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"The Voice of the Waterfront"

November 2018 Vol.19, No.11



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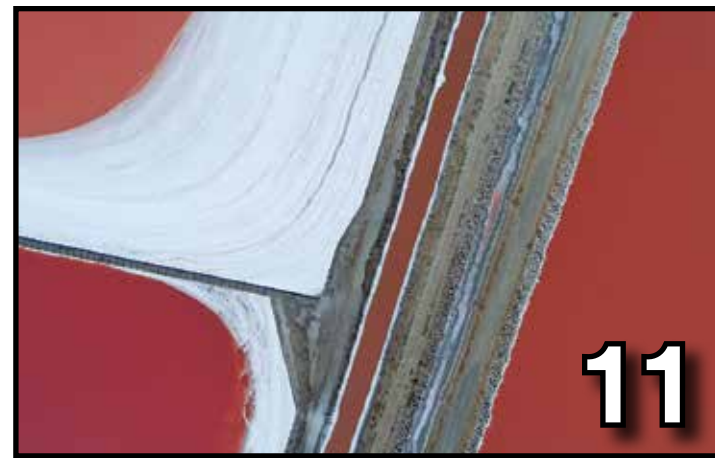
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Marin Transit introduced two new zero-emission buses at an event last month. The two 35-foot, slow-charge battery electric buses are part of a pilot program to test fully electric vehicles on Marin County's busy corridors and hilly areas. The buses can seat 32 passengers, will charge overnight and be operated on Marin Transit local routes by Golden Gate Transit.

Photo by Joel Williams

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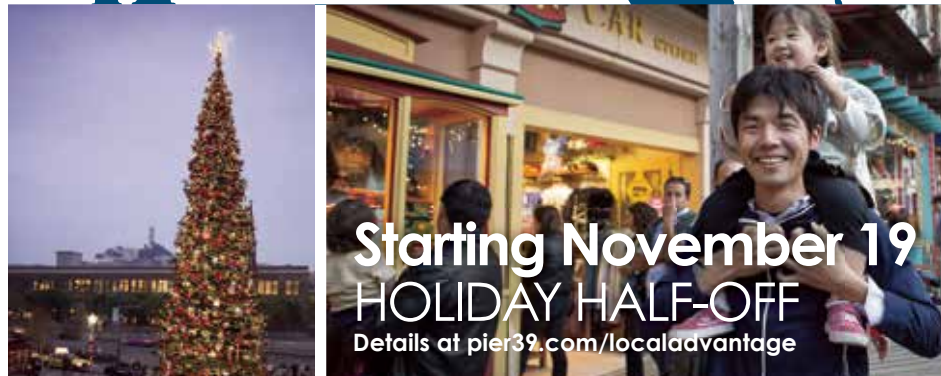
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Navigating Foreign Trade Zones in the Current Environment

BY PATRICK BURNSON

As the U.S. government wages its next round of trade wars with China and other perceived belligerents, Bay Area logistics managers will have to become more creative. Industry experts are also pursuing a clever strategy that allows shippers to leverage their collective influence.

Foreign Trade Zones (FTZs) are scattered throughout the nation near ports of entry under the auspices of U.S. Customs and Border Protection (CPB), yet are generally regarded to be outside of CBP jurisdiction. With the quiet acquiescence of the U.S. government, shippers can import goods into the zone with reduced duties on an individual basis.

And although FTZs do not represent a “loophole” for tariff avoidance on goods destined for U.S. markets, they can give shippers a break on duties for re-export.

The announcement made last September that Canada, Mexico and the United States had agreed to replace the North American Free Trade Agreement (NAFTA) with the United States, Mexico

and Canada Agreement (USMCA) has many trade analysts trying to determine its impact on FTZs.

Nick Bailey, head of research for the consultancy Transport Intelligence, noted that the new agreement contains provisions that affect several logistics intensive industries, including automotive manufacturing.

“One provision increases the threshold at which vehicles made in the region qualify for tariff exemptions,” he said. “The second provision mandates that, by 2023, at least 40 percent of a vehicle be made by workers earning at least \$16 an hour if it is to qualify for tariff exemption. This provision is directly aimed at stopping the flow of jobs from higher wage locations in the United States to lower cost locations in Mexico.”

Matson Logistics Offers FTZ Benefits in the Bay Area

As this assessment clearly demonstrates, no single FTZ model is right for all shippers seeking to reduce costs and drive supply chain efficiencies. In this *Bay Crossings* interview, Bill Whelan, director of business development for



Photo courtesy of Port of Oakland

Foreign Trade Zones, located near ports of entry, allow shippers to import goods with reduced duties under certain circumstances.

Matson Logistics, explained how his company addresses specific needs of its shippers using Oakland-based FTZ56.

Bay Crossings: What major shippers are currently taking advantage of the zone?

Bill Whelan: Wine and spirit importers have been relying on us for duty deferral, avoiding excise taxes until needed, or re-export to duty-free stores. This includes military base exchanges, international flights or cruise lines. One of our largest customers is organic sugar, which goes on quota throughout the year and needs a place to stay outside U.S. commerce until the quota is lifted. Matson is a food warehouse as well as organic certified facility.

BC: What other kinds of quota items are there?

Whelan: Over the years anti-dumping tariffs have been applied to solar panels, plywood and steel, so these too seek a place to stay duty free until the issues can be resolved. There’s been lots of interest here lately with the new tariffs being placed on imports.

BC: So how does that work?

Whelan: With our Value Added Packaging Division within the FTZ, we can combine import merchandise with domestic merchandise or high-duty

imported components and then import the finished good at a lower tariff rate—an inverted tariff.

BC: Do you have an example?

Whelan: Yes. We can take a bottle of imported Scotch whiskey from Scotland, combine it with crystal goblets from France that have a high duty rate, and end up importing the finished good at the low duty rate of the whiskey as a holiday gift pack. One large program we have specialized in with our wine and spirit license is that we can bring wines in from all over the world in bond produce, apply proper bottle labels that comply with U.S. standards, and then import the wine from there.

BC: Finally, what advice do you have for shippers now considering an FTZ like yours?

Whelan: It’s all about relationships. Make certain the operators of the FTZ have good reputations with the local brokers and forwarders. CBP will also refer shippers to a respected FTZ when problems with their imports arise.

