*Making San Francisco Bay Better*

January 8, 2013

Professor Edward L. Wilson
Professor Emeritus of Structural Engineering
Engineering Criteria Review Board
1050 Leneve Place
El Cerrito, California 94530

Dear Professor Wilson:

Thank you for your letter informing us that you would like to retire from the Engineering Criteria Review Board (ECRB). In my role as the Board's secretary, I would like to express my gratitude on behalf of the San Francisco Bay Conservation and Development Commission (BCDC) and staff for your 28 years of service as chair and member of the Board. As similarly conveyed by Dr. Roger Borcherdt in his December 12, 2012 letter to you, your contributions to the ECRB and BCDC as an expert member have been invaluable and will be greatly missed. Your participation on the ECRB has made San Francisco Bay better by providing important and effective engineering criteria to ensure adequate protections for the safety of fills and associated construction projects in the Bay.

I will forward your resignation letter to the Commission, and I would like to wish you the very best in your future endeavors.

Respectfully,

RAFAEL MONTES, P.E.
Senior Engineer

RM/ra

cc: Dr. Roger D. Borcherdt, Ph.D.
Prof. Mary Catherine Comerio
Richard B. Dornhelm, Coastal Engineer
George Fotinos, S.E.
Dr. Lou M. Gilpin, Geologist
Prof. Jack P. Moehle
Frank L. Rollo, G.E.
Maurice Power, G.E.

UNIVERSITY OF CALIFORNIA, BERKELEY

BERKELEY, DAVIS, IRVINE, LOS ANGELES, RIVERSIDE, SAN DIEGO, SAN FRANCISCO SANTA BARBARA, SANTA CRUZ

EDWARD L. WILSON
The T. Y. and Margaret Lin
Professor of Engineering, Emeritus

Mailing Address:
1050 Leneve Place
El Cerrito, CA 94530

December 5, 2012

Rafael Montes, P.E.
Senior Engineer
San Francisco Bay Conservation
and Development Commission
50 California Street, Suite 2600
San Francisco, CA 94111

Dear Rafael,

I have reviewed the 5 pounds of material that was mailed to me concerning the two projects that are on the agenda for the BCDC Engineering Criteria Review Board meeting today. However, it is not possible for me to attend the meeting.

In my opinion neither of these projects should have been referred to the ECRB for the following reasons:

1. The Bon Air Bridge Replacement project clearly states that they used the CALTRAN design specifications. Also, the City of Larkspur is responsible for approving the plans, inspection and long term maintenance of the structure. The problem of Sea Level Rise must be dealt with by the city of Larkspur when it occurs over the next 50 years. No one in BCDC or ECRB has any expertise in this area.

2. The IMTT-Richmond Wharf Modification must comply with the Marine Oil Terminal Engineering and Maintenance Standards. Several years ago, in a review of the Chevron Oil terminal, ECRB concluded that the MOTEMS requirements were considerably more comprehensive than our own requirements.

After serving on ECRB for over25 years I find that I am the oldest member of the board. It is time for me to be replaced by a younger individual. Therefore, at this time, I am asking you to accept my resignation from ECRB.

Very Sincerely,

E L Wilson

Edward L. Wilson
Professor Emeritus of Structural Engineering

**President**
PAT BAGAN
*Sierra Boat Company*
530.546.2551
**Vice President**
KEVIN KETCHUM
*California Yacht Marina*
310.534.8436
**Secretary**
KATHY OBRIEN
*Sun Harbor Marina*
619.222.1167
**Treasurer**
SCOTT ROBERTSON
*Emerald Cove Marina*
530.692.3200
**Immediate Past President**
JIM HAYES
*Almar Management Inc.*
805.985.5003

**Regional Vice Presidents**
*No. Cal. Lake Region*
RICK HERBERT
*Lake Sonoma Resort Area*
*Delta Region*
CHRIS LAURITZEN
*Lauritzen Yacht Harbor*
*So. Cal. Lake Region*
MIKE HAN
*The California Parks Co.*
*No. Cal. Ocean Region*
MARK SANDERS
*Westpoint Harbor*
*So. Cal. Ocean Region*
RANDY SHORT
*Almar Management Inc.*
*Other States*
TIM COLVIN
*Forever Resorts*

**Board of Directors**
JIM BEHUN
*Sunroad Resort Marina*
YVONNE CANTRELL
*Water Resorts Inc.*
SHELLEY GRIFFIN
*Bay Club Hotel & Marina*
MARK SANDOVAL
*Long Beach Marina*

**Trade Directors**
JOSH BURNAM
*Anchor QEA*
R.J. LORENZI
*Westmar Insurance Services*
ERIC NOEGEL
*Bellingham Marine*

**Permanent Board of Directors**
DAVE MUNRO
*Skipper's Cove*

**Legislative Advocates**
DAVID G. ACKERMAN
PAUL GLADFELTY
BILL KRAUSS
*The Apex Group*
*1201 K Street, Suite 750*
*Sacramento, CA 95814*
916.444.3116

