

**Archived:** Monday, December 15, 2025 8:12:10 PM

**From** [REDACTED]

**Sent:** Monday, December 15, 2025 12:34:14 PM

**To:** [CSLC CommissionMeetings](#)

**Subject:** Keeping LB oil revenue LOCAL

**Response requested:** Yes

**Sensitivity:** Normal

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**Attention:** This email originated from outside of SLC and should be treated with extra caution.

Keep Long Beach Oil Revenue Local.

Thank You

Kristina Cahill

**Archived:** Thursday, November 13, 2025 2:04:35 PM

**From:** [President of MBARI](#)

**Sent:** Thursday, November 13, 2025 10:11:00 AM

**To:** [President of MBARI](#) [Nina Beety](#); [Aaron Micallef](#); [President of MBARI](#); [media@mbayaq.org](mailto:media@mbayaq.org); [membership@mbayaq.org](mailto:membership@mbayaq.org)

**Cc:** [CSLC CommissionMeetings](#); [Public](#); [ExecutiveOfficer@SLC](mailto:ExecutiveOfficer@SLC); [ExecutiveStaff@Coastal](mailto:ExecutiveStaff@Coastal); [montereybay@noaa.gov](mailto:montereybay@noaa.gov); [explorationcenter@noaa.gov](mailto:explorationcenter@noaa.gov); [Karen.Grimmer@noaa.gov](mailto:Karen.Grimmer@noaa.gov); [CommissionerANotthoff@coastal.ca.gov](mailto:CommissionerANotthoff@coastal.ca.gov); [CentralCoast@Coastal](mailto:CentralCoast@Coastal); [reg4assistant@wildlife.ca.gov](mailto:reg4assistant@wildlife.ca.gov)

**Subject:** Re: Protest of MBARI geophysical surveys this week - A4564

**Sensitivity:** Normal

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**Attention:** This email originated from outside of SLC and should be treated with extra caution.

Dear Ms. Beety:

I'm responding to your November 12 email regarding MBARI's geophysical survey work in Monterey Bay.

I understand that you have shared your concerns to my predecessor in the past, and I would like to emphasize again that all MBARI research is done in accordance with guidelines set by the appropriate state and federal agencies.

MBARI's surveys use technology that is widely used by the scientific community for mapping the seafloor, and we follow protocols established by the Bureau of Ocean Energy Management (BOEM) to minimize the impact on marine life.

MBARI will continue to follow all appropriate state and federal guidelines when conducting research.

Regards,

Antje Boetius  
President and CEO  
MBARI

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**From:** Nina Beety [REDACTED]

**Sent:** Wednesday, November 12, 2025 4:26 AM

**To:** Aaron Micallef <[amicallef@mbari.org](mailto:amicallef@mbari.org)>; President of MBARI <[president@mbari.org](mailto:president@mbari.org)>; [media@mbayaq.org](mailto:media@mbayaq.org) <[media@mbayaq.org](mailto:media@mbayaq.org)>; [membership@mbayaq.org](mailto:membership@mbayaq.org) <[membership@mbayaq.org](mailto:membership@mbayaq.org)>

**Cc:** [CSLC.CommissionMeetings@slc.ca.gov](mailto:CSLC.CommissionMeetings@slc.ca.gov) <[CSLC.CommissionMeetings@slc.ca.gov](mailto:CSLC.CommissionMeetings@slc.ca.gov)>; [ExecutiveOfficer.Public@slc.ca.gov](mailto:ExecutiveOfficer.Public@slc.ca.gov) <[ExecutiveOfficer.Public@slc.ca.gov](mailto:ExecutiveOfficer.Public@slc.ca.gov)>; [slc.ogpp@slc.ca.gov](mailto:slc.ogpp@slc.ca.gov) <[slc.ogpp@slc.ca.gov](mailto:slc.ogpp@slc.ca.gov)>; [executivestaff@coastal.ca.gov](mailto:executivestaff@coastal.ca.gov) <[executivestaff@coastal.ca.gov](mailto:executivestaff@coastal.ca.gov)>; [montereybay@noaa.gov](mailto:montereybay@noaa.gov) <[montereybay@noaa.gov](mailto:montereybay@noaa.gov)>; [explorationcenter@noaa.gov](mailto:explorationcenter@noaa.gov) <[explorationcenter@noaa.gov](mailto:explorationcenter@noaa.gov)>; [karen.grimmer@noaa.gov](mailto:karen.grimmer@noaa.gov) <[karen.grimmer@noaa.gov](mailto:karen.grimmer@noaa.gov)>; [CommissionerANotthoff@coastal.ca.gov](mailto:CommissionerANotthoff@coastal.ca.gov) <[CommissionerANotthoff@coastal.ca.gov](mailto:CommissionerANotthoff@coastal.ca.gov)>; [CentralCoast@coastal.ca.gov](mailto:CentralCoast@coastal.ca.gov) <[CentralCoast@coastal.ca.gov](mailto:CentralCoast@coastal.ca.gov)>; [reg4assistant@wildlife.ca.gov](mailto:reg4assistant@wildlife.ca.gov) <[reg4assistant@wildlife.ca.gov](mailto:reg4assistant@wildlife.ca.gov)>; [REDACTED] >

**Subject:** Protest of MBARI geophysical surveys this week - A4564

To the Monterey Bay Aquarium:

I strongly urge you to halt the high decibel sonar geophysical survey you're doing this week near Moss Landing. It is scientifically indefensible.

The Monterey Marine Canyon is rich in sea life. Sonar is destructive to that life. Sonar affects all species from humans to plankton by action of the decibel levels, the frequency, and the resonance.

Hearing range is only one area of impact from sonar. Inaudible noise can kill, as the US Air Force found. The Tacoma Narrows Bridge did not have ears, but resonance with the right frequency destroyed it. The same thing happens to a wine glass, which also does not have the ability to hear.

In addition, the decibel levels you are using are equal to or greater than Saturn 5 rocket levels, which would destroy those rockets except for sound deflection devices. Saturn 5 rockets have no ears, either. The sound waves you are generating are incredibly powerful, and they can maim and kill, literally smashing the sensitive, rare creatures that live in the canyon, worsened further by resonance effects. The new RV David Packard equipment you are using this week has even higher decibels than your other research vessel.

As sound travels great distances in the water, your work will affect animals that are in the Elkhorn Slough and in the nearby haul-out zones, as well as those at some distance away. Any human divers in the water will be endangered as well. It will force those animals who can to stay out of the water and be unable to forage for food during those six days of surveying.

There is no justification for MBA/MBARI's ignorance or its continued use of this deadly equipment. The Monterey Bay Aquarium is not just degrading the Bay and its viability, but actively killing its life, in this instance, in pursuit of mere topographical data. And it shows that the Aquarium's claimed mission is simply not true. The Aquarium can expect that its reputation and fundraising ability will suffer as a result of this. Below is my protest in January to you and state officials.

I beg you to stop this ecocide now before you do further damage.

Nina Beety  
Monterey Bay area resident

----- Forwarded Message -----

From: "Nina Beety" [REDACTED]  
To: CSLC.CommissionMeetings@slc.ca.gov, ExecutiveOfficer.Public@slc.ca.gov, .MEPDAssistantChief.Public@slc.ca.gov, slc.ogpp@slc.ca.gov  
Cc: executivestaff@coastal.ca.gov, montereybay@noaa.gov, explorationcenter@noaa.gov, karen.grimmer@noaa.gov, chaptercoordinator@monterey.surfrider.org, [REDACTED]  
Subject: Protest of MBARI geophysical surveys - A4564  
Date: Wed, 29 Jan 2025 10:44:49 GMT

California State Lands Commission:

The MBARI geophysical survey in Monterey Bay today must halted as unlawful.. The January 15 notice by MBARI for geophysical survey work was insufficient notice for conducting surveys on January 28 - 29 per 2 CA ADC § 2100.08(a) **Public Notice of Survey Activity.** **“(a) No less than 21 calendar days prior to the commencement of a geophysical survey, the permittee shall provide electronic notice of the survey activity to the following parties...”**

This means that no survey can occur earlier than Feb. 5.

Subsection (d) states:

“(d) Shorter Notification: If, due to an emergency affecting public health or safety, harm to the environment, or other circumstance in which 21-days' notice cannot be provided, the permittee shall use best efforts to notify the Commission and the parties listed in subsection (a) as quickly as practicable.”

However, no such emergency situation exists necessitating these surveys.

In fact, the emergency situation at Moss Landing requires the greatest priority as discovering the extent of contamination in and around the Moss Landing battery storage facility, assisting everyone involved and affected, and not further degrading or damaging the environment there. It is unfathomable that MBARI would act as if this hasn't happened.

MBARI is employing very high decibel levels for its surveys above levels that experts say are injurious. Hearing impacts are not the sole impact. The Tacoma Narrows Bridge could not “hear” the frequencies it was resonant with. Nevertheless, those frequencies caused it to collapse.

Resonance  
200-450 kHz are multiples of lower frequencies resonant with the human head and brain, lungs, and abdomen.

[https://www.researchgate.net/figure/Resonance-frequencies-of-human-body-organs\\_tbl1\\_274471590](https://www.researchgate.net/figure/Resonance-frequencies-of-human-body-organs_tbl1_274471590)

What resonance effects are happening to marine wildlife? Resonance effects for marine animal organs and marine animal whole-body exposure have not been explained by MBARI or proven they will not occur for plankton, small and large fish, crustaceans, seals, dolphins, and whales. Stranding from Navy sonar is well-known.

MBARI equipment also has a pulse rate of 60 Hz a biologically active frequency.

Decibels (dB)

"Sound is a wave of pressure that acts just like an actual wave. It can move through both solids and liquids and pass through our bodies as well.

If the pressure buildup is high enough, it can cause damage to our eardrums and internal organs."

<https://decibelpro.app/blog/can-sound-kill-you/>

MBARI's dB levels could be lethal. Much lower dB levels can damage human organs such as the lungs, and injure or rupture internal membranes of the middle and inner ear. Jet take-off noise at 150 dB will rupture eardrums. LRAD weapons operate at 162 decibels.

<https://lethalindisguise.org/wp-content/uploads/2022/12/LID2-Acoustic-Weapons.pdf>

<https://phr.org/our-work/resources/health-impacts-of-crowd-control-weapons-acoustic-weapons/> Physicians for Human Rights

MBARI's equipment will be blasting at 191 dB - 221 dB.

OSHA maximum permitted dB for humans for ½ hour is only 110 dB.

Since decibels are logarithmic, MBARI levels are much, much higher than OSHA's limit.

<https://decibelpro.app/blog/how-loud-is-80-decibels/>

If my calculations based on the above information is correct,

191 dB = 1000 times (10x10x10) more powerful than LRAD weapons,

and 1,000,000,000 times (10(9)) more powerful than OSHA limits

221 dB = 1,000,000 times (10(6)) more powerful than LRAD

and 10((12)) more powerful than OSHA limits

This is not safe for marine life.

However, MBARI's purpose and focus in this project is mapping the sea floor and topography, not protecting the living ocean. That neglect of science and loving care is extremely alarming, as the body of science and protecting nature should be the foundation of all research work.

Additional information is below from sound monitoring professionals

Halt this environmentally destructive survey that violates California rules and which is antithetical to stewardship and protection of the ocean, California coastal resources, the Monterey Bay Marine Sanctuary, and the Earth.

Sincerely,

Nina Beety  
Monterey, California

<https://www.noisemonitoringservices.com/how-loud-is-a-decibel/>

How loud is 140 decibels?

- A jet engine at 100 feet would measure to be 140 decibels.
- 140 decibels is the human pain threshold according to OSHA.
- At 140 decibels the human vocal cord begins to vibrate.
- At 141 decibels nausea begins to set in.

How loud is 150 decibels?

- Fireworks overhead are typically 150 decibels.
- A sustained noise level of 150 decibels will blur human vision and vibrate human lungs.

How loud is 160 decibels?

- A typical firearm is 160 decibels.
- At 163 decibels glass begins to shatter.

How loud is 170 decibels?



- An avalanche is typically 170 decibels.
- At 172 decibels fog can begin to form depending on temperature, humidity, and dew point.

[At 204 dB] [t]he Saturn V itself is so loud that it could destroy itself from its own noise levels. NASA has developed a Sound Suppression System that dumps enormous quantities of water continuously onto the launch pad to muffle the sound waves reflecting off the launch pad.

<https://decibelpro.app/blog/can-sound-kill-you/>

“[S]ounds above 185 dB can impact your inner organs and cause death. They can do this by causing an air embolism in your lungs, affect inner organs, or even make your lungs explode.”

**From:** [Bacon, McKai](#)  
**To:** [Public, ExecutiveOfficer@SLC](#); [CSLC CommissionMeetings](#)  
**Cc:** [Ramirez, Yessica@SLC](#); [Connor, Kelly@SLC](#)  
**Subject:** ITEM 35-Ormond Beach Generating Station  
**Date:** Tuesday, December 2, 2025 3:24:10 PM

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**Attention:** This email originated from outside of SLC and should be treated with extra caution.

Dear California State Lands Commission,

I am an Oxnard resident writing to ask you to reject the lease amendment extending the term of Lease 4196 – Ormond Beach Generating Station (OBGS) from April 23, 2025, to December 31, 2026, for one seawater intake conduit and one discharge conduit.

For the past year, Oxnard residents have consistently voiced their opposition to the staff recommendation to extend the lease. For many years before this, Oxnard residents have advocated for an end to the unjust legacy of fossil fuel power plants in their community. South Oxnard is a prime example of environmental injustice. Located in the most densely populated community of color in Ventura County, a wall of industry blocks South Oxnard residents from safely accessing Ormond Beach. According to CalEnviroScreen 4.0, residents experience more pollution than 94% of other neighborhoods in California.

Through one broken promise after another, residents have seen the state extend operations at the OBGS twice. At a time when federal policies threaten clean energy, as well as the safety and well-being of communities of color, we look to our state leaders, like the State Lands Commission, to uphold California's goals for climate justice and values around coastal access for all!

I commend the Commission for holding the decision-making meeting for this lease in Oxnard where community members can meaningfully participate. I hope the Commission will inform their vote based on the concerns raised by Oxnard residents and allies from across the state. Furthermore, I ask that the commission support Oxnard residents' request to develop a community advisory committee and a robust community engagement plan to ensure residents are a part of future decision-making processes about community benefits and decommissioning of the plant.