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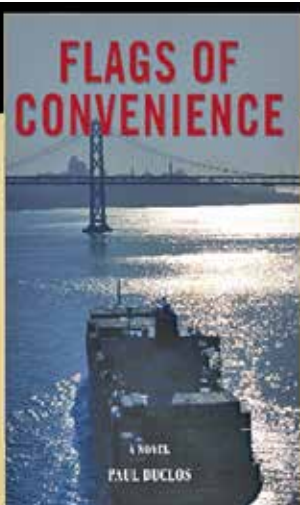
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Patrick Burnson is the executive editor of *Logistics Management*.
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Carl Carr-Johnson

BY MATT LARSON

Regular commuters on the Vallejo-San Francisco run will probably recognize Carl Carr-Johnson, who works as a deckhand for Blue & Gold Fleet. A world traveler, he can often be found engaging with tourists on board about where they're from or where they're going, or sharing his own travel stories with commuters.

Carr-Johnson accomplished quite a lot before coming aboard the ferries, but having grown up in Vallejo he's always felt a draw to working on the Bay. "I always thought it would be a great job to just be out on the boats, out on the water; it just seemed like something different," he said. "I've worked in a number of different industries, and I thought, 'I'd like to get my feet wet (no pun intended) in the maritime industry.'"

Carr-Johnson joined the IBU in early 2015 after returning from an 11-year stay in Alaska. He moved to Alaska in 2003 because he was looking for a change of pace. Working for Alaska Airlines at the time may have had something to do with it, but Alaska was definitely on his mind.

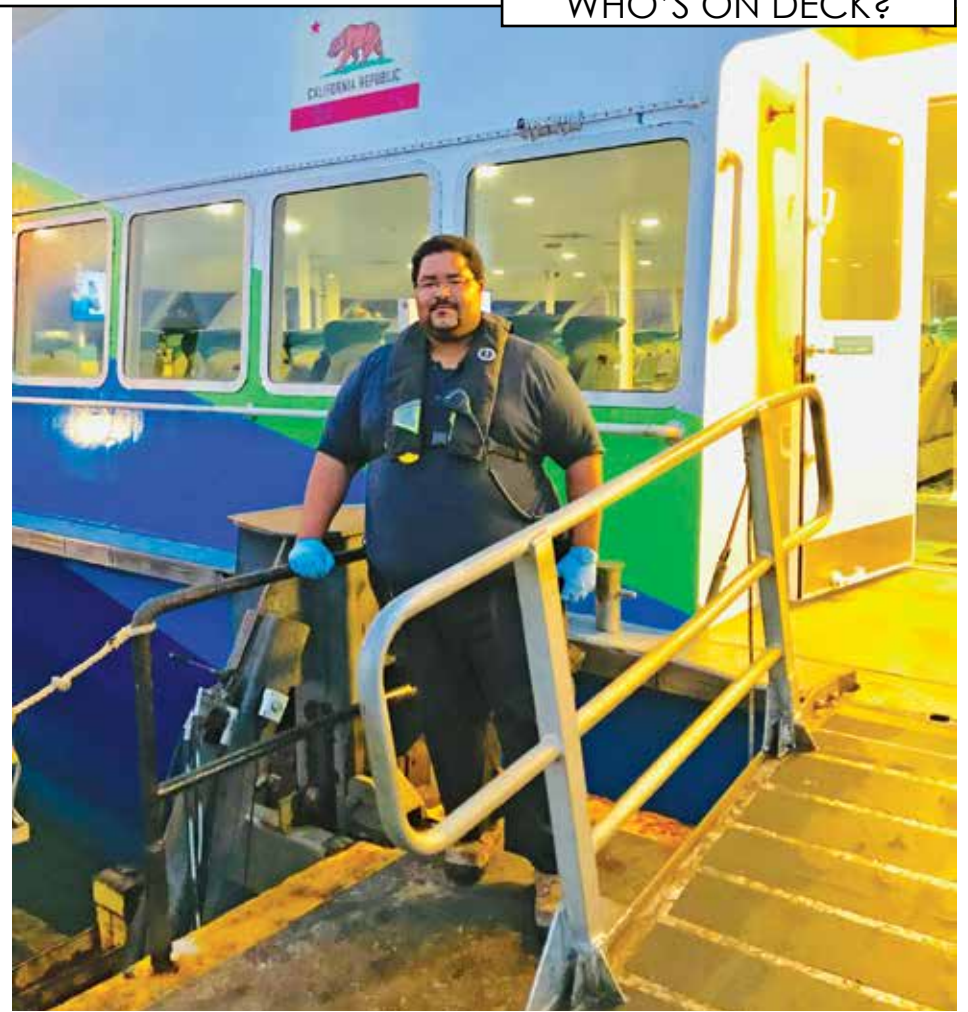
"It's a great place to clear your head, be in nature; even though I lived in Anchorage, which is the major city there, five minutes outside the city limits there is deep wilderness," he said. "I did

a lot of hiking, some salmon fishing, and made it to the top of the world."

Barrow, Alaska, also known as Utqiagvik, is one of the northernmost communities in the world, so Carr-Johnson made sure to visit before heading back down to the continental United States. "It's cold up there," he laughed. "It's just you. You look all around and there's nothing. Just frozen tundra and the northern lights."

He did attend the University of Alaska for some time, and after working for the airline he found work in the hotel business, and later as a firefighter and medical technician. Since moving back to Vallejo and working for Blue & Gold Fleet, he's been studying to earn his bachelor's degree from Sonoma State University and is set to graduate this May. An avid traveler, Carr-Johnson is hoping to secure funding to pursue his masters in transportation logistics at the California Maritime Academy in Vallejo later next year.

You'll still find him working on deck after graduation, but he's also planning more travel. So far he's been to Iceland, England, Germany, France, Colombia and more. After graduation he plans to visit Israel, Jordan and Egypt—which was a decision he made after speaking to some tourists from Israel who were on the ferry one day. After that he'd like to visit Hong Kong, so if you've been there, maybe you can give him some insider tips next time you see him on board.



Vallejo native Carl Carr-Johnson is an avid traveler and local craft beer connoisseur who is happy to discuss either subject with ferry passengers.

The area's craft brewery scene developed significantly after Carr-Johnson left Vallejo in 2003, but upon his return he became a craft brew aficionado. He can give you some more details in person, but for his fellow craft-brew connoisseurs he recommends trying the Napa Smith Pilsner at the Napa Smith Brewery, and the Coal Shed Stout at the Mare Island Brewing Co. And if you're thirsty right now, there's a

bar onboard the ferry.

"When I moved up to Alaska traffic wasn't as bad as it is today. When I moved back it was just a complete shock," Carr-Johnson said. "To just be able to relax, have yourself a cup of coffee, have yourself a cocktail, and leave the driving to a qualified boat captain, the ferry is definitely the best way to go." So say hello, talk some travel, and enjoy your trip to work.



