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December 2009 Vol.10, No.12



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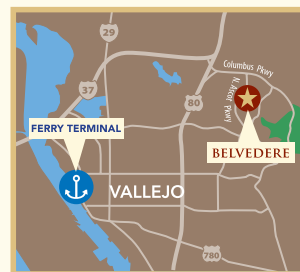
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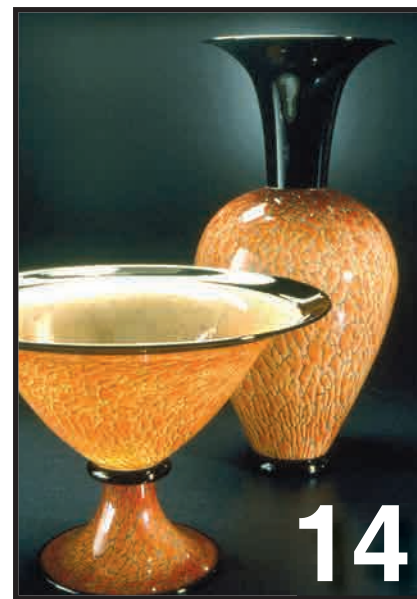
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Unique Holiday Gifts



Amtrak's Locomotive No. 2015, which travels on the Capitol Corridor line, was upgraded with a "Repower" kit manufactured by General Motors' Electro-Motive Division. An upgraded engine, a completely redesigned cooling system and the latest microprocessor-based locomotive control technology, along with an automatic start/stop system that eliminates unnecessary engine idling, will reduce emissions and increase fuel economy by 20 percent. Just as exciting, say those responsible for the project, is that maintaining the system is easy and affordable.

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Sausalito & Tiburon A comfortable ride across the San Francisco Bay to the two Marin seaside villages of Sausalito and Tiburon to enjoy shopping, dining or an easy stroll around town.

Angel Island A California State park and wildlife reserve. Angel Island is both a great picnic destination with hiking, kayak tours, an hour-long fully-narrated TramTour, as well as a historical site dating back to the U.S. Civil War.

Vallejo Sail to Vallejo, a waterfront community that includes the city's Heritage District, Vallejo Naval and Historical Museum and family-friendly Six Flags Discovery Kingdom theme park.

Alameda & Oakland There's dining in Jack London Square, the Farmer's market on Sundays and jazz nightly.

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WATERFRONT NEWS

U.S. EPA Takes Action Against San Francisco "Muni" following 2005 SF Bay Oil Spill

The U.S. Environmental Protection Agency is taking action against the San Francisco Municipal Transit Authority following federal violations of the Clean Water Act and Resource Conservation and Recovery Act.

On behalf of the U.S. EPA, the Department of Justice lodged a proposed consent decree in early November with the U.S. District Court for the Northern District of California against the city and county of San Francisco for releasing at least 940 barrels of diesel fuel -- some of which entered into Islais Creek, a tributary of the San Francisco Bay.

The proposed consent decree, subject to a 30 day public comment period, will require the city and county of San Francisco to pay a \$250,000 civil penalty. It will also require SF Muni to implement an Incident Command System training program that will improve coordination and communication during future incidents of this nature.

This enforcement action stems from red dye diesel fuel being released from the Woods bus servicing facility in San Francisco during late November and December of 2005. The EPA estimates at least 39,000 gallons of fuel were released.

The spill originated at the Woods motor coach refueling facility when a faulty hose ruptured and underground storage tanks overflowed. The released diesel fuel landed in a storm drain where heavy flows from a major December rain storm caused the storm drain to overflow to the stormwater line. The fuel then caused an interference with a San Francisco southeast wastewater treatment pump station. From there, some of the fuel spilled into Islais Creek, which drains into Central San Francisco Bay.

The discharge of oil into Islais Creek and interference with the pump station were violations of the Clean Water Act. An EPA investigation also revealed that the release of diesel fuel was due to the failure of Muni staff to comply with federal regulations issued under the Resource Conservation and Recovery Act that governs the management of underground

storage tanks. The EPA has asserted that SF Muni's federal RCRA violations include:

- Disabling an audible alarm system intended to alert operators to an ongoing release of diesel
- Failure to respond to flashing yellow alarm lights triggered by tank sensor alarms in full alarm mode
- Failure to maintain a written log noting the status, source, or reason for alarms
- Failure to use fuel inventory controls to monitor and observe that it was losing fuel from the tanks at a constant conspicuous rate
- Inadequate containment
- A known kink and bulge in a faulty, braided, flexible hose that ultimately failed
- Failure to timely notify authorities of the release

Following the December 2005 spill at the Woods facility, the EPA investigated compliance at additional SF Muni bus servicing facilities and found varying levels of noncompliance at three additional facilities.

The city and county of San Francisco conducted remedial actions to clean up the spill in 2006 and has also taken initiative to evaluate its procedures and upgrade its facilities to prevent further spills. In addition to the work required by the consent decree, SF Muni has taken steps to decrease the likelihood of any future releases. These include:

- Completing all spill prevention, control, and countermeasure requirements and including installation of adequate containment, and the preparation of spill prevention plans
- Replacing the piping in underground sumps
- Replacing the containment boxes under all diesel and gasoline dispensers
- Repairing alarms
- Installing external alarms with light and horn notifications and a remote alarm monitoring system
- Establishing new procedures to monitor fuel inventory and provide MTA staff supervision for fuel deliveries
- Additional controls in order to quickly identify and respond to releases of diesel fuel

Honda Announces Major New Richmond Facility

BY PATRICK BURNSON

Last month, American Honda Motor Company announced the opening of a third West Coast port facility in Richmond. The company will shift a substantial portion of its current vehicle import operations from San Diego to the new Richmond facility. The expansion will help American Honda to more efficiently serve its Honda and Acura dealers in Northern California and will support greater rail capacity for transporting vehicles to points east.

The new 80-acre facility, known as the Point Potrero Auto Center, will allow American Honda to greatly decrease shipments of vehicles by tractor trailer from Southern California to Northern California, helping to reduce emissions associated with new-vehicle distribution. The facility will also support efficient east-bound rail shipments critical to Honda's overall logistics network.

"Establishing these operations in Richmond will help us secure and balance our long-term logistics needs," said Dennis Manns, assistant vice president of logistics for American Honda. "This additional port not only ensures future rail and port capacity, but it also has a net environmental benefit—a key goal for Honda in all of its operations."

American Honda's port expansion is estimated to eliminate 1,720 truck trips from San Diego to northern California, totaling more than 1.5 million miles of truck travel each year. This will result in an annual reduction of approximately 3,200 metric tons of carbon dioxide from American Honda's logistics operations in the region.

In addition to ports in Richmond and San Diego, American Honda operates a port facility in Portland, Oregon.

West Coast Ports and Railroads Collaborate to Improve Trade

Last month, the Port of Oakland joined five other major U.S. West Coast ocean cargo gateways and two western railroads at the World Shipping Summit in Qingdao, China to announce a new collaboration. The new entity, the U.S. West Coast Collaboration (USWCC), is composed of the major container-ports on the U.S. West Coast—Seattle, Tacoma, Portland, Oakland, Long Beach and Los Angeles—along with BNSF Railway Company and Union Pacific Railroad. At the summit, the USWCC addressed leaders and customers of the maritime industry—including ocean carriers, beneficial cargo owners and marine terminal and intermodal operators—in an attempt to showcase the benefits of the U.S. West Coast as the premier zone for trans-Pacific trade.

"Today's economic conditions have compelled all of us to take a closer look at how we conduct our business to discover new approaches that yield improved results," said Omar Benjamin, the Port of Oakland's executive director, who chaired the session that included the USWCC panel. "This is happening throughout the entire supply chain, and U.S. West Coast ports and railroads are no exception. Our mission is to further strengthen the U.S. West Coast ports' position as the preferred gateway for Asia cargo to and from Asia."

The concept behind this collaboration began earlier this year, when the top leadership of the ports met to discuss ways to take advantage of their combined resources, experience, and proximity to Asia. They also recognized that the participation of the two largest U.S. railroads, Union Pacific

and BNSF, was absolutely critical given the interdependency between port and rail to connect American markets with global markets.

Members of the USWCC traveled to Washington, D.C. this past summer to convey the following message: A national goods movement plan is essential for sustaining America's role in global trade, and more federal resources are necessary to maximize the advantages of moving goods from Asia through the U.S. West Coast.

Signs of Life in Oakland Cargo Demand

Meanwhile, trade analysts reported that outbound cargo from the Port of Oakland is on the rise, and a UCLA white paper produced for the East Bay Economic Development Alliance suggests that agricultural goods will be more in demand next year. Oakland, which has trouble attracting imports, is the leading export port on the West Coast.

Export growth has been driven by recovering economies in Asia and Europe. The report's author also noted that East Bay manufacturing may be rebounding as a consequence of new "green" companies finding funding for startups.