While the Commission's jurisdiction is limited to the conduits, a NO vote would be a critical step towards progress. It would help end an unjust legacy, and support the community's vision of restoring the wetlands and increasing coastal access to neighborhoods who have historically not been able to access Ormond Beach.

Thank you,

**McKai Bacon**

she/her/hers

Volunteer Engagement Ambassador  
Center for Community Engagement

**Archived:** Tuesday, December 16, 2025 12:27:34 PM

**From:** [Garrett Kitahata](#)

**Sent:** Tuesday, December 16, 2025 10:29:18 AM

**To:** [CSLC CommissionMeetings](#)

**Subject:** Updated public comment

**Sensitivity:** Normal

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**Attention:** This email originated from outside of SLC and should be treated with extra caution.

Commission staff,

I'm speaking on behalf of a small UC-affiliated research group working with America's Green Corps. Our purpose today is not advocacy and not to argue for a predetermined outcome.

We're seeking guidance on whether UC-led, independent research could evaluate post-decommissioning or partial-removal uses of non-operational offshore oil platforms, including Platform Holly, strictly within existing regulatory and CEQA frameworks.

Specifically, the research question is whether environmental monitoring and data-collection systems — such as marine observation, early-warning, or climate sensors — could be hosted on any remaining structures after decommissioning requirements are met, or whether full removal is the only viable outcome.

No construction, no operational activity, and no bypassing of decommissioning or CEQA is being proposed.

Our goal is simply to understand whether independent academic research could inform long-term planning for managing decommissioned offshore infrastructure in the public interest.

We appreciate the Commission's service and would welcome any direction on how such research could be appropriately scoped.

Garrett Kitahata  
Americas Green Corps

**Archived:** Tuesday, December 16, 2025 12:31:32 PM

**From:** [Garrett Kitahata](#)

**Sent:** Monday, December 15, 2025 9:17:05 PM

**To:** [CSLC CommissionMeetings](#); [Ryan Davis](#)

**Subject:** Public Comment Submission -- Project proposal for decommissioned oil platform Holly

**Sensitivity:** Normal

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**Attention:** This email originated from outside of SLC and should be treated with extra caution.

Hi State Lands Commission,

Thank you in advance for reading this important message.

### **Preservation of Platform Holly**

Hi! My name is Garrett Kitahata and I am a Cal alumni and renewable energy researcher working with Americas Green Corps on advancing the mission of a special lab — initiated at UC Berkeley.

This situation developing in Santa Barbara, regarding Sable's efforts to reactivate the aging Gaviota oil infrastructure, has created an opportunity for the great state of California and UC researchers to engage in pioneering a technological peace & conflict resolution strategy that reconstructs non-operational oil infrastructure into the renewable grid with early warning detection for extreme weather.

While decommissioning of Gaviota Coast's non-operational oil infrastructure like Platform "Holly" has been proceeding, Sable's efforts to re-activate the Santa Ynez Unit has highlighted the dilapidated state of the infrastructure network and the serious concerns of the community regarding oil & gas operations in the Santa Barbara Channel.

This oil structure symbolizes the history of offshore oil, and represents a great opportunity for innovative repurposing. It is with great honor and respect that our UC-led lab group offers a solution that bridges both sides of this conflict for a mutually beneficial outcome— which supports California's sustainability goals as well as the grid resilience goals of Santa Barbara County. The work we are proposing also addresses collaboration with local maritime industries and community based manpower for this new venture.

We named this project the "Green Lighthouse" and it evolves select, non-operational, oil infrastructure into renewable power plans— as well as reef & aquaculture research sites that help improve water quality. Establishing a model research site and proof of concept for this work will benefit the public good and guide strategic plans for the future decommissioning of non-operational oil infrastructure across the world. We are seeking the support of Governor Newsom's office and the UC Regents in directing the advancement of UC research needed to support the CEQA work regarding repurposing Platform "Holly"--- and the follow-on engineering developments. The Gaviota Coast oil infrastructure is an ideal location to host the R&D work related to the Green Lighthouse project and if Sable's position is flexible then perhaps they would be equally interested in putting their resources to pioneering the Green Lighthouse Project—which has been supported by members of the community and follows a rigs to reef approach to decommissioning oil platforms—receiving thousands of signatures of support.

Ask yourself: if not here, then where?

If not us, then who?

If not now, then when?

Thanks and we look forward to your support.

Sincerely,

Garrett Kitahata

**Avila Valley Barn (owners/Operators)**  
**560 Avila Beach Drive**  
**San Luis Obispo, CA 93405**  
**(805) 595 – 2816**  
**raven@avilavalleybarn.com**

**December 1, 2025**

**PUBLIC COMMENT — OPPOSITION TO INDUSTRIAL USE OF PORT SAN LUIS  
FOR OFFSHORE WIND DEVELOPMENT Project #2025100639**

Submitted by the Owners of **Avila Valley Barn**

To the Honorable Commissioners and Decision-Makers,

We submit this comment as longtime local business owners and as part of the fabric of the Avila Beach community. We respectfully express our opposition to the proposal to utilize Port San Luis as a staging, maintenance, or industrial support port for offshore wind-farm development.

Avila Valley Barn has welcomed families, travelers, and locals for years. We are proud to be one of the most visited attractions in the Avila area — a place where visitors come to enjoy fresh produce, U-pick orchards, food, seasonal events, and the agricultural coastal charm that defines this region. Alongside the beaches, hiking trails, and harbor, tourism is the economic backbone of this community. It supports hundreds of jobs and sustains small businesses just like ours.

Industrialization of Port San Luis threatens that foundation.

Visitors come to Avila because of its natural beauty, its relaxed coastal character, and its rural open-space feel. Transforming the harbor into an assembly and transport hub for massive offshore turbines risks altering the scenic identity that draws those visitors here in the first place. Increased barge traffic, heavy machinery, construction staging, and large-scale offshore structures could fundamentally change the way tourists experience this coastline — and we fear they may choose to go elsewhere.

A downturn in tourism would not be theoretical — it would be immediate and deeply felt. Jobs at Avila Valley Barn and throughout the community depend on steady visitor volume. Even a temporary drop in tourism would affect employees, local families, and the many businesses who rely on seasonal and year-round travel. The existing economy is proven, sustainable, and community-rooted. It should not be jeopardized.

Beyond the local impact, wind-farm development carries broader concerns: environmental disruption, vessel congestion, potential damage to marine habitats, and coastal view-shed alteration. These risks, combined with the industrialization of our harbor, offer no guarantee of long-term, locally accessible employment — yet they threaten a tourism-supported economic model that is already thriving.

We urge decision-makers to protect the character, jobs, and economic stability of Avila Beach. Port San Luis should remain a harbor for recreation, fishing, public enjoyment, and low-impact coastal access — not a heavy industrial zone.

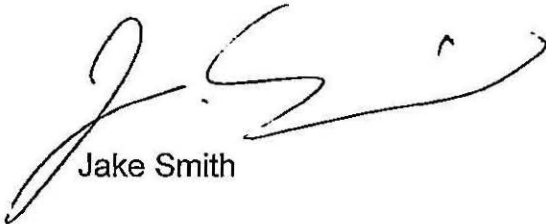
We ask that the voices of the community be heard and that the long-term identity of our coast be prioritized over short-term development pressure.

Respectfully submitted,

**Avila Valley Barn – Owners/Operators**

A handwritten signature in black ink, appearing to read 'Raven Lukehart', with a stylized, flowing script.

Raven Lukehart

A handwritten signature in black ink, appearing to read 'Jake Smith', with a stylized, flowing script.

Jake Smith

**From:** [Joy Boyd](#)  
**To:** [CSLC CommissionMeetings](#)  
**Subject:** San Diego mooring co land grab  
**Date:** Thursday, November 27, 2025 4:45:52 PM

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Attention: This email originated from outside of SLC and should be treated with extra caution.

Sent from my iPhone  
San Diego mooring co  
Abbreviation SDMC

Help!

When Sdmc lease kills it's time to stop them!

There's a 60 page CA Supreme Court ruling in 2023 ruling that The Port of SD has miserably failed the boaters of San Diego bay with ground tackle on June 7, 2023 by presiding judge Micheal Smyth

That's your job...

After receiving SDMC intimidating 30 page lease my best friend & neighbor went into severe depression couldn't get out of bed for a mth.. got drunk fell hit his head & died

Quite the opposite of the Supreme Court's ruling to make SD bay more enjoyable for boaters

Another mooring tenants Will who SDMC intimidated into losing his boat

no one can comply with all 30 pages of rules that intentionally promotes intimidate & promotes fear so boaters will give up their moorings

Another tenant went on vacation, another tenant complained his vessel had water in the bilge..

When he returned there was no water in the bilge.. the neighbor who complained got his mooring after the SDMC commanded an out of water survey meanwhile they gave his mooring away while his boat was on the hard..

SDMC has huge signs posted everywhere we must rat on our neighbors

It's time for SDMC to go..

The Port of SD has partnered with SDMC for some unknown reason.. which I intend to find out why..

There's blood on SDMC hands

Quite the opposite of CA Supreme Court ruling

Fire SDMC!

Here's why:

Unethical business practices

SDMC took our parking lot now they receive funds from it

In their old parking lot they built 2 buildings profiting hugely

Gave us a nu parking lot which they promptly took away & now SDMC receives the funds..

Something is fishy

Greg Boeh was a poor unliked Port employee at the port terminals

Now owns 2 brand nu marinas, the SD moorings, 2 ace parking, mega yachts anchoring

The SD port can't seem to stop them

The boaters & The SD Port need your help

The SD tidelands moorings need to go back to the boaters sold for \$10,000 each..

Where the SD Port makes the profit of a million dollars because the SD Port put in the SD moorings just to organize anchored vessels promising to not privatize cause this is what happens when you privatize to just one individual..

Mega greed



Coastal commission had SDMC open their books ..finding they are making too huge of profits for an increase in mooring fees

First SDMC had a 2 page normal lease when denied a rate increase they made mooring tenants pay with a 17 page lease

Presently denied an increase in mooring fees then gave mooring tenants a pre lease now a 30 page lease which I sent you copies before the October Land Commissioner meeting & I will mail copies of the lease

SDMC has Weaponized safety inspections

Sdmc has implemented sublets where Sdmc receives double fees from mooring tenants & the sublet tenants

Sublets are given 30 days to vacate

Now after receiving eviction notices for about a third of permanent mooring tenants

Sdmc then requires boaters to have Sdmc goons levy thousands in bt repairs so when Sdmc impounds vessel.. the vessel is sellable..

Sdmc requires mooring tenants to sign a guilty plea that any time Sdmc deems they have 30 days to vacate mooring or be impounded

Everyone lives in fear of receiving an eviction notice

No one talks to anyone

Sdmc has taken all the joy out of having a mooring

They promote fear thru intimidation

Exactly what the CA Supreme Court ruled illegal

The SD port does not want SD moorings back

Our monthly fees should go to Pepe La poo to solve that problem ..

The Port of SD job is to protect the tidelands for the citizens

Let the tidelands go back to the people they were intended for

Not for the profit of just one man Greg Boeh

Who is

trying to do a land grab to park mega yachts where our moorings are

Defrauding mooring tenants

Help the Port of Sd solve a major headache

Joy Boyd

Mooring tenant



November 7, 2025

Matthew Dumlao, Ph.D., Executive Officer  
California State Lands Commission  
100 Howe Avenue, Suite 100 South  
Sacramento, California 95825  
Matthew.Dumlao@slc.ca.gov

RE: San Francisco Bay and Delta Sand Mining Lease Applications

Dear Dr. Dumlao:

The Port of San Francisco supports and concurs in the above-referenced lease renewals under review by the California State Lands Commission ("SLC"). Lessees Martin Marietta, Lind Marine, and Suisun Associates currently produce commercial-grade sand from the San Francisco Bay and western Delta on submerged lands and under mineral leases granted primarily by CSLC. The Central Bay leases are within submerged lands at Point Knox and Alcatraz Shoals granted to the City and County of San Francisco by the State of California (e.g., Chapter 1333 of the Statutes of 1968, as amended).

Marine sands are used for commercial and public purposes throughout the greater San Francisco Bay Area, including construction of residential and commercial projects, public infrastructure (e.g., roads, bridges, parks and buildings), shoreline protection, and replenishment of beaches and wetlands. As a local resource, Bay sands help lower public and private construction costs and reduce associated transportation impacts, air emissions, and greenhouse gas emissions from shipping and trucking commercial-grade sand from outside of the Bay Area (including Mexico and Canada). In this manner, marine sands are important to the Bay Area economy and environment. We support SLC's continuing of the lease for submerged lands within the Bay for the continued harvesting of marine sand consistent with the above-referenced applications and as described in the Supplemental Environmental Impact Report ("SEIR") for the Bay and Delta Sand Mining Project.

Please let us know if we can provide any additional information in support of the above-referenced applications.

Sincerely, DocuSigned by:  
  
20E5EEC1DEFF477...

Michael Martin  
Assistant Port Director  
Port of San Francisco

cc: Nicole Dobroski, Chief  
Environmental Science, Planning, and Management Division  
California State Lands Commission  
[nicole.dobroski@slc.ca.gov](mailto:nicole.dobroski@slc.ca.gov)

Erika Guerra  
Environmental Resources Director, Pacific Region  
Martin Marietta  
[erika.guerra@martinmarietta.com](mailto:erika.guerra@martinmarietta.com)

PORT OF SAN FRANCISCO

TEL 415 274 0400

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WEB [sfport.com](http://sfport.com)

San Francisco, CA 94111

**Archived:** Friday, December 12, 2025 10:34:20 AM

**From:** [aeboken](#)

**Sent:** Friday, December 12, 2025 10:28:32 AM

**To:** [CSLC CommissionMeetings](#)

**Subject:** Written Submission for California State Lands Commission Meeting December 16, 2025 Agenda Item II Public Comment

**Sensitivity:** Normal

**Attachments:**

[AWSS Resolution.pdf](#);

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**Attention:** This email originated from outside of SLC and should be treated with extra caution.

TO: California State Lands Commission

FR: Eileen Boken,  
State and Federal Legislative Liaison

Coalition for San Francisco Neighborhoods

RE: Written Submission for California State Lands Commission Meeting December 16, 2025 Agenda Item II Public Comment

Attached is a resolution by the Coalition for San Francisco Neighborhoods.

