



BAY CROSSINGS

"The Voice of the Waterfront"

May 2010 Vol.11, No.5

Special Climate Change/Sea Level Rise Edition

**Is
This Our
Future?**

Water on the Horizon
Planning for Sea Level Rise

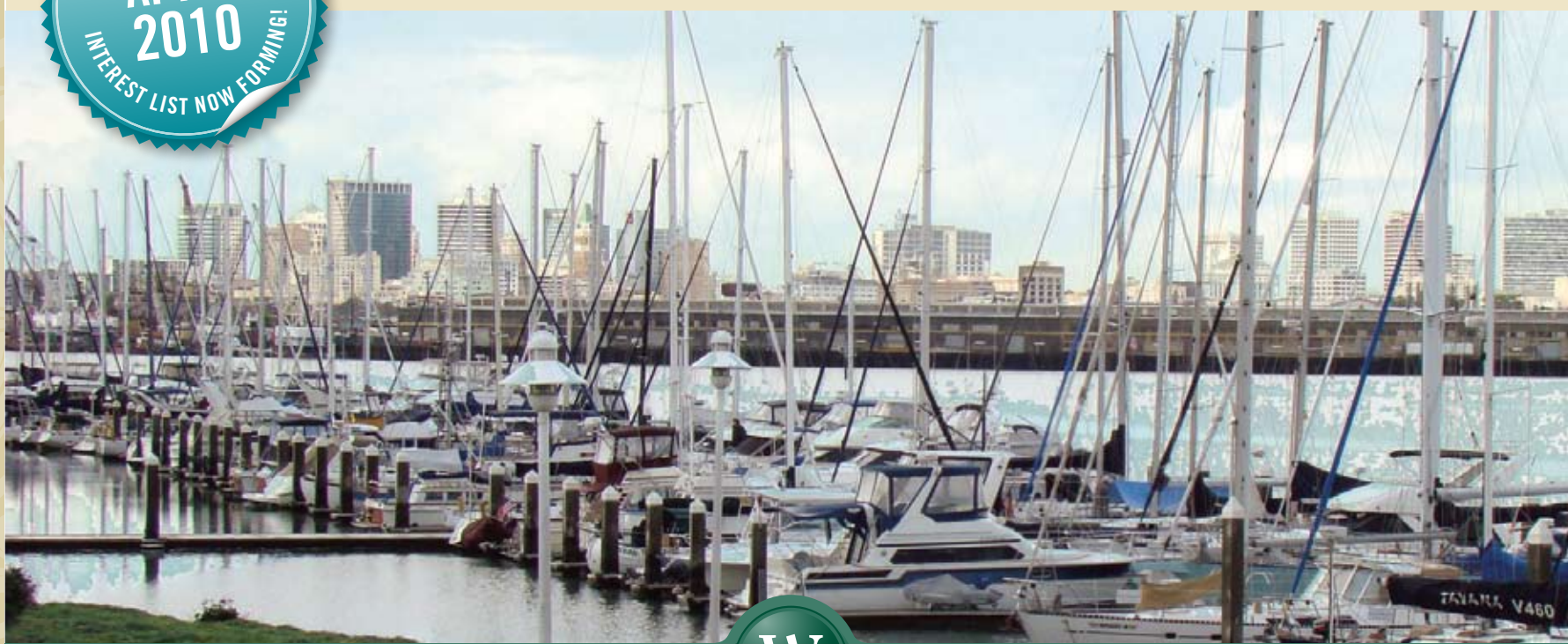
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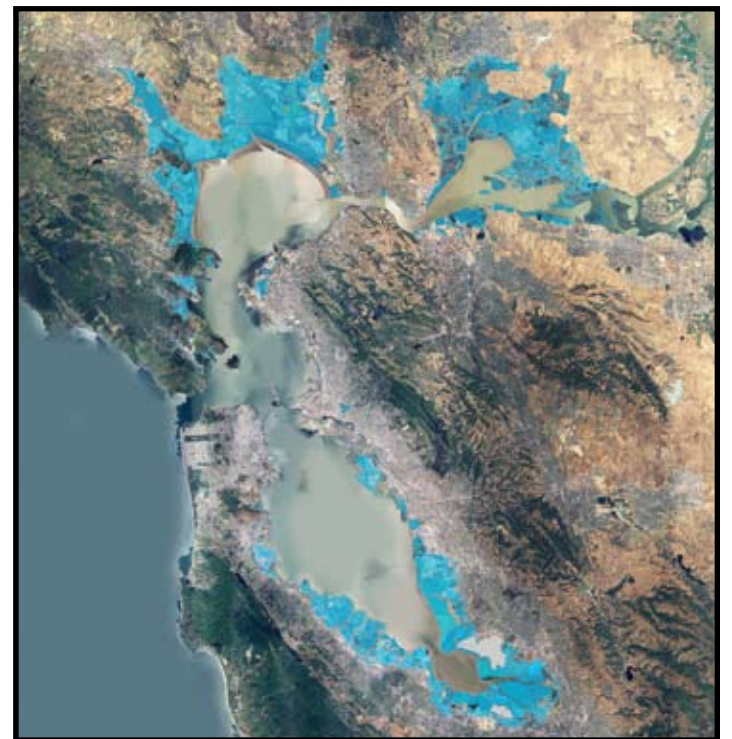
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We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to joel@baycrossings.com.



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This map depicts the regions of the Bay Area that will be underwater in 2050 if the sea level rises as predicted. The 23rd Annual Bay Area Decisionmakers Conference, covered extensively in this issue, focused on finding solutions to help the Bay Area plan for the watery future and brainstorm ways to prevent it. See pages 9 - 15 for our special section on climate change. Map provided by the San Francisco Bay Conservation and Development Commission

BAYCROSSINGS

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Two New Ways to Get 511 Info: On the Go and in the Twitterverse

BY KARIN BETTS

511 Mobile Offers Travel Information to Go

Need transit or traffic information on the go? You can now access several of **511.org's** most popular features on your iPhone, BlackBerry or other smart phone with browsing capabilities. Launched in early April, 511 Mobile is a new website customized for mobile devices that provides access to streamlined versions of the 511 Transit Trip Planner, the 511 Traffic Map and the Popular 511 Driving Times. You can now plan your public transit trip home while you're out running errands, or check real-time traffic conditions on the live traffic map before you leave the parking lot.

To get started, just go to **m.511.org** from your mobile device, and then simply click through to the information you need. Other 511 features, such as real-

time transit departure times and transit schedules, will be added in the future. 511 Mobile covers the nine counties of the San Francisco Bay Area.

Helpful tips and troubleshooting suggestions are available in a FAQ on the regular **511.org** site. 511 does not charge for using 511 Mobile services though you may need a phone plan that includes Web browsing. 511 reminds you to take precautions to stay safe on your driving trip – use 511 Mobile before you're on the road or have a passenger check current conditions for you.

Bay Area Traffic Tweets Now on Twitter

Now you can use Twitter to track traffic developments and receive alerts about major incidents at <http://twitter.com/511SFBay>. When you start following 511 on Twitter, there is an option to have updates sent (via SMS text) to your mobile phone. Twitter updates from 511 and Bay Area

transportation partners are also available for viewing on the **511.org** home page, below the traffic map. The list of "Regional Transportation Tweets" shown on **511.org** is available through 511's Twitter page, under the "Lists" link in the right column.

For those who don't know, Twitter is a micro-blogging service that enables its users to send and read messages (aka "tweets") to the Twitter website and your Twitter friends. Tweets are text-based posts of up to 140 characters displayed on the author's profile page and delivered to the author's subscribers, who are known as followers. You can find and interact with people or organizations with similar interests. You can follow them, and others can follow you. It's an instant-messaging-meets-social-media-networking tool.

The region's 511 system was launched – on the phone and on the Web – by MTC in 2002. The San Francisco Bay Area was the first region in California – and at the time the largest metropolitan area in the country – to activate a 511



traveler information system. The service now generates more than 450,000 calls and about 2.5 million Web visits each month. MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

Prizes Galore Offered to Bike to Work Day and Team Bike Challenge Participants

May is National Bike Month, and Thursday, May 13, marks the San Francisco Bay Area's 16th annual Bike to Work Day, a celebration of bicycling as a healthy, fun and viable form of everyday transportation.

Biking to work is a great way to get the recommended 30-60 minutes of daily physical activity we all need to stay healthy. The July 13, 2009, issue of *Archives of Internal Medicine* reported that men who got to work by active commuting, such as biking or walking, cut their risk of obesity in half and significantly reduced triglyceride levels, blood pressure and insulin levels compared with driving to work.

Employers also benefit by encouraging their employees to bike to work. Biking to

work is fun, builds morale and controls costs by reducing demand for parking spaces, which cost an average of \$750 per space per year. More physically active employees are more alert, healthy and productive.

"Biking to work is a fun and easy way to get in shape, save money and help the environment," says Andrew Casteel, regional coordinator for Bike to Work Day in the Bay Area. "Bike to Work Day is the perfect time to start riding your bike for everyday transportation."

On Bike to Work Day, volunteers at hundreds of Energizer Stations throughout the Bay Area will provide cyclists with complimentary treats, a reusable canvas bag, bicycle information and good

cheer! For a complete list of energizer stations and to register for a free raffle for a chance to win a new bike and other great prizes, visit the Bike to Work Day website at **511.org**.

Are you ready to make every day Bike to Work Day? Join the Team Bike Challenge and compete to commute by bike as often as possible throughout the month of May. Log your trips online or with the new iBikeChallenge iPhone app to earn points. Get points for each day you ride and your total daily mileage. Complete bike medal challenges, such as riding enough miles to save a gallon of gas or burning a burger's worth of calories, to fill out your medal gallery and earn bonus points for your team. Get the most team

points in your county to win a Novara Commuter Pack from REI for everyone on your team. Is your company bigger than five people? Then sign up for the Company Bike Challenge and compete against other companies of the same size to earn the most points from all your company's teams. Sign up at TeamBikeChallenge.org by May 6 to compete for your chance to win.