MTC Weighs Plans for Bay Area Bridge Toll Hikes

Over the past decade, the Bay Area toll bridges have been strengthened to meet modern seismic safety standards and bridge tolls were raised to help pay those costs. But more revenue is needed to get the job done, and especially to bring the remaining two spans — the Antioch Bridge and the Dumbarton Bridge — up to current seismic safety standards.

The Bay Area Toll Authority is seeking public input to develop a balanced toll increase plan. Here are some of the toll ideas on the table:

- Raising the current four-dollar toll for cars to five dollars;
- Charging carpools a discounted toll instead of allowing them to cross for free;
- Increasing truck tolls;
- Charging commuters extra for crossing the San Francisco-Oakland Bay Bridge during peak traffic hours.

Go to mtc.ca.gov for more information, to complete a survey and to find out about public meetings. Written comments will be accepted until December 21st. The Bay Area Toll Authority is expected to make a decision on the increase in early 2010, with any toll hike taking effect July 1, 2010.


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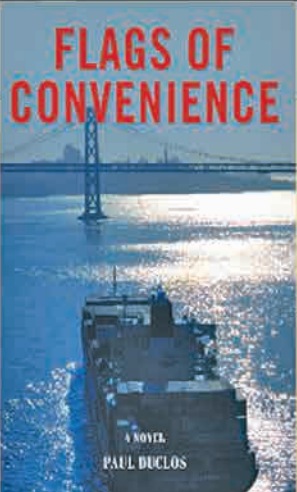
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PAUL DUCLOS

WATERFRONT ACTIVITIES

- Every Saturday** **12PM – 2PM or 2:30PM - 4:30PM - Introduction to Sailing Course, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is designed to provide folks who are considering getting into sailing a real glimpse of the sport, our club and our people. Cost \$30.
- December 2** **6PM – 8PM - Decorative Knot Tying, Club Nautique - Sailing School 510-865-4700, www.clubnautique.net**
Winter Wednesday Seminar Series presented by field experts. Seminars are informational and highlight various aspects of the boating lifestyle. Decorative Knot Tying is presented by Ryan Nelson of West Marine rigging with line provided by New England Ropes. Reservations required. Free!
- December 5** **10AM – 2PM - Kayak Basics class, Oakland Estuary, Jack London Square, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Are you ready to try kayaking? This 4-hour class allows you to paddle a few different types of kayaks, including Touring Kayaks (for open water), Recreational Kayaks, and Sit-on-Tops. Learn the basic strokes and the difference between boat types. The class emphasizes basic water safety, but saves capsized recovery practice for a later session. Includes coupon for future rental, good for 2 hours! \$59
- December 6** **7AM – Noon - Scuba in Monterey, Advanced Diving Technologies, 925-754-8180 www.adtscuba.com**
Winter diving is the best kept secret for this area. Join us to dive with the Mola Molas. The kelp forest is as beautiful as ever. Keep a watchful eye for the humpback whales and dolphins. On most dives if you listen carefully, you can detect the whale calls underwater. 2 tank dive \$90, twin cylinders welcome. Nitrox available.
- December 6** **8:30AM – 11:30AM - Paddle the Gate, Sea Trek Kayaking Center in Sausalito, 415-332-8494, www.seatrek.com**
This trip is in the shadow of the Golden Gate Bridge. Beginners with a physically active lifestyle are welcome. We'll launch our boats from the Coast Guard Station at Horseshoe Cove under the north tower of the Bridge. On this trip we paddle two-person fiberglass boats, and everyone will receive a thorough and confidence-building orientation. The first of many thrills is passing beneath the mammoth bridge as we paddle along the Golden Gate National Recreation Area's Marin Headlands. \$80.
- December 6** **10AM – 3PM - Tomales Bay Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Experience one of the premier paddling destinations in California on this guided kayak tour. Wildlife abounds in this spectacular setting. One of the largest protected bay and coastal areas in California, this kayaker's paradise is a short distance from San Francisco and the Bay Area.
- December 6** **Noon – 4PM - Tomales Bay/Giacomini Wetlands Tour, Blue Waters Kayaking, 415-669-2600, www.bwkayak.com**
In celebration of the Giacomini Wetland Restoration Project, Blue Waters is now offering a new tour through the beautiful wetlands at the south end of Tomales Bay. This open space's character is changing daily as non-native grasses wither away under the onslaught of saltwater, while pickleweed and marsh plants take over. Ducks (sometimes thousands) dot newly created tidal ponds and bald eagles and marsh hawks soar over egrets and herons wading in slow motion. Cost \$88.
- December 9** **6PM – 10PM - Moonlight Sail, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Take a mid-week break and enjoy the starry night and bright lights of San Francisco on this two-hour skippered charter. We follow the sail with chili, chowder and beverages back at the club. Cost \$40. Call for availability!
- December 13** **Noon – 4PM - Tide Rips Clinic, San Francisco Bay, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Kayaking in a tide rip is fun, wild, and a great way to improve your rough water skills. This half-day clinic is designed for sea kayakers that want to hone paddling skills in the amazing tide rip off Yellow Bluff Point near the Golden Gate bridge. At Yellow Bluff, we can safely practice eddy turns, ferry gliding, and surfing in the rip. Dates and start times are chosen to take advantage of optimal tidal conditions. \$99, includes kayak, gear, and instruction.
- December 16** **6PM – 8PM - Safety Equipment & How to Use It, Club Nautique - Sailing School 510-865-4700, www.clubnautique.net**
Winter Wednesday Seminar Series presented by field experts. Seminars are informational and highlight various aspects of the boating lifestyle. Safety Equipment is presented by Arnstien Mustad, Professional Delivery Captain & CN Instructor. Reservations required. Cost: Free!
- December 19** **10AM – 2PM - Tomales Bay/Giacomini Wetlands Tour, Blue Waters Kayaking, 415-669-2600, www.bwkayak.com**
In celebration of the Giacomini Wetland Restoration Project, Blue Waters is now offering a new tour through the beautiful wetlands at the south end of Tomales Bay. This open space's character is changing daily as non-native grasses wither away under the onslaught of saltwater, while pickleweed and marsh plants take over. Ducks (sometimes thousands) dot newly created tidal ponds and bald eagles and marsh hawks soar over egrets and herons wading in slow motion. Cost \$88.
- December 20** **9AM – 3PM - Angel Island Crossing, Sea Trek Kayaking Center, Sausalito, 415-332-8494, www.seatrek.com**
A great adventure paddling from Sausalito over to Angel Island where we'll have a lunch break, short hike and enjoy fabulous views of the Golden Gate Bridge. Beginners with a physically active lifestyle welcome. Cost is \$85.
- December 20** **10AM – 3PM - Tomales Bay Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Experience one of the premier paddling destinations in California on this guided kayak tour. Wildlife abounds in this spectacular setting. One of the largest protected bay and coastal areas in California, this kayaker's paradise is a short distance from San Francisco and the Bay Area.
- December 27** **4PM – 7PM - Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night's sky. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface.

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Damrau Reflects on S.F. Opera Debut

BY PAUL DUCLOS

Diana Damrau, the effervescent coloratura soprano who made her San Francisco Opera debut in the title role of *The Daughter of the Regiment* this season, met with Paul Duclos for a brief interview shortly before her final performance.

Duclos: *What do you find as the most challenging aspect of playing this role?*

Damrau: Playing Marie is pure physicality. Always when you do a different role, you have to get it into your voice, but this is more like a workout—hopefully with some nice singing in it. It's hard to run and jump, and during the rehearsals, I had to stop. I could sing, but could not breathe it. Condition-wise, I needed some cardio training for the duet, and because the production already existed, I did not have six weeks to get through it—only half that time. In fact, the second orchestra rehearsal was already the general rehearsal with a full audience.

Duclos: *But you have recently played other physically demanding roles, haven't you?*

Damrau: Well, yes and no. Playing Lucia was hard because of the up and down arias and vocal hill-climbing. But not like this. Here, I am really moving and lifting and acting like a 15-year-old girl.

Duclos: *And a lot of that has to do with the production, yes?*

Damrau: Absolutely! In [Director] Laurent Pelly's view, the audience must be completely convinced that this young woman is completely green, yet capable of falling deeply in love. And in love not just with Tonio, but also her 500 regimental daddies, and the family that is trying to reclaim her, too. It's not such a simple story.

Duclos: *Still, you seem most in love in scenes with Tonio.*

Damrau: Well, yes. But he's the one doing most of the difficult singing. I don't have the show stopper, Juan Diego [Florez] does! So I must do my part to keep the lyric at its most tender. And for that, I must appear to love everyone.

Duclos: *And the conducting seemed to reflect that as well.*

Damrau: Yes, Andriy [Yurkevich] has a Russian soul, and works with such passion. And not just as a leader. He is a superb musician who really understands the complexity of this opera. It is light, but not so light. Comic, yes, but also heavy at times. He knows this. Because if there is something we all want to avoid, it is that it becomes a joke—a bad joke.