The resolution is regarding the San Francisco Emergency Firefighting Water System.

The Coalition for San Francisco Neighborhoods has registered to speak on this resolution further at the meeting itself.

###

Sent from my Verizon, Samsung Galaxy smartphone



November 18, 2025

Mayor Daniel Lurie  
Paul Yep, Chief for Public Safety  
Han Zou, Communication Director  
Dean Crispen, Chief of Fire Department  
Garreth Miller, Assistant Deputy Chief, ESER Project Manager  
Carla Short, Director of Department of Public Works  
Scott Anderson, Deputy Director for Project Delivery  
Stephen Robinson, Assistant General Manager for Infrastructure  
Carmen Chu, City Administrator  
Brian Strong, Director for Office of Resilience and Capital Planning

## CSFN Resolution Advocating for the Transfer of the Auxiliary Water Supply System

WHEREAS, As a result of the 1906 earthquake, San Francisco voters approved a General Obligation Bond to build a firefighting system of water pipes, hydrants and pumps which are independent of the City's drinking water system.

WHEREAS, This system was completed in 1913 and was designated as the Auxiliary Water Supply System (AWSS).

WHEREAS, In 1913 AWSS coverage was primarily in the northeast quadrant of the City.

WHEREAS, Even though AWSS has been expanded since 1913, large areas in both the Westside and Southeast currently have no AWSS protection.

WHEREAS, Since 1913 AWSS and its assets have been under the jurisdiction of the SF Fire Department (SFFD) with design and engineering under the auspices of the SF Department of Public Works (SFDPW).

WHEREAS, In 2010, despite an ESER Bond being on the ballot, then Mayor Gavin Newsom balanced the City's Great Recession budget by transferring AWSS jurisdiction and assets from the SFFD to the SFPUC.

WHEREAS, Since 2010 the SFPUC has implemented a number of AWSS policies which have had significantly negative impacts on the system.

WHEREAS, Instead of expanding AWSS, the SFPUC installed a system of cisterns on the Westside.

WHEREAS, Even though SFFD has only 44 fire apparatus, a single cistern requires two fire apparatus to extinguish fires; one to pump water out of the cistern and one to extinguish the fires.

WHEREAS, Once the fires are extinguished, a cistern does not automatically refill but must be refilled manually.

WHEREAS, The SFPUC then attempted to implement the Flexible Water Supply System (FWSS) which uses 350 lb hoses but was forced to abandon this approach as infeasible.

WHEREAS, The SFPUC is now attempting to implement a potable (drinking) water AWSS system which theoretically has the co-benefits of using a single water pipe for both drinking water and emergency firefighting.

WHEREAS, Although the SFPUC has stated that this concept comes from Japan, no fire departments in Japan seem to use it.

WHEREAS, Despite its naming convention, potable water AWSS does not primarily use drinking water but primarily uses "raw" water from Lake Merced.

WHEREAS, Once raw water enters drinking water pipes, the SF Department of Public Health would be required to issue a "boil water" alert.

WHEREAS, Once the catastrophic fires have been completely extinguished, water pipes which have been contaminated with raw water would need to be flushed out over a period of weeks even months.

THEREFORE, be it resolved, Based on the SFPUC's numerous policy missteps regarding AWSS, CSFN insists that the current mayor initiate a process to transfer the AWSS jurisdiction and assets from the SFPUC back to the SFFD including current unencumbered and encumbered AWSS funds in the Earthquake Safety and Emergency Response (ESER) Bond program, as well as, any future AWSS funds from the proposed June 2026 ESER Bond.

Deborah Murphy  
President CSFN  
president@csfn.net

**From:** [Maggie Hallahan](#)  
**To:** [Plovnick, Jeffrey@SLC](#); [CSLC CommissionMeetings](#)  
**Cc:** [Ian Wren](#)  
**Subject:** Request for Meeting: Public Land Trust & SF Marina Boating Access  
**Date:** Thursday, November 20, 2025 5:19:16 PM  
**Attachments:** [Support for Gashouse Cove Marina and Fuel Dock Nov 2025 2.0.pdf](#)  
[FORMAL COMPLAINT AND REQUEST FOR INVESTIGATION OF SF Marina Public Trust.pdf](#)  
[AD HOC Subcommittee DBW Commission 11-12-2025 Final 2.0.pdf](#)

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**Attention:** This email originated from outside of SLC and should be treated with extra caution.

Hi Dr. Dumlao and Mr. Plovnick,

I hope you're both doing well.

As you may know, the SF Sea Scouts have been working to preserve the gas and diesel fuel dock, along with other essential boating amenities for San Francisco's public boaters and swimmers. For additional background, please see the Latitude 38 [article](#) and our project page with photos: <https://mhpv.net/sfmarina>.

We've formed a coalition and would like to schedule a video call with you before the end of the year to discuss the next steps for reviewing the details of the Public Land Trust for the SF Marina.

We will have five point representatives from the major organizations join the call and report back to the broader group.

Our coalition includes:

- The Golden Gate Area Council Sea Scout Committee members
- The Pacific Inter-Club Yacht Association Commodore, representing more than 100 yacht clubs across Northern California
- San Francisco Baykeeper
- South Beach Yacht Club board members
- Scouting America Committee members
- The Dolphin Swimming & Boating Club members
- The South End Rowing Club members
- The Fillmore Merchants Association members
- Many Sea Scout parents and grandparents who care deeply about Bay water access and safety
- Sail Sport Talk

Please also see our SFRP letter to the Commission submitted today, as well as the Ad Hoc CA Boating and Waterways Commission report that the Commissioner and I released last week at the most recent meeting, which provides context on the ongoing lack of boating access in San Francisco.

Thank you, and we look forward to discussing this with you soon.

Cheers,  
Maggie

Maggie Hallahan  


November 18th, 2025

San Francisco Recreation and Park Department  
McLaren Lodge, Golden Gate Park  
501 Stanyan Street  
San Francisco, CA 94117

Attn: Recreation and Park Commission

**Re: Community Support for Maintaining Gashouse Cove Marina, San Francisco's Gas and Diesel Fuel Dock Operations**

Dear Commissioners:

We write as members and representatives of San Francisco's maritime and waterfront community—environmental advocates, swimmers, rowers, and youth maritime educators—to express our strong support for maintaining the Gashouse Cove gas and diesel fuel dock as part of the Marina Improvement and Remediation Project. This facility serves as critical infrastructure not only for emergency services, but for recreational access, maritime safety, and the preservation of San Francisco's 175-year maritime heritage.

**Critical Maritime Infrastructure**

The Gashouse Cove fuel dock is the only public fueling facility remaining on the San Francisco waterfront. It serves a diverse community of users including recreational boaters, commercial vessels, emergency responders, maritime youth programs, and visiting vessels from around the Bay and beyond. This facility includes not only fuel pumps, but also a pump-out station, oil spill response capabilities, and serves as an emergency extraction point for disabled vessels.

The loss of this facility would force all vessel operators—from the U.S. Coast Guard to Sea Scout training vessels—to transit to Sausalito or Emeryville for fuel. This represents not merely an inconvenience, but a fundamental threat to maritime safety and Bay access. During emergencies, when the 1989 earthquake recovery demonstrated the critical value of this facility, or during medical evacuations and search-and-rescue operations, every minute matters.

Example — SFPD Marine Unit: In fiscal year 2024–2025, the SFPD Marine Unit used the SF Marina Gashouse Cove Fuel Dock 86 times—70 gasoline and 16 diesel. Gasoline access is especially critical because roughly 80 percent of marine vessels run on gasoline, and unlike diesel, gasoline cannot be delivered by truck over the water.

**Recreational Access and Maritime Community**

San Francisco Bay is one of the world's premier sailing destinations, attracting recreational boaters from across Northern California and beyond. The availability of fuel on the San Francisco waterfront is essential to maintaining this vibrant maritime community. Visiting boaters patronize local marinas, restaurants, and businesses—contributing to San Francisco's economy and maritime culture. Eliminating the city's only fuel dock would effectively discourage recreational boating access to San Francisco, diminishing one of the Bay Area's unique recreational resources.

The Pacific Inter-Club Yacht Association (PICYA), representing over 100 yacht clubs across Northern California, has emphasized that accessible fuel infrastructure is not just convenient—it is essential for safe navigation of San Francisco Bay's sometimes challenging conditions. Boaters should not be forced to undertake risky crossings to distant fuel docks when conditions deteriorate or fuel runs low.

### **Youth Maritime Education**

For more than a century, Gashouse Cove has served as a training ground for San Francisco's youth maritime programs. The Sea Scouts, including the Makani Maritime Explorers and the SF Vikings (2023 National Champion Sea Scout Club), depend on this facility for their vessels and training operations. These programs teach young people seamanship, water safety, navigation, environmental stewardship, and leadership—skills that have launched countless maritime careers and built generations of Bay stewards.

The elimination of the fuel dock, boat lift, and associated small-craft berths would effectively end these youth programs' ability to operate from this historic location. This represents an unacceptable loss of opportunity for San Francisco's young people, particularly those from underserved communities who gain access to the Bay through these programs.

### **Environmental Stewardship and Practical Considerations**

As environmental advocates, we recognize the importance of remediating the legacy pollution from the historic manufactured gas plant. However, we must also advocate for solutions that maintain public access and avoid creating new environmental or safety hazards.

Critically, the California Regional Water Quality Control Board has confirmed that PG&E's cleanup does not require removal of the fuel dock. The navigational channel to the fuel dock has not been dredged in 35 years, yet maintains a natural depth of 8.5 feet at low tide through regular boat traffic. The State Water Board has confirmed this channel can remain in place and continue to be used without alteration.

We are also deeply concerned about SFRP's proposal to promote swimming and kayaking in waters adjacent to the Laguna Street combined sewer outfall, which occasionally



discharges untreated sewage into the Bay. This outfall has not been adequately disclosed in project materials, and promoting recreation in these waters raises serious public health concerns. The existing maritime uses—which occur on vessels rather than through direct water contact—represent a more appropriate use of waters affected by the sewer outfall.

### **Support for Local Maritime Industry**

The fuel dock also serves San Francisco's remaining commercial fishing fleet, charter operators, marine contractors, and other working waterfront users. The Port of San Francisco's current fuel infrastructure is inadequate and unreliable, with the Maxum diesel facility at Fisherman's Wharf out of service and in disrepair. Eliminating Gashouse Cove's fuel dock without a viable replacement would further diminish San Francisco's working waterfront and the maritime jobs that depend on it.

### **A Balanced Path Forward**

We urge the Recreation and Park Commission to adopt a balanced approach that accomplishes environmental remediation while preserving maritime access and infrastructure. Specifically, we call on the Commission to:

- **Maintain the fuel dock in its current location** during and after the PG&E remediation, as confirmed feasible by the Regional Water Board
- **Preserve the boat lift and small-craft berthing** that supports youth programs and recreational access
- **Fully disclose the Laguna Street sewer outfall** in all project materials and reconsider promoting water-contact recreation in affected areas
- **Conduct an independent review** of the project's financial assumptions and environmental analysis
- **Engage the maritime community** in developing alternatives that meet both cleanup and access goals

The loss of San Francisco's last fuel dock would represent an irreversible diminishment of public access to the Bay and a betrayal of the California Public Trust Doctrine that requires waterfront lands to be preserved for maritime and public purposes. The existing fuel dock infrastructure—upgraded by the State of California and serving the public effectively for over 60 years—should be preserved as the essential maritime infrastructure that it is.

We stand ready to work collaboratively with SFRP, PG&E, the Regional Water Board, and other stakeholders to achieve both environmental protection and maritime access. These goals are not mutually exclusive, and San Francisco's maritime community deserves solutions that honor both values.

Thank you for your consideration of these critical concerns.

**Respectfully,**

**Steven Welch**

Chair, Golden Gate Area Council Sea Scout Committee; San Francisco small-business owner

**Captain Maggie Hallahan**

Sea Scout Leader; Makani Maritime Explorers Leader; California Boating & Waterways Commissioner (*CA DBW Title represents personal position, not that of the Commission*)

**David Jackson**

Commodore, Pacific Inter-Club Yacht Association, representing over 100 yacht clubs across Northern California.

**Diane Walton**

San Francisco Baykeeper Board Member; Dolphin Swimming Club Board Member

**Erika Gliebe**

South End Rowing Club Board Member; Open Water Swim Coach

**Ian Wren**

Staff Scientist, San Francisco Baykeeper

**Patti Mangan**

Communications Director, South Beach Yacht Club; Producer, Sail Sport Talk; Executive Director, Fillmore Merchants Association; PICYA Staff Commodore

**Paul Lanzi**

Golden Gate District Commissioner, Scouting America

**Christiana Hoffman Inesi**

Sea Scout Leader, Makani Maritime Explorers Leader

**Captain Kate Thompson, R.N.**

USCG 50-Ton Master; Sailboat Captain; Registered Nurse

**Captain Kenneth Billiet-Shupe**

Skipper, Sea Scout Ship *Sea Fox*; Golden Gate Area Council, Scouting America

**Michael Schuck**

Parent of Sea Scout and Makani Youth

**Sabryna Holloway**

Parent of Sea Scout and Makani Youth

**Walter Howe**

Parent of Makani Youth

**Justin Disney**

Parent of Sea Scout and Makani Youth

**Corrina M. Rice**

Parent of Sea Scout Makani Youth

**Sam McMillan**

Grandparent of two Sea Scout Makani Youth

Pearci "PJ" Bastiany III

Sea Scout Makani Volunteer

**Matt Leffers**

Dolphin Swimming and Boating Club Member

**Jeffery Tong**

Dolphin Swimming and Boating Club Member

**Stuart Ganna**

Dolphin Swimming and Boating Club Member

**Chapte Ian**

Dolphin Swimming and Boating Club Member

**James Dilworth**

Dolphin Swimming and Boating Club Member

**John Robel**

Dolphin Swimming and Boating Club Member

**Sharon Wong**

Dolphin Swimming and Boating Club Member

**Janne Corn**

Dolphin Swimming and Boating Club Member

**William Kashner**

Dolphin Swimming and Boating Club Member

**Ken Corgn**

Dolphin Swimming and Boating Club Member

## FORMAL COMPLAINT AND REQUEST FOR INVESTIGATION

### To: California State Lands Commission:

- Eleni Kounalakis, Lieutenant Governor of California, Chair, California State Lands Commission
- Malia M. Cohen, State Controller, Member, California State Lands Commission
- Joe Stephenshaw, Director of the Department of Finance, Member, California State Lands Commission

### Executive Officer / General Manager:

- Matthew “Matt” Dumlao, Executive Officer
- Jeffrey Plovnick Public Land Management Specialist. California State Lands Commission, 100 Howe Avenue, Suite 100-South, Sacramento, CA 95825-8202

**Cc:** Bay Conservation and Development Commission (BCDC), California Water Resources Control Board

### From:

**Captain Maggie Hallahan**

San Francisco Sea Scout Leader

Gashouse Cove Marina Preservation Initiative <https://mhpv.net/sfmarina>

Email: **SFBay.Maritime.Youth.Advocates@gmail.com**

**Date:** November 6, 2025

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### **Subject: Request for Investigation – Mismanagement of State-Granted Public Trust Lands and Revenues at Gashouse Cove Marina (Parcel “R”), San Francisco**

Dear Commissioners and General Manager,

I respectfully request that the California State Lands Commission (CSLC) initiate a **formal investigation** into the City and County of San Francisco’s management of state-granted public trust lands and revenues at **Gashouse Cove Marina (also known as East Harbor, Parcel “R”)**. These lands are held in trust under *Chapter 437, Statutes of 1935* and its subsequent amendments in 1963 and 1970, which strictly limit their use to aquatic and recreational purposes.