Bike to Work Day 2010 is presented by the Metropolitan Transportation Commission's **511.org** and Kaiser Permanente, with promotions organized by the Bay Area Bicycle Coalition, county congestion management agencies, local bike coalitions and hundreds of local volunteers. For more information, visit **511.org** or call 511 and say "bicycling."

MARAD Director to Speak on Marine Highways Program

BY PATRICK BURNSON

The Pacific Transportation Association will be staging its annual Port and Terminals Luncheon next month, which will address a key green issue for the industry.

The keynote speaker is John Hummer, director of the Northern California Gateway Office of the U.S. Department of Transportation Maritime Administration (MARAD). The talk will focus on the Marine Highways program, which represents MARAD's priorities in the next five years for identifying transportation bottlenecks and improving freight movement. The event takes place on June 3 from noon to 2 p.m. at Scott's Restaurant in Jack London Square. For more information, visit www.pacifictans.org.

As part of the Marine Highways program, MARAD will help to identify rivers and coastal routes that could carry cargo efficiently, bypassing congested roads around busy ports and reducing greenhouse gas emissions, according to DOT officials. While we applaud the effort, the program raises some concerns, and will only be efficient—and cost-effective—if the waterfront unions have those concerns addressed.

The International Longshore and Warehouse Union has long resisted any attempt to implement a barge network in the Puget Sound or San Francisco Bay Area that does not compensate union workers for “hand-offs” from ocean carrier to inland vessel. Shippers can also bet that there will be other hidden costs involved if a new contract has to be negotiated.

Port of Oakland Expects Cargo Increases

With the recent arrival of three new container cranes from Shanghai, the Port of Oakland's leadership is anticipating increased cargo throughput. According to Omar Benjamin, the port's executive director, Oakland has experienced a 30

percent increase in its maritime cargo imports and an 11 percent increase in outbound cargo exports compared to this time a year ago.

“There are glimmers of economic recovery on the horizon,” he said, “and people are beginning to feel the negative news of the past several months beginning to thaw and give way to better days.”

In a letter to shippers, Benjamin also noted that Union Pacific Railroad opened its Donner Pass route located in the Sierra Nevada mountain range to domestic double-stack intermodal container freight traffic not long ago. This is designed to move cargo over a shorter, faster and more efficient route from the Port of Oakland to the rest of the country.

Meanwhile, the City of Oakland and developer AMB/CCG are working with the port to transform the former Oakland Army Base into a strategic, trade and industry center which will boost economic recovery and bring more local jobs, said Benjamin.

In a broad effort to attract new business, the Port of Oakland is also in the process of updating its strategic plan to chart a course for the next five years. “This planning process includes the Oakland Board of Port Commissioners, port staff, and our customer and community stakeholders,” said Benjamin.

As reported in Bay Crossings, Oakland also joined the five other major West Coast ports, as well as Union Pacific and BNSF Railway, to create the U.S. West Coast Collaboration. This group, while continuing to actively compete with each other for business, will collectively market the advantages of the Pacific Rim.

Maersk to Charge for ‘Ghost Bookings’

In a move certain to meet with resistance from Bay Area exporters, Maersk Line will start imposing a \$10 fee for “ghost bookings.” In a letter sent to shippers late last month, the liner said shippers booking freight out of the Port of Oakland would be among the first fined.

“Overbooking as a means to overcome significant fall-down ratios is inefficient for both you and us,” stated the letter. “For example, it is inefficient and problematic for your staff that have to repeatedly deal with cancellations, changes to vessel sailings, equipment problems, and other challenges. More importantly, you might not get your cargo on the first possible vessel due to all the bookings made where the cargo does not show up. It is also inefficient for us because after the booking fall-downs, we have to sail the vessels under-utilized, which has very real economic consequences.”

The announcement comes at a time when shippers here are already scrambling to locate outbound capacity. Sources said that part of the problem is that carriers are not using the proper forecasting tools to anticipate growth. Shippers of the Agriculture Transportation Coalition (AgTC) insist that demand is ramping way up, and that vessel operators are slow to recognize the need for better deployment and more reliable service.

Maersk, among others, seemed unmoved by the effort. And while this is being described as a “pilot program,” shippers fear that other carriers will follow this example and the fees will become more punitive. Maersk is betting against that, describing it as a “Win-Win.”

“Progress will allow both parties to benefit from better predictability. We

Letter to the Editor

The following is a letter we received regarding an article that appeared in last month's Cultural Currents column:

Dear Bay Crossings,
The Duclos article “Dear Deep-Discount Visitor, Go Home!” led me to seek out the original Matt Gross article on visiting San Francisco with his one-year-old child. Maybe Duclos has a problem with the English language, which is my take when in a kind mood. The Gross article seemed quite fair, well-written, and suggestive of a nice way to approach the city. Whatever axe your writer has to grind, you better find it and get this guy in check before turning him loose again.

For those who have lived here for some years, there are always places that come to mind for nice experience and good deals as well. But for a short visit, Gross did a commendable job.

Will Segen

Sailor, Tour Guide, Destination Management Consultant and S.F. resident since 1964.

expect shippers to gain productivity and a better ensured cargo pipeline. Maersk Line will gain from fewer changes to our loading expectations, which allows for improved availability of equipment and vessel space,” stated spokesmen.

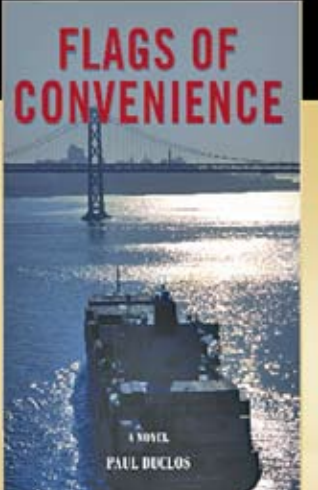
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This two-hour skippered charter is designed to provide folks who are considering getting into sailing a real glimpse of the sport, our club and our people. Cost \$40.
- Every Wednesday** 6PM – 8PM - **Wednesday Night Sail, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is a great way to break up a long week. We'll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don't miss this great opportunity for a mid-week break! Cost is just \$40. First Wed of the month this sail is on The Seaward, an 82' schooner, followed by a free BBQ!
- May 1** 11AM – 4PM - **Open House & Free Sailboat Ride, Club Nautique Sailing School & Charters, Alameda, 800-343-SAIL, www.clubnautique.net**
FREE sailboat ride! Find out about our award winning beginner to offshore sailing program; hear about our upcoming events; mingle with staff and fellow sailors; enjoy a cold beverage and a tasty burger; and check out our fleet of new, well-equipped boats. Free! All are welcome! 510-865-4700.
- May 15** 2PM – 5PM - **American Armed Forces Regatta, Club Nautique Sailing School & Charters, 800-343-SAIL, www.clubnautique.net**
Show your support to the men and women of the American Armed Forces as all five branches compete in a sailing regatta to win bragging rights and the perpetual trophy. View racing excitement from the shore! Everyone welcome! For information 510-865-4700.
- May 15** 4PM – 6PM - **Monthly FREE BBQ OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come sail with us on an Introduction to Sailing outing and then partake in our monthly Saturday BBQ. Take a tour of our school, meet club members and make new friends!
- May 16** 9AM – 5PM - **Anchoring Clinic, Club Nautique Sailing School & Charters, 800-343-SAIL, www.clubnautique.net**
Learn basic and advanced anchoring techniques. Understand why to use more or less scope and techniques to make sure that your boat stays put. Cost for Members is \$282, Non-Members: \$375 Reservations required. 510-865-4700.
- May 29** 7PM – 9PM - **Cruise Destinations Around the Bay – \$20 - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Discover the well kept secrets of Bay cruising. Greater San Francisco Bay offers a wide variety of cruising opportunities for sailors who are "in the know." You too can become an insider by attending this seminar. Cost is \$20.



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Photo: Brad Fox

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May Brings Classical Music Feast

BY PAUL DUCLOS

May is the month most celebrated by dance, and *Bay Crossings* readers—particularly classical music fans—have three major events to consider in this regard.

The San Francisco Ballet, the oldest professional ballet company in America, will be concluding its 2010 season with Prokofiev's *Romeo & Juliet* during the first and second weeks of May. Based on Shakespeare's tale of star-crossed lovers, Helgi Tomasson's full-length ballet is deep in character and rich in humanity. A luscious, desperately romantic tale set to the remarkable score of one of Russia's greatest composers makes this grand-scale production look promising indeed.

The company has also announced the repertory and performance schedule for its 78th Repertory Season. SF Ballet's

2011 Repertory Season will include the presentation of three full-length works, including a new production of George Balanchine's *Coppélia*, co-produced with Pacific Northwest Ballet (PNB). The production will have its PNB premiere in June 2010 and will be a Company premiere for SF Ballet in March 2011.

Meanwhile, the San Francisco Symphony will be making a departure from the classical canon to bring back its annual Black & White Ball on Saturday, May 22, featuring Tony Bennett and k.d. lang at Davies Symphony Hall. The dancing, of course, begins afterward when the party moves to the War Memorial complex, where Kool & the Gang will be headlining the street party. Tiempo Libre, Faith Evans and other bands will contribute to the entertainment, and McCall Associates will provide the food and libations.

This concert and party benefits Adventures in Music, bringing music

into the lives of every single student in the first through fifth grades in the San Francisco Unified School District. Your ticket helps ensure this music legacy for San Francisco's youth.

And finally, dancing will be a central theme as the San Francisco Opera welcomes Maestro Nicola Luisotti at the Bently Reserve on May 27.

"Sunset at the Golden West Saloon" is an exclusive gala celebrating the opening of the 2010 Summer Season and the 100th Anniversary of Giacomo Puccini's *The Girl of the Golden West*, conducted by Luisotti.

Patrons of this celebration will be transported back to the Old West circa 1850 with its legendary miners, outlaws and frontier women in pursuit of fame, fortune and gold. At sundown, guests will celebrate the commencement of the Summer Season at the welcome reception, complete with cocktails straight from the Sierra Madre. Immediately following, guests will enter



Photo Courtesy of San Francisco Symphony

Tony Bennett and k.d. lang will perform at Davies Symphony Hall for the Black & White Ball on Saturday, May 22.

the hall to dine, participate in a brief live auction, and, of course...dance.