Duclos: *How else did you prepare for this role?*

Damrau: By watching all the DVDs I could get my hands on, and seeing how other sopranos approached this role. Beverly Sills was magnificent. But I also wanted to make the role my own, to put my stamp on it, and really get beneath the surface. It's not such an easy thing, you know.

Duclos: *So that it becomes, perhaps, a signature role?*

Damrau: That would not be so bad, but really, I want to do more Lucia, and then *La Traviata*. That is my goal now.

Duclos: *Meanwhile, you must perform this again at the Met and begin getting ready for Manon at the Vienna State Opera.*

Damrau: Yes, and then Ophélie in Hamlet at the Washington Opera and Donna Anna in *Don Giovanni* in Geneva. A great deal of studying. But that's what I love to do. Study and sing, and come back to perform in San Francisco. You have a great company here, with a very devoted audience. They are educated, you know? They only laugh when things are funny. Not like in some other houses.

Duclos: *Finally, tell us about part of the physical regimen that might surprise some of our readers. I understand you are also studying Flamenco.*

Damrau: Yes, that is true. I try to find an instructor in every city I visit. Here in San Francisco, you have a very good one—Tania. But also in New York and Munich. And of course, anywhere in Spain. Will it mean that I will one day use this for opera? No. But it keeps me from getting too relaxed. And it keeps me fit, which is important when one travels so much.



Photo by John Palmer

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Mega-Yachts Flock to Warmer Waters for the Winter

Now is the season for mega-yachts to retreat from cold arctic waters to the warmer climes of the tropics. En-route, a growing number of them are making use of the convenient dry-docking and complete maintenance facilities of Bay Ship & Yacht on San Francisco Bay, both for routine maintenance and major repairs. In recent months, the shipyard has provided maintenance and repair services to eight mega-yachts. Shown in this aerial photo (from left to right) at dry-berth workstations are the 164-ft, 450-ton M/Y Invader, a yacht with a steel hull and an aluminum superstructure, and the 171-ft, 700-ton M/Y Time for Us, plus a third mega-yacht approaching the yard. Also shown in drydock is the historic tug Hercules. On the opposite side of the estuary are container terminals for the Port of Oakland.



Photo by DavidAllenStudio.com



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Right-of-Way Rules Yield the Best Results

BY CAPTAIN RAY

I have been sailing the Bay four or five days a week for more than 22 years, and on only two occasions have I been the only boat on the water. Usually, there are many types of vessels using the waters of San Francisco Bay. In addition to other sailboats like mine, there are small powerboats, ferries, tugs with barges (some being towed, some being pushed ahead, some side-tied), sight-seeing boats, dinner cruise boats, and commercial shipping vessels of all kinds, including tankers, freighters, container ships, and car carriers. Look around as you ride the ferry and see how many different kinds of vessels there are out there.

The good news is that there is an established set of rules, called the International Regulations for Avoidance of Collision at Sea (the ColRegs), that governs the interactions between vessels. These rules spell out, sometimes in painfully exquisite detail, the precise responsibility of each vessel and the action that she should take.

In each case, the Rules designate one of the vessels as “stand-on.” This vessel is often referred to as “having the right-of-way.” It is interesting to note here that this vessel, even though she has the right-of-way, is not free to maneuver. She is

required to maintain course and speed. The Rules designate the other vessel as “give-way.” She, knowing the stand-on vessel will maintain course and speed, maneuvers around her.

The overriding question when deciding which vessel stands-on and which vessel gives-way is: Which vessel is the more constrained in her ability to maneuver and, therefore, has the greater need of the right-of-way?

Sailboats cannot sail directly into the wind (or even within about 40 degrees of whence the wind is coming) and so are quite restricted as to where they can go. Because of this, the general rule is that sailboats are stand-on over powerboats. However, here are some of the numerous exceptions to this general rule:

1. Sailboats give-way to law enforcement vessels. (That just makes sense!)
2. If a sailboat is overtaking (coming up from behind) a powerboat, the

sailboat is give-way.

3. A sailboat will give-way to all those big ships: tankers, freighters, container ships, etc. (That’s the proper thing too. The shipping lanes of San Francisco Bay are so narrow as to preclude a u-turn, and it can take a mile for one of those big guys to come to a stop.)
4. Sailboats give-way to boats “actively engaged in fishing.” (The gear that crabbers, purse seiners and long liners have deployed makes it very difficult for them to maneuver.)
5. Sailboats give way to ferries (like the one you may be on), because of their prescribed routes and regular schedules.

When sailboats interact with each other, the basis for the Rules is the direction of the wind and each boat’s relationship to that. We can talk about that in another column.

There is one interesting wrinkle to this pattern of one vessel being stand-on and the other give-way. This is when the power-driven vessels are approaching each other head-on. In this situation, both vessels are give-way, and both

vessels are required to move to the right. Even in countries where cars keep left, vessels keep to the right.

So, as you’re riding across the bay, watch and you will see countless examples of situations that are governed by the Rules. There is also a very good life lesson here. The Rules are observed, and without the need or presence of any sort of traffic cop.



Photo by Joel Williams

The International Regulations for Avoidance of Collision at Sea (the ColRegs) govern the interactions between vessels. These rules spell out the precise responsibility of each vessel and the action that she should take.

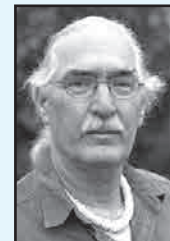
Sharing time with whales is a privilege.



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Ray Wichmann, is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING 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.



Working the Capitol for a Healthier San Francisco Bay

BY DEB SELF

At the beginning of the 2009 California Legislative Session, there were few reasons to be optimistic about the prospect of passing new laws to protect San Francisco Bay. California's budget shortfall had reached billions of dollars, and Governor Schwarzenegger had signaled his intent to veto most of the bills that reached his desk if legislators didn't reach a budget compromise. But despite formidable obstacles, San Francisco Baykeeper helped pass two important pieces of legislation this year—one to clean up abandoned boats in California's waterways and the other to help keep sewage pollution out of the Bay.

Abandoned Boats

With high fuel prices and low numbers of fish and crabs to catch, boat abandonment is on the rise in the Bay-Delta, as in all of California's waterways. The presence of decaying boats in our waterways poses not only a navigational hazard, but also an environmental and public safety hazard. As boats deteriorate and sink, they can leak pollutants like oil, gasoline and sewage and shed peeling paint contaminated with lead, mercury and chromium. These pollutants can poison the Bay's aquatic food chain, endangering fish, birds, marine mammals and people.

In response to a growing number of derelict boats in Bay-Delta waters, Baykeeper sponsored a state bill to establish a new program that will help prevent people from abandoning their boats. The bill, authored by Assemblymember Ted Lieu (D-Torrance), passed the California Legislature unanimously and was signed by Governor Schwarzenegger in October. The new program will allow boaters to surrender vessels free of charge and authorize local government agencies to take possession of vessels before they are left to deteriorate in waterways for months or years. Boat owners who want to participate in the program can contact their local county sheriff's office for

more information. We expect the State to save thousands of dollars in haul-out costs for every boat turned in, and to reverse the boat abandonment trend. In the meantime,

Despite formidable obstacles, San Francisco Baykeeper helped pass two important pieces of legislation this year—one to clean up abandoned boats in California's waterways and the other to help keep sewage pollution out of the Bay.

Baykeeper will continue to monitor the Bay for abandoned boats through our pollution hotline and boat patrols.

Sewage Spills

Baykeeper has been working on the Bay's persistent sewage spill problem for over a decade, compelling cities and sanitation agencies to reduce sewage overflows. Illegal spills of raw or partially treated sewage occur frequently in the Bay Area when heavy rains overwhelm aging pipes and poorly maintained sewer systems. Many Bay Area residents will remember southern Marin's overflows last year, which resulted from deferred maintenance of sewer lines and treatment plants. In 2008, more than two million gallons of untreated and partially treated sewage were illegally discharged into Bay waters from Marin County. And, last February, a southern Marin County sanitation district spilled another 500,000 gallons of sewage into the Bay.

This year, Baykeeper partnered with Assemblymember Jared Huffman (D-Marin) to pass legislation to address southern Marin's sewage spill problem. The new law empowers Marin authorities to implement cost-saving reforms for local wastewater governance, including the consolidation of southern Marin's eleven small wastewater agencies into a more efficient system of wastewater agencies. We believe that consolidation of small sewage agencies will result in better management of Marin's sewage infrastructure and, ultimately, less sewage pollution in the Bay.