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### **I. Background and Legal Framework**

The legislative record establishes clear and binding conditions:

- **Chapter 437 (1935):** Granted the property to San Francisco exclusively for aquatic, recreational, boulevard, park, and playground purposes, expressly prohibiting any lease or use for pecuniary profit.
- **Chapter 941 (1963):** Reaffirmed these restrictions while extending allowable leases to 20 years.

- **Chapter 670 (1970):** Further extended lease terms to 40 years and reiterated that the lands must continue to be used only for aquatic and recreational purposes.

These statutes collectively establish a **continuing Public Trust obligation** binding the City and County of San Francisco as trustee for Gashouse Cove and the Marina Small Craft Harbor.

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## II. Violations of Public Trust Use

The City's 2025 redevelopment proposal for Gashouse Cove Marina seeks to:

- Remove the **fuel dock**,
- Eliminate over **200 working-class boat slips**, and
- Convert the functioning harbor into a "**shallow basin**."

These proposed actions would effectively terminate traditional maritime access and aquatic use—**violating both the statutory Public Trust and the City's fiduciary duty as trustee**.

The proposal contradicts the trust's explicit purpose: maintaining the property for **aquatic, navigational, and recreational use**, as reaffirmed in multiple state statutes and City legal opinions.

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## III. Failure to Maintain the Marina Yacht Harbor Fund as a Separate, Transparent Public Trust Account

The City's persistent failure to maintain and report a separate **Marina Yacht Harbor Fund** represents a serious breach of its fiduciary obligations.

Under the **Public Trust Doctrine** and **City Attorney Opinion No. 87-17 (1987)**, all revenues from the Marina Small Craft Harbor must be held in a **dedicated Harbor Fund** and used exclusively for aquatic and recreational purposes.

For more than a decade, the City has:

- Failed to publish annual, publicly accessible Harbor Fund financial reports;
- Pooled harbor revenues with the San Francisco Recreation and Park Department (SFRPD) general operating funds, obscuring the expenditure of trust revenues; and
- Proposed changes (Controller Budget Form 1A, FY 2025) that would shift the Harbor Fund to a "**self-sustaining enterprise model**"—a structure potentially paving the way for privatization or for-profit management.

This lack of transparency violates both the **fiduciary duties** under the 1935–1970 trust statutes and the City Attorney's 1987 opinion, which states:

"Revenues from the Marina Small Craft Harbor must be devoted exclusively to water-oriented recreational purposes and may not be diverted to unrelated City operations."

Immediate **state audit and oversight** are necessary to restore compliance and ensure public trust integrity.

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## IV. Lack of Substantiated Justification

At the **January 2025 BCDC meeting**, SFRPD asserted that environmental regulators required the removal of the fuel dock. However, the **California Water Resources Control Board** confirmed that **PG&E's cleanup plan does not mandate fuel dock removal**.

Furthermore, the City provided no **verified technical, environmental, or financial data** to support its claim that retaining the fuel dock would cost \$20–25 million. This absence of substantiation calls into question the basis for such a drastic and irreversible alteration of a state-trust asset.

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## **V. Procedural Deficiencies and Omitted Analyses**

SFRPD continues to rely on an outdated **2006 permit** and a limited **2022 feasibility study** that failed to consider critical environmental and safety issues, including:

- The **Laguna Street sewage outfall**, which discharges approximately **468 million gallons annually** into the Cove;
- **Electric shock drowning hazards** from marina power systems; and
- The lack of design alternatives preserving the **fuel dock and marine emergency access**.

These omissions constitute serious procedural deficiencies and render any current environmental review incomplete.

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## **VI. Breach of Fiduciary Duty and Financial Mismanagement**

### **A. City Attorney’s Opinion No. 87-17 (August 18, 1987)**

Authored by City Attorney Louise H. Renne and Deputies Burk E. Delventhal and Rose Mikosvky for Mayor Dianne Feinstein, this opinion concludes:

“The City and County of San Francisco may not use monies generated from the Marina Small Craft Harbor for other than water-oriented recreational purposes.”

It further states that revenues are restricted by both the **State’s loan agreement** and the **Public Trust Doctrine**, and may not fund general City overhead or unrelated operations.

### **B. Fiscal Policies and Budget Records**

Public documents demonstrate a **pattern of financial diversion**:

- **Board of Supervisors Report (2006)**: Showed Harbor revenues combined with other SFRPD funds, violating segregation requirements.
- **Controller’s Budget Form 1A (FY 2025)**: Proposes transitioning the Marina Harbor Fund into a **self-sustaining enterprise model**, inconsistent with trust restrictions.
- **Budget and Legislative Analyst Report (Jan. 26, 2024)**: Promotes fee increases and paid parking to make the Marina “financially independent,” while ignoring the **\$26.5 million state loan (2008)** and its \$1.5 million annual repayment obligation now subsidized by taxpayers.

These actions have produced **the highest berth fees in Northern California**, effectively excluding middle-income boaters and shifting the harbor’s public benefit away from equitable recreation.

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## **VII. Requested Commission Actions**

I respectfully request that the **California State Lands Commission**:

1. **Conduct a formal investigation** into whether San Francisco’s management of Gashouse Cove Marina violates the Public Trust Grant (Ch. 437 – 1935; Ch. 941 – 1963; Ch. 670 – 1970) and **City Attorney Opinion No. 87-17**.

2. **Audit the Marina Yacht Harbor Fund** to determine if revenues have been diverted from aquatic purposes, and mandate **annual public reporting** of harbor revenues and expenditures.
3. **Review the 2025 Gashouse Cove Redevelopment Proposal** for compliance with Public Trust law, CSLC oversight, and environmental standards.
4. **Consider reversion of Parcel “R”** (Gashouse Cove Marina) to **direct State management** or a governance model similar to **SF South Beach Harbor** under Port of San Francisco oversight.

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## VIII. Conclusion

The legislative acts, legal opinions, and financial records establish a consistent pattern:

**The City of San Francisco is not honoring its Public Trust obligations.**

By converting a functioning marina into a passive basin and diverting Harbor Fund revenues into general accounts, the City is violating both the **intent and letter of California law**.

I urge the **California State Lands Commission** to act swiftly to safeguard Gashouse Cove Marina as a **vital aquatic, recreational, and working-waterfront resource** for all Californians.

Thank you for your attention and commitment to protecting this historic public trust property. I am available to provide documentation, testimony, or clarification upon request.

Respectfully submitted,

**Captain Maggie Hallahan**

San Francisco Sea Scout Leader

Gashouse Cove Marina Preservation Initiative <https://mhpv.net/sfmarina>

Email: **SFBay.Maritime.Youth.Advocates@gmail.com**

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## Supporting Documents (List A1)

1. Chapter 437 (1935) – Granting tidelands for aquatic and recreational purposes.
2. Chapter 941 (1963) – Amendment extending lease powers to 20 years.
3. Chapter 670 (1970) – Amendment extending lease powers to 40 years.
4. City Attorney Opinion No. 87-17 (Aug. 18, 1987).
5. San Francisco Board of Supervisors (2006) – Marina Yacht Harbor Fund Overhead Allocation.
6. Controller’s Office (FY 2025) – Budget Form 1A.
7. Budget and Legislative Analyst Report (Jan. 26, 2024).
8. BCDC Meeting Transcript (Jan. 2025).
9. California Water Resources Control Board Correspondence – PG&E cleanup confirmation.

## CHAPTER 670

*An act to amend Section 2 of Chapter 1333 of the Statutes of 1968, and to amend Section 1 of Chapter 437 of the Statutes of 1935, relating to San Francisco lands.*

[Approved by Governor August 12, 1970. Filed with  
Secretary of State August 12, 1970.]

*The people of the State of California do enact as follows:*

SECTION 1. Section 2 of Chapter 1333 of the Statutes of 1968 is amended to read:

Sec. 2. The Director of Finance is hereby authorized to negotiate with the City and County of San Francisco for the transfer, in conformity with the provisions of this act, to the City and County of San Francisco, a municipal corporation of the State of California, or to its successor, in trust for purposes of commerce, navigation, and fisheries and subject to the terms and conditions specified in this act, all of the right, title and interest held by the State of California and acquired by virtue of its sovereignty or otherwise, in and to the real property located in the City and County of San Francisco and presently under the jurisdiction and control of the San Francisco Port Authority, together with all improvements, rights, privileges, easements and appurtenances connected therewith or in anywise appertaining thereto, and any and all personal property of every kind and description owned or controlled by the State of California and used in connection with the operation and maintenance of San Francisco Harbor and including any deposits of funds held by or for the San Francisco Port Authority; excepting and reserving unto the State of California all subsurface mineral deposits, including oil and gas deposits, together with the right of ingress and egress on the properties conveyed to the City and County of San Francisco for exploration, drilling and extraction of such mineral, oil and gas deposits, subject, however, to the provision that during the term of any lease, franchise, permit or license of such property pursuant to Section 3 of this act, such mineral rights herein reserved to the State of California, including the right of ingress and egress, shall not be exercised so as to disturb or otherwise interfere with the leasehold estate or the rights or encumbrances to which any such lease, franchise, permit or license may be subject; provided, however, that any lease, franchise, permit or license of



such property pursuant to Section 3 of this act must contain a provision specifying at least one point from which and the manner in which the right of ingress or egress to said subsurface deposits may be exercised, which said point or points may be outside the area of the leasehold, franchise, permit or license, providing the point or points are adequate to permit the rights reserved to the state to be exercised; and also reserving to the people of the State of California the right to hunt and fish in and over the waters of San Francisco Harbor. The negotiations shall be concluded by October 21, 1968, unless such time is extended by mutual agreement. In lieu of any survey which might otherwise be required by law, within three years after the effective date of this act, the State Lands Commission shall, at the cost of the Port Commission of the City and County of San Francisco, provide a description of the transferred lands, using such references and designations as are commonly known place names and geographical and political boundaries, and surveying and monumenting only when known designations or points of reference are not available. The description so prepared and a plat thereof shall thereafter be recorded by the State Lands Commission in the office of the Recorder of the City and County of San Francisco. This act shall not apply to any property or interest in property, whether real or personal, owned by or under the jurisdiction or control of the Department of Public Works, Division of Highways, Division of Bay Toll Crossings, or the California Toll Bridge Authority. All that property described in Section 1770 of the Harbors and Navigation Code and transferred to the City and County of San Francisco by this act shall remain subject to any requirements of the Department of Public Works, Division of Bay Toll Crossings, Division of Highways, or the California Toll Bridge Authority for future right-of-way, or easement, or material for the construction, location, realignment, expansion and maintenance of bridges, highways or other transportation facilities without compensation to the City and County of San Francisco, except that in the event improvements, betterments or structures have been placed upon the property transferred, compensation shall be made to the City and County of San Francisco, and to any third party entitled thereto, for the value of the improvements, betterments, or structures taken, and except property that was originally acquired for valuable consideration, in which case compensation shall be made to the City and County of San Francisco. The Director of Finance shall be assisted in such negotiations by the Secretary for Agriculture and Services and the San Francisco Port Authority.

SEC. 2. Section 1 of Chapter 437 of the Statutes of 1935 is amended to read:

Section 1. There is hereby granted to the City and County of San Francisco, a municipal corporation of the State of California, all the right, title and interest of the State of California held by said state by reason of its sovereign power,

in and to the following described parcel of land situate in the City and County of San Francisco, State of California, and described as follows, to wit:

Beginning at a point on the westerly line of Lyon Street, if produced in a northerly direction, said line being the easterly boundary of the Presidio U. S. Military Reservation, distant thereon 609.62 feet northerly from the northerly line of Marina Boulevard and running thence easterly in a straight line, and parallel with the northerly line of Marina Boulevard, 3648 feet 9 inches, more or less, to the westerly line of Webster Street if produced northerly; thence northerly along said line of Webster Street produced 1000 feet; thence at a right angle westerly 3648 feet 9 inches, more or less, to the westerly line of Lyon Street produced, and thence southerly along said line of Lyon Street produced 1000 feet, more or less, to the point of beginning.

Reserving, however, unto the State of California all rents due or to become due under the terms and conditions of any existing lease or leases of all, or any part of the hereinabove described real property heretofore entered into by the State of California, or by any board or commission of the State of California, and which said rent is payable to the State of California or to any board or commission of the State of California.

All of the above described real property hereby granted shall be forever held by said City and County of San Francisco and by its successors in trust for the uses and purposes and upon the express conditions following, to wit: said real property shall be used solely for aquatic, recreational, boulevard, park and playground purposes.

Provided, however, that said City and County of San Francisco shall have power to set apart and assign, or lease, any of said property hereinbefore described for a period not to exceed 40 years, to any corporation, club or association organized for the purpose of developing and promoting aquatic sport; provided, that no part of said property shall be set apart and assigned, or leased to any corporation, club or association the object of which is pecuniary profit.