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The Battle for the Bay's Colorful Salt Ponds

BY SEJAL CHOKSI-CHUGH

If you've travelled by plane over the Bay Area, you may have seen the bright red, orange and yellow ponds in south San Francisco Bay. They look pretty and calm, but they're actually the site of a battle between those who want to restore the area to wetlands and large corporate interests envisioning a complex of offices and condominiums.

The South Bay salt ponds were once wetlands where the native people of the Bay Area harvested small amounts of salt. In the 19th century, profit-seekers arrived and built ponds for industrial-scale salt harvesting, destroying the wetlands. Cargill, a multinational corporation, later purchased the industrial operation and still manufactures salt there today. A tiny amount becomes table salt, while the rest is used for road salt, swimming pools and ingredients for the chemical industry.

Cargill makes salt by slowly pumping Bay water through a series of evaporation ponds in a process that lasts three years. As the water evaporates, the brine that remains gets more and more salty. The intense hues of the ponds are the result of a few types of colorful bacteria, algae and small creatures. These are normally present in Bay water in tiny amounts, but they are the only living things that survive in highly salty water. As the brine reaches the ideal level of salt for each combination of microorganism to skyrocket in numbers, the pond takes on a different color.

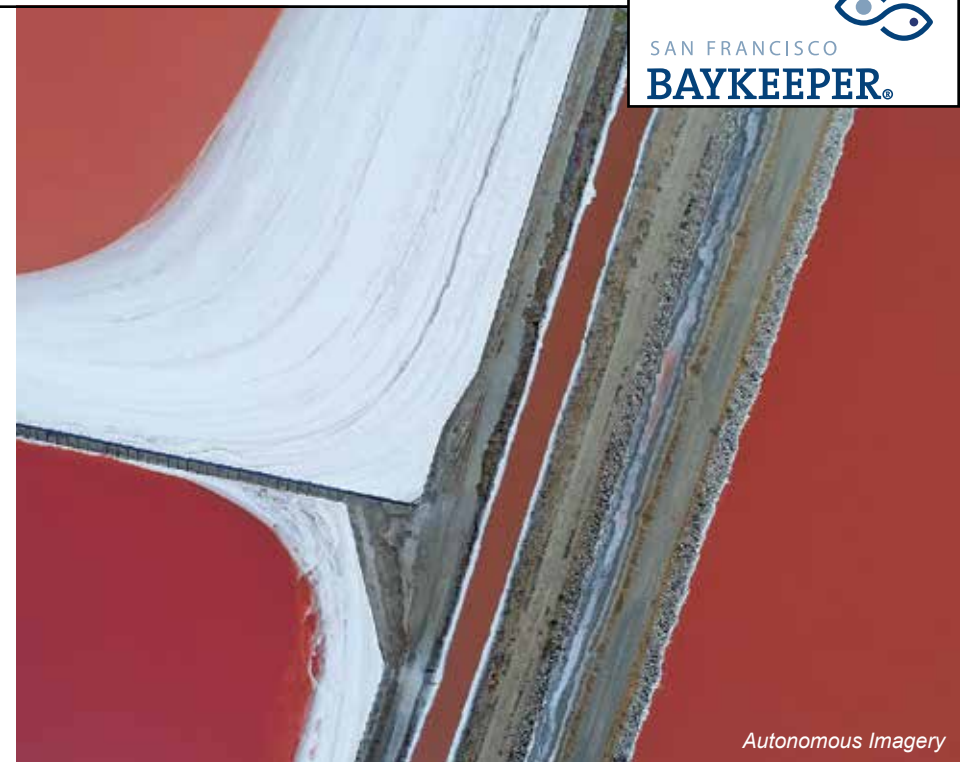
Today, Cargill's salt-making operation covers about 12 square miles of former Bay wetlands. That's down

significantly from the original operation, because Cargill sold 23 square miles of former salt ponds in 2003. With the help of \$100 million in funding from federal and state governments and environmental foundations, the ponds were added to the Don Edwards San Francisco Bay National Wildlife Refuge. They are being restored as wetlands in a process that can take from several years to 30 years. As the ponds are returned to their natural state, they lose their bright colors and take on the brown or dark green hues of wetland plants.

Restored South Bay wetlands provide food for seasonal and year-round birds, plus habitat for endangered species like the salt marsh harvest mouse. And we'll see the biggest benefit from restored wetlands in the future. Wetlands will help protect the South Bay shoreline against sea level rise, and will also protect the nearby Silicon Valley tech campuses and infrastructure like sewage treatment plants that, if flooded, could badly pollute San Francisco Bay.

But there will be less of that protection from sea level rise if Cargill gets its way. The company is pushing to develop part of the remaining 12 square miles of salt ponds it still owns into a complex of offices, condominiums and retail spaces. If buildings are constructed there, the South Bay will lose the protective benefit of wetlands that could have been restored. And according to scientific projections, sea level rise would put those buildings partly underwater in the next 50 to 80 years.

Baykeeper is working with the South Bay nonprofit community and environmental organizations to oppose Cargill's development plans, and we'll



Autonomous Imagery

The South Bay salt ponds from the air. Baykeeper is fighting for the ponds to be restored as wetlands that can help protect the shoreline from sea level rise.

keep fighting until the development ideas are rejected and the area can be restored to wetlands. To learn more about Baykeeper's work to protect San Francisco Bay from the biggest threats, visit us at baykeeper.org.



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Photo by Joel Williams

Marin Transit Welcomes First Zero-Emissions Buses to Fleet

BC STAFF REPORT

Marin Transit celebrated the arrival of its first two entirely electric, zero-emissions buses on Tuesday, October 16 outside the Marin Veterans' Memorial Auditorium. Congressman Jared Huffman, Assemblymember Marc Levine, Supervisor Kate Sears, Supervisor Katie Rice, Marin Transit Board Chair Stephanie Moulton-Peters and Golden Gate Bridge Board President Sabrina Hernandez were all on hand to welcome the new green vehicles.

"I'm thrilled to join Marin Transit and my colleagues in Sacramento and Marin County to welcome these new electric buses to California's Second

Congressional District," Congressman Huffman said. "Our district is making important strides towards a clean energy future."

The two 35-foot, slow-charge battery electric buses are part of a pilot program to test fully electric vehicles on Marin County's busy corridors and hilly areas. Upon delivery in late September, Marin Transit's partner Golden Gate Transit began testing the two buses and training drivers on proper operation of the vehicles. Additional testing and training will occur before deploying the electric buses on regular Marin Transit routes.

"We're thrilled for Marin Transit to pilot zero-emissions buses on its routes," said Katie Rice, Marin County supervisor and Bay Area Air Quality



Photo by Joel Williams

The two 35-foot electric buses hold 32 passengers each. They will charge overnight and operate approximately 80 miles during the day.