All proceeds from "Sunset at the Golden West Saloon" will support San Francisco Opera Guild's education and community outreach programs. Each year, San Francisco Opera Guild brings the magic of music to over 50,000 young people throughout Northern California.

17TH ANNUAL ARTISTS WAREHOUSE SALE MAY 5-9, 2010

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Just about Making, a maker jam and demo, 6-8 p.m.

Saturday, May 8, noon-5:30 p.m.
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Sunday, May 9, noon-4 p.m.
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Preventing an Underwater Future

Bay Crossings was invited to attend the 23rd annual San Francisco Bay Decisionmakers Conference, "Climate 3.0 – Policies and Decisions for a Changing Landscape," that took place last month in Oakland. An in-depth article by Bill Picture on the critical issues covered at the conference appears on the following two pages.

As an introduction to that story, we would like to present the opening remarks of Will Travis, executive director of the San Francisco Bay Conservation and Development Commission (BCDC), during a panel discussion on regulations and emerging policies to meet the challenge of a rising sea. Shown behind Travis, as he addressed the audience, was a slide with the following three quotes: "Jim Lovell was right," "Albert Einstein was right," and "H.L. Mencken was right."

Here's what the first point on my slide means. James A. Lovell was a member of Apollo 13, which was heading to the Moon exactly 40 years ago yesterday. When the spacecraft lost electrical power and both oxygen tanks failed, Lovell radioed NASA's mission command on Earth to report, "Houston, we have a problem."

This was a classic understatement of a potentially catastrophic emergency. Ultimately, through a combination of team work, imagination and thinking way outside the box, the crew returned to Earth, and the mission was deemed a "successful failure." With hundreds of square miles of diked, filled and subsided land surrounding San Francisco Bay, most of it near or below current high tide elevations, accelerated sea-level rise in the future means, "Bay Area, we have a problem."

BCDC is amending our Bay Plan to include sea-level rise policies that will guide the Commission in making its regulatory decisions and also be part of an integrated regional climate change strategy that sets high performance goals and then encourages collaboration, imagination and

innovation to come up with the best way of meeting the goals.

As for the second point, Albert Einstein was a smart guy who said lots of brilliant things including this statement which is most relevant to the challenge we're facing: "The world we have created today, as a result of our thinking thus far, has problems that cannot be solved by thinking the way we thought when we created them."

In other words, we need to begin thinking in all new ways. Engineering approaches that rely on certainty won't work in an uncertain future. Laws that mandate us to do certain things to deal with the problems of the past

will need to be changed to deal with the problems we'll face in the future. We'll need to come up with new ways of planning, building and living in areas that are above sea level today, but will surely slip below sea level over the next century.

It's folly to think we can build levees high enough and strong enough to prevent flooding from ever-rising seas and storms forever. But it's equal

folly to think we can restore the Bay ecosystem the way it was in the past. Instead, we need to design the Bay so it can adapt to the changes that will inevitably come about in the future.

Turning to the third point, among H.L. Mencken's many oft-quoted remarks is this one: "For every complex problem there is an answer that is clear, simple and wrong."

One strategy for cutting greenhouse gas emissions in the Bay region is to reduce the need to drive by encouraging more compact, mixed-use in-fill development along transit corridors. One strategy for dealing with sea-level rise is to begin a planned retreat from areas vulnerable to future flooding. However, some of these low-lying areas have existing development and transit. In the long term, it isn't a good idea to put more development in areas we have to protect from flooding. But in the short term, that may be a good way to reduce driving.

This isn't the future we are predicting; this is the future we're trying to prevent.



This map, provided by BCDC, depicts areas vulnerable to 16 inches of sea level rise (light blue) predicted by mid-century and 55 inches (purple) predicted by the end of the century.

So in some vulnerable areas, development may be appropriate. In others, it won't. In some places we may want to start thinking about removing existing development and replacing it with wetlands as part of a planned retreat. No single approach will work everywhere.

That's why we should begin developing a new Bay Plan created by working together as a region to decide where we will invest in shoreline protection, where we will concentrate on habitat enhancement, and what strategies we should adopt to bring us true sustainability in the face of rising seas, increased storms, hotter weather, more wildfires and a vastly different climate in the future.

As for my key take-home message, it's this map (see photo) showing what rising sea levels could make our region look like a century from now, when 332 square miles

of shoreline land will be flooded, causing at least \$60 billion in damage to public and private development, including the homes of 270,000 people.

A half a century ago, another map illustrated what the Bay could look like if the historic trend of Bay filling continued. It showed that the Bay would become little more than a wide river. That map alarmed the citizens of the Bay area and inspired them to prevent that unwanted future from coming about. We hope our map will provide the same inspiration.

This isn't the future we are predicting; this is the future we're trying to prevent. Together we can shape our destiny by acknowledging we're facing a serious problem, by embracing a nuanced approach for dealing with the problem rather than dogmatically advocating any single silver bullet solution, and by thinking about the problem in all new ways.



Conference Confronts Impact of Sea-Level Change

BY BILL PICTURE

The 23rd Annual Bay Area Decisionmakers Conference brought together experts, advocacy groups, business leaders, and representatives from a number of state regulatory agencies to discuss California's preparations for the 16-inch increase in sea levels expected by 2050 due to climate change.

The one-day event, held last month in Oakland, provided its 300-plus attendees with a unique opportunity to learn about new policies taking shape—including a Governor-mandated adaptation plan—that will affect new and existing development along California's 840 miles of coastline. The conference was organized by the Bay Planning Coalition, a coalition-building group working to help strike a balance between commerce, recreation and environmentalism in the Bay Area.

"Sea-level rise is an especially important issue in the Bay Area," says Thayer of the California State Land Commission. "Most of the communities here have waterfront, and the shoreline per capita rate is high, so the potential for impact is definitely up there."

Slowing down the process was the fact that, until recently, there was no consensus among the scientific community about the exact rate of sea-level rise. Without a solid number to work with, there was no way of knowing just how serious the impact on affected communities would be. Thus, those communities were afraid to take action, as that action could end up not being good enough.

While predictions still vary, a 16-inch increase by 2050, with an additional 39 inches by 2100, are agreed upon

by enough scientists that state and local agencies can begin planning accordingly.

Where is the water coming from?

The sea level fluctuates naturally. However, that rate of increase appears to be quickening. The reason for that, according to scientists, is the man-made warming of the Earth. Higher temperatures are expanding ocean water and melting glaciers. As a result, the seas are rising.

"Even if you don't believe that climate change is real, or that climate change has anything to do with sea-level rise, there's no arguing with the fact that the sea level is rising," says Matthew Heberger, Research Associate at the Pacific Institute. "We have the numbers to prove it."

The San Francisco Bay is home to the longest continually operating tide gauge in North America. According to that gauge, the water in the Bay has risen about eight inches over the last one hundred years.

"And any oceanographer you talk to will tell you that the rate at which it's rising is picking up," Heberger adds. "More and more evidence is coming in, and it's definitely getting worse."

So what is going to happen?

The truth is, no one is exactly sure. However, the long list of possible scenarios is enough to make anyone look for higher ground.

Naturally, any structure built at or below sea level is vulnerable. Large portions of Santa Clara County are already below sea level, some as much as thirteen feet; and San Francisco's entire Embarcadero is currently at sea level.

"So it doesn't take much to figure out what could happen if the sea level



Photo by Joel Williams

Engineers have factored sea level rise into planning developments for Treasure Island

continues to rise," says Joe LaClair, chief planning officer for the San Francisco Bay Conservation and Development Commission, which oversees development along the San Francisco Bay shoreline.

It's doubtful that homeowners along the coast will step out of bed one

(FEMA) estimated that, for every one foot that the sea level rises, coastal communities can expect 36–58 percent more damage annually due to storm flooding due to increases in the sizes of flood plains.

"Every time the sea level rises, so does the flood risk," says Matthew

"Even if you don't believe that climate change is real, or that climate change has anything to do with sea-level rise, there's no arguing with the fact that the sea level is rising, we have the numbers to prove it "

— Matthew Heberger, Research Associate at the Pacific Institute

morning and into a foot of water. Storm-driven flooding is a much likelier scenario. In a report to Congress, the Federal Emergency Management Agency

Heberger of the Pacific Institute. "And climatologists are predicting that storms will become more and more intense, so we better do something," adds LaClair.



Surface water and ground water are likely to increase in salinity as the sea level rises. Estuaries would also be affected, as some aquatic plants and animals cannot tolerate high salinity.

Some wetlands and mudflats could be lost. It will depend on whether sediment deposit can keep up with the rising sea level, which is nearly impossible to predict. The loss of these areas would certainly affect bird migratory patterns, as the Bay Area is a key stop along the Pacific Flyway. (For a detailed discussion of climate change's impact on Bay wetlands, see page 14.)

"There's a lot of uncertainty surrounding what's going to happen. There's a lot we don't know," says LaClair. "Nevertheless, these are possibilities that we have to confront now. We have to take a look at all of the risks and devise strategies for adapting based on what we do know."

Adapting to change

Taking the scientific evidence of sea-level rise to heart, many Bay Area cities have already begun planning for that inevitability. For instance, the city of Mountain View, which wishes to intensify development on the bay side of Highway 101, is updating its general plan to reflect the rising sea level. Similar things are happening in the city of San Leandro, and engineers have factored sea level rise into planned developments on Treasure Island and at the former Hunter's Point Naval Shipyard.

"Based on the assessed risk, some communities might decide to build levees or seawalls, or reinforce existing ones to protect existing developments," says Thayer of the California State Land Commission. "In some cases, it may even be necessary to relocate existing developments or declare portions of shoreline off-limits to new development."

That might sound extreme, but North Carolina has already stopped allowing homes to be built on shoreline

property that is likely to erode within the next 30 to 60 years. In Maine, Rhode Island, South Carolina and Texas, such a home can be built, but only on the condition that it will be removed by its owners if threatened by the advancing shoreline.