# Chapter 437 - Land Grant to San Francisco

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## CHAPTER 437

An act granting to the City and County of San Francisco certain lands of the State of California located in the City and County of San Francisco upon certain trusts and conditions.

[Approved by the Governor July 11, 1935. In effect September 15, 1935.]

The people of the State of California do enact as follows:

SECTION 1. There is hereby granted to the City and County of San Francisco, a municipal corporation of the State of California, all the right, title and interest of the State of California, held by said State by reason of its sovereign power, in and to the following described parcel of land situate in the City and County of San Francisco, State of California, and described as follows:

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Reserving, however, unto the State of California all rents due or to become due under the terms and conditions of any existing lease or leases of all, or any part of the hereinabove described real property heretofore entered into by the State of California, or by any board or commission of the State of California, and which said rent is payable to the State of California or to any board or commission of the State of California.

Provided, however, that said City and County of San Francisco shall have power to set apart and assign, or lease, any of said property hereinbefore described for a period not to exceed ten years, to any corporation, club or association organized for the purpose of developing and promoting aquatic sport; provided, that no part of said property shall be set apart and assigned, or leased to any corporation, club or association the object of which is pecuniary profit.

## CHAPTER 437.

*An act granting to the City and County of San Francisco certain lands of the State of California located in the City and County of San Francisco upon certain trusts and conditions.*

[Approved by the Governor July 11, 1935. In effect September 15, 1935.]

*The people of the State of California do enact as follows:*

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San Fran-  
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Beginning at a point on the westerly line of Lyon Street, if produced in a northerly direction, said line being the easterly boundary of the Presidio U. S. Military Reservation, distant thereon 609.62 feet northerly from the northerly line of Marina Boulevard and running thence easterly in a straight line, and parallel with the northerly line of Marina Boulevard, 3648 feet 9 inches, more or less, to the westerly line of Webster Street if produced northerly; thence northerly along said line of Webster Street produced 1000 feet; thence at a right angle westerly 3648 feet 9 inches, more or less, to the westerly line of Lyon Street produced, and thence southerly along said line of Lyon Street produced 1000 feet, more or less, to the point of beginning.

Description

Reserving, however, unto the State of California all rents due or to become due under the terms and conditions of any existing lease or leases of all, or any part of the hereinabove described real property heretofore entered into by the State of California, or by any board or commission of the State of California, and which said rent is payable to the State of California or to any board or commission of the State of California.

Reservation  
of rents to  
State.

All of the above described real property hereby granted shall be forever held by said City and County of San Francisco and by its successors in trust for the uses and purposes and upon the express conditions following, to wit: said real property shall be used solely for aquatic, recreational, boulevard, park and playground purposes.

Uses and  
purposes.

Provided, however, that said City and County of San Francisco shall have power to set apart and assign, or lease, any of said property hereinbefore described for a period not to exceed ten years, to any corporation, club or association organized for the purpose of developing and promoting aquatic sport; provided, that no part of said property shall be set apart and assigned, or leased to any corporation, club or association the object of which is pecuniary profit.



Louise H. Renne,  
City Attorney

OPINION NO. 87 - 17

August 18, 1987

SUBJECT: MARINA SMALL CRAFT HARBOR REVENUES

REQUESTED BY: THE HONORABLE DIANNE FEINSTEIN  
Mayor

PREPARED BY: BURK E. DELVENTHAL  
ROSE MIKSOVSKY  
Deputy City Attorneys

QUESTION PRESENTED

May the City and County of San Francisco use monies generated from the Marina Small Craft Harbor for other than water-oriented purposes?

CONCLUSION

No. However, there is a broad range of permissible uses within the statutorily imposed water-oriented limitations on revenue generated from the Marina Small Craft Harbor. These uses are further restricted by the terms of a loan agreement between the State of California and the City and County of San Francisco.

ANALYSIS

You have asked this office to advise you whether the City and County of San Francisco may use monies generated from the Marina Small Craft Harbor (Harbor) for other than water-oriented recreational purposes. To answer this question we must determine whether there are limitations on the use of the lands on which the Harbor is located or on the revenues generated from the Harbor. In responding to your inquiry, we emphasize that the revenues from the Harbor are generated by a recreational facility and must be devoted to recreational uses. (See, San Francisco Charter §§3.550, 3.552, and 6.200 et seq.) Therefore, the initial determination of how these monies shall be spent must be made by the Recreation and Park Commission through the customary budgetary process as provided in the Charter. (Ibid.)

The Harbor is located on tidelands, and therefore impressed with a public trust. (See, City of Berkeley v. Superior Court (1980) 26 Cal.3d 515, 521, cert. denied, 449 U.S. 840.) Traditionally, the public trust purposes were characterized as fishing, navigation and commerce. (Marks v.

## OPINION NO. 87 - 17

Whitney (1971) 6 Cal.3d 251, 259-260.) Courts now recognize that the permissible range of public uses is far broader, including the right to hunt, bathe or swim, and the right to preserve the tidelands in their natural state as ecological units for scientific study. (Ibid.)

San Francisco obtained the lands on which the Harbor is located in trust from the State of California. (See, State Lands Commission, A Report on the Use, Development, and Administration of Granted Tidelands and Submerged Lands (Report), p. 43 (1976).) As trustee, the City must use the lands for activities that promote statewide, rather than local, purposes. (Mallon v. City of Long Beach (1955) 44 Cal. 2d 199, 209.) Under the specific limitations imposed by the state in the granting conveyance, San Francisco may only use the property on which the Harbor is situated for aquatic, recreational, boulevard, park and playground purposes.<sup>1/</sup>

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<sup>1/</sup> California granted San Francisco title to the Harbor in Chapter 437 of the Statutes of 1935 which states in relevant part:

"All of the above described real property hereby granted shall be forever held by said City and County of San Francisco and by its successors in trust for the uses and purposes and upon the express conditions following, to wit: said real property shall be used solely for aquatic, recreational, boulevard, park and playground purposes.

Provided, however, that said City and County of San Francisco shall have power to set apart and assign, or lease, any of said property hereinbefore described for a period not to exceed ten years, to any corporation, club or association organized for the purpose of developing and promoting aquatic sport; provided, that no part of said property shall be set apart and assigned, or leased to any corporation, club or association the object of which is pecuniary profit."

This statute was amended twice, extending the period for which an assignment or lease could be made to twenty (20) years (Statutes of 1963, Chapter 1298) and later to forty (40) years (Statutes of 1970, Chapter 670).

## OPINION NO. 87 - 17

These restrictions on the public trust lands also apply to revenues generated from the lands. (See, State of California ex rel. State Lands Commission v. County of Orange (1982) 134 Cal.App.3d 20; Mailon at 209; Report at 44 and 45.) In addition, the City may only use the revenues for services, purposes and improvements located on or related to the granted lands. (See, National Audubon Society v. Superior Court (1983) 33 Cal. 3d 419, 440 cert. denied 464 U.S. 977; County of Orange at 25; Sax, The Public Trust Doctrine in Natural Resource Law: Effective Judicial Intervention, 68 Michigan L.Rev. 472, 477, 536 (1970).)

We next consider additional limitations imposed by a loan agreement with the State of California.

In 1974 the City and County of San Francisco entered into a loan agreement with the State of California. The loan was for a construction project at the Harbor. The loan agreement limits the City's use of Harbor revenues to loan payments, advance loan repayment, operating and maintenance expenses and reserve funds until the loan repayment schedule ends on August 1, 2007.<sup>2/</sup> Operating and maintenance expenses mean labor and materials for the operation of the Harbor and the indirect expenses of City administration up to 15% of the revenues.

Should the City elect to repay the loan in advance, the City would then be able to develop alternative uses for expenditures of the revenues within the limitations of the

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<sup>2/</sup> Paragraph 13 of the loan states:

Any surplus of funds arising from operation of PROJECT remaining after deduction from gross revenues of funds necessary for repayments to DEPARTMENT, operating and maintenance expenses and reserve funds as herein provided, shall be retained by APPLICANT and may be invested in reasonably liquid assets. No transfer of such funds other than for advance repayment of the loan to DEPARTMENT shall be made to APPLICANT so long as any principal or interest thereon remains unpaid. Whenever such funds exceed TWO (2) years PROJECT operating and loan repayment expenses as indicated in EXHIBIT A, all surpluses in excess of this amount may be required by DEPARTMENT to be used for advance repayment of the loan.



August 18, 1987

## OPINION NO. 87 - 17

tideland trust doctrine and the granting statute. For example, the revenues could be used to fund a class on marine biology or boating at the Harbor, to fund ecological study at the Harbor, or to finance any water-oriented recreational activities at the Harbor, to repair the breakwater or to repair streetlights at the Harbor. While the matter is not free from doubt, we are of the view that Harbor revenues may also be used to pay the Harbor's pro rata share of capital costs of sewer construction and operation based upon the benefits the Harbor receives from such construction and operation. The aforementioned list is merely illustrative.

In any future loan negotiations for future projects at the Harbor, the City may wish to preserve its options to make alternative uses of surplus revenues.

In summary, an existing outstanding loan from the state restricts the City's use of these revenues to loan payments and operation and maintenance of the Harbor. Whether to accelerate the loan payments in order to pursue other permissible uses involves economic and public policy questions. Were the City to accelerate the repayment of the loan, then Harbor revenues could be used for purposes consistent with the limitations of the tideland trust doctrine and the granting statute. Within these limitations, however, are a broad range of permissible uses. Past practices regarding the use of Harbor revenues have not exhausted all the available options.

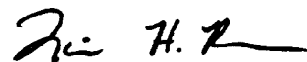
Very truly yours,

LOUISE H. RENNE  
City Attorney



BURK E. DELVENTHAL  
Deputy City Attorney

  
ROSE MIKSOVSKY  
Deputy City Attorney

  
APPROVED:

0174g







## Expenditures

## FY 2003-2004 to FY 2006-2007

	FY 2003-2004	Cumulative Surplus/ (Deficit) as of FY 2004-2005	Cumulative Surplus/ (Deficit) as of FY 2005-2006	Cumulative Surplus/ (Deficit) as of FY 2006-2007
Administrative Services Division	\$769,500	\$1,052,959	\$703,272	\$1,149,767

Source: Recreation and Park Department

According to the Recreation and Park Department Director of Administrative Services, the Department will adjust the administrative expenditure allocation to the Departments' divisions and funds in the FY 2008-2009 budget to account for the cumulative surplus. The Recreation and Park Department needs to adjust for the difference between expenditure recoveries and actual administrative expenditures during the course of the year to ensure that the Department does not over- or under-recover for the Administrative Services Division's costs.

Further, in FY 2007-2008 the Structural Maintenance Division has a cumulative surplus and the Capital Division has a cumulative deficit in expenditure recoveries for administrative costs, as shown in Table 3.4.

**Table 3.4**

**Cumulative Surplus/ (Deficit) in the Structural Maintenance and Capital Division's Expenditure Recoveries for Compared to Actual Expenditures for Administrative Costs**

**FY 2003-2004 to FY 2006-2007**

	FY 2003-2004	Cumulative Surplus/ (Deficit) as of FY 2004-2005	Cumulative Surplus/ (Deficit) as of FY 2005-2006	Cumulative Surplus/ (Deficit) as of FY 2006-2007
Structural Maintenance Division	\$62,322	\$81,689	\$263,286	\$524,057
Capital Division	(32,611)	(323,168)	(43,698)	(100,829)
Total	\$29,711	(\$241,479)	\$219,588	\$423,228

Source: Recreation and Park Department

The Recreation and Park Department needs to adjust the overhead rates charged to Department projects by the Structural Maintenance and Capital Divisions during the course of the year to ensure that each division does not over- or under-recover for the division's costs from each of the Department's divisions and funds.

**Directly Charging Electricity Costs to Each Division**

The Recreation and Park Department allocates electricity charges through the cost allocation plan. However, the cost allocation plan, which allocates costs based on the number of budgeted positions in each of the Department's divisions or funds, is not an accurate measure of electricity use.

Further, from FY 2003-2004 through FY 2005-2006, the Recreation and Park Department allocated electricity and waste disposal costs to the Marina Yacht Harbor through the cost allocation plan as well as directly charging these costs to the Marina Yacht Harbor. Consequently, the Marina Yacht Harbor overpaid by \$49,207 for these costs during those years. In FY 2006-2007 and FY 2007-2008, the Recreation and Park Department has allocated electricity costs through the cost allocation plan. As shown in Table 3.5, the Department has undercharged for the Marina Yacht Harbor for electricity use in FY 2006-2007.

**Table 3.5**

**Electricity and Waste Disposal Direct Charges to the Marina Yacht Harbor and Allocated Charges through the Cost Allocation Plan**

**FY 2003-2004 through FY 2006-2007**

	FY 2003-2004	FY 2004-2005	FY 2005-2006	Total FY 2003-2004 through FY 2005-2006	FY 2006-2007
<b>Marina Yacht Harbor Direct Charges</b>					
Electricity	\$147,063	\$131,714	\$134,238	\$413,015	\$0
Waste Disposal	78,723	78,723	80,077	237,523	0
Total	225,786	210,437	214,315	650,538	0
<b>Cost Allocation Plan Total Charges</b>					
Electricity	1,156,666	1,061,548	1,464,518	-	2,306,155
Waste Disposal	206,872	206,872	213,078	-	0
Total	1,363,538	1,268,420	1,677,596	-	2,306,155
Marina Yacht Harbor Percent Allocation from Cost Allocation Plan	1.16%	1.09%	1.16%	-	1.06%



# BUDGET FORM 1A: Summary of Major Changes

BUDGET FORM 1A: Summary of Major Changes

FY 2024-25 and FY 2025-26

DEPARTMENT REC Recreation And Park

Major Changes	Department Response to Major Changes
<b>Summary</b> What major changes is the department proposing? Clearly describe each change, including the fiscal impact of the proposal. Alternatively, you may submit a 1-2 page memo with your budget submission summarizing the major changes.	Below are the Department's budget strategies to balance the budget: 1. \$1M in midyear budget cuts implemented on an ongoing basis including the elimination of six vacant positions, an addback, and work order. 2. Divisions are submitting 10% budget reductions, Defund vacant positions / Increase attrition savings, Reduce class size of Apprenticeship program, Reduce Materials and Supplies budget, Reduce Non-Personnel Services budget, Reduce Temporary Salary spending. 3. Consider instituting a vehicle leasing pilot program with a new contractor. 4. Consider downsizing or shutting down the permits office at 49 South Van Ness. 5. Identify cost savings in the DT Workorder or other tech expenses. 6. Develop a recreation programming cost recovery goal. Develop legislation and change fees as needed to meet this goal. 7. Analyze scholarships to ensure that they are fairly allocated and fully utilized. Consider a per person maximum. 8. Consider charging fees for athletics fields for youth. 9. Consider implementing tennis reservation and athletic reservation admin fees. 10. Review drop-in fees at Recreation sites. 11. Work with DCYF to explore funding programming in clubhouses. 12. Incorporate golf course maintenance agreements at Sharp and Lincoln Golf Courses. 13. Move the Marina Yacht Harbor, Golf Courses, and Camp Mather to a self-sustaining enterprise model. 14. Consider paid parking in city parks. 15. Contract in Park Stop program in partnership with HSA to reduce costs. 16. Revise agreement with the San Francisco Botanical Gardens. 17. Offset 200% water increase from PUC with operations support on park properties co-managed by RPD and PUC.