Management District board member. “Over the coming weeks and months, we’ll be learning a lot more about how electric buses perform on our hills and in our traffic.”

“This project supports our state economy,” said Assemblymember Marc Levine. “These buses were manufactured here in California, at a plant in Lancaster with an all-union workforce of 820 employees.”

The buses were purchased at a cost of \$1.6 million from BYD, a leader in zero-emissions buses. The purchase was funded by a combination of grants from the Federal Transit Administration and Bay Area Air Quality Management District as well as funds from Marin County’s Measure A local transportation sales tax and Measure B vehicle registration fee. The California Air Resources Board is also supporting the purchase through a voucher incentive program for the manufacturer.

The buses, which can seat 32 passengers, will charge overnight and be operated on Marin Transit local routes by Golden Gate Transit. Charging infrastructure has been installed already. The advertised range of the buses is 145 miles per charge, but heat and hills reduce the range. The buses will first operate no more than 80 miles per day as both transit agencies learn about the buses’ capabilities.

“Public transit is a boon for the environment,” said Supervisor Kate Sears, a Marin Transit board member. “Buses produce 30 percent fewer greenhouse

gases on average compared to single-occupancy vehicles. Marin Transit’s new electric bus purchases and its increasing reliance on renewable diesel for hybrid and standard buses add to the environmental reasons for residents and tourists to get out of their cars and onto a bus.”

Marin County Transit District Board President and Transportation Authority of Marin Board Chair Stephanie Moulton-Peters added: “These new buses represent the progress we can make when federal, state and local government work together to invest in green technology. We’re grateful for the support from Golden Gate Bridge Highway & Transportation District, Marin Clean Energy, the Bay Area Air Quality Management District and the Transportation Authority of Marin and their commitment to reducing carbon emissions.”

“Electric buses are exciting in so many ways,” said Golden Gate Bridge Highway & Transportation District Board President Sabrina Hernandez. “In addition to the positive impact on air quality and the environment, we can’t wait for our riders and our communities to experience the quiet and smooth ride of an electric bus.”

Since introducing hybrid electric buses in 2010, Marin Transit has been greening its fleet with available clean and cleaner technologies and renewable fuels. In addition to the agency’s investments in hybrid-electric technology, 82 percent of Marin Transit’s fleet uses renewable fuel, which can reduce carbon dioxide emissions by up to 90 percent.



The electric buses were manufactured in California and purchased at a cost of \$1.6 million with grants and funds from multiple sources.

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Controversial Rate Increase for Community-Based Energy Programs

BY BILL PICTURE

The Power Charge Indifference Adjustment (PCIA) increase approved last month by the California Public Utilities Commission (CPUC) will raise fees paid by consumers who switch from a legacy utility like Pacific Gas & Electric to a community-based utility program.

Opponents of the increased fees believe the move will derail the efforts of community-based programs to lure Californians away from corporate utilities. Monthly bills from these programs, called Community Choice Aggregators (CCA), already tend to be slightly higher, but such programs are attractive to consumers who want the power they purchase to be derived entirely from renewable sources (mostly wind and solar).

Backers of the increased fees say the move was necessary to keep up with the cost of maintaining the state's power infrastructure, which CCAs also use to deliver their power into customers' homes and businesses.

In a joint statement released by San Francisco Mayor London Breed, Oakland Mayor Libby Schaaf and San Jose Mayor Jose Liccardo just days before CPUC was due to vote on increasing the PCIA, the mayors of the Bay Area's three largest cities said, "Significantly raising exit fees will create price volatility and uncertainty and could threaten the future of clean power programs."

In that statement, the three mayors—whose cities cover 2.5 million Bay Area residents—said their bigger worry is that the change may slow a statewide effort to meet ambitious climate goals. Further, the mayors called for the vote to be delayed so that a "more transparent public review" of the proposed fee hike could

be undertaken. That call fell upon deaf ears, and on October 12 the commission approved a new formula to determine the PCIA fee. That new formula is called the Alternate Proposed Decision.

San Francisco's two-year-old CleanPowerSF program, which is a CCA, has already enrolled 108,000 customers and hopes to more than triple that number by 2019. East Bay Community Energy, which launched in July, expects to enroll 555,000 Alameda County customers by 2019. San Jose Clean Energy, which just launched in September, expects to be delivering 100-percent renewable energy to South Bay homes and businesses by next spring.

Two sides to every story

CPUC Commissioner Carla J. Peterman said that utility companies are planning—and spending—based on 10- to 20-year projections. That is, they are trying to figure out what customers will want and need 20 years from now, then figure out how to deliver that and how to pay for it.

That's how the Diablo Canyon Nuclear Power Plant in San Luis Obispo and hydro facilities across the State came to be. "A utility must make very expensive investments based on that planning," Peterman said.

When the state mandated several years ago that utility companies expand their portfolios to include renewable energy as part of a larger effort to address climate change, these companies took out long-term loans to make that happen. Since then, customers have been helping the legacy utilities make good on these debts simply by paying their bill each month.

"The obligation to pay and the benefits these projects provide remain, even as customers transition away from bundled service to other providers," Peterman said.

In other words, CPUC and the legacy utilities are likening the switch to a CCA to buying a hybrid when you still owe money on the pickup you bought with your ex. Just because you found a car that you like better (and that is better for the environment), doesn't mean you can just stop making payments on the truck and leave your ex footing the bill for a vehicle that you put miles on. In that way, Peterman argued the new formula protects lower-income customers who can't afford to join CCAs and "ensures a more level playing field between customers."

On average, CPUC says Bay Area residents who opt to purchase power from a CCA will see their bill go up about 1.68 percent. That's because PCIA

fees account for less than 15 percent of a customer's monthly bill. While that increase will seem nominal for many, opponents of the fee hike believe it's enough to dissuade customers who might be on the fence about making the switch to a CCA.

Some budget-conscious CCA customers might even switch back to a legacy utility if it saves them money. An additional concern is that a feeling of cost uncertainty could be enough to slow the expansion of existing CCAs and the formation of new ones. California now boasts nearly 20 CCAs.

Peterman admitted that is a possibility, but she said that CPUC's role isn't to promote either CCAs or legacy utilities. Rather, she said, it's the commission's role to remain neutral so that it can protect all consumers.

"I support the creation of alternative electric providers to expand customer choice, and our legal obligation is to make sure this happens without increased costs to customers who do not, or cannot, join a CCA," Peterman said.

Furthermore, Peterman believes the increase is unlikely to slow clean power's momentum. "The factors that supported recent CCA formation, including low renewable prices and local climate goals, persist."



Photo by Jeanne Menjoulet/Flickr Commons

Community Choice Aggregators are community-based programs that offer participants an alternative to buying electricity from corporate utilities like PG&E. The power provided by these programs is derived entirely from renewable sources like wind and solar.