"The Ocean and Coastal Resources section of the California Climate Adaptation Strategy basically says that it's not a good idea to build stuff at sea level anymore," says Sam Schuchat, executive officer of the California Coastal Conservancy. That strategy, which was created by a number of state agencies under order by Governor Schwarzenegger, provides recommendations on how to manage the threats posed by climate change.

"I mean, really, if you're proposing to build something or restore something, regardless of what the project is or how big it is, you should be thinking about how climate change is going to affect that project in the future," Schuchat adds. "That should be a part of the planning process from here moving forward." "The goal of the conference was to present as many different perspectives on this issue as we could," says Ellen Joslin Johnck, executive director of the Bay Planning Coalition. "I think we achieved that. We brought a lot of different people together—government officials, community leaders, developers and business people. And everyone walked away with an understanding of what's going on and what needs to be done. We have to pay attention and develop some short term and longer term actions for adapting to and mitigating this problem."

For more information on the Bay Planning Coalition, visit www.bayplanningcoalition.org. To read the California Climate Adaptation Strategy, visit www.climatechange.ca.gov/adaptation/.

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Region Celebrates Earth Day With Launch



Photo by Karl Nielsen

Keynote Speaker Michael Woo, dean of the College of Environmental Design at Cal Poly Pomona, urges the Bay Area to set the standard for sustainable planning.

BY BRENDA KAHN

For Bay Area officials grappling with how to implement stringent new state climate change legislation, the process became somewhat clearer and simpler on April 22, 2010,

the 40th anniversary of Earth Day. At a Summit deliberately convened on that historic day, a consortium of regional agencies unveiled a new initiative — “One Bay Area” — meant to coordinate efforts among the region’s nine counties and 101 cities to address this landmark legislation, Senate Bill 375.

Authored by Darrell Steinberg and



Photo by Karl Nielsen

Jean Quan, vice mayor of Oakland, participates in a panel on how local officials are adapting to new requirements to reduce greenhouse gas emissions through sustainable planning.

passed by the California Legislature in 2008, SB 375 calls on local governments to meet tough greenhouse-gas reduction targets by retooling planning practices and zoning rules so as to minimize driving and maximize the use of alternative modes.

“SB 375 is a milestone for the state of California,” ABAG President Mark Green said in opening remarks at the Summit, held in downtown Oakland. “It is the most important legislation to come out of Sacramento in a decade.”

Spearheading “One Bay Area” are four regional agencies: the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC), the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC). These same four agencies sponsored the “One Bay Area” kick-off Summit, whose 350 or attendees included a heavy contingent of local officials — city council members, mayors and county supervisors — as well as governmental agency staff, developers and business people, community advocates and environmentalists, and the like.

SB 375 is not just a game-changer, it’s also complex — and by design will require unprecedented dialogue and cooperation among the region’s cities, counties and regional agencies, and between government types and other stakeholders.

The Summit jump-started that dialogue with a series of panels and an inspiring keynote speech by Michael Woo, a visionary who has worn several hats inside and outside of the government realm, and is currently dean of the College of Environmental Design at Cal Poly Pomona, a mayoral appointee to the Los Angeles City Planning Commission

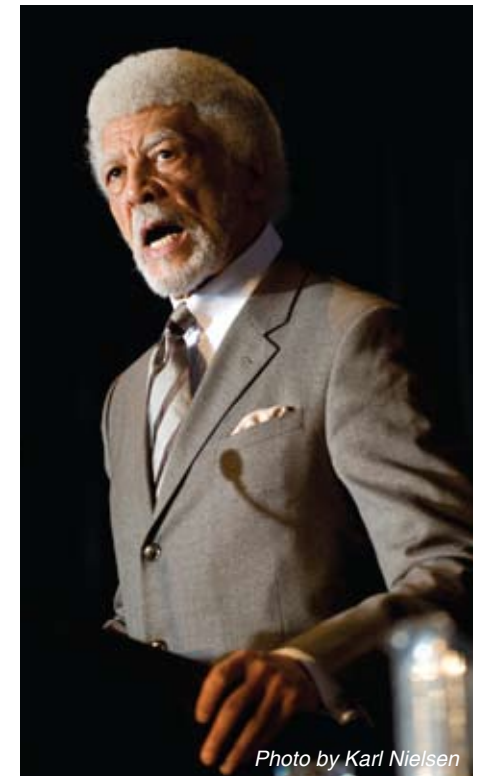


Photo by Karl Nielsen

Oakland Mayor Ron Dellums greets the crowd of 350-plus local officials and other stakeholders.

and chair of Smart Growth America, a national coalition advocating compact development.

“The Bay Area can define the edge” of innovative efforts on the part of local and regional governmental entities to address climate change, Woo said. “The work you do will set a high standard. It will demonstrate what a big region can do.”

Woo indicated that the Bay Area is at an advantage when it comes to implementing SB 375’s rigorous requirements. “There’s a sense of regional consciousness in the Bay Area that doesn’t exist in Southern California,” he pointed out. Also in the region’s favor is its trademark openness to innovation and experimentation on the part of both the private sector and government, and a strong political will to get things done.



ch of “One Bay Area” Collaborative Effort

Also giving the region a leg up, according to Woo, is the ongoing, multiagency FOCUS effort to accommodate in a sustainable manner the region’s growth from 7.1 million residents today to an expected 9 million residents by 2035 — a gain of nearly 2 million people. This FOCUS planning effort, a joint project of the four regional agencies, has already identified 120 Priority Development Areas across 60 Bay Area jurisdictions — locally identified areas near public transit that are ripe for infill development. That

OneBayArea

proximity to transit is going to be key to tackling climate change, since cars and light trucks are responsible on average for 40 percent of the greenhouse gas emissions in California — a figure that

can rise as high as 60 percent in some car-centric areas of the state, according to Woo.

A highlight of the Summit was electronic voting, in which participants were asked to rank strategies for achieving public policy goals, such as shifting automobile trips to alternative modes, charging higher fees to discourage driving and boosting housing construction in climate-friendly Priority Development Areas. In an impromptu straw vote, panelist Jean Quan, vice mayor of Oakland, asked

participants to indicate by raising their hands whether they support SB 375 and a sister piece of legislation,

Assembly Bill 32 (which calls for a roll back across the state of greenhouse gas emissions to 1990 levels by the year 2020); the overwhelming response was to resist efforts in some quarters to repeal these ground-breaking laws, and to “stay the course” by vigorously attacking sprawl and other climate-endangering practices.

“Today is the beginning of a three-year process,” MTC Chair and Alameda County Supervisor Scott Haggerty, one of the presenters, told the audience at the Summit. That process will yield a state-mandated Sustainable Communities Strategy, an integrated transportation, land use and housing plan for the nine-county San Francisco Bay Area. This document will in turn will feed into an updated 25-year Regional Transportation Plan, which is scheduled to be adopted by MTC in 2013.



Photo by Karl Nielsen

One Bay Area project staffer Ted Droettboom participates in electronic voting.

You can view a video and audio archive of the Summit and sign up for future updates on the project at www.OneBayArea.org.

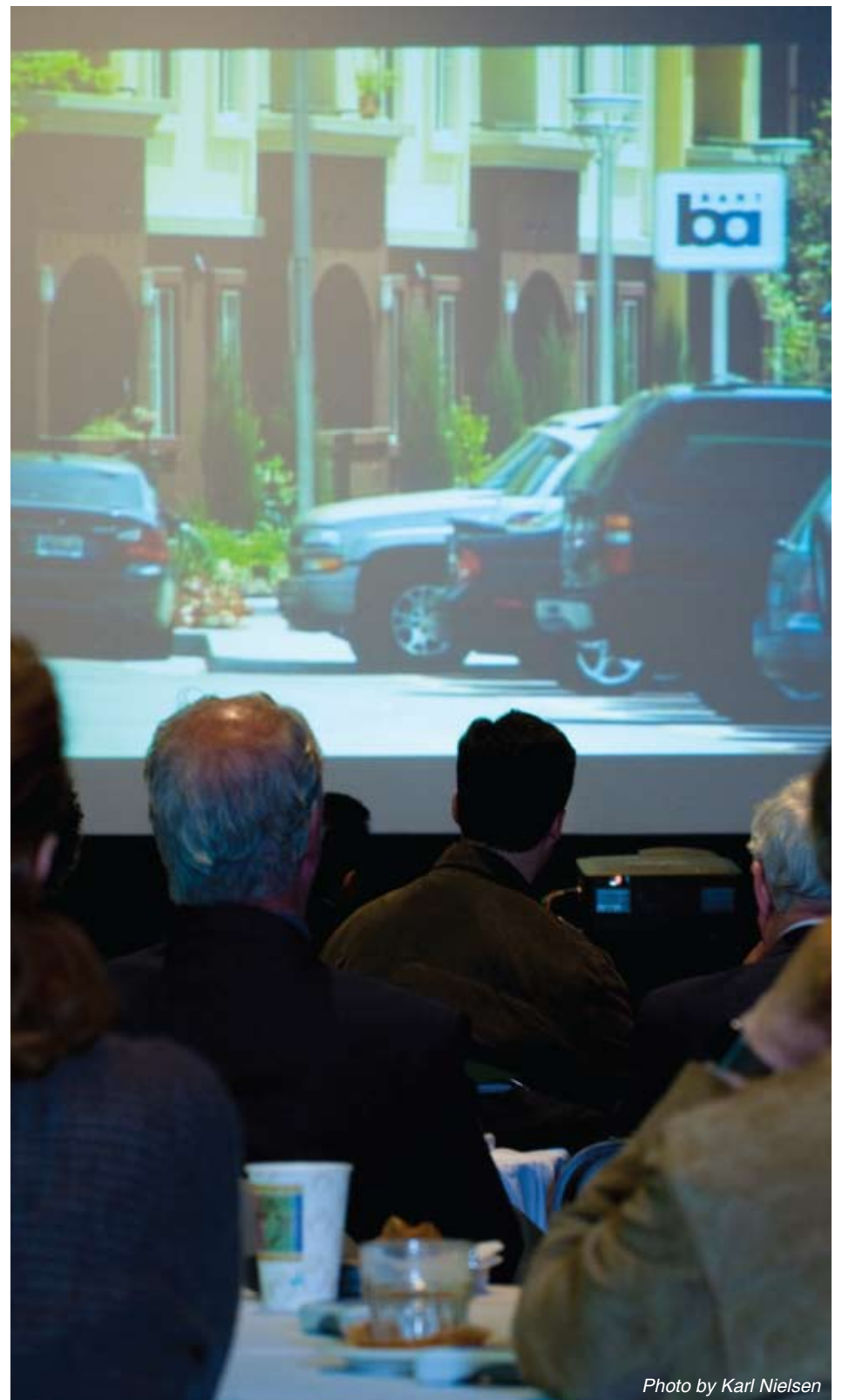


Photo by Karl Nielsen

Summit videos explaining how new state greenhouse gas requirements change the planning landscape can be viewed at www.OneBayArea.org.