BUDGET FORM 1A: Summary of Major Changes

FY

General Fund  
Target

DEPARTMENT REC Recreation And Park

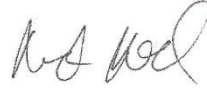
Major Changes	Department Response to Major Changes
<b>Summary</b> What major changes is the department proposing? Clearly describe each change, including the fiscal impact of the proposal. Alternatively, you may submit a 1-2 page memo with your budget submission summarizing the major changes.	Below are the Department's budget strategies to balance the budget: 1. \$1M in midyear budget cuts implemented on an ongoing basis including the elimination of six vacant positions, an addback, and work order. 2. Divisions are submitting 10% budget reductions, Defund vacant positions / Increase attrition savings, Reduce class size of Apprenticeship program, Reduce Materials and Supplies budget, Reduce Non-Personnel Services budget, Reduce Temporary Salary spending. 3. Consider instituting a vehicle leasing pilot program with a new contractor. 4. Consider downsizing or shutting down the permits office at 49 South Van Ness. 5. Identify cost savings in the DT Workorder or other tech expenses. 6. Develop a recreation programming cost recovery goal. Develop legislation and change fees as needed to meet this goal. 7. Analyze scholarships to ensure that they are fairly allocated and fully utilized. Consider a per person maximum. 8. Consider charging fees for athletics fields for youth. 9. Consider implementing tennis reservation and athletic reservation admin fees. 10. Review drop-in fees at Recreation sites. 11. Work with DCYF to explore funding programming in clubhouses. 12. Incorporate golf course maintenance agreements at Sharp and Lincoln Golf Courses. 13. Move the Marina Yacht Harbor, Golf Courses, and Camp Mather to a self-sustaining enterprise model. 14. Consider paid parking in city parks. 15. Contract in Park Stop program in partnership with HSA to reduce costs. 16. Revise agreement with the San Francisco Botanical Gardens. 17. Offset 200% water increase from PUC with operations support on park properties co-managed by RPD and PUC.
<b>Positions</b>	
<b>Expenditures</b>	
<b>Revenues</b>	
<b>Legislation</b> Is the department seeking to submit any legislation with the budget? Does the department's budget assume any revenues/expenditures that require a legislative change?	Yes, Rec and Park is seeking to submit legislation with the budget. The Department assumed revenue changes in its proposed budget that require legislative changes.



CITY AND COUNTY OF SAN FRANCISCO  
BOARD OF SUPERVISORS  
BUDGET AND LEGISLATIVE ANALYST  
1390 Market Street, Suite 1150, San Francisco, CA 94102  
PHONE (415) 552-9292 FAX (415) 252-0461

**Policy Analysis Report**

To: Supervisor Peskin and Supervisor Safai  
From: Budget and Legislative Analyst's Office  
Re: Marina Yacht Harbor Fee Analysis  
Date: January 26, 2024



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**Summary of Requested Action**

Your offices requested that the Budget and Legislative Analyst conduct a financial analysis of the Marina Yacht Harbor, including the annual fee revenue generated, General Fund subsidy, and options to reduce the General Fund subsidy.

***For further information about this report, contact Nicolas Menard at the Budget and Legislative Analyst's Office.***

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**Executive Summary**

- Activities at the Marina are primarily accounted for in the Marina Yacht Harbor special revenue fund. Revenues include permit fees for special events, concession income from vendors and the Golden Gate and St. Francis yacht clubs, and fees generated from berthing and accessory fees at the harbor.
- Fees and other revenues to the Marina do not cover all operating costs, which are budgeted at \$4.86 million in FY 2023-24. To cover the shortfall, the Marina receives a General Fund subsidy which totals \$592,921. Certain variable structural maintenance expenditures are accounted for outside of the Marina Yacht Harbor Fund and are also paid for with General Fund monies. In FY 2022-23, actual General Fund spending at the Marina totaled \$956,077.
- A 2023 survey conducted among the 36 yacht harbors in the Bay Area revealed that the San Francisco Marina Yacht Harbor charged the highest fees to lease their berths to boat owners. Slips are charged at a set rate per linear foot and charged monthly to tenants. For every slip size offered, the Marina Yacht Harbor's rates per foot are several dollars higher than the median regional rate. There were no major differences in amenities between the Marina Harbor and regional harbors. However, the Marina Yacht Harbor is the only harbor in the Bay Area to offer slip sizes larger than 80 linear feet in length.

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***Budget and Legislative Analyst***

### **Reducing General Fund Subsidy Without Any Marina Improvements**

- The BLA determined berthing fees at the East and West Harbors could be raised by 31.4 percent to fully cover the General Fund subsidy and supplemental transfer. This estimate assumes no improvements to the Marina's harbors. The BLA cannot empirically gauge whether the Marina's tenants are willing to absorb a rate increase of that magnitude. However, demand indicators at the Marina Yacht Harbor such as waitlist length and few tenant departures following the 2022 implementation of a dredging fee for West Harbor tenants, which resulted in a 20 percent rate increase for West Harbor tenants between FY 2021-22 and FY 2022-23, suggest there is room to increase rates and capture additional revenue.
- Using data from a 2019 study conducted by the Municipal Transportation Agency, the BLA determined that paid parking could largely offset the General Fund subsidy required to operate the Marina. In this case, berthing fees would have to be increased by approximately 5 percent to cover the remaining costs.

### **Reducing General Fund Subsidy With Marina Improvements**

- The BLA evaluated the Marina Yacht Harbor's financial viability through FY 2036 under four scenarios, described in Exhibit A below, given the proposed Gashouse Cove remediation project with PG&E, anticipated Citywide budget cuts, and a pending ordinance to prohibit expanding the West Harbor. Apart from the Gashouse Cove remediation going through as outlined in the Final Settlement Agreement with PG&E, no scenario will result in the Marina Yacht Harbor generating enough operating revenue to cover expenditures. In these cases, the Marina must either receive General Fund support or implement a berthing fee increase between 15 and 20 percent beyond planned fee increases to break even. The scenarios do not include paid parking revenue, which, if implemented, would reduce the fee increase necessary for the Marina to become financially independent.

**Exhibit A: Scenario Summary**

<b>FY 2033 and Beyond</b>			
<b>#</b>	<b>Scenario</b>	<b>Berthing Fee Increase</b>	<b>Marina Net Income</b>
1	Status Quo (No Project)	31% fee increase for East and West Harbors	Breakeven
2	Remediation Project (As outlined in the Final Settlement Agreement)	Only for East Harbor (planned, approx. 40%)	\$1 million per year
3	Modified Remediation Project (East Harbor renovation, no West Harbor expansion)	20% fee increase beyond planned fees for East and West Harbors	Breakeven
4	Modified Remediation Project, Spending Baselined to FY 2023	15% fee increase beyond planned fees for East and West Harbors	Breakeven

- This financial scenario analysis was conducted using the best available information as provided to the BLA by the Recreation and Parks Department (RPD). RPD advised additional scenarios are being explored in coordination with PG&E, as the design will dictate the type of remediation work performed.

*Project Staff: Nicolas Menard and Alex Thibodo*

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## The Marina Small Craft Harbor and Recreation Area

### Amenities Overview

#### Exhibit 1: Map of Marina Greens and Harbors



Source: Google Maps

The Marina features three distinct areas of greenspace. Most notably, the Marina green spans 7.62 acres along the waterfront and offers views of the Golden Gate Bridge and the waterway between the Bay and Pacific Ocean. The Green may be rented out for special events including sports tournaments, festivals, and fundraising events. Directly southeast of the Green, the Triangle features a small outdoor calisthenics gym and just over 2 acres of greenspace. Finally, the Little Marina is a 2.2-acre rectangular lawn located on the westernmost side of the Marina park. Both the Little Marina and the Triangle are available for permitted special events.

The Marina Small Craft Harbor has 727 berthing slips across two harbors. The East Harbor, situated above the Marina Triangle, offers 326 permanent berths for watercraft ranging from 20 to 35 linear feet in length. The harbor also contains a floating fuel dock for berth owners and guests to purchase fuel for their vessels. The West Harbor also has 326 permanent berthing slips for boats between 25 and 100 linear feet in length. The West Harbor is periodically dredged, due to sediment buildup caused by tidal patterns in the immediate vicinity of the channel entrance.

Landside, the Marina features several parking lots extending from the peninsula where two concessionaire yacht clubs are situated down alongside the main Marina Green. Collectively, the Recreation and Parks Department administers 799 parking spaces in total, including



approximately 200 spaces reserved for berth owners and their crew. The remaining spaces are unrestricted and available to the public at no cost during park hours.

## Marina Budget

Administered by the Recreation and Parks Department (RPD), Marina Yacht Harbor activities are primarily accounted for in two special revenue funds: a capital fund and an operating fund.

### *Capital Budget*

The Marina's capital budget for FY 2023-24 is \$12,070,879, of which \$11 million is appropriated for the East Harbor remediation project. RPD advises these funds are sourced from PG&E's portion of the settlement agreement, described below, and will carry forward until remediation work begins. The remainder of the capital budget is designated for Marina dredging, which is paid for by dredging fee revenue and a transfer from the Marina operating fund. Additionally, the capital budget allocates funds for facilities and maintenance and the DBW Loan Reserve, which is paid for by a transfer from the operating fund.

### Exhibit 2: Marina Capital Budget for FYs 2022-2025

	FY 2022-23	FY 2023-24	FY 2024-25
DBW Marina Loan Reserve	78,700	77,300	79,654
East Harbor Remediation	1,817,590	11,000,000	0
Marina Dredging	600,000	550,000	550,000
Marina Yacht Renovation	5,233	5,579	5,683
Facilities and Maintenance	338,000	438,000	438,000
<b>Total</b>	<b>2,839,523</b>	<b>12,070,879</b>	<b>1,073,337</b>

Source: RPD Fund 19000

### *Operating Budget*

RPD's budgeted expenditures for direct operations at the Marina are \$4,857,921 for FY 2023-24. The largest annual expenditure for the Marina is a \$1.5 million loan repayment to the California Department of Boating and Waterways (DBW) from renovations to the Marina's West Harbor completed in 2013.<sup>1</sup> Outside of debt servicing, the bulk of the Marina's operating budget funds salaries and benefits for 11.79 FTE positions. The remainder of the budget is allocated towards department overhead, materials and supplies, transfers to the Marina Capital Fund to pay for maintenance costs, and costs of services rendered from other departments. Exhibit 3 below shows the budgeted operating expenditures for the previous, current, and future fiscal years.

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<sup>1</sup> RPD advises the \$24.5 million loan will be paid in full within the next 15 years.

### Exhibit 3: Marina Operating Budget for FYs 2022-23 - FY 2024-25

	FY 2022-23	FY 2023-24	FY 2024-25
Salaries	1,161,869	1,196,934	1,231,610
Fringe Benefits	560,004	553,846	572,693
Overhead & Allocations	640,793	681,195	694,118
Non-Personnel Services	224,097	224,097	224,097
Materials & Supplies	112,000	112,000	112,000
Debt Service	1,880,686	1,458,020	1,458,020
Services of Other Departments	145,024	210,950	224,779
Transfer to Marina Capital Fund	421,933	420,879	523,337
<b>Total</b>	<b>5,146,406</b>	<b>4,857,921</b>	<b>5,040,654</b>

Source: RPD Fund 11902

Actual spending in the Marina operating fund in FY 2022-23 was \$544,477 below budget due to staff vacancies (\$303,825), lower than budget spending on materials and services, (\$102,986), and lower than budget spending on debt service (\$137,666). As shown above, the FY 2023-24 budget of \$4.8 million is \$288,485 lower than the FY 2022-23 budget of \$5.1 million, due to a decrease in budgeted debt service costs,<sup>2</sup> however no adjustments were made to personnel, materials, and service budgets.

#### *Other Operating Costs*

As described below, in addition to the expenses noted above and accounted for in the Marina operating and capital funds, RPD pays for structural maintenance at Marina facilities, which is funded by RPD's General Fund budget. In FY 2022-23, structural maintenance costs were approximately \$270,000, according to RPD staff.

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### Marina Operating Revenue

As described below, Marina operating revenue consist of yacht fees, concession fees, permit fees, and a General Fund subsidy.

#### **Berth & Mooring Fees**

The fee revenue from yacht berthing and associated chargeable services at the East and West harbors make up most of the Marina's operating revenue. As shown in Exhibit 4 below, fees collected from East Harbor operations totaled \$784,134 in revenue while the West Harbor

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<sup>2</sup> RPD advised the \$422,000 decrease in debt service is from the department no longer needing to contribute money the escrow account associated with the loan.

brought in \$2,946,646 in FY 2022-23—collectively representing 81 percent of the total operating revenue for the year (excluding the General Fund transfer in).