MY FIRST BORA

BY CAPTAIN RAY

It's about 2:30 p.m., Wednesday, September 26, 2018, and I'm in the town of Slano on the Dalmatian coast of Croatia. The *bora* has been blowing for the past two days. For thousands of years, the winds in the Mediterranean have been named based on the direction from which they come. The cold *mistral* from the northwest, the hot, dry *sirocco* from the south, and the warm *levant* from the east are examples of these famous winds. What I'm experiencing now is a cold, gale-force wind from the northeast, or *bora*.

I'm on a sailing trip from Split to Dubrovnik as part of a trip arranged by my sailing school. Nine boats departed Split on Sunday and slowly spread out among the many islands that line this coastline. We had two weeks to enjoy these islands and make our way to Dubrovnik, about 120 miles to the southeast. To increase the social aspects of our cruise (as well as the possible need for mutual aid), my crew and I had decided to "buddy boat"—or sail with another boat. During the first week the winds were quite light, and as is so often the case with sailors, we kept wishing for more wind. What we weren't heeding was the ancient admonition "be careful what you wish for"—or the old Romani curse "may your wishes come true." At the beginning of the second week, our wishes did come true in the form of the *bora*.

We'd been monitoring weather on a daily basis, of course, and the arrival of the *bora* on Monday afternoon was forecast days in advance. With winds predicted to be in the 40- to 50-knot range with gusts to 70 knots, we began examining the charts for a place to hide. Since we anticipated having to remain at whatever location we selected for several days, easy access to the shore and its restaurants was a priority. We did not want to be at anchor with the risk of it dragging and only way to get ashore a very dangerous and wet dinghy ride.

Although the winds were forecast to be very strong, it is rarely the wind that breaks boats. Damage is caused by the large waves generated by that intense wind. There are three factors that determine the size of waves: (1) the strength of the wind, *i.e.*, the stronger the wind, the bigger the waves; (2) the duration of the wind, *i.e.*, the longer the wind blows, the bigger the waves get; and (3) the "fetch," or the distance travelled by the wind across open water before it reaches you. The only one of those three parameters under our control was the third one.

Therefore, what we were seeking was protection from a very strong northeast wind and the large waves it can generate, either in a marina or tied stern-to to a town quay (called Mediterranean or Med mooring) with the wind coming from the land and holding us off the dock or quay. We found what we needed in the town of Slano and headed for it.

Early in my training, a very wise skipper taught me that when bad weather is coming, a captain should plan to be where she wants to wait it out and have all her storm preparations completed one day before the bad weather's forecast arrival. As she used to say, "In the next 24 hours everyone else will want to be where you already are." We arrived Sunday afternoon (the *bora* was forecast to begin Monday afternoon) and docked. We then doubled all lines, removed everything from the deck that could blow away, added a lashing to the sail cover and waited. When the *bora* arrived, the wind did not build up gradually as is usually the case with storms. Instead, it went from eerily calm to 45-50 knots almost instantly.

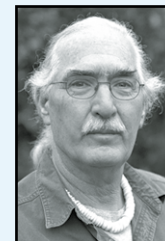
That sage advice and the plan based on it worked perfectly. The next morning, the marine radio had numerous requests for berthing from boats seeking shelter. In some cases, they were turned away. In the afternoon we heard several mayday broadcasts. While we felt concern for fellow sailors, we couldn't help also feeling a bit smug.



Photo by Mike Norton/Flickr Commons

Popular sailing destination Slano Bay is located on the Dalmatian coast of Croatia.

Ray Wichmann is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has sailed on both coasts of the United States, in Mexico, the Caribbean and Greece. He is presently employed as the Master Instructor at OCSC Sailing in the Berkeley Marina.



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Tree Lighting Ceremony Returns to Jack London Square

The annual Tree Lighting Ceremony at Jack London Square, Oakland's favorite holiday tradition, returns Friday, November 30. Taking place from 5 to 9 p.m., the ceremony promises to deliver holiday magic to the Oakland waterfront with the lighting of the spectacular 55-foot Mount Shasta fir tree adorned with 5,000 sparkling white lights and 600 colorful ornaments. Thousands of people will gather for the event, which will feature live music and entertainment from local musicians and arts groups, holiday pop-up shops, and a special appearance by Santa Claus!

A free celebration of the season and the community, Jack London Square's Tree Lighting Ceremony will feature holiday performances by Kev Choice and Friends, local youth performers and more. In addition to live entertainment, attendees can purchase handmade

goods and treats from local makers and artisans. To complete the evening, guests are invited to capture their evening with a free photo with Santa.

KTVU Fox 2 Anchor Gasia Mikaelian returns as master of ceremonies and will lead the countdown to the lighting of the tree. In the spirit of the season, Jack London Square's Tree Lighting Ceremony will host a donation drive to collect non-perishable foods, unwrapped toys and gently worn coats for several nonprofit organizations, including the Oakland Fire Department and One Warm Coat

The festivities don't end with the Tree Lighting Ceremony. Jack London Square is the holiday hot spot for the gift-giving season. Visitors can shop at the Buck, held every first and third Sunday of the month, and Second Saturdays, held on the second Saturday of each month.

These events provide easy access to an assortment of vendors with a strong Bay Area presence selling unique clothing, jewelry, fresh produce, delicious food and artisan goods. With up to 100 booths at these events, there's a unique local gift for everyone on the list.

Visitors can support other local merchants by shopping at Oakland Supply Co., which spreads local love through its civic pride-evoking tees and accessories. Or, for the culinary fiend, visitors can pick up artisanal pasta from Baia Pasta and organic, farm-raised meat products from Belcampo. If your loved ones aren't chefs, give them a dining experience they won't forget. Gift certificates are available for



restaurants that are part of Jack London Square's thriving dining scene, including Belcampo Oakland, Dyafa, Farmhouse Kitchen Thai Cuisine, Forge Pizza, Lungomare, Plank, Rosenblum Cellars and more.

Jack London Square is Oakland's one-stop shop to dine, play and shop during the holidays.



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Don't Jump! It's a Wonderful Life

BY PAUL DUCLOS

November ushers in the holiday season, with its complex set of demands and commitments. For some of the most desperate among us, it's enough to make you jump. The holiday surge in suicides from our most iconic bridge is a testament to this, but even ferries have served as platforms for that final leap. In fact, historians have chronicled this trend going back to the days when the paddle-wheeled *Piedmont* transported passengers across the Bay in the late 19th and early 20th centuries.

The most persuasive argument against making such a rash decision is that it's best to stick around for those who need us. Such a premise is key to the enchanting classic *It's a Wonderful Life*, the Frank Capra movie adapted from a short story authored by Philip Van Doren Stern.