Climate Change's Threat to Bay Wetlands

BY DEB SELF

Wetlands are among the most important ecosystems on Earth and provide a number of valuable functions that may be compromised due to climate change and the associated sea level rise. Not only are they highly productive, providing habitat for many specialized plants and animals, but wetlands also control the flow of water in adjacent water bodies and filter out pollutants that would otherwise harm aquatic ecosystems.

Because of their critical functions, wetlands are often thought of the kidneys of the earth, and their role in the San Francisco Bay is no exception. Wetlands along the margin of San Francisco Bay capture and remove metals, nutrients and other contaminants from runoff. Because wetlands can absorb and hold water like a sponge, they also protect people and property from flooding and reduce the forces associated with storm surges and wave impact. In the Bay Area, wetlands provide critical habitat to many rare and endangered species and offer migratory birds on the Pacific Flyway the opportunity to rest and refuel along their route.

The valuable ecological services that wetlands provide to local communities and the Bay ecosystem are threatened by global climate change. As temperatures rise, an increasing percentage of our precipitation in our watershed (which includes the Sierra Nevada Mountains) will fall as rain rather than snow. The snow in the Sierra Nevada also will melt earlier in the spring, so there will be even less freshwater flowing into the Bay during the dry season. If the flow of incoming freshwater is reduced, salty ocean water will push further upstream into the Delta, making naturally brackish water more

saline. Warming air temperatures are also causing polar ice to melt and sea levels to rise. If sea levels rise to the predicted height of up to a meter by the end of this century, the shoreline of the San Francisco Bay will be dramatically altered. Even the estimated 16 inches of sea level rise by 2050 (see cover photo) would have a devastating effect on the Bay Area.

The first areas to be affected will be those along the margins of the Bay—the tidal marshes. Even though ecosystems around the world are at risk, Bay Area tidal marshes may be especially vulnerable to climate change because of expected shifts in salinity and inundation. The plants that give wetlands their structure and provide habitat for animals are adapted to the specific conditions at their location in the estuary. Plants in freshwater and brackish marshes may be unable to tolerate higher levels of salinity during the dry season. As a result, saltwater-adapted plants will move further into the estuary, and freshwater plants, like bulrush and cattails, will be displaced.

The disappearance of fresh and brackish water marshes, which tend to be more productive than saltwater marshes, will result in an overall loss of biodiversity and profound impacts to the estuary's food web. Pacific cordgrass and pickleweed, two common wetland plants, can tolerate salt water but not extended periods of flooding. As rising sea levels overtake tidal marshes, they will become mudflats—areas that are completely submerged at high tide and cannot support plants. While mudflats are biologically necessary ecosystems on which shore birds depend, many other species depend on the tidal marshes that the mudflats would replace.

To escape rising sea levels, wetlands will either have to achieve gradual elevation gains by accumulating sediment, or they will have to move gradually landward. If the wetlands were to shift landward, tidal marshes would become mudflats,

and the upland transition areas that are now adjacent to marshes would become the tidal marshes. In most areas around the Bay, however, this will be impossible. As the population of the Bay Area grew, buildings and roads were constructed over these critical upland areas.

Even in newly restored wetlands, upland transition areas are designed to be steep and narrow, allowing little to no space for marshes to migrate. With Bay waters encroaching on the fixed boundary of adjacent development, the loss of Bay Area wetlands is almost inevitable. The ability of wetlands to keep pace with sea level rise by accumulating sediment is highly uncertain.

Also uncertain is the impact of climate change on the biological communities that depend on wetlands. Although climate change is a gradual process, impacts may occur faster than species can adapt. Wetland plants and animals depend on fairly stable conditions yet the shifting and flooding of wetlands will cause significant disturbance. Invasive species, like smooth cordgrass, tend to thrive in disturbed ecosystems. Smooth cordgrass is also more tolerant of salt water and inundation than its native counterpart. Unfortunately, smooth cordgrass is too dense for the foraging habits of many shorebirds, like the endangered California clapper rail, and other endangered species such as the salt marsh harvest mouse. If smooth cordgrass replaces Pacific cordgrass under the stress of climate change, such species may be excluded from the marsh. Rising sea levels, and the associated extreme high tide events and storm surges, may also flood the nests of birds that breed within the marshes. As tidal marshes are squeezed against urban development, sea level rise is likely to reduce both the amount and the quality of tidal marsh habitat. The marshes that do remain will be unable to support the number of animals they once did.

The Bay Area will face many challenges this century as the effects of climate change take hold of the region. The loss of wetlands, which protect water resources and shorelines, will only exacerbate the many impacts of climate change on the San Francisco Bay. The benefits of water filtration, flood control, and ecosystem maintenance will all be lost as rising seas consume wetlands. Because healthy wetlands can sequester carbon, their destruction may even intensify climate change by releasing greenhouse gases into the atmosphere.

Aggressive protection of existing wetlands and the remaining upland transition areas around the Bay may be the only way to preserve the natural services of wetlands that will protect the water quality of the Bay when rising sea levels encroach on developed lands. Efforts are now underway to expand the extent of wetlands in the South and North Bay and research is addressing how we can manage sediment to build up levels of existing wetlands in the hope of keeping pace with sea level rise. Baykeeper supports efforts to protect critical upland transitional wetlands around the Bay margins, including several critical areas that are in imminent threat of development: Newark Areas 3 and 4, the Redwood City Salt Ponds and Point Molate. To learn more, 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.





Market Street Gets Updated Bike Lane

Responding to the growing interest in bicycle transportation, last month the City began installing its first physically separated bike lane on Market Street, the busiest corridor in San Francisco for two-wheeled transportation.

White, soft-hit posts were added to the existing bike lane on Market Street between Octavia Boulevard and Eighth Street, creating an exclusive path of travel for bicycle commuters and deterring cars from illegally parking in the busy bike lane.

This first-of-its kind improvement in San Francisco comes as a welcome addition for the more than 120,000 people who bicycle regularly in San Francisco. Biking increased 53 percent on the streets of San Francisco between 2006 and 2009, according to counts from the

S.F. Municipal Transportation Agency.

“Physically separated bike lanes are a proven way to encourage more people to ride bicycles for transportation, and what better street to add this safety innovation to than Market Street, the city’s most important bicycling corridor,” says Neal Patel, Community Planner for the San Francisco Bicycle Coalition, an 11,000-member nonprofit group that promotes bicycling for everyday transportation. “We expect to see the numbers of people choosing to bike on Market Street grow dramatically as the City continues to invest in more welcoming conditions for riding.”

Businesses along Market Street are also seeing the positive impacts of more people bicycling. “A lot of our customers arrive by bicycle” says Josefine Gylleback, manager of Cafe Trieste on Market St. and

Gough. “I think these improvements will attract more bicycling customers, which is good for business, and the addition of the posts means bicyclists don’t have to worry about cars parked in the bike lane.”

In a February survey, 90 percent of bicyclists said the one-block separated bike lane on Market St., which was piloted initially, made them feel safer, and 80 percent of respondents said they would bike on Market Street more often if the separated bike lane was extended farther.

“The separated bike lane has transformed my commute and vastly improved this stretch of Market Street, making it safer and more pleasant for me and other people riding bikes,” says Steve Hall, a marketing director for an investment firm who has been bicycle commuting from his home in the Mission to his

“Physically separated bike lanes are a proven way to encourage more people to ride bicycles for transportation.”
— Neal Patel,
Community Planner,
San Francisco Bicycle
Coalition

office at the Ferry Building for more than a decade. “I would love to see this separated bike lane extended to the full length of Market Street, so I would feel more comfortable bicycling regularly with my 7-year-old son to the Embarcadero.”

The SF Municipal Transportation Agency reported that Market St. often has more bike commuters than automobiles during the peak morning commute, according to counts taken at Van Ness. “We are eager to see the City continue this fully separated bikeway on Market Street from Octavia Blvd. to the Embarcadero, which will encourage more first-time bicyclists to ride comfortably,” says Patel. “This will attract people of all ages and skills to travel our city’s main corridor in a healthy, non-polluting way—whether for work, for shopping, or just for fun.”



Photo by: San Francisco Bicycle Coalition

The newly separated bike lane on San Francisco’s Market Street is making the street safer and more inviting to people on bicycles.

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For more details, visit **www.goldengate.org** or call **511** (say "Golden Gate Transit" then "operator"), TDD 711.

RECYCLED LIGHTHOUSES – PART II

BY CAPTAIN RAY

The Gold Rush and the tremendous agricultural potential of California's great Central Valley provided a great deal of the impetus for the development of seaports in what came to be known as the Inland Empire. Sacramento, Stockton and other cities became jumping-off places for the gold fields and shipping ports for the Valley's produce. Many vessels bypassed San Francisco and headed directly north to these inland ports.