**Exhibit 4: Harbor Fees Budgeted and Actual Revenue for FYs 2022-23 – FY 2024-25**

	<b>FY 2022-23 (Budget)</b>	<b>FY 2022-23 (Actuals)</b>	<b>FY 2023-24 (Budget)</b>	<b>FY 2024-25 (Budget)</b>
General Fund	686,077	686,077	592,921	645,954
Permits	400,000	317,979	400,000	412,000
East Harbor Fees	710,000	784,134	675,000	675,000
West Harbor Fees	2,650,000	2,946,646	2,600,000	2,700,000
Concessions	575,000	553,402	590,000	607,700
Use of Fund Balance	125,329	0	0	0
<b>Total</b>	<b>5,146,406</b>	<b>5,288,238</b>	<b>4,857,921</b>	<b>5,040,654</b>

Source: RPD Fund 11902

The above fees include revenue from harbor slip reservation charges, billed to berth tenants each month. Slip fees follow a progressive schedule based on the vessel's length with the fee-per-foot increasing according to the vessel's size, as illustrated in Exhibit 5 below. Notably, fees at the West Harbor are greater than those in the East Harbor for slips of comparable size due to the proximity of nearby amenities and recent renovations.<sup>3</sup> Additionally, fees for slips at the West Harbor include a dredging surcharge that is also applied on a fee-per-foot basis, though the dredging fee revenue is accounted for in the Marina capital fund.

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<sup>3</sup> Per communication from RPD Deputy Director Antonio Guerra. Following the East Harbor remediation project, RPD expects slip fees will match fees to rates at the West Harbor.

**Exhibit 5: Slip Fee Schedule by Vessel Length, Harbor for FY 2023-24**

<b>West Harbor</b>					
<b>Slip Length</b>	<b>Fee (per foot)</b>	<b>Dredging Surcharge</b>	<b># of Slips Available</b>	<b>Monthly Rate (per vessel)</b>	<b>Annual Rate (per vessel)</b>
25	\$17.03	\$2.85	7	\$497.00	\$5,964.00
30	17.27	2.89	50	604.80	7,257.60
35	17.27	2.89	43	705.60	8,467.20
40	20.95	3.51	112	978.40	11,740.80
45	20.95	3.51	52	1,100.70	13,208.40
50	21.42	3.58	47	1,250.00	15,000.00
60	21.42	3.58	23	1,500.00	18,000.00
70	21.87	3.66	4	1,787.10	21,445.20
80	21.87	3.66	4	2,042.40	24,508.80
90	21.87	3.66	4	2,297.70	27,572.40
100	21.87	3.66	1	2,553.00	30,636.00
Total			347		
<b>East Harbor</b>					
<b>Slip Length</b>	<b>Fee (per foot)</b>	<b>-</b>	<b># of Slips Available</b>	<b>Monthly Rate (per vessel)</b>	<b>Annual Rate (per vessel)</b>
20	\$12.16	-	20	\$243.20	\$2,918.40
25	12.16	-	139	304.00	3,648.00
30	12.33	-	99	369.90	4,438.80
35	12.33	-	68	431.55	5,178.60
Total			326		

Sources: Marina Harbormaster and Park Fee Schedule

Notes: Monthly and annual rates for West Harbor slips include the dredging surcharge.

Rates shown are for single hull vessels. Multihull vessels incur a surcharge of 40 percent of the monthly fee.

Slip counts shown are distributed between permanent berth tenants and yacht club allotments.

In addition to slip fees, captured harbor fee revenue also includes the following items:

- Guest Dockage: Covers per foot, per day fees for guest watercraft at the Marina Harbors.
- Deposits: Includes one-time deposits for berthing slips, electric adapters, and keys.
- Parking: Berth owners at the Marina Harbors are allotted two annual permitted parking passes with their slip at no additional charge. Additional annual parking passes, and the daily rates for permitted crew members or trailers are included in this fee revenue.
- Transfer fees: When boats and slips are sold and transferred between berth owners, RPD collects both an administrative fee and a per-foot transfer fee from the seller.
- Wait list fees: Covers the \$103 annual fee from persons on the wait list to reserve a slip at the harbor.
- Services: Includes labor costs and fees for various services performed at the harbor.
- Other accessory fees include storage, kayak racks, key purchases, and late fees.

RPD does not track itemized fee revenue and therefore the BLA is unable to determine the proportional contribution of individual fee components to the overall funding source.<sup>4</sup>

Based on the number of slips and associated berthing fees in the west harbor, the revenue potential from berthing fees in the west harbor is \$3.6 million, or \$1.0 million less than the FY 2023-24 budgeted revenue of \$2.6 million. The revenue potential in the east harbor is \$1.4 million, or \$725,000 less than the FY 2023-24 budgeted revenue of \$675,000.

## Special Events

The Marina hosts permitted events regularly throughout the year. According to the RPD Special Event master calendar, events typically take place on weekends and can accommodate up to 10,000 attendees.<sup>5</sup> RPD advises permits for the main Marina green typically only cover part of the lawn, either east or west of the flagpole. So far in 2023, the only event that received a permit for the entire main green was Fleet Week.

Budgeted revenue for permitted special events at the Marina totals \$400,000 in FY 2023-24. According to RPD's fee schedule, permit costs for hosting Marina events are tiered based on where the event is situated within the Marina and the hosting organization. Permits for the picnic area (Marina Green West) are priced at a lower rate than those held on the main green, and non-profit organizations are charged at half the rate of commercially sponsored events. Permits for youth sport programming do not incur charges.

### Exhibit 6: Budgeted and Actual Revenue for FYs 2022-2025

	FY 2022-23 (Budget)	FY 2022-23 (Actuals)	FY 2023-24 (Budget)	FY 2024-25 (Budget)
<b>Special Event Permits</b>	\$400,000	\$317,979	\$400,000	\$412,000

Source: RPD Fund 19002

As illustrated in Exhibit 6 above, actual revenues from special event permits totaled \$317,979 in FY 2022-23, \$82,021 below budgeted revenue. Budgeted revenue will increase by 3 percent in the upcoming fiscal year to \$412,000.

<sup>4</sup> RPD advises revenue from East and West Harbor fees are tracked according to individual payee accounts rather than by revenue source.

<sup>5</sup><https://sfrecpark.org/DocumentCenter/View/20850/RPD-Special-Events-Calendar-Marina-Green>

## Concessions

### *Yacht Clubs*

The St. Francis Yacht Club currently holds a 40-year lease with RPD, set to expire in 2054. As of December 1, 2021, base rent for St. Francis is set at \$27,281 per month, or \$327,370 annually. The lease agreement stipulates that every 5 years, base rent will increase according to whichever is higher: i) 115 percent of base rent, or ii) 50 percent of the property's fair market value. In addition to the base rent, St. Francis will also make payments for four guest slips in the West Harbor at the rate established in the RPD fee schedule.<sup>6</sup> The lease agreement further stipulates that rent paid to RPD may be discounted in proportion with approved maintenance work to the Marina Harbor performed and paid by the St. Francis Yacht Club.<sup>7</sup> Maintenance of the St. Francis Club and its utilities costs are paid for by the St. Francis Yacht Club.

Under the St. Francis lease agreement, the City is obligated to maintain the channel entrance to the West Harbor to an average water depth of 12 feet at median low water tide.<sup>8</sup> If and when the channel entrance depth reaches an average of 10 feet, the City will initiate a sampling and dredging process to return the average depth to 12 feet. St. Francis Yacht Harbor may request dredging to additional depths, at which point the Club would assume responsibility for any environmental review, legal, and dredging costs incurred by dredging beyond 12 feet of depth. Meanwhile, the Golden Gate Yacht Club agreement stipulates the City has no obligation to dredge any portion of the harbor under the lease.

The Golden Gate Yacht Club's lease is set for a term of 18 years through 2037. Per the agreement, base rent is set at 10 percent of monthly gross receipts for the preceding month with a minimum annual rent guarantee of \$85,000. As they offer youth educational programming, the Golden Gate Yacht Club is not obligated to pay market rate rent under their lease.<sup>9</sup> In addition to base rent, the Club is obligated to pay 10 percent of the membership and dock fees collected in the prior month to the City, who will allocate these funds towards supplementing major harbor maintenance projects. RPD may suspend the Club's maintenance surcharge obligation if the Department does not have sufficient funds for major maintenance projects. As shown below, the Golden Gate Yacht Club paid \$67,049 in rent to the City in FY 2022-23, which is less than the

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<sup>6</sup> Rent for slips 113 and 115B fall under the lease agreement, while payment for slips 115 and 115A fall under a separate contract.

<sup>7</sup> Section 5.7 of the lease agreement stipulates that in the event St. Francis Yacht Club wishes to perform harbor maintenance otherwise administered by the City, they shall provide a detailed cost estimate to the harbormaster and RPD and come to an agreement for a credit towards St. Francis's rental obligation.

<sup>8</sup> See section 9.2 of the St. Francis Yacht Club lease agreement.

<sup>9</sup> Golden Gate Yacht Club, per their lease agreement, administers a youth sailing program that offers a low cost of entry to sailing for San Francisco students.

minimum rent required by its lease with the Recreation and Parks Department. According to Recreation and Parks Department staff, the Department is in the process of collecting the outstanding rent owed.

As shown in Exhibit 7 below, the City budgets \$350,000 and \$80,000 in revenue from the leases for the St. Francis Yacht Club and Golden Gate Yacht Club, respectively. In FY 2022-23, the yacht clubs collectively produced just over 90 percent of their budgeted revenue in rental payments. Meanwhile, budgeted revenue for St. Francis Yacht Club and Golden Gate Yacht Club is set to increase by 3 percent each in FY 2024-25.

**Exhibit 7: Budgeted and Actual Revenue from Yacht Clubs for FY 2022-23 – FY 2024-25**

	<b>FY 2022-23 (Budget)</b>	<b>FY 2022-23 (Actuals)</b>	<b>FY 2023-24 (Budget)</b>	<b>FY 2024-25 (Budget)</b>
<b>St. Francis Yacht Club</b>	\$350,000	\$327,371	\$350,000	\$360,500
<b>Golden Gate Yacht Club</b>	85,000	67,049	80,000	82,400
<b>Total</b>	<b>\$435,000</b>	<b>\$394,420</b>	<b>\$430,000</b>	<b>\$442,900</b>

Source: RPD Fund 19002

*Permitted Vendors*

RPD currently holds leases with six vendors at the Marina, listed below in Exhibit 8, each set for a term of 12 months. Base rent for each establishment varies. Some vendors are obligated to pay a flat proportion of gross receipts, while others must pay the greater of a minimum monthly payment or a portion of gross receipts. Moreover, establishments with minimum monthly payment agreements may either have a flat payment obligation, or a minimum payment amount that varies seasonally.

**Exhibit 8: Active Permit Agreements at Marina**

<b>Vendor</b>	<b>Type</b>	<b>Permit Fees</b>
<b>Dynamo Donuts</b>	Kiosk	10% of gross receipts
<b>Philz Coffee</b>	Mobile Food Truck	Equal to the greater of minimum monthly payment or 10% of gross receipts
<b>Parkwide Bike Rental</b>	Kiosk and Storage	13.5% of gross receipts
<b>Cousins Maine Lobster</b>	Mobile Food Truck	10% of gross receipts
<b>Los Colores 709</b>	Mobile Food Bike	Equal to the greater of minimum monthly payment or 10% of gross receipts
<b>Hometown Creamery</b>	Mobile Food Truck	Equal to the greater of minimum monthly payment or 10% of gross receipts

Source: Permit agreements between vendors and RPD

Additionally, RPD holds a lease agreement with the Chevron-operated floating fuel dock in the East Harbor. The current agreement is a month-to-month contract from 2000 and indicates that base rent paid to RPD is a combination of set payment per gallon sold, revenue from dry boat storage and boat hoist operations, and a portion of remaining gross receipts.

As shown in Exhibit 9 below, budgeted revenue from the fuel dock in FY 2023-24 is \$40,000 while expected revenues from other vendors are collectively set at \$120,000. Actual concession revenue in FY 2022-23 exceeded expectations by over \$23,000 while revenue from the fuel dock fell short of budget by just over \$10,000. Both revenue sources are set to increase their budgets by 3 percent in FY 2024-25.

**Exhibit 9: Budgeted and Actual Revenue from Permitted Vendors,  
FYs 2022-23 - FY 2024-25**

	<b>FY 2022-23 (Budget)</b>	<b>FY 2022-23 (Actuals)</b>	<b>FY 2023-24 (Budget)</b>	<b>FY 2024-25 (Budget)</b>
<b>Marina Green Concessions</b>	\$100,000	\$123,077	\$120,000	\$123,600
<b>Fuel Dock</b>	40,000	29,761	40,000	41,200
<b>Total</b>	<b>\$140,000</b>	<b>\$152,838</b>	<b>\$160,000</b>	<b>\$164,800</b>

Source: RPD Fund 11902

**General Fund**

According to RPD, the General Fund subsidy to the Marina Yacht Harbor Fund pays for the appropriated operating expenditures after budgeted operating revenue sources have been exhausted. The General Fund subsidy to Marina operations in FY 2023-24 is \$592,921, as shown in Exhibit 10 below, and will increase 8.9 percent to \$645,954 in FY 2024-25.

**Exhibit 10: General Fund Subsidy, FY 2022-23 - FY 2024-25**

	<b>FY 2022-23 (Budget)</b>	<b>FY 2022-23 (Actuals)</b>	<b>FY 2023-24 (Budget)</b>	<b>FY 2024-25 (Budget)</b>
General Fund Transfer	\$686,077	\$686,077	\$592,921	\$645,954
Other General Fund Spending	\$270,000	\$270,000	\$278,000	\$285,000
<b>Total General Fund Subsidy</b>	<b>\$956,077</b>	<b>\$956,077</b>	<b>\$870,921</b>	<b>\$930,954</b>

Source: Fund 11902



RPD advised that in addition to the subsidy, General Fund monies cover structural maintenance and gardening expenditures that are accounted for outside of the Marina Yacht Harbor Fund.<sup>10</sup> These expenditures are variable year-to-year and are administered by the operations division of RPD. In FY 2022-23, structural maintenance expenditures at the Marina were \$270,000, bringing total General Fund spending to \$956,077 for that year.

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## Regional Fee Comparison

The following section will report key findings from the 2023 Annual Marina and Boatyard Survey. The survey, conducted each year, polls the 36 public and private marinas in the Bay Area regarding their harbors' berth rates, amenities, accessory fees, and occupancy rates.