The story is also being retold in an opera this year, as our own company stages a new production of the *It's a Wonderful Life* opera composed by local legend Jake Heggie in 2016. In this exclusive *Bay Crossings* interview, he describes how he worked with librettist Gene Scheer to make this happen.

Bay Crossings: *You have never been one to shy away from tragic themes and stories about mortality (particularly Dead Man Walking and Moby-Dick). But here you've taken on a tale dealing with a suicide attempt and conclude with a life-affirming message. Can you describe that personal journey?*

Jake Heggie: I think opera works best when there are high stakes and big emotional landscapes. When the Houston Grand Opera asked me to write a holiday opera, I thought about American stories that hadn't yet been approached as operas but would lend

themselves well to the art form. *It's a Wonderful Life* jumped out at me. It's a beloved story and the stakes couldn't be higher. Plus it holds a universal message about the ripple effect of good deeds and the difference one life can make. It's a story about community, kindness, generosity, neighbors and family—and just how precious and precarious all that can be.

BC: *Tell us something about your collaboration with librettist Gene Scheer. How do you strike agreement on certain aspects of the work, and how do you reconcile differences?*

Heggie: Gene is a remarkable collaborator because he's a singer, actor, writer, composer and lyricist. (His gorgeous "American Anthem" was sung by Norah Jones as the theme song for Ken Burns' documentary series *The War*.) He's a deeply good man, with a poet's soul and an uncanny sense for the unusual pace of the opera stage. For both of us, the journey of creating an opera or a song isn't about satisfying an ego; it's about telling that journey the most effective and surprising way we can. Everything is about that. Gene always says: "Before the words and the music is the story." We're in synch that way and willing to change, rewrite, cut, redo whatever's necessary to make sure the story is clearly told. So far, we've created about 50 songs and several big operas together, including *Three Decembers* (2008), *Moby-Dick* (2010), *Two Remain* (2016), *It's A Wonderful Life* (2016) and our next project, a modern-day Faust story called *If I Were You*.

BC: *We live in a time when there's once again a great divide in haves and have-nots. How does this version of It's a Wonderful Life address some of the unbridled greed we have seen surface in our society once again? Is the message still that money can't buy happiness?*



Photo by Karen Almond/Houston Grand Opera

Jake Heggie and Gene Scheer adapted *It's a Wonderful Life* for the Houston Grand Opera in 2016, and this season the SF Opera will stage a production.

Heggie: Has there ever been a time without the haves and the have-nots? That's what makes this story universal and timeless. Frank Capra was a genius and recognized that when he made the movie. The circumstances are ever familiar, and the message is eternal: "No one is a failure who has friends." It's not about how much money you

have. It's about how you measure true contentment, wealth and happiness in this very precarious world.

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

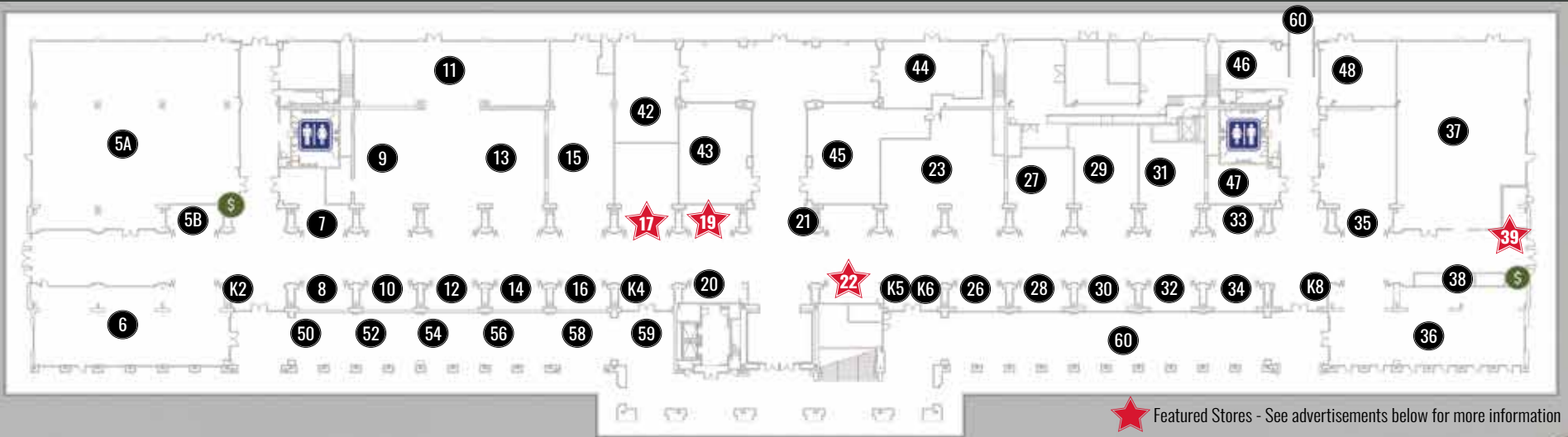



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- November 4 10AM – 12:30PM - Family Adventure Sail, Call of the Sea (415) 331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and San Francisco Bay ecology. It is a great sail for families, though everyone is invited! Tickets: Adults \$60/ Youth (ages 6-12) \$30 / Children (under 6) FREE
- November 10 6PM – 12AM - 75th Anniversary Celebration – SS *Jeremiah O'Brien*, Pier 45 in San Francisco, (415) 544-0100, www.ssjeremiahobrien.org**
Celebrate the 75th Anniversary of two great World War II museum vessels– the USS *Pampanito*, and the SS *Jeremiah O'Brien*. Get taken back to an authentic 1943 USO party. You'll see singers, swing dancers, period attire and contests for kissing and costume. Heavy hors d'oeuvres and refreshments will be served throughout the evening, topped off with a big birthday cake. General admission tickets are \$75. For more information and tickets, visit maritime.org.
- November 11 11AM – 1:30PM - Veteran's Day Cruise – USS *Potomac*, 540 Water Street, Oakland, (510) 627-1215, www.usspotomac.org**
A two and 1/2 hour cruise on San Francisco Bay featuring the Alameda Naval Station, USS *Hornet*, SS *Jeremiah O'Brien* and the submarine USS *Pampanito*. Complimentary coffee, tea and water will be available. \$35-\$55
- November 14 Deck License Renewal Course 1 Day - Maritime Institute, Alameda, 888-262-8020 www.MaritimeInstitute.com**
This 8 hour course provides mariners an opportunity to renew their U.S. Coast Guard Deck license (up to 200 Ton only) by satisfactorily completing the one day classroom presentation and end of course examination. No sea-time is required. Certificates will be awarded to those candidates who complete an open-book examination with a score of at least 90%.
- November 23 12:15PM – 3PM - Après Thanksgiving Lunch Sail aboard Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**
Step aboard in Sausalito and extend your Thanksgiving holiday with a tasty lunch on San Francisco Bay! A lunch spread of Seafood Peddler clam chowder, crudités and fruit is included in the ticket price, alongside an on-deck cash bar. Tickets \$69.
- November 23 4PM – 6:30PM - November Full Moon Sail aboard Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**
Underway for a leisurely evening sail, take in views of the San Francisco skyline, Golden Gate Bridge, Bay Bridge, Alcatraz and Angel Islands, all while experiencing the magic of the sunset and the moonrise! Tickets \$65.
- November 24 9:45AM – 12:30PM - San Francisco Bay History Sail aboard Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**
Shanghai your friends and step back into time! This unique sail offers the stories of the people, the water and the land that have made San Francisco Bay what it is today. Tickets \$69.
- November 28 Radar Recertification 1 Day - Maritime Institute, Alameda, 888-262-8020 www.MaritimeInstitute.com**
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each) Approximately four (4) hours. To register or view our complete schedule, visit www.MaritimeInstitute.com.