**General Counsel**
MARK HOLMES
*Law Offices of Mark D Holmes*
*4 San Joaquin Plaza, Suite 130*
*Box 12*
*Newport Beach, CA 92660*
949.645.0450

**Operations Administrator**
MARIANN TIMMS
*14900 West Highway 12, # 30*
*Lodi, CA 95242*
209.334.0661 fax 209.334.6876
timms@marina.org

December 22, 2012

RECEIVED
JAN 7 2013
SAN FRANCISCO BAY CONSERVATION & DEVELOPMENT COMMISSION

MARINA RECREATION ASSOCIATION
915 L Street, #C107
Sacramento,
CA 95814
916. 441. 1475
www.marina.org

Mr. R. Zachary Wasserman, Chairman
San Francisco Bay Conservation and Development Commission
50 California Street, 26th Floor
San Francisco, CA 94111

Dear Chairman Wasserman and Commissioners:

I am writing on behalf of the Marine Recreational Association, which for forty-one years has provided a united voice representing the interests of marina owners, operators, and recreational boaters throughout the Western States, Mexico, Hawaii and Australia. In Northern California our organization includes over one hundred marinas, most in the San Francisco Bay where our focus is enhancement and protection of the Bay and its responsible use and enjoyment through education of the boating public.

As BCDC begins the important process of developing its new strategic plan, the MRA offers its input in shaping that strategy and its application in the future. As Executive Director Goldzband astutely noted *"A strategic plan establishes a public case and common understanding, and it improves results so that if we have meaningful staff, commissioner, and external stakeholder input we'll have a better functioning agency".* We couldn't agree more, and suggest the MRA's extensive knowledge of the maritime industry can help BCDC fully understand the recreational boating impacts and benefits to the Bay. We believe our mission is consistent with that of BCDC, and together we can foster high-quality and safe recreational boating opportunities while minimizing negative impacts to the Bay's ecosystems.

More than most, you understand San Francisco Bay is one of the world's premiere recreational boating centers with a long history and substantial social and economic importance. In 2011 the economic impact of Bay-area marinas exceeded $404 million and nearly 4,000 full-time job equivalents—one for every 4.3 boat slips. Boating provides an exceptional interactive Bay experience as well as a pleasing aesthetic for pedestrians, roadway travelers, and shore-based developments within view of the Bay. And importantly, recreational boaters are active proponents of good stewardship of our Bay and its ecosystems.

As a director for the MRA, VP for Northern California Ocean Marinas, past director for the Marine Science Institute, former naval officer and a long-time sailor, I have a keen interest in promoting boating, access, and thoughtful development on the Bay. For these to endure, intelligent stewardship of navigable waterways and a modern boating infrastructure are essential—providing a competitive population of waterfront facilities including marinas, boatyards, and fuel services. These interests can be well-served if we confidently work together, helping BCDC deliver great service, foster partnership and community solutions, and achieve our mutual goals time and resource-efficiently.

Unfortunately San Francisco's recreational boating infrastructure is under pressure. California adds up to twenty thousand boats annually and the Bay has 16,000 berths (plus vast numbers of trailerable boats), yet supporting facilities are steadily diminishing. While a new marina in the Bay is a rare event, existing marinas, boatyards, fuel docks and launch ramps (most built before 1965) continue to close at an alarming rate. In the South Bay, not a single boatyard or fuel dock remains where dozens once thrived.

This is partly economic (as condos and offices displace maritime facilities), and partly because of the complex and difficult legislative environment. In a recent survey the Economist reported *"regulation is now the largest impediment to investing and creating jobs in America"*, and concluded *"the priority is not to lower standards, but to regulate more intelligently, focusing on outcomes rather than compliance methods, and employing rigorous cost-benefit analysis"*.

Boaters want safe, secure, well-maintained facilities in which to moor their vessels, with modern amenities which make for a cleaner, safer, and more beautiful Bay experience. Unfortunately outdated policies and conflicting regulations can make modernization of such businesses nearly impossible. As a result the Bay has some of the poorest facilities in the State.

I suggest a "Maritime Advisory Board" which would function just as BCDC's DRB does for architectural issues. This would bring a deep understanding of the maritime industry, help avoid policies and practices harmful to the boating community, and enable BCDC to stay abreast of technologies and techniques which advance the interests of recreational boating and also make a cleaner, safer Bay. Such a Maritime Advisory Board might include representatives from the Marina Recreation Association (MRA), Port Captains and Harbormasters, Recreational Boaters of California (RBOC), The Department of Boating and Waterways, and State Organizations for Boating Access (SOBA).

I hope you find this proposal of interest, and would welcome the opportunity to meet with you to discuss recreational boating issues directly. The MRA stands ready to help BCDC forge a new BCDC strategic plan which we trust comprehends the needs of recreational boating while protecting and enhancing San Francisco Bay and its responsible use.

Sincerely,

Mark L. Sanders