### Highest Fees and Largest Berths

According to the 2023 survey results, the San Francisco Marina Yacht West Harbor had the highest rate per linear foot for almost all slip sizes in the Bay Area. For 35' slips, the West Harbor was the third most expensive out of the 36 harbors polled. As shown in Exhibit 11 below, West Harbor rates per foot are nearly double the median and average rates for regional harbor slips of comparable sizes. For the slip sizes where the West Harbor has the most expensive rates, the Marina's rates exceed those of the second-most expensive by one to six dollars per linear foot. While not illustrated in the table below, rates for the 20 to 35-foot East Harbor slips at approximately \$11 per linear foot are in line with the median and average rates recorded throughout the regional harbors.

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<sup>10</sup> RPD's structural maintenance subdivision provides trade work including painting, carpentry, and electrical work within San Francisco parks.

**Exhibit 11: Comparative Fee Schedule by Slip Size**

Slip Size	Marina Rate Per Foot	Median Rate Per Foot	Average Rate Per Foot
25'	\$18.36	\$9.96	\$10.79
30'	18.62	10.26	11.15
35'	18.62	10.93	12.25
40'	22.58	12.2	13.12
45'	22.58	12.08	13.24
50'	23.09	13.75	15.33
55'	23.09	13.75	13.44
60'	23.09	13.87	15.2
70'	23.58	17.37	17.53
80'	23.58	15.19	16.42
90'	23.58	-	-
100'	23.58	-	-

Source: 2023 Annual Marina and Boatyard Survey Results

Notes: Marina slip rates shown are for the West Harbor only and reflect the slip fees submitted by the Marina harbormaster when responding to the survey.

As shown in Exhibit 12 below, the Marina Yacht Harbor is notably the only harbor in the Bay Area that offers slip sizes longer than 80 linear feet in length. The West Harbor accommodates four 90-foot slips and one 100-foot berth. Otherwise, the distribution of slip sizes at the Marina largely reflects that of the greater regional harbor stock and is largely concentrated between slip sizes of 30 and 40 linear feet in length.

### Exhibit 12: Slip Size Distribution at Marina and Regional Harbors

Slip	Marina Harbor		Regional Harbors	
	Count	% of Total Stock	Count	% of Total Stock
25'	28	4.29	1,653	13.05
30'	187	28.68	3,148	24.84
35'	141	21.63	2,516	19.86
40'	172	26.38	2,235	17.64
45'	47	7.21	1,390	10.97
50'	43	6.60	811	6.40
55'	0	-	271	2.14
60'	21	3.22	292	2.30
65'	0	-	68	0.54
70'	4	0.61	34	0.27
80'	4	0.61	12	0.09
90'	4	0.61	0	-
100'	1	0.15	0	-
<b>Total</b>	<b>652</b>		<b>12,671</b>	

Source: 2023 Annual Marina and Boatyard Survey Results

Notes: Marina figures include both East and West Harbor slip counts.

Regional harbor counts exclude Marina Harbor counts.

### Standard Amenities Relative to Regional Accommodations

Outside of slip fee pricing, the amenities and accessory fees offered by the Marina Yacht Harbor largely reflect that of the typical marina in the Bay Area. Amenities offered by more than 50 percent of regional harbors such as Wi-Fi, free parking for berth owners, and yacht clubs on or near the premises are also present at Marina Harbor. Likewise, amenities and services offered by a minority of regional harbors are typically not included at the Marina. These include features such as a boat wash, houseboat accommodations, and dry storage. Furthermore, the average harbor occupancy rate for Bay Area harbors is approximately 87 percent according to survey results. The Marina Yacht Harbor did not respond to the survey question regarding occupancy, however RPD provided the BLA with occupancy statistics for the West Harbor between July and November 2023. During these months, occupancy hovered between 85 and 89 percent.

Key differences from other harbors include the presence of a fuel dock. Including the Marina Yacht Harbor, only 15 of the 36 regional harbors polled have a fuel dock on the premises. Additionally, the Marina Yacht Harbor does not allow liveaboards and associated fees, while this

is only true for four other harbors in the Bay Area.<sup>11</sup> Liveaboards are prohibited under the Marina Rules and Regulations and under the lease agreement with the St. Francis Yacht Club, as well.

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## Recommended Mechanisms to Cover General Fund Subsidy

The recommendations selected as options to increase the Marina's operating revenue and eliminate the General Fund subsidy were chosen according to the following criteria:

1. Fiscal Impact: The recommendation must be able to generate a sizeable increase in Marina revenue to the extent it could reasonably cover most or all of the General Fund subsidy for FY 2024-25 in the amount of \$645,954, plus a supplemental General Fund allocation for structural maintenance expenditures. Assuming a 3 percent increase in expenditures each fiscal year, we anticipate a supplemental General Fund allocation of approximately \$285,000, bringing the total amount of additional revenue necessary to cover General Fund money to \$930,954.
2. Feasibility: The recommendation must be within the powers of the Recreation and Parks Department and/or the Board of Supervisors. Additionally, the recommendation must be reasonable under economic conditions, avoiding excessive fees and unrealistic demands of Marina patrons and the public.
3. Reliability: The recommendation must be able to generate revenue in a predictable manner, thereby mitigating the risk of over or under-budgeting. Emphasis is placed on favoring fixed or less variable price structures for increased financial stability.

The estimates included in the following section represent the best possible approximations of scenarios and figures given the data RPD provided to the BLA. RPD advises additional scenarios are being considered and analyzed, using engineering information the BLA does not have access to.

### Raise Berthing Fees

#### *Fiscal Impact*

The Recreation and Parks Department could increase harbor berthing and accessory fees by 31.4 percent to fully cover Marina operating expenditures and eliminate the need for General Fund support. Exhibit 13 below shows a revised FY 2025-26 operating budget using the FY 2024-25 operating budget as a baseline. If the General Fund subsidy and supplemental monies were to

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<sup>11</sup> Liveaboards describe persons whose permanent or partial residence is aboard their watercraft at a marina. Regional liveboard slip rates typically incur an additional fee ranging between \$100 and \$500 per month.

be completely removed from the Marina's budget, and all operating expenditures, permit revenue, and concession revenue were to increase by 3 percent the following fiscal year, harbor fees overall would need to increase by 31.42 percent for revenue to break even with expenditures, assuming no change in slip occupancy.

### Exhibit 13: Marina Budget Adjusted to Cover General Fund

Expenditures	FY 2024-25	Change	FY 2025-26
<b>Marina Fund Budgeted Expenditures</b>	\$5,040,654	3%	\$5,191,874
<b>Structural Maintenance</b>	285,000	3	293,550
<b>Total</b>	<b>\$5,325,654</b>		<b>\$5,485,424</b>
Revenue	FY 2024-25	Change	FY 2025-26
<b>General Fund (Subsidy)</b>	\$645,954	-100%	\$0
<b>General Fund (Supplemental)</b>	285,000	-100	0
<b>Permits</b>	412,000	3	424,360
<b>East &amp; West Harbor Fees</b>	3,375,000	31.42	4,435,425
<b>Concessions</b>	607,700	3	625,931
<b>Total</b>	<b>\$5,325,654</b>		<b>\$5,485,716</b>

Source: FY 2024-25 Operating Budget, BLA Analysis

For a 40-foot boat currently docked at the Marina Yacht Harbor, this fee adjustment would equate to a monthly payment increase from \$903 to \$1,187 and an additional \$3,404 per year being paid to the Marina between Fiscal Years 2024-25 and 2025-26.

### Feasibility

The workability that the Marina will be able to increase their fees by 31.4 percent without causing a significant decrease in patronage relies upon how elastic the demand is for harbor slips from current and potential berth tenants. The San Francisco Marina Small Craft Yacht Harbor already has the highest fees per linear foot in the Bay Area. Furthermore, the regional harbor vacancy rate averaged 18 percent in 2023, which offers Marina patrons the option to relocate to other nearby harbors should fees become prohibitively high. However, in July 2022, the Board approved a Dredging Fee for west harbor slips, effectively increasing slip fees by 20 percent. According to RPD staff, this had no impact on the occupancy and waitlist at the West Harbor.

Despite high fees, standard amenities, and the availability of slips at nearby harbors, demand for slips at the Marina exceeds supply by 54 percent. As of 2023, the waitlist for the 326 slips in the West Harbor is comprised of 177 individuals who pay an annual fee of \$103 to remain in the queue. The distribution of waitlist members per requested slip size is shown in Exhibit 14 below.

#### Exhibit 14: Wait List Length by Slip Size

Slip Size	25'	30'	35'	40'	45'	50'	60'	70'	80'	90'
Wait List	8	27	29	27	21	17	16	14	9	9

Source: RPD West Harbor wait list.

Note: RPD advises the wait list for East Harbor slips is currently closed.

To implement the proposed fee increase, RPD must determine how to increase itemized fees in a manner that increases collective harbor berthing and accessory fees by 31.42 percent. Secondly, the Board of Supervisors would have to amend the Park Code to adjust the fee schedule beyond the standard CPI adjustment.

#### Reliability

RPD could improve the reliability of fee revenue and possibly lower the fee increase necessary to cover operating expenditures by implementing management strategies to reduce berth turnover at the Marina. In Exhibit 15 below, the BLA calculates the fee revenue expected at occupancy rates between 80 to 100 percent using actual revenue and scheduled fees for FY 2022-2023. Actual fee revenues for FY 2022-2023 at the West and East Harbors were \$2.9 million and \$784,134, respectively. These fees include non-berthing revenue, prohibiting the BLA from estimating an accurate occupancy rate, however RPD occupancy reporting for 2023 suggests West Harbor occupancy was approximately 87 percent. RPD did not provide occupancy data for the East Harbor, but advised occupancy is far lower due to the continued loss of slips to deterioration. RPD is unable to repair East Harbor slips at this time due to contamination in Gashouse Cove.

#### Exhibit 15: Fee Revenue Potential by Occupancy Rate

West Harbor Occupancy						
	Actual	100%	95%	90%	85%	80%
Revenue	\$2,946,646	3,196,895	3,037,050	2,877,205	2,717,361	2,557,516
East Harbor Occupancy						
	Actual	100%	95%	90%	85%	80%
Revenue	\$784,134	1,284,429	1,220,208	1,155,986	1,091,765	1,027,543

Source: FY 2022-23 RPD Actual Revenue, BLA analysis

As shown above, just a 5 percent increase in overall occupancy could generate more than \$220,000 in revenue between the East and West harbors, based on current fees.

## Charge for Public Parking at Marina Lots

### *Fiscal Impact*

RPD could implement paid public parking at the Marina parking lots to cover the vast majority of the \$930,954 in General Fund support to the Marina. The Municipal Transportation Authority (MTA) conducted a parking feasibility study in 2019 at the request of RPD that estimated the entry costs, routine expenditures, and revenue that could be expected if the Marina converted their public lots to a paid parking system. Continuing the 3 percent expenditure and revenue increase between fiscal years assumed by the MTA, the BLA adjusted the five-year net income estimated by the MTA and show them in Exhibit 16 below.

### Exhibit 16: Estimated Costs and Revenue for Marina Paid Parking

	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>Parking Revenue</b>	\$1,323,208	\$1,362,904	\$1,403,791	\$1,445,905	\$1,489,282
Parking Tax	(246,178)	(253,563)	(261,170)	(269,005)	(277,076)
Credit Card Fees	(116,832)	(120,337)	(123,947)	(127,665)	(131,495)
Pay by Phone Fees	(3,282)	(3,380)	(3,482)	(3,586)	(3,694)
Expense	(190,819)	(196,544)	(202,440)	(208,513)	(214,768)
One Time					
Implementation Cost	(719,492)	0	0	0	0
<b>Parking Net Income</b>	<b>\$46,605</b>	<b>\$789,080</b>	<b>\$812,752</b>	<b>\$837,135</b>	<b>\$862,249</b>

Source: MTA 2019 Analysis

According to MTA estimates, paid parking at the Marina would generate positive profit immediately after the first year, and approximately \$790,000 the following year assuming implementation occurs in 2024.

Exhibit 17 below incorporates the BLA-adjusted parking revenue estimates with the Marina Operating budget for FYs 2024-2027. Assuming parking meters are implemented in FY 2024-25 and the General Fund support to the Marina ends the following year, the Marina operating budget would see a budget shortfall of \$169,803 and \$174,898 in the subsequent two fiscal years.

### Exhibit 17: Example Marina Operating Budget Including Paid Parking Revenue

Expenditures	FY 2024-25	FY 2025-26	FY 2026-27
Marina Fund Budgeted Expenditures	\$5,040,654	\$5,191,874	\$5,347,630
Structural Maintenance	285,000	293,550	302,357
<b>Total</b>	<b>\$5,325,654</b>	<b>\$5,485,424</b>	<b>\$5,649,987</b>
Revenue	FY 2024-25	FY 2025-26	FY 2026-27
General Fund (Subsidy)	\$645,954	\$0	\$0
General Fund (Supplemental)	285,000	0	0
Permits	412,000	424,360	437,091
Harbor Fees	3,375,000	3,476,250	3,580,537
Concessions	607,700	625,931	644,709
Parking Net Income	46,605	789,080	812,752
<b>Total</b>	<b>\$5,372,259</b>	<b>\$5,315,621</b>	<b>\$5,475,089</b>
<b>Marina Net Income</b>	<b>46,605</b>	<b>(169,803)</b>	<b>(174,898)</b>

Source: MTA 2019 Analysis, BLA Analysis

Note: Revenue and expenditure estimates assume a 3 percent growth between fiscal years.

#### Feasibility

If enacted, the Marina would be just one of three RPD properties to have paid public parking on the premises.<sup>12</sup> To charge for public parking in the Marina lots, the Board of Supervisors must amend the Park Code to authorize the MTA to set rates for parking spots on the premises.<sup>13</sup> The financial impact noted above assumes that all 799 parking spaces are charged for parking, include the 199 currently set-aside for berth tenants, who currently are provided two free parking spaces per berth.

#### Reliability

Revenue estimates for paid parking at the Marina were generated in 2019, prior to the COVID-19 pandemic, based on rates and usage from the adjacent Fort Mason parking lot. It is reasonable to believe revenue estimates calculated today would differ from MTA conclusions, especially as permitted events have not yet returned to pre-2020 levels. However, the estimates derived from the MTA study conservatively assume that throughout the year, occupancy of the public parking stalls would average 25% with an average stay of 2.5 hours.

<sup>12</sup> Golden Gate Park's music concourse and Kezar Stadium parking lot are the