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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,	\$0.80		
Senior (65+ yrs), Disabled, Medicare2	\$0.80		
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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	---
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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				
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3:50	3:35	4:20	---				
4:30	4:15	5:00	---				
5:05	4:50	5:30	---				
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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
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---	7:05	7:40	7:30	1:00 p.m.	1:15 p.m.	1:35 p.m.	1:50
---	7:35	---	8:00	2:00	2:15	2:35	2:50
---	7:45	8:05	---	3:40	3:55	4:15	4:30
---	8:10	8:45	8:35	5:10	5:25	5:45	6:00
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---	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				
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---	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
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Short Hop - Adult	\$1.70
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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

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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

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BAY CRUISE Pier 43½			
10:00 a.m.	1:10	3:45	
10:30 *	1:40	4:15#*	
11:15	2:15 # p.m.	6:00 ^ 5:30^	
12:00 p.m. #	2:30		
12:30 p.m. #	3:00		

Effective thru Nov. 3 Effective beginning Nov. 4
* 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
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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	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)			
-----	-----	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	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:30 a.m. *	10:40 a.m.	11:10 a.m.	11:20 a.m.	12:25 p.m. *	12:40 p.m.	1:05 p.m.
11:20	12:05 p.m.*	12:15 p.m.	1:05 p.m. ^	1:15 p.m.	2:20 *	2:30	2:55
1:15 p.m.	2:00 *	2:10	2:55 ^	3:05	4:10 *	4:20	4:45
3:05	3:50 *	4:00	4:45 ^	4:55	5:25	5:35	6:25 *
4:55	5:45 ^	5:55	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
11:10 a.m.	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 ^	3:55 ^
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

* 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	

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	12:20 *^	12:30 p.m.	12:55 pm
---	---	3:30	3:55
---	---	4:15	5:25 *^

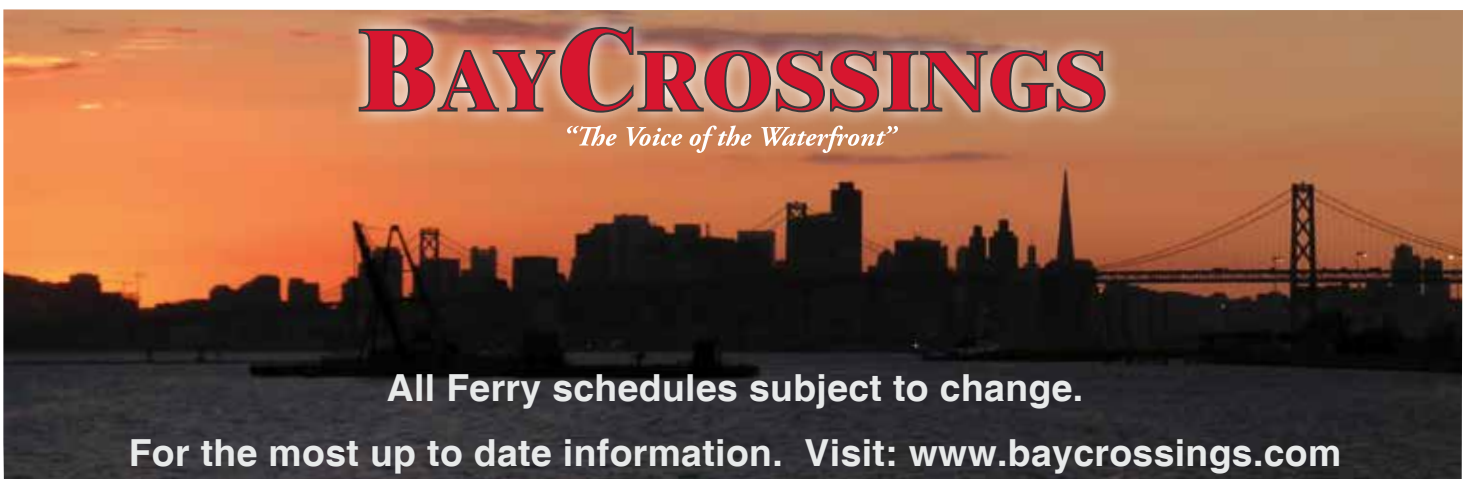
* Via Tiburon ^ Via Sausalito

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 NOVEMBER

Party Like It's 1943

Come celebrate the 75th Anniversary of two great World War II museum vessels, the USS *Pampanito* and the SS *Jeremiah O'Brien*, on Saturday, November 10 from 6 p.m. until midnight on Pier 45. Get taken back to an authentic 1943 USO party. You'll see singers, swing dancers, period attire and contests for kissing and costume. Plentiful hors d'oeuvres and refreshments will be served throughout the evening, topped off with a big birthday cake. Join the party in honoring the legacy of these two maritime veterans and the greatest generation. General admission tickets are \$75. For more information and tickets, visit maritime.org.

Salmon Soiree

Salmon is king among California fish. Explore our "salmon-scape" in a journey from high mountain streams to the deep blue sea on Saturday, November 10 from 7 to 9:30 p.m., with a reception from 7 to 8 p.m. featuring art, music and printmaking. Enjoy science, crafts and seafood bites while you mix, mingle and learn. Enjoy stunning night views of the city at the newly renovated Randall Museum at 199 Museum Way in San Francisco. NOAA Fisheries scientists Dr. Sarah Mesnick and Dr. Thomas Williams will share the latest conservation

research. Tickets are \$20 with two beverages included and the minimum age is 16. For more information, visit www.farallones.noaa.gov or call (415) 530-5366.