Even as we celebrate our success in Sacramento, our work for the coming year has already begun. The Bay suffered its second sizeable oil spill in two years,

providing an opportunity to build on the oil spill policy reforms we fought for in the wake of the *Cosco Busan* spill. In the coming year, Baykeeper will be working to make sure the seven oil-spill bills passed last year are thoroughly implemented and

funded, and we'll be examining whether existing fuel transfer regulations are adequate to protect the Bay from the fuel transfers that happen daily in the Bay.

For information and updates about our agenda for clean water in the coming year, visit www.baykeeper.org.

Deb Self is Executive Director of San Francisco Baykeeper, which uses science and advocacy to enforce clean water laws and hold polluters accountable. Deb has 25 years of experience in environmental advocacy and non-profit management, and enjoys paddling the Bay and walking its shorelines.



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Upgraded Capitol Corridor Trains to

BY BILL PICTURE

Last year, the U.S. Environmental Protection Agency (EPA) tightened emission standards for diesel-powered locomotives. Along with cleaner-burning grades of diesel, these new standards are expected to reduce emissions by up to 90 percent by 2030.

After announcing the new rules in March 2008, the EPA partnered with the Bay Area Air Quality Management District (BAAQMD), the Sacramento Metropolitan Air Quality Management District (SMAQMD), the Capitol Corridor Joint Powers Authority (CCJPA), CalTrans and Amtrak to help spare the air for the communities along Amtrak's 172-mile-long Capitol Corridor line. By upgrading older locomotives, the first of which was unveiled last month at Amtrak's maintenance facility in Oakland, the partners

say smog-forming compounds will be reduced by 41 percent and fine particulate matter will be cut by 45 percent. Both numbers exceed the EPA's current expectations by two levels.

"Today is a celebration of clean technology," said BAAQMD's Executive Officer Jack Broadbent at last month's unveiling of Locomotive No. 2015. Broadbent estimated that putting Locomotive No. 2015 into action will eliminate 28 tons of diesel exhaust annually.

"And that means cleaner air for everyone who lives and works along the entire Capitol Corridor," he added. "It's an example of how key stakeholders can form partnerships that pose tangible benefits."

Bringing trains up to greener speed

Locomotive No. 2015 was upgraded with a "Repower" kit manufactured by General Motors' Electro-Motive Division, another partner on the project. An upgraded engine, a completely redesigned cooling system and the latest microprocessor-based locomotive control technology, along with an automatic start/stop system that eliminates unnecessary engine idling, will reduce emissions and increase fuel economy by 20 percent. Just as exciting, say the partners, is that maintaining the system is easy and affordable.

"This project is consistent with the government's efforts to reduce carbon emissions," said Martin Tuttle, CalTrans' Deputy Director of Planning and Modal Programs. "These trains chug right

through the middle of every city and community they serve, so they have to be safe



Photo by Bay Area Air Quality Management District

Locomotive 2015's engine was upgraded to minimize diesel emissions and increase fuel efficiency.

and they have to be clean."

Locomotive No 2015 is one of 44 trains that carry passengers along Amtrak's Capitol Corridor and San Joaquin lines each day. Those trains are owned by CalTrans and maintained and operated by Amtrak. In 2008, the Capitol Corridor line



Photo by Bay Area Air Quality Management District

Upgraded Capitol Corridor locomotives exceed newer EPA emissions standards by two levels. Each produces 45 percent less pollutants than standard locomotives.

Deliver Huge Benefits Across Region

alone carried an estimated 1.7 million passengers between San Jose and Sacramento.

“It’s the backbone of passenger train service in Northern California,” Tuttle added.

\$773,323 of the \$826,000 needed to pay for Locomotive No. 2015’s makeover came from BAAQMD and SMAQMD grants. The remainder came from an EPA grant. In July of this year, the BAAQMD’s Board of Directors approved the allocation of an additional \$2.6 million to upgrade five more Capitol Corridor line locomotives.

The greenest way to commute

The truth is, even without Electro-Motive’s upgrade, taking the train (or any mode of public transit) is still greener than driving. A trip on the Capitol Corridor line produces one-third as much pollution as a car.

“And this retrofitted

locomotive will make your trip even cleaner,” said Solano County Supervisor Jim Spering. “Automobiles are the number one source of greenhouse gas emissions in California. Since 1991, the Capitol Corridor line has prevented 196,000 tons of emissions from being released into the air—24,000 tons annually.”

As evidence, Gene Skoropowski, managing director of the Capitol Corridor Joint Powers Authority, which represents the communities along the line’s route, pointed to one Capitol Corridor passenger who, after riding the train to work for a year, was shocked when he realized he’d driven 32,000 fewer miles than the year prior.

“So, when you couple these cleaner locomotives being put into service with actual ridership, the opportunities for cleaning the air are immense,” he added. CCJPA recently conducted a survey to find out why Capitol

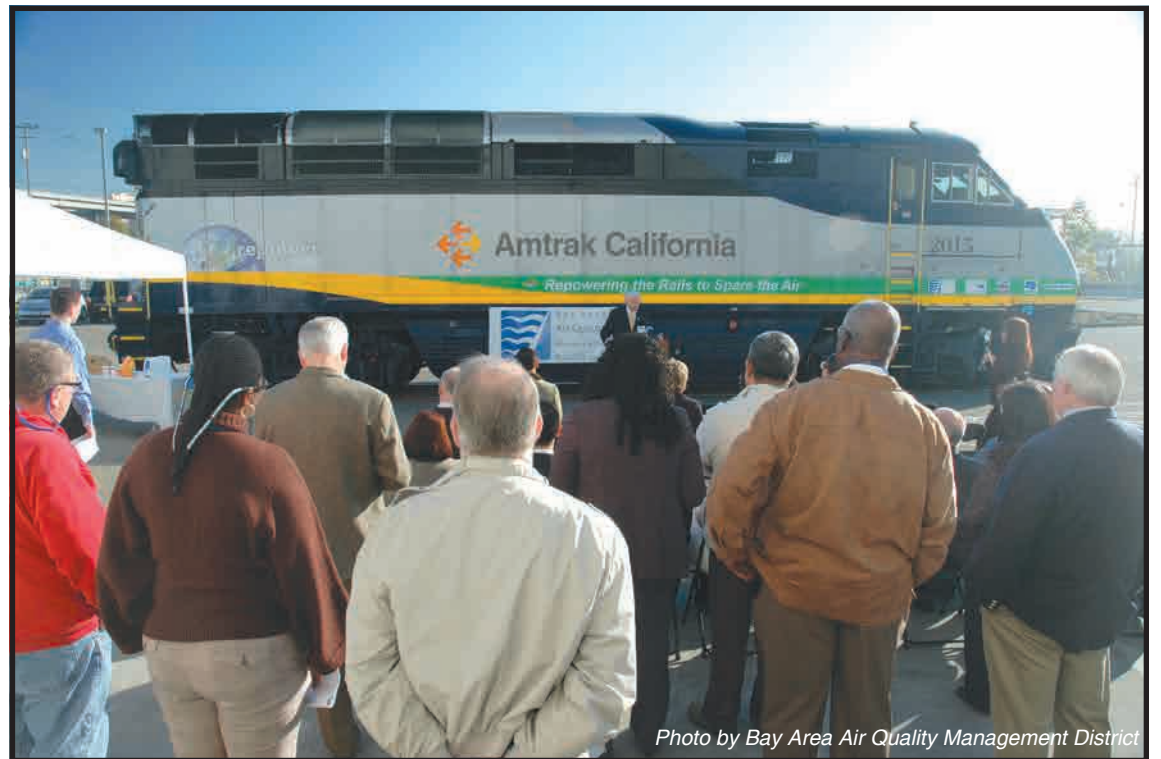


Photo by Bay Area Air Quality Management District

According to Gene Skoropowski of the Capitol Corridor Joint Powers Authority (pictured in front of the train), a recent survey showed that Capitol Corridor passengers choose taking the train over driving because the train is more environmentally friendly.

Corridor line passengers opted to take the train over driving. Some cited the cost of gas as a reason. Others said they preferred black fingertips from reading the newspaper during their commute to white knuckles from gripping the steering wheel while poking along a crowded I-80. Many more, however, said they take the train because it’s better for the environment.

“Environmental responsibility has moved up to become one of the top five reasons that people ride the train,” Skoropowski said. “So this is what the riders want.”

Breathing easier

It’s no secret that, in addition to contributing to global warming, air pollution is to blame for a wide range of serious health problems. While some of that

pollution comes from stationary industrial sources, such as refineries, factories and power plants, most of it comes from moving vehicles.

“The pollution from diesel engines is a very serious problem,” explained EPA Air Division Director Deborah Jordan. “These upgraded locomotives will help us meet our goal of eliminating 27,000 tons of diesel exhaust over the next twenty years. And that will help save \$9-11 billion in healthcare costs.”

The list of pollution-related illnesses and disease ranges from asthma and lung cancer to heart attacks.