The route took ships between Point San Pedro and Point San Pablo. While this opening, called San Pablo Strait, is over 1.5 miles wide, there are rocks off both points—the Sisters and the Brothers, off the Marin and Contra Costa shores, respectively—that narrow the opening significantly. These hazards, coupled with the frequent fog and tidal currents that can run as strong as at the Golden Gate, caused the United States Lighthouse Board to request the construction of a lighthouse and fog signal in that area. Money was appropriated for this purpose in 1871, but the government could not come to terms with local landowners for the purchase of a site. Eventually, it was decided to use East Brother Island, which was already federally owned.

Construction began in May 1873, when the top of the island was blasted away to create a level building site. A two-story Victorian house was erected. Attached to it was a three-story tower for the light. In addition to these structures, the completed plan included a steam-powered fog signal building, storage sheds, and a concrete-domed water cistern, surrounded by an inward-sloping, donut-shaped ring for water catchment. The lamp, which burned whale oil, was lit for the first time on March 1, 1874.

In the 1920s, a cable was laid along the bottom of the Bay from Pt. San Pablo to provide electricity to the island. A 500-watt bulb replaced the whale oil lamp, and



Photo by Joel Williams

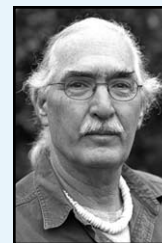
a compressor-driven diaphone (a two-tone horn) replaced the steam-powered fog signal. The propeller of a ship damaged the cable in November 1939 and left the island on gasoline generator power while it was repaired. On March 4, 1940, while transferring gasoline, an accident resulted in a fire that burned the boathouse, pier and four boats. There was no telephone connection to the mainland and the island's gravity-powered garden hose was not up to the task of fighting the fire. Alerted by a night watchman on a pier on Pt. San Pablo, the Coast Guard finally extinguished the fire about four hours after it started.

To save on maintenance costs, the Coast Guard planned to demolish the house and other structures on the island and replace them with a simple tower when it automated the light in the late 1960s. Protests by local residents prompted the Contra Costa Shoreline Parks Committee to get the station placed on the National Register of Historic Places in 1971. This prevented the demolition of the buildings, but there were no funds for maintaining them. The salt air took its toll: the paint failed, the iron rusted and the wood rotted.

In 1979, interested area residents formed East Brother Light Station, Inc. Functioning as a non-profit organization, it raised money from private donations and government grants. Using volunteer labor, it has restored the buildings. I had the pleasure of working with these volunteers last December, helping to install a new on-demand hot water heater. It now operates a unique bed and breakfast in the

restored buildings and uses that income to maintain the buildings. If you're interested in volunteering or making a reservation, the website is www.ebls.org, and the email address info@ebls.org.

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.



National Safe Boating Week at Treasure Island Sailing Center

National Safe Boating Week is May 22-28. In support of this national event, Treasure Island Sailing Center (TISC) is teaming up with local safety organizations for a day on the Bay to help educate the public on simple practices for water safety and to promote responsible boating. TISC will be providing vessel safety checks, proper life jacket fit, and safe boating information. The Coast Guard will be conducting rescue demonstrations. The first 100 visitors to this event will receive a free life jacket. There will be food concessions, free boat rides, music, games, raffle prizes, and more. Everyone involved in boating, including water skiers, paddlers, anglers, and all others who use boats are encouraged to come participate on Saturday, May 22 from 11:00 a.m. to 4:00 p.m. at the Treasure Island Sailing Center, 698 California Ave, Building 112 on Treasure Island. For more information call (415) 421-2225 or visit www.tisailing.org.

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5:50 a.m.	6:20 a.m.	6:25 a.m.	6:55 a.m.	09:40 a.m.	10:30 a.m.	-----	-----
6:35	7:05	7:10	7:40	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:10	7:40	7:45	8:15	1:40 p.m.	2:30	2:40	3:30
7:50	8:20	8:30	9:05	3:40	4:30	4:40	5:25
8:20	8:50	9:10	9:45	5:30#	7:00	7:15	8:00
9:15	9:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30 p.m.				
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8:50	9:25	9:35	10:05				

* Direct ferry service is provided to most Giants games at AT&T Park. Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm San Francisco departure which uses a 715 passenger Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a 715 passenger Spaulding vessel.
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8:20	8:45	10:15	10:45	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	4:45	5:15
3:20	3:50	4:00	4:30	5:35	6:05	6:30	7:00
4:45	5:15	5:30	6:00	6:30	7:00	---	---
6:10	6:35	6:45	7:10	---	---	---	---
7:20	7:50	7:55	8:20	---	---	---	---

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

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

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main St. in Alameda

Harbor Bay Ferry Terminal
2 McCartney Drive in Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Blvd., just east of U.S. Highway 101 in Larkspur, CA

Oakland Ferry Terminal
530 Water St @ Jack London Square in Oakland

Sausalito Ferry Terminal
Humboldt St. & Anchor Ave. in downtown Sausalito

Tiburon Ferry Terminal
Behind Guaymus Restaurant & the Intersection of Tiburon Blvd. & Main St. in Tiburon

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Sponsored by

WATER EMERGENCY TRANSPORTATION AUTHORITY



Blue & Gold Ferry

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.	6:10 a.m.	6:30 a.m.	-----	9:00 a.m.	9:10 a.m.	-----	9:35 a.m.
7:05	7:15	7:35	-----	10:40	10:25*	11:10 a.m.	11:25
8:10	8:20	8:40	-----	12:20 p.m.	12:10 p.m.*	12:50 p.m.	1:05 p.m.
9:15	9:25	9:45	10:00 a.m.	1:55	1:45*	2:25	2:40
11:00	10:50*	11:30	11:45	4:00	3:45*	4:30	4:45
12:45 p.m.^	12:35 p.m.*	1:15 p.m.	1:30 p.m.	5:45	5:30*	---	6:20
2:30	2:20*^	3:00	3:10	7:20	7:05*	7:50	8:05
4:40	4:30*^	5:10	-----	8:55^	8:45*	8:25	9:30
5:50	5:40*^	6:15	-----	10:30^	10:20*	-----	11:00^
6:20	6:10*	-----	7:00	Weekends and Holidays from San Francisco			
6:55^	6:45*^	7:20	-----				
7:55^	7:45*	8:20	-----				
8:55^	8:45*	-----	9:25				

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

FARES:

	One Way	Round Trip	10 Ticket Book	20 Ticket Book	Monthly Pass
Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
Junior (5-12)	\$3.50	\$7.00			
Child under 5*	FREE	FREE			
Senior (65+)*	\$3.75	\$7.50			
Disabled Persons*	\$3.75	\$7.50			
Active Military	\$5.00	\$10.00			

* To S.F. via Oakland # To Alameda via Oakland
^ Departs immediately after loading
For the most current schedule, visit <http://www.eastbayferry.com/>

Schedule information collected from
<http://www.eastbayferry.com>

Blue & Gold Ferry

BAY CRUISE					SAUSALITO					
Depart Pier 39					FISHERMAN'S WHARF, PIER 41					
Weekdays		Weekends and Holidays				Weekdays				
					Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41		
Available through 9/6/10 10:15 a.m. 1:45 11:00 2:30 p.m. 12:15 p.m. 4:00 1:15 5:45		10:15 a.m. 2:30 p.m. 11:00 4:00 12:15 p.m. 5:00 1:45 6:00 1:45 6:45			11:15 a.m.	11:45 a.m.	11:55 a.m.	12:25 p.m.		
Available starting 9/7/10 10:45 a.m. 12:00 p.m. 1:15 2:30 4:00					12:30 p.m.	1:00 p.m.	1:10 p.m.	1:40		
<small>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.</small>					2:00	2:30	2:45	3:15		
FARES: All prices include audio tour.					3:20	3:50	4:00	4:55		
Adult	\$24.00	Junior (12-18)	\$20.00							
Senior (62+)	\$20.00	Child (5-11)	\$16.00							
<small>Discount fares available at http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm</small>					5:10	5:40	5:50	6:20		
ANGEL ISLAND - S.F.					8:30*	9:10*	9:15*	10:15*		
Weekdays - Daily Departures Pier 41					Weekends and Holidays					
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41							
9:45 a.m.	10:05 a.m.	10:10 a.m.	10:30 a.m.							
1:05 p.m.	1:50 p.m.	2:00 p.m.	2:20 p.m.							
Weekends - Departures Pier 41					<small>No service on Thanksgiving Day, Christmas Day, and New Year's Day / Weekend Schedule on Presidents Day</small>					
9:40 a.m.	10:05 a.m.	10:15 a.m.	11:35 a.m.							
11:45	12:10	12:15 p.m.	1:40 p.m.							
1:50	2:45	2:55	3:25							
----	----	4:30	5:30							
ANGEL ISLAND FARES*					FARES: One-way Round-trip					
Adult (12+)	\$16.00				Adult	\$10.00	\$20.00			
Child (ages 6-12)	\$9.00				Child (5-11)	\$5.75	\$11.50			
Child (5 & under)	Free				<small>For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm</small>					
<small>* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)</small>					TIBURON - Pier 41					
TIBURON COMMUTE					TIBURON - Pier 41					
TIBURON - S.F. Ferry Building					Weekdays					
Weekdays					Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41		
6:00 a.m.	6:20 a.m.	----	----	10:50 a.m.	11:10 a.m.	11:15 a.m.	12:00 p.m.			
6:50	7:10	7:15 a.m.	7:35 a.m.	12:10 p.m.	12:30 p.m.	12:35 p.m.	12:55			
7:50	8:10	8:15	8:35	1:05	1:25	1:35	2:20			
8:45	9:05	----	----	2:30	2:50	3:00	3:45			
5:00 p.m.	5:20 p.m.	4:25 p.m.	4:45 p.m.	3:20	4:15	4:25	4:55			
5:50	6:10	6:15	6:35	4:05	4:45	----	----			
6:40	7:00	7:15	7:35	7:05	7:35	7:45	8:20			
9:35*	8:45*	8:50*	9:30*	8:30*	9:30*	9:35*	10:15*			
----	9:55 p.m.*	----	----	<small>* Fridays only ^ Via Sausalito visit www.blueandgoldfleet.com</small>						
Weekdays					TIBURON Weekends and Holidays					
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon	Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41			
9:40 a.m.	10:05 a.m.	10:15 a.m.	11:35 a.m.	9:40 a.m.	10:35 a.m.	10:40 a.m.	11:35 a.m.			
11:45	12:10	12:15 p.m.	1:40 p.m.	11:45	12:35 p.m.	12:45 p.m.	1:40			
1:50	2:45	2:55	3:25	1:50	2:20	2:30	3:25			
----	----	4:30	5:30	3:30	4:05	4:10	5:05			
5:00 p.m.	5:20 p.m.	5:25	5:45	5:15	6:15	6:20	6:55			
5:50	6:10	6:15	6:35	7:05	8:00	8:05	8:40			
6:40	7:00	7:15	7:35	FARES: One-way Round trip						
9:35*	8:45*	8:50*	9:30*	Adult	\$9.50	\$19.00				
----	9:55 p.m.*	----	----	Child (5-11)	\$5.25	\$10.50				
<small>Fridays only*</small>					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.	3:30	
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			
7:00 a.m.	8:10 a.m.	-----	
8:30	10:00	9:35 a.m.	
10:00	11:10	11:30	
11:30	12:40 p.m.	-----	
2:00 p.m.	3:10	3:30 p.m.	
4:30	6:00	5:40	
5:35	7:00	-----	
7:30	9:00	8:40	
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		
<small>Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.</small>			
Travel time between Vallejo and San Francisco is approximately 60 minutes.			