Happier Holidays at PIER 39

PIER 39 will be spreading holiday cheer on San Francisco's Waterfront this year. PIER 39 is unwrapping a new nightly tree lighting show on its 60-foot Christmas tree at the top of each hour from 5 to 10 p.m. The show will run from November 21 through January 1. Synchronized to holiday music, the tree becomes a kaleidoscope of swirling color, adorned with thousands of specialty lights and ornaments. These dazzling tree lighting moments take center stage all season long. Get into the spirit of the season at PIER 39 while shopping, dining and strolling. Visitors will also enjoy local community performances, writing letters to Santa and fun social sharing activities. When you bring a gift for those less fortunate, you'll receive a special holiday treat.

Winter Wine Pour

Join PIER 39 for the Winter Wine Pour on Friday, November 30th from 4 to 8 p.m. Sip wine and toast the holidays with friends and family. At the Winter

Wine Pour, stroll the pier and stop by participating businesses to enjoy wine tastings featuring wine from the Livermore Valley Wine Country, one of California's oldest wine regions. Winter Wine Pour attendees will receive wine tastings, discounts at participating businesses and a commemorative wine glass, all while enjoying festive holiday entertainment. Advance tickets are \$25 until November 29. A limited number of tickets will also be available day-of in the PIER 39 Entrance Plaza for \$30 (cash only). A portion of tickets sales will benefit Aquarium of the Bay's free conservation education program for Bay Area children.

The Art of Perception

The Marin Museum of Contemporary Art presents *Memory and Perception*, an exhibit that reveals how artists interpret the world around and within them. All artists integrate their life experiences into their artwork, consciously or unconsciously, often incorporating what they see and sense in the present with their memories of the past. Artists from across the nation explore diverse subject matter in this exhibit, from childhood memories to captured moments in time. Visitors will see artwork in a wide array of mediums including photography,

painting, fiber, sculpture and more. The exhibit is on view from November 17 through December 23 with an artist's reception on November 17 from 4:30 to 7:00 p.m. and is free to the public. The Marin Museum of Contemporary Art is located at 500 Palm Drive in Novato.

Mmmm, Chocolate!

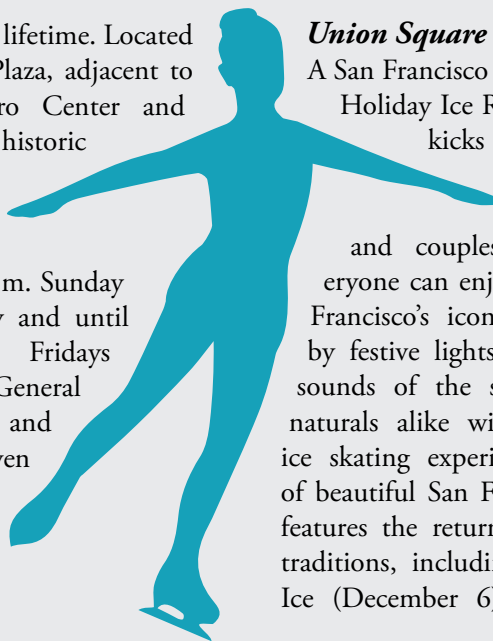
Discover, taste and savor the finest in artisan, gourmet and premium chocolates and confections for the holiday season. The Fall Holiday Chocolate Salon is the seasonal chocolate show that takes place at the San Francisco County Fair Building Auditorium in Golden Gate Park from 10 a.m. to 5 p.m. on Sunday, November 18. Chocolate aficionados, fanatics, lovers and addicts can taste and experience the finest in artisan, gourmet and premium chocolate in one of the world's great culinary regions. The event participants include over 25 chocolatiers, confectioners and other culinary artisans. The Fall Holiday Chocolate Salon is the perfect place to find the perfect gift, while tasting and savoring the chocolate lovers experience. Tickets are \$20 in advance and \$25 at the door for adults and \$10 for children 6 to 12. For tickets and more information, visit www.fallchocolatesalon.com.

Skating Away

Embarcadero Center

Celebrate the holiday spirit in San Francisco with the Bay Area's largest outdoor ice rink in a beautiful city setting with an array of shops and restaurants to enjoy. This is signature San Francisco and it's what makes the Holiday Ice Rink at Embarcadero Center, opening on November 5, the perfect place for holiday fun. For three decades locals and visitors have been celebrating the season at Embarcadero Center. Join the fun and create festive, unforgettable

memories to last a lifetime. Located in Embarcadero Plaza, adjacent to Four Embarcadero Center and across from the historic San Francisco Ferry Building, the hours are 10 a.m. to 9:30 p.m. Sunday through Thursday and until 11:30 p.m. on Fridays and Saturdays. General admission is \$12 and \$7 for children seven years old and under, with skate rentals available for \$5.



Union Square

A San Francisco holiday tradition, the Holiday Ice Rink in Union Square kicks off on November 7 at 9:30 a.m. From families to friends, and couples to colleagues, everyone can enjoy ice skating in San Francisco's iconic plaza surrounded by festive lights and the sights and sounds of the season. Novices and naturals alike will love the outdoor ice skating experience in the middle of beautiful San Francisco. This season features the return of favorite holiday traditions, including Drag Queens on Ice (December 6), Flashback Fridays

(November 9, December 14 and January 11) and Polar Bear Skate (January 1). The ice rink will be open daily from 10 a.m. to 11:30 p.m., with the exception Sunday, December 31, when it will close at 9:30 p.m. Ticket prices for regular admission are \$18 and \$13 for children eight years old and under, with figure skate or hockey skate rental included in the cost of admission. Advance tickets are on sale at www.unionsquareicerink.com. The Holiday Ice Rink in Union Square will remain open through the holiday season and will close on Monday, January 21.

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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ANNOUNCING

THE BAY AREA

METRO AWARDS

DO YOU KNOW

a person, project, city, county or organization that's making a difference for the Bay Area's housing, transportation or natural environment?

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TRANSPORTATIONYOU.ORG
2016 Winner



BILLY BRADFORD
2016 Winner



JOSE MACASOCOL, SFMTA
2016 Winner

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) are jointly seeking nominations for a new Bay Area Metro Awards program honoring the often-unsung heroes doing the hard work to improve our region's mobility, affordability, environment and community; and to recognize efforts that make the Bay Area a better place to live, work and play. Nominations for the Bay Area Metro Awards can be submitted at: mtc.ca.gov/awards/. **Deadline: Friday, November 16, 2018.**



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. ABAG is the regional planning agency for the nine counties and 101 cities and towns of the Bay Area.