“This is happening at a very critical time,” added Dr. Joshua Galanter, a pulmonary and critical care physician at UCSF and a member of the American Lung Association. “The rates of

pulmonary disease, heart disease and asthma are all high here in the Bay Area, particularly in areas like West Oakland, and that can be traced back directly to air quality. So this is very exciting news for all of us in the health community.”

“Simply put, it’s important to have clean air to breathe,” said Deborah Jordan of the EPA. “Clean air is essential. It’s essential to the vitality of the U.S. economy as well as good health.”

“I’m very proud of what we’ve accomplished here,” said SMAQMD Executive Director Larry Greene. “And, the next time I ride one of these trains, I’ll be happy to know that I’m helping clean up the air for the citizens who live in these communities.”



Photo by Bay Area Air Quality Management District

(L-R) Jack Broadbent of the Bay Area Air Quality Management District, Solano County Supervisor Jim Spering and Larry Greene of the Sacramento Metropolitan Air Quality Management District at a press conference on Nov. 17 to unveil the state’s cleanest diesel passenger locomotive. Locomotive 2015 will carry passengers along Amtrak’s Capitol Corridor line.



Unique Holiday Gifts from Richmond's Shores



The holiday season is once again upon us, and it's time to start seeking out the perfect gifts for the special people in your life. It is always a good idea to shop locally—this year in particular has been hard on local businesses, which could certainly use the help of your shopping dollars this time of the year. There will inevitably be some big sales at the major department stores on the latest and greatest gift items, but some of the most unique and thoughtful gifts are always found in out-of-the-way places that some people may not know about. One such place in the Bay Area that offers a plethora of one-of-a-kind products is Point Richmond, one of Richmond's prized neighborhoods.

Point Richmond is well known for its extensive artist community, which is quite evident when you stroll the streets of this hidden oasis of distinctive shops and galleries. Step into **Guillermina Oriental Arts and Antiques** shop and you will find yourself surrounded by exotic objects sure to please every personality. Point Richmond resident

Guillermina LaFever has traveled the world, bringing Asian antiques and collectibles back home to her shop on West Richmond Avenue. In the trade for over 25 years, LaFever has personally selected an array of treasures from Japan, China, the Philippines, Burma, Thailand and beyond. The antiques are impressive and the trinkets are delightful, while the jewelry and adornment objects of art can't be found anywhere else. In addition to her buying trips overseas, LaFever has acquired items from private collectors that haven't been on the market for decades. Her loyal clientele are always eager to reunite with her after her latest journey to see what new treasures she's brought home.

The Art Lounge in Point Richmond offers an unusual range of gifts from all



The Gallery at Richmond's National Institute of Art and Disabilities (NIAD) displays art created by artists with developmental and other physical disabilities in a formalized setting where it is admired and may be purchased. This increases the self-esteem of the artists and provides a source of income. For each work sold, half of the proceeds go to the artist and the remainder supports the program.

over the world at below-wholesale prices every day. The store features jewelry made of the hottest trends like Murano

glass from Italy and magnetic Hematite as well as freshwater pearls, U.S.-made porcelain dolls, beaded bags, oil burners,

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The Nova Studio

24 West Richmond Ave.

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www.thenovastudio.com

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Outback in the Temple of Venus

139 West Richmond Ave.

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www.befearlesschooselove.com

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www.titlenine.com

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Zoe's Cookies & Other Delights

1080 Marina Way So.

510-237-2490

Wholesale bakery specializing in homemade cookies, brownies, pies, fruit bars, etc.

Swarovsky hair clips, fashionable hand-painted reader glasses and handmade earrings. The Art Lounge only buys handmade and handcrafted merchandise directly from the manufacturer on a clearance or liquidation basis in order to bring the best discount price to the customer. Many of the items are bought directly from small villages to the store, offering a unique range of items every month and there are hundreds of items priced at only \$5.

Also located in Point Richmond is **Outback in the Temple of Venus**, a clothing outlet that specializes in designer and high-end lines but also offers products at all price points including unique gift items, cards, art and other unusual eclectic pieces. The “Temple Store” has been in business for almost 30 years but relocated to Point Richmond about two years ago. Owner and designer Devi, who loves her new location says that “living in Point Richmond and then opening this shop here has been such a blessing” adding, “somehow Point Richmond has stayed under the radar, but this is the Bay Area’s best kept secret with its yummy international restaurants, cool shops and other amenities.”

For something really distinctive, consider Richmond’s **Cohn-Stone Studios**, featuring the hand-blown glass works of Michael Cohn and Molly Stone. Their studio is one of the nation’s foremost producers of award-winning designer vases, decorative art pieces and one-of-a-kind works of art. Their exclusive Tortoise Shell series, based



Create your own gifts this year like these handmade soaps from The Nova Studio.

on a process developed by Cohn in the early 1970s, has evolved over many years into one of the studio’s signature lines, along with works based on pumpkins, acorns, squash, shells and leaves. The

“Somehow Point Richmond has stayed under the radar, but this is the Bay Area’s best kept secret.”

works produced at Cohn-Stone Studios are included in numerous museum, corporate and private collections around the world. A comprehensive display of their exquisite pieces can be viewed at their website (www.cohnstone.com). Although usually open by appointment only, Cohn-Stone Studios invites the public to visit its garden showroom and glass blowing studio on a few select weekends every year. The next open

showroom weekend will be on December 11-13 for a special holiday sale. Don’t miss this rare event.

This is also a good year to think about creating handmade gifts yourself with the help of **The Nova Studio**. Lori Nova began making natural bath and body products in her kitchen in 2000 as a way to make family and friends homemade, practical gifts. Shortly thereafter, she opened The Nova Studio in Point Richmond to great success and acclaim. The Nova Studio features classes in making soaps, bath and body products, perfumes and candles.

If you are looking for something completely different for the person who has everything, consider a truly unique gift—and an easy way to help someone during the holiday season—by visiting the **National Institute of Art and Disabilities (NIAD)**. NIAD is an innovative visual arts center that assists adults with developmental and other physical disabilities. The Institute promotes creativity, independence, dignity and community integration for the disabled participants, increasing their sense of personal identity and pride. NIAD provides a gallery at their Richmond location on 23rd Street, where at least four exhibits are held each year and an online gallery (www.niardart.org) is also available where you can shop from the comfort of your home.

Furthermore, several manufacturing companies located along Richmond’s shoreline produce popular items that are readily available online or at local retailers. We have included a list of



Cohn-Stone Studios’ exclusive Tortoise Shell series is one of their signature lines.

numerous locations in Richmond that can provide unique, high-quality gifts. So when considering where to go this year for your holiday shopping needs, don’t forget the unique and wonderfully exceptional shops located along Richmond’s beautiful shoreline. This year, you’re sure to find something delightful and affordable in Richmond.

Richmond Community
Redevelopment Agency
Office of Economic Development
(510) 307-8150
Richmondca4business.com



Left, Guillermina Oriental Arts and Antiques features an extensive collection of Asian antiques and collectables.

Above, The Art Lounge offers an unusual range of gifts from all over the world.

Right, Outback in the Temple of Venus is a clothing outlet that passes the savings on to its customers.



Jack London Square Lights Up for the Holidays

A new tradition begins in Oakland this year, an interactive holiday light spectacular sure to delight revelers throughout the season. On Friday, December 4, city officials and Miss California will join with a cast of musicians, dancers, and cartoon characters to mark the start of the holidays with the official “lighting of the palm trees.” Visitors will have a chance to get in on the action by texting their orders for a personalized light show. The cutting-edge display will be a nightly feature in Jack London Square throughout the season.

“We’re tremendously proud to be the East Bay’s ‘home for the holidays,’” said Jim Ellis, managing principal of Ellis Partners LLC, which along with Transbay Holdings is undertaking a \$375 million redevelopment of Jack London Square. “This year we’re excited to bring the

community an attraction unlike anything else in the Bay Area.”

The evening’s celebration will begin at 5:30 p.m. with a performance from the Oakland Homegrown Jazz Band. Jack London Square will be decked out for the occasion with floats from the following day’s America’s Children’s Holiday Parade. Visitors will have the unique opportunity to see close-up the artistry and detail that goes into the creation of these stunning floats. Costumed cartoon characters such as Clifford the Big Red Dog and Curious George will roam the Square delighting children and families. Visitors to the Square are invited to bring donations of toys and non-perishable food for Alameda County Food Bank, Toys for Tots, and Mayor Dellums’ Community Toy Drive.

At 6 p.m., Oakland City Officials, Port of Oakland Commissioners, and

Miss California will usher in the holiday season by pulling the switch to illuminate the Oakland waterfront with a glimmering grove of 25 palm trees, measuring 40 feet tall each. The array of 7,500 energy-efficient LED lights will twinkle and change colors in an array of shapes and patterns. With a simple text message, visitors will have the chance to order their own custom light show, choosing the pattern and color they want to see. Designed and programmed by John Murray Productions, the light spectacular will be on display in Jack London Square throughout the season.