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:			
<small>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.</small>			
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			

Red & White

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

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:			
Adult (13 and over)	\$13.50	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Child (6 - 12)	\$11.50		
Children (3 - 5)	\$3.50		
Toddlers (ages 2 and under)	Free*		
Bicycles	\$1.00		
<small>For the most current schedule and other information, visit http://www.angelislandferry.com/</small>			
<small>Schedule Subject to change w/o notice</small>			



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

Welcome to the Delta

Welcome to the first edition of the Delta Beat, where the stories run deep and the history deeper.

My name is Jah Mackey and it will be my pleasure to explore the Sacramento-San Joaquin River Delta with you in this ongoing series in *Bay Crossings*. As summer is fast approaching, many of you are probably wondering about cost-effective ways of enjoying your downtime—the Delta may be the opportunity you seek.

Today, the Delta is a thriving recreation and tourist spot that hosts almost 13 million visitors every year. With more than 500,000 residents of its own, in 14 towns and villages in five counties, the Delta is accessible from five major highways—Highways 12, 160, 4, 5, and 220—in addition to three railroads and two deep-water shipping channels.

Water flowing through the Delta

travels directly through six canals and/or pipelines to more than 1,800 agricultural users, who grow half the nation's fruits and vegetables and produce one-quarter of its dairy foods. The heart of the Delta is the San Joaquin and Sacramento Rivers, as well as their numerous tributaries that flow between Pittsburg, Stockton and Sacramento.

The Delta and its 1,100 miles of waterways are formed by the confluence of the state's two largest rivers—the Sacramento flowing south from its headwaters near Mt. Shasta, and the San Joaquin flowing north from its origins high in the southern Sierra Nevada. Joining the Sacramento and the San Joaquin are the Mokelumne and the Cosumnes Rivers, which constitute the Delta's watershed, draining nearly 50 percent of the state's runoff.

Chinese immigrants of the 1850s lived in the area and built the levee system—still

in existence today—that allows the region to thrive. The town of Locke, built in 1915, is a living tribute to their efforts, sacrifice and commitment. Once the levee system was complete, many of the workers moved into the agricultural sector, working on farms and ranches in the area.

Nowadays, the Delta as a water resource is managed by the CALFED Bay-Delta Program, a state agency. CALFED administers a large Delta restoration program whose mission has four equal priorities: ecosystem restoration, water supply reliability, water quality and levee system integrity.

Delta Destinations

If you are looking for a road trip via car or motorcycle, I recommend filling up your gas tank in Pittsburg and taking Highway 4 to Stockton. In Stockton, you should plan to visit downtown and the river-view promenade adjacent to the new triple-A ballpark, home of the Stockton Ports. Once you have had your fun in Stockton, then jump on Interstate 5 North to Sacramento and check out Old Town and the historic train museum. To leave Sacramento, head over to West Sacramento and take Highway 160 south.

Highway 160, also known as the River Road, runs parallel to the Sacramento River and gives you a birds-eye view of life in the Delta as you pass through notable towns like Clarksburg, Locke and Walnut Grove. If you have an extra hour to kill, make a right turn on Grand Island Road, also known as Highway 220, in Walnut Grove and tour the Grand Island Mansion, which was built around 1917.

Discover the Delta

If you are looking for a more planned excursion, I suggest you stop by the Discover the Delta Foundation for great ideas. It's located at Riverboat Marina on the Delta Loop just southeast of Isleton. Formed in 2005, the Foundation has a clear mission to increase awareness of the agricultural, cultural, historical, environmental and recreational value of the Delta so that it can be better understood, protected, enhanced and enjoyed.

"We strive to achieve our mission



Photo by Jah Mackey
Highway 160, also known as the River Road, runs parallel to the Sacramento River.

daily by helping residents and visitors become aware of the unique Delta through our marketing and public relations campaigns," said Sue Schaber, the organization's program manager. "We have also implemented ongoing volunteer programs to put as many Delta fun lovers as we can to work protecting and restoring the natural resources through donations, volunteerism and weekend work projects around the Delta."

Schaber and Kathi Medford, the organization's membership coordinator, are working diligently to provide expert assistance to all visitors of the Foundation. For more information, visit the Foundation's website at www.discoverthedelta.org.

So, now that you have been formally introduced to the Delta and are intrigued by this backyard oasis, stay tuned to the Delta Beat for information about events, politics, recreational news and Delta hotspots.

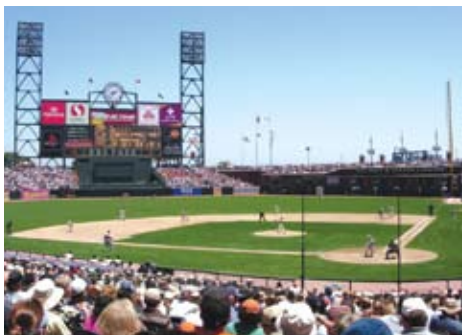
Jah Mackey, is President of Oceanus Marine Group (OMG), which provides outsourced marina management services to public and private marinas. Mackey is the current commodore of California's first internet-based yacht club, OMG's Delta Yacht Registry, and is an avid boater with over 20 years of boating experience on the San Francisco Bay and Delta Regions.



Vallejo Baylink Ferry

Catch a Great Deal to SF Giants games

visit www.baylinkferry.com for details



- Voted "most romantic getaway" in Best of Solano poll
- Up to 24 sailings daily to/from Vallejo and the SF Ferry Building with stops at Fisherman's Wharf/Pier 41
- Family fares now available



Empress Theatre – Downtown Vallejo

Friends & Family Group Promotion available through April 30 – Call for Details

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- Service 7-days-a-week

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the Easy Way

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The Bay Area Paddlefest Offers Something for Everyone

The California Paddlesports Council announces the return of the Bay Area Paddlefest May 1 and 2 at a new location in Fremont. Quarry Lakes Regional Recreation Area is the new setting for the non-profit paddle sports event featuring classes, product demos and activities for persons of all ages and abilities. The event is open to everyone and is the perfect setting to introduce children and adults to the wide world of paddle sports. Product representatives will be present to showcase the newest and best paddling products available. Professional paddling instructors will offer a variety of clinics both on-land and on-water. In this one location, you can see all the latest canoes, kayaks and paddleboards as well as paddle them all and receive professional instruction in a safe environment. California paddle

sports retailers and outfitters will also be present to educate the public on guided services, instruction and the incredible paddling opportunities in California. Paddling clubs will welcome new members and non-profit organizations will provide educational resources on the issues affecting waterways and paddling environments. The park is clean and accessible with plenty of parking and a beautiful beach area. Classes and product demos will take place on Horseshoe Lake, a flat-water environment perfect for beginners. The Bay Area Paddlefest is a non-profit event produced by the California Paddlesports Council, a 501(c)(3) working to promote local paddle sports. More information can be found at www.thebayareapaddlefest.org or contact Matt Palmariello at (603) 548-7886.

Major Grant Announced for Treasure Island Dock

Secretary of the Interior Ken Salazar recently announced the award of more than \$12 million in competitive grants to ten states ranging from Oregon to Florida for 13 boating infrastructure projects. The grants, which will help fund construction of docks, boat slips and other facilities to support recreational boating, are made available through the U.S. Fish and Wildlife Service's Boating Infrastructure Grant (BIG) program.

The Service received a total of 22 eligible applications from 13 states for the competitive grants. One of the 13 winning projects for competitive grants includes funding for Treasure Island. The California Department of Boating and Waterways, in cooperation with the Treasure Island Marina, will receive \$1,949,750 and match that amount with \$2,237,250 to construct a 750-foot long transient dock with vacuum sewage disposal, handicap access to the landside restroom; shower and laundry areas; water; power; and fire suppression on Treasure Island.

"The Boating Infrastructure Grant

program is one of the many ways we support access and provide quality outdoor opportunities for the nation's recreational anglers and boaters," said Secretary Salazar. "These grants also support major construction projects, creating jobs and providing much-needed economic benefits."

Funding for the BIG program comes from the Sport Fishing and Boating Trust Fund, formerly known as the Aquatic Resources Trust Fund, which is supported by excise taxes on certain fishing and boating equipment and boat fuels. The Service will also release more than \$2.9 million to 31 states, commonwealths and territories willing to match a smaller, non-competitive grant program known as BIG Tier One funding.

Boating Infrastructure Grant funds are used to construct, renovate and maintain tie-up facilities with features for transient boats (those staying 10 days or less) that are 26 feet or more in length and used for recreation. The funds are also used to produce and distribute information and educational materials about the program and recreational boating.

