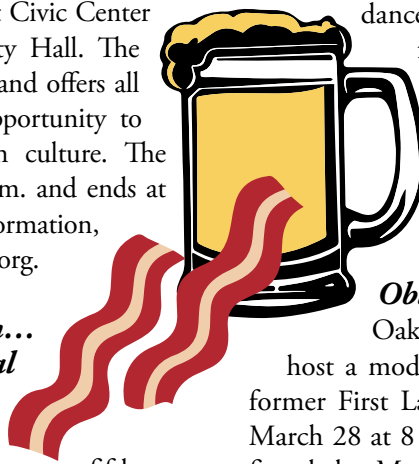
Oakland's Oracle Arena will host a moderated conversation with former First Lady Michelle Obama on March 28 at 8 p.m. As a transformative first lady, Mrs. Obama launched and led four key initiatives: Let's Move!, to address the challenge of childhood obesity; Joining Forces, to support veterans, service members and their families; Reach Higher, to inspire young people to seek higher education; and Let Girls Learn, to help adolescent girls around the world go to school. Tickets are available at ticketmaster.com.

12th Annual SF Chocolate Salon

TasteTV and the International Chocolate Salon are pleased to announce the original and premier artisan chocolate show on the west coast takes place this Spring at the 12th Annual San Francisco International Chocolate Salon on March 11 at its new location in Golden Gate Park. Featuring a delicious selection chosen and curated by the organizers, the participants include master chocolatiers, confectioners and other culinary artisans. Chocolate aficionados, fanatics, buyers and journalists can experience the finest in artisan, gourmet and premium chocolate in one of the world's great culinary metropolitan areas. Salon highlights include chocolate tasting, chef talks, demos, and ongoing interviews by TasteTV's *Chocolate Television* program. Salon entry includes all chocolate and confection tastings and demos. The event is from 10 a.m. to 5:30 p.m. at the County Fair Building at the Hall of Flowers in Golden Gate Park. Tickets are \$20 in advance and \$30 at the door, children 6-12 are \$10. Visit www.sfhocolatesalon.com for more information.

Second Saturdays in JLS

Second Saturdays, a new monthly open air market on the Oakland waterfront, featuring up to 100 artisan vendors, children's activities, live entertainment and great food from local vendors and favorite eateries. The event kicks off on Saturday, March 10 and runs for the rest of the year. True to its namesake, Second Saturday will be held every second Saturday of the month from 11 a.m. to 5 p.m. The flagship monthly event is open to the public and free to attend. Taking place on the waterfront in Jack London Square, the new series will feature independent vendors with a strong Bay Area presence, including Imagination Unlimited, Old School Copes and the Lisa Inez. Second Saturday serves as a platform for local entrepreneurs and business owners to showcase their products and services at a monthly family festive event.



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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▶ www.ferrybocce.com

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