The ceremony will be followed by a full slate of live performances. First the Oakland Symphony Chorus will perform a medley of classic holiday songs. They will be followed by a troupe of dancing holiday trees and a performance of select scenes from the Dickens classic

A Christmas Carol. The evening will conclude with an encore performance by Oakland Homegrown Jazz Band. Jack London Square’s much-celebrated restaurants will be open throughout the evening, serving exquisite meals to hungry merrymakers.

Jack London Square “Lights Up for the Holidays” kicks off a weekend of celebrations in the city of Oakland. On Saturday, December 5, Broadway will play host to the nationally televised America’s Children’s Holiday Parade, a pageant of balloons, floats, marching bands, and more. Later that evening, Jack London Square will be a prime viewing location for the 33rd annual Lighted Yacht Parade. Due to high demand, diners are encouraged to make reservations early for waterfront seating at Jack London Square restaurants. For more information, visit www.jacklondonsquare.com

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10:45 a.m.	2:30 p.m.	10:45 a.m.	2:30 p.m.	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
12:00 p.m.	4:00	12:00 p.m.	3:15	11:00 a.m.	11:40 a.m.	11:50 a.m.	12:10 p.m.
1:15		1:15	4:15	12:15 p.m.	12:55 p.m.	1:05 p.m.	1:25
		1:45		1:35	2:10	2:20	2:35
				2:45	3:35	3:40	4:00
				----	----	8:00	8:20
* Does not operate after Sept. 7 For the most current schedule, visit www.blueandgoldfleet.com Bay Cruise does not operate during inclement weather. Additional cruises may be added on demand. Check with ticket booth on day of sailing for schedule. No reserved seating available.				Weekends and Holidays			
FARES: All prices include audio tour.				Depart S.F. Pier 41			
Adult	\$24.00	Junior (12-18)	\$20.00	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41	
Senior (62+)	\$20.00	Child (5-11)	\$16.00	10:35 a.m.	11:50 a.m.	11:55 a.m.	12:20 p.m.
Discount fares available at http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm				12:30 pm	1:20 p.m.	1:25 p.m.	1:50
ANGEL ISLAND - S.F.				2:00	2:45	2:50	3:15
Weekdays - Daily Departures Pier 41				3:20	4:25	4:30	4:45
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	No service on Thanksgiving Day, Christmas Day, and New Year's Day / Weekend Schedule on Presidents Day			
10:00 a.m.	10:20 a.m.	3:20 p.m.	4:00 p.m.	FARES: One-way Round-trip			
Weekends - Departures Pier 41				Adult \$9.50 \$19.00			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	Child (5-11) \$5.25 \$10.50			
10:35 a.m.	11:00 a.m.	11:05 a.m.	12:20 a.m.	For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm			
-----	-----	3:50 p.m.	4:55 p.m.	TIBURON - Pier 41			
Angel Island - Pier 41 Round-Trip Fares				Weekdays			
Adult (12+)	\$15.00			Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
Child (ages 6-12)	\$8.50			11:00am	11:20am	11:25am	12:10pm
Child (5 & under)	Free			12:15pm	12:35pm	12:40pm	1:25
* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)				1:35	1:50	1:55	2:35
TIBURON COMMUTE				2:45	3:05	3:10	4:00
TIBURON - S.F. Ferry Building				4:05	4:45	-----	-----
Weekdays				-----	-----	7:45	8:20
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon	* Fridays only ^ Via Sausalito visit www.blueandgoldfleet.com			
6:00 a.m.	6:20 a.m.	-----	-----	TIBURON Weekends and Holidays			
6:50	7:10	7:15 a.m.	7:35 a.m.	Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
7:50	8:10	8:15	8:35	10:35am	11:20am	11:35am	12:20pm
8:45	9:05	-----	-----	12:30pm	12:55pm	1:05pm	1:50
-----	-----	4:25 p.m.	4:45 p.m.	2:00	2:25	2:30	3:15
5:00 p.m.	5:20 p.m.	5:25	5:45	3:20	4:05	4:10	4:55
5:50	6:10	6:15	6:35	FARES: One-way Round trip			
6:40	7:00	7:15	7:35	Adult	\$9.50	\$19.00	
				Child (5-11)	\$5.25	\$10.50	
				20 Ticket Commute Book	\$140.00 (Mon. - Fri.)		

Baylink Ferry

VALLEJO		
VALLEJO - SAN FRANCISCO		
Weekdays		
Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	7:35	-----
7:00	8:10	-----
7:45	8:55	-----
8:45	9:55	-----
10:00	11:10	11:30 a.m.
11:30	12:40 p.m.	-----
2:00 p.m.	3:30	3:10 p.m.
3:20	4:30	-----
4:05	5:15	-----
4:45	6:00	-----
5:35	7:05	6:45
Weekends and Holidays		
10:00	11:10	11:30
11:30	12:40 p.m.	-----
1:00 p.m.	2:10	-----
3:30	5:00	4:40 p.m.
6:30	8:00	7:40
FARES: One-way		
Adult (13-64)	\$13.00	
Senior (65+)/Disabled/Medicare	\$6.50	
Child (6-12)	\$6.50	
Baylink DayPass	\$24.00	
Baylink Monthly Pass (Bus / Ferry) w/Muni	\$290.00	\$330.00
Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.		
Travel time between Vallejo and San Francisco is approximately 60 minutes.		

Red & White BAY CRUISE

Pier 43½		FARES:	
Monday through Sunday		Adult (18+)	\$22.00
10:00 a.m.	1:45 p.m.	Youth (5-17)	\$16.00
10:45 *	2:30	Child (under 5)Free	
11:15	3:00	Family Pass \$69.00	
12:00 p.m.	3:45	(2 Adult + 4 Youth)	
1:15	4:15 *	* Weekends Only	

Harbor Bay Ferry

EAST END OF ALAMEDA/S.F.			
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.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
-----	4:30 p.m.	5:35	6:00
5:05 p.m.	5:30	6:35	7:00
6:05	6:30	7:35	8:00
7:05	7:30		
No weekend service			
FARES:			
Alameda Harbor Bay Ferry passengers can purchase Ferry tickets, passes and books on board the ferries. Alameda Harbor Bay Ferry accepts cash, checks, Visa, Mastercard and Commuter Checks as payment for ferry tickets.			
Fare:			
One-way Adult			\$6.50
One-way Juniors (5-12)			\$3.25
Children (under 5)			Free
One-way Seniors (62 & over)			\$3.75
Disabled			\$3.75
Active Military			\$5.25
One-way Commute (book of 10)			\$55.00
One-way Commute (book of 20)			\$100.00
Monthly Pass (book of 40)			\$185.00
Free MUNI and AC Transit Transfers Provided			

Angel Island Ferry

TIBURON - ANGEL ISLAND			
Weekdays			
Monday through Friday ferry service is by advance reservation for groups of 25 or more. Individuals may "piggyback" with scheduled groups. Visit www.angelislandferry.com for more information.			
Weekends			
10:00 a.m.	11:00	1:00 p.m.	3:00
10:20 a.m.	11:20	1:20 p.m.	3:30
FARES:		Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 and over)		\$13.50	
Child (6 - 12)		\$11.50	
Children (3 - 5)		\$3.50	
Toddlers (ages 2 and under)		Free*	
Bicycles		\$1.00	
For the most current schedule and other information, visit http://www.angelislandferry.com/			
Schedule Subject to change w/o notice			



Fun on Ferries, Shoreline Snacking and Shopping, Take the Kids, Bikes on Boats, Fun on Ferries...

Bay Bridge Makes Headlines This Fall With Detour Operation and Emergency Repairs

More Bridge Seismic Work Ahead

BY BRENDA KAHN

Bay Area bridges have been in the spotlight this fall with a series of events that have given the region's residents a heightened awareness of the imperative to complete the process of bringing the spans up to current earthquake standards.

Taking center stage was the venerable 73-year-old San Francisco-Oakland Bay Bridge, which crossed a significant milestone this fall in the ongoing effort to replace the bridge's East Span with a striking contemporary interpretation of a suspension bridge that is being built to withstand the "big one." But the fall season also shined a spotlight on the Antioch and Dumbarton bridges, which are next in line for seismic upgrades.

Overseeing the work is the Toll Bridge Program Oversight Committee, made up of Caltrans, the California Transportation Commission and the Bay Area Toll Authority (BATA), a branch of the Metropolitan Transportation Commission (MTC). BATA is also financing the seismic retrofit program with bridge toll revenues.

Eyebar Defect Threatens Detour Operation

The season opened with a tricky operation in September to complete a Bay Bridge East Span detour to carry traffic to and from the Yerba Buena Island tunnel. With traffic now rerouted, the new East Span can complete its march toward the tunnel.