 **BLUE & GOLD FLEET**

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www.blueandgoldfleet.com



The enchanting nautical experience begins when passengers board Blue & Gold Fleet boats that sail on San Francisco Bay. Blue & Gold Fleet is the largest excursion and commuter ferry service provider in the Bay Area.



San Francisco Bay Cruise Adventure An hour long cruise along the City's historic waterfront, right past the PIER 39 sea lions, under the Golden Gate Bridge, by Sausalito, past Angel Island and around Alcatraz.

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.

**Blue & Gold Fleet at PIER 39
Beach Street & The Embarcadero
San Francisco**

AROUND THE BAY IN MAY

Calling All Artists

Picture your artwork in a museum! The Marin Museum of Modern Art (MarinMOCA) is celebrating Novato's 50th anniversary by sponsoring a two-week art show, and will be accepting artwork submitted by local artists. The show is entitled "Picture Novato: A Contemporary Viewpoint of Novato and Its History," and will run from May 29 – June 15. The adult division is open to all Bay Area residents 18 years or older. The junior division is limited to all students in the Novato Unified School District (elementary, middle, high school and alternative). Since this is a non-juried exhibit, all submitted artwork on theme will be shown. All media except video and film will be accepted. There is one entry per person and no entry fee. Delivery dates for artwork are Sunday, May 23, from 4 – 6 p.m. and Monday, May 24, from 11 a.m. – 1 p.m. MarinMOCA is located at the Novato Arts Center, Hamilton Field, at 500 Palm Drive, Novato. Museum hours are Tuesday – Sunday, 11 a.m. – 4 p.m. Admission is free. For information, prospectus, and entry form, visit www.marinmoca.org or call (415) 506-0137.

Global Warming Exhibit Hits Home!

America's first green federal building is an appropriate location to feature the San Francisco and Oakland Global Warming Series, six paintings by Anthony Holdsworth that invite you to imagine global warming in the Bay Area. As a matter of fact, the idea for this series occurred to Holdsworth while he was painting this building from the corner of Mission and 7th Street. That painting, "Across a Hundred Years," is included in the exhibition. Also on exhibition are Holdsworth's recent painting of the Chronicle building and a 10-foot wide painting of the Bay Bridge, both created on location in San Francisco. The Global Warming

Series is an invitation to you to actively imagine our future if global warming remains unchecked. Only by exercising our imagination can we begin to grasp the enormity of the effect our species is having on this planet, and, perhaps, take measures to lessen our impact. The exhibition, which occupies the ground level of the lobby at the San Francisco Federal Building is open to those who wish to view it through June 1, but please inform security at the front door of your interest. If you intend to bring a large group, contact Mike Ladd in advance at (415) 625-2756 or mladd@enovity.com. The Federal Building is located at 90 7th Street (at Mission) in San Francisco. You can also meet the artist on May 7 from noon – 5 p.m.

Flowers and Food in Vallejo

"Beyond the Garden Gate" is the theme for the seventh annual Vallejo Garden Tour, set for May 16 from 10 a.m. to 3 p.m. Nine unique gardens filled with a rainbow of color from grapevines and edible gardens to vintage home gardens with shady places bursting with fragrance and color. There are cabanas with

soothing water treatments and English style gardens to gardens with sweeping views of the Carquinez Straits and Mt. Diablo, all set to the sound of music. A portion of Marin Street, in front of the Museum, will be closed off so that guests can venture "Beyond the Garden Gate" to find treasures of garden-related items such as garden art, plants, books, bird houses, pottery, organic soil, and more, during the hours of the tour. The 2010 Garden Tour benefits the Vallejo Naval and Historical Museum and the City of Vallejo Beautification Commission. Tickets are \$30 for the general public and \$25 for Museum members and include a sumptuous buffet luncheon served from noon to 3 p.m. in the Hall of History at the Museum. Tickets are available to the Museum, 734 Marin Street or Zoey June Gift and Garden, 1426 Tennessee Street. For more information, call (707) 643-0077 or www.vallejomuseum.org.

SFMOMA 17th Annual Artists' Warehouse Sale

The San Francisco Museum of Modern Art (SFMOMA) Artists Gallery will hold its annual Artists Warehouse

Sale from Wednesday, May 5 through Sunday, May 9 at San Francisco's Fort Mason Center. An annual tradition since 1993, the sale makes Bay Area contemporary art accessible and affordable. Popular with both new and seasoned collectors, the five-day sales event supports Bay Area artists as well as SFMOMA's exhibitions and programs. Artworks are available in all media from a wide range of artists at prices from \$50 to \$5,000 and can be previewed on Facebook by searching under SFMOMA Artists Gallery. There will also be a Preview Reception on May 5 from 6 – 9 p.m. Admission is \$10 and there will be music and refreshments provided. Special sale hours are noon – 8 p.m. on Thursday and Friday, May 6 and 7, noon – 5:30 p.m. on Saturday, May 8 and noon – 4 p.m. on Sunday, May 9. Saturday will feature a book signing by Paul Madonna plus live music and Sunday is Family Day with face painting and other activities for kids. For more information visit www.sfmoma.org/artistsgallery or call (415) 441-4777.

Attention Thrill Seekers, RocketBoat Returns

The RocketBoat, a dual-engine speedboat that travels at 44 knots and carries up to 135 passengers, will resume operations on May 1. Climb aboard RocketBoat for the ultimate high speed adventure on San Francisco Bay and get blown away as you hold on for the most exhilarating ride of your life. Stunning views and a classic rock soundtrack add to the 30 minutes of fun. Never the same ride twice. The RocketBoat is operated by Blue & Gold Fleet and leaves daily out of PIER 39. Check with the Blue & Gold ticket booth on the day of your ride for an accurate schedule, as the cruises may not operate during inclement weather. For more information, visit www.rocketboatsf.com or call (415) 773-1188.



One of six paintings from Anthony Holdsworth's San Francisco and Oakland Global Warming Series.

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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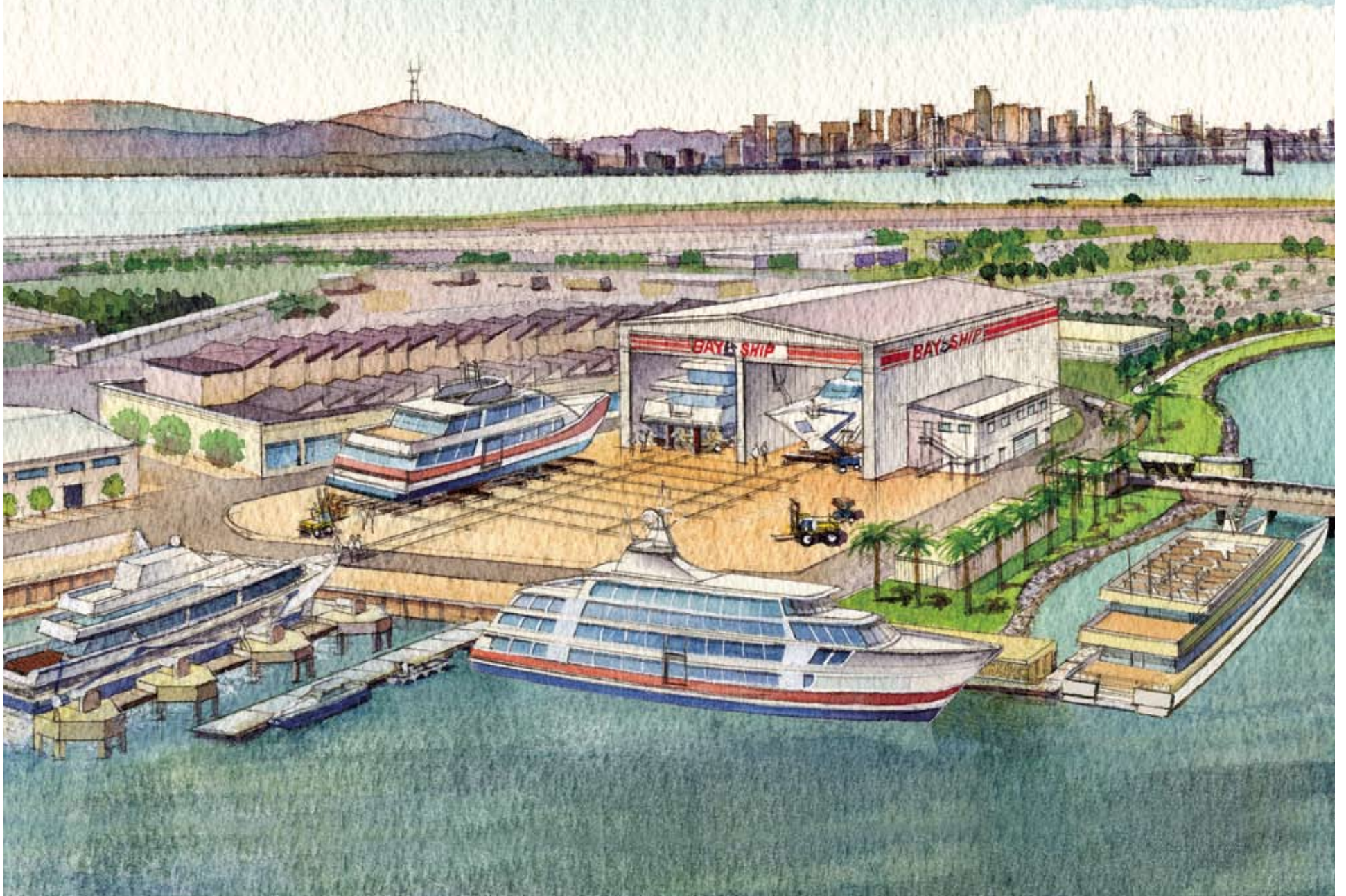
Join thousands around the region who will pedal their way to work, school or errands on **Thursday, May 13, 2010**, or pick a day in May that works for you. Pledge to bicycle at least once in May, and you'll be eligible for prizes. Better yet, form a team with friends or coworkers, and bike all month long as part of Team Bike Challenge. Sign up at YouCanBikeThere.com.

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