The daring detour operation called for a planned closure of both halves of the bridge over the long Labor Day weekend in September. The surgery to roll out a 3,200-ton double-tiered deck section the size of a football field and then slide in a 3,600-ton replacement went relatively smoothly, thanks in part

to common dish soap that reportedly greased the skids upon which the massive deck sections glided.

But that monumental engineering and construction feat was soon overshadowed by the discovery of a defect — a failure in a critical steel "eyebar" member in the latticework holding up the old East Span. Eyebars are flat steel plates in the shape of a dog bone with a hole or "eye" at either end; the eyebars link together and form a chain. As a near-term solution, Caltrans prescribed a system for taking the stress off the damaged eyebar by means of steel tie rods clamped to the structure



Photo by Karl Nielsen

Crews worked around the clock to install and then reinforce repairs to the eyebar.



Photo by Karl Nielsen

bridge the morning after Labor Day, the eyebar repairs failed seven weeks later, in late October, prompting a reevaluation and an emergency bridge closure. Caltrans diagnosed the problem as stemming from vibrations, and developed a number of enhancements for reinforcing the rod-and-saddle assembly and dampening movement. Care was also taken to eliminate any metal-on-metal rubbing.

While the bridge was deemed fit to reopen some five days later, engineers are working on a more permanent fix.

Navigating the "S" Curve

with massive steel saddles manufactured that weekend in Arizona, and airlifted to Oakland on Sunday.

While engineers were able to patch things up in time to reopen the

When the eyebar repairs didn't steal headlines, the "S" curve in the new bridge bypass did. The bridge detour has proven to be a navigational challenge for those motorists and truckers who fail to obey the 35-40 mph speed limit on this



Photo © 2009 Barrie Rokeach

Workers examine the cracked eyebar.

nearly half-mile section (down from the 50 mph in force elsewhere on the bridge), and the stretch has been the scene of a number of accidents. Caltrans has been installing signage (including flashing speed warning signs) and pavement markings while also undertaking an informational campaign to alert drivers to the new configuration, which will be in place for the next four years, until the striking and seismically sturdy new East Span of the Bay Bridge opens.

Next Up: Dumbarton and Antioch Bridges

The Antioch and Dumbarton bridges may not have the iconic presence, name recognition or heavy traffic volumes of the San Francisco-Oakland Bay Bridge, but they are important links in the regional transportation network nonetheless. This fall BATA unveiled plans to bring these spans up to current earthquake safety standards. BATA is also developing a plan to raise tolls regionwide to cover the estimated \$750 million cost of the retrofits. (See the related story on page 5 of this issue.)

“These two bridges were built before the Loma Prieta and Northridge earthquakes,” said Andrew Fremier, the MTC deputy executive director who oversees BATA’s operations. “We’ve learned a lot since then.”

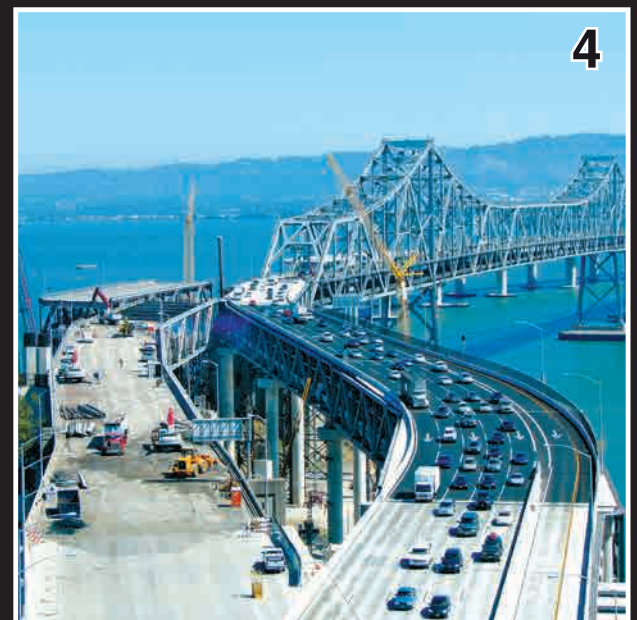
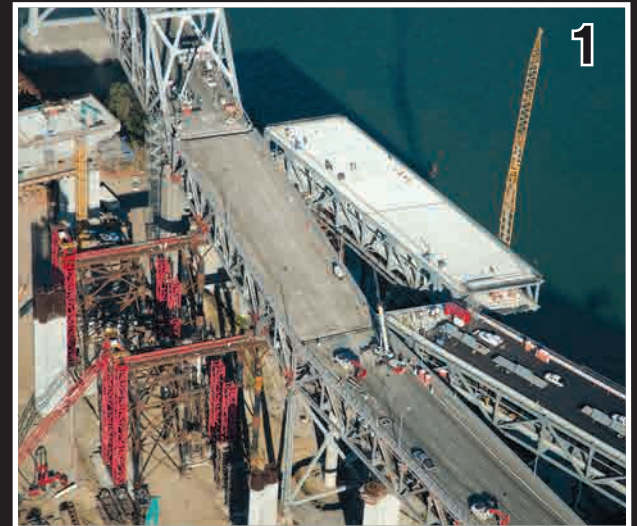
Opened in 1978 and 1982 respectively, the Antioch and Dumbarton bridges were too young to merit a seismic review back in the 1990s when Caltrans initially mapped out a bridge retrofit program. That earlier effort targeted five of the region’s seven state-owned toll bridges and is now largely complete, with the exception of the new East Span of the Bay Bridge, which is still under construction.

The retrofit work on these last two bridges is scheduled to begin by April 2010 and be completed in 2012 on the Antioch Bridge, and 2013 on the Dumbarton Bridge.

Stay tuned to baybridgeinfo.org for updates on the new East Span of the Bay Bridge and eyebar repairs on the old East Span.

Extreme Engineering: The Labor Day Weekend Detour Operation

Construction crews moved nearly 7,000 tons of steel at the Bay Bridge construction site on Yerba Buena Island over Labor Day weekend in September 2009. The job called for realigning the path of the old East Span by removing a massive double-deck piece of the bridge, and sliding in the last link to a detour. The bypass operation cleared the way for the new East Span to complete its march toward the Yerba Buena Island tunnel over the next four years.



Frame 1: The prefabricated, whitish double-tiered deck section is poised to slide in.

Frame 2: The old deck section has been removed, leaving a cavernous hole in the bridge structure.

Frame 3: The new deck section has slid smoothly into place; also visible at the top of photo is the Skyway portion of the new East Span, with its side-by-side decks.

Frame 4: The Bridge reopens to traffic, which must now slow down to navigate the detour’s “S” curve.

Photos 1, 2 and 3 © 2009 Barrie Rokeach www.rokeachphoto.com; photo 4 is from EarthCam.

Watch a time-lapse video of the Labor Day weekend bypass operation at: <http://mtc.ca.gov/news/video.htm>

AROUND THE BAY IN DECEMBER

San Francisco Holiday Lights & Sights Boat Parade

A holiday tradition since 1994, more than 100 boats adorned with lights and holiday decorations will parade along San Francisco's waterfront at 6 p.m. on Friday, December 11. The parade route will begin just east of PIER 39 proceeding west past Fisherman's Wharf, Fort Mason and the St. Francis Yacht Club, turning off of Crissy Field and returning along the waterfront. The Fisherman's Wharf Fishing Fleet boats will stay lit until January 10. After the parade, viewing of these spectacular lights can be seen most prominently on Jefferson Street (between Jones and Taylor) at the sportfishing boat harbor. For more information, call (415) 673-3530 or visit www.visitfishermanswharf.com/holidays/index.htm.

33rd Annual Lighted Yacht Parade in Oakland/Alameda

The 33rd Annual Lighted Yacht Parade along the waterfront of the Oakland/Alameda Estuary will take place Saturday, December 5. The parade will begin just after sunset around 5:30 p.m. and this year's theme is "Christmas Carols." Prizes will be awarded for the Best Decorated Power Boats and the Best Decorated Sail Boats. Interested parade participants can find enrollment information and entry forms at the parade website: www.lightedyachtparade.com. Spectators can watch the parade from any waterside restaurant along the estuary and other public viewing areas will also be available at Wind River Park in Alameda and Jack London Square in Oakland. Hundreds of spectators gather along the waterfront at specified viewing areas or at restaurants that afford them a view of the estuary. Last year 45 boats participated in the parade, and this year's organizers expect even more. The parade route can be found at www.lightedyachtparade.com.

21st Annual Sausalito Lighted Yacht Parade

This annual holiday spectacular will take place along the Sausalito Waterfront, north to south and return, beginning at 6 p.m. on Saturday, December 12. Viewing is good all along the waterfront, especially Gabrielson Park, the ferry landing and Yee Tok Chee Park. It has become a special evening in Sausalito, the restaurants and hotels with views of the waterfront are quite popular so make reservations early. There is ample parking in the City lots along the waterfront. All entrants and crew are invited to the party following the fireworks. The Grand Marshall, James Gabbert, will be leading the parade with his 165-foot motor yacht, *Invader*. Participation in the parade is free. For an entry form, visit the club website: www.sausalitoyachtclub.org

San Francisco Holiday Lights Tour

Classic Cable Car Sightseeing lights up the holiday season with a special tour of San Francisco. Departing from both Union Square and Fisherman's Wharf, the 90-minute cable car tour takes in many illuminated attractions, including: the Union Street Fantasy of Lights; Macy's Christmas tree and window displays; Pier 39 Christmas tree and holiday decorations; Ghirardelli Square Christmas tree and lights; Embarcadero Center holiday displays; the new Market Street illuminated snowflakes, and much more. Tours take place Wednesday-Sunday through December 15 and daily from December 16 through January 3 with limited tours on Christmas Eve and Christmas Day. Departures are 5 p.m. and 7 p.m. from both Union Square (Geary and Powell) and Fisherman's Wharf (Jefferson and Taylor). For reservations, visit www.classiccablecar.com or call (800) 452-4386 or (415) 596-9929.

4th Annual "Angel Lights" Benefit Features New, Solar-Powered Lights

The Angel Island Association (AIA) is pleased to announce its fourth annual "Angel Lights" Benefit to be held on Thursday, December 3 from 6-8 p.m. at the Corinthian Yacht Club in Tiburon. The Benefit supports AIA's work toward the conservation and enhancement of Angel Island State Park and will feature the lighting of new, solar-powered LED Angel Lights atop the Island. The solar lights, made possible by the generous financial support of PG&E, will replace the conventional lights that were destroyed by last year's fire. Television personalities Doug McConnell and Jan Yanehiro will host the festivities, as Angel Lights sponsors and donors celebrate the past and help shape the future of the Park. While enjoying hors d'oeuvres and wine, supporters will have the opportunity to bid on a handful of special auction items, including once-in-a-lifetime experiences on the Island such as a group overnight at the Civil War era Quartermaster building in Camp Reynolds. For more information, call (415) 435-3972.

Victorian Home Walk

A true Victorian Christmas experience, the Victorian Home Walk includes a visit inside a Victorian decorated in the 1890s style during the holiday season. The tour will also include other houses with exteriors decorated for the season. Departs daily at 11 a.m. (except December 25) from Union Square, corner of Powell and Post streets. No reservations required; \$25 per person. For information, visit www.victorianwalk.com.

Muni Sunday FunDay Pass

Celebrate the season and shop local with Muni. Every Sunday effective through December 27, pay the regular \$2 Muni fare and receive an all-day transfer. All-day transfers available on all Muni routes. Promotion does not include cable car lines or Candlestick Express buses. For information, visit www.sfmta.com.



Macy's Holiday Windows Featuring SPCA Adoptable Pets

The windows of Macy's on Union Square, Stockton and O'Farrell streets and the San Francisco SPCA continue their partnership on the famous holiday windows featuring animals hoping to spend the holiday season in a new home. For information, visit www.macys.com/events.

San Francisco Zoo Presents for Animals

From 11 a.m. to 3 p.m. on December 12-13, 19-20 and December 26-Jan. 1, visitors can see the San Francisco Zoo's traditional "presents for the animals," where animals large and small receive wrapped boxes containing some of their favorite treats. The event will be included with paid Zoo admission and will be available daily, rain or shine. For more information, visit www.sfzoo.org.

Dessert and Cast Party with "WICKED" and Other Special Guests

Meet with company members from the touring cast of the Tony Award-winning Broadway show, along with their special guests: *Lucie Arnaz, Patty Duke, RJ Helton, Sharon McNight, Connie Champagne* and *Leanne Borghesi*. The event takes place at Hard Rock Café on December 7 at 9:30 p.m. A limited number of dessert party tickets are available for \$25 (includes complimentary wine). Prior to the cast party, they will be performing a One Night Only Holiday Cabaret to Benefit REAF at J'LaChic Theatre 39, 7:30 p.m. For more information, call (415) 956-2013 or visit www.hardrock.com/sanfrancisco.

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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ANTIOCH BRIDGE

When the "Big One" hits,



our bridges need to be ready.



DUMBARTON BRIDGE

Come learn about plans for raising tolls on the seven state-owned bridges in the Bay Area in order to bring all of them up to current seismic safety standards.

Attend a meeting!

Thursday, December 3, 2009 at 6:30 p.m.
 Concord Senior Center, Wisteria Room
 (Located in John. F. Baldwin Park)
 2727 Parkside Circle, Concord

Monday, December 7, 2009 at 6:30 p.m.
 San Francisco State University
 Downtown Campus
 835 Market Street, Room 609, San Francisco

Can't attend? Take our survey!

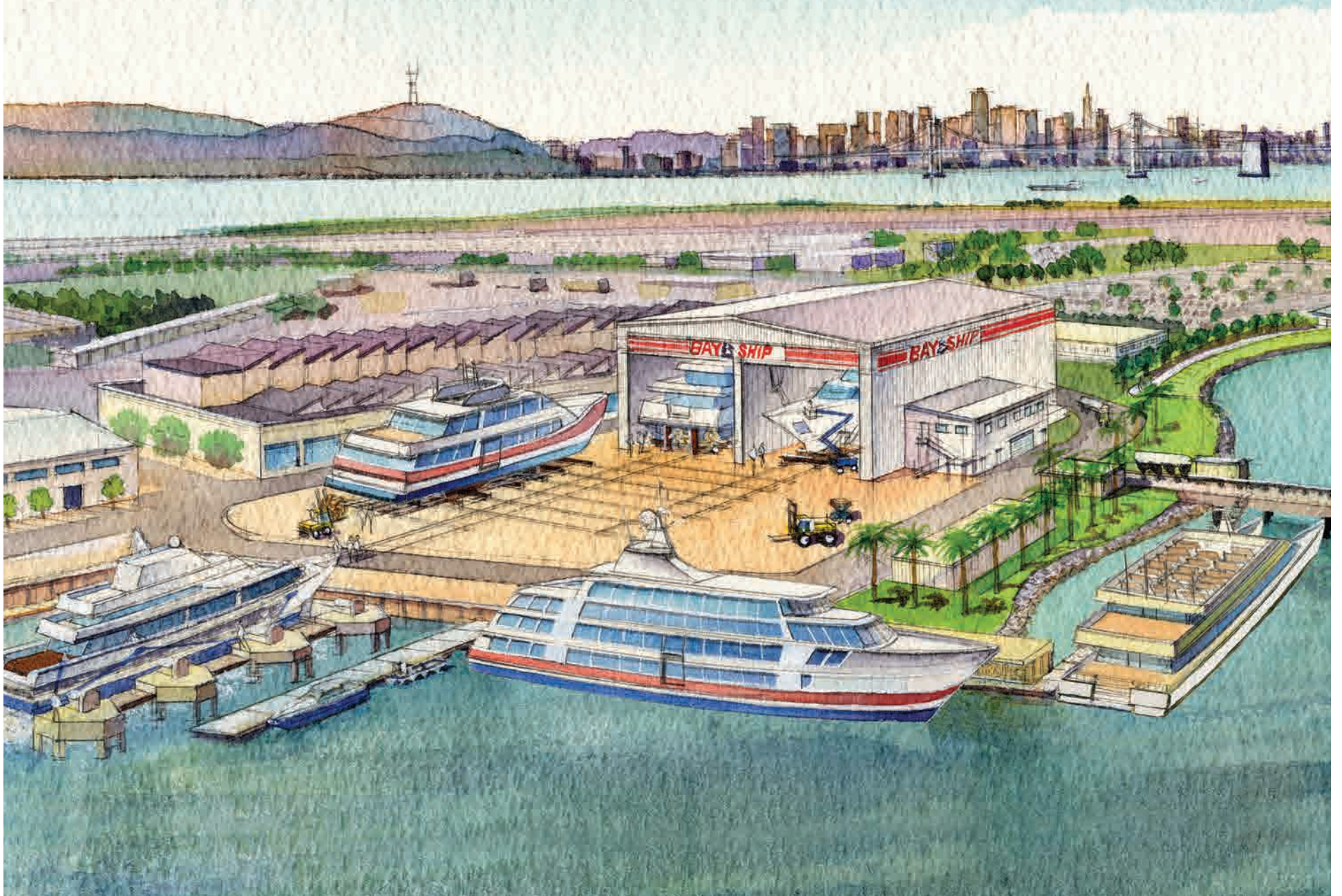
Visit www.mtc.ca.gov/get_involved for more information, to complete a survey and submit comments. Written comments will be accepted until December 21, 2009.

Questions?

Call 510.817.5757 or e-mail tolls@mtc.ca.gov

Ferry Maintenance Center

San Francisco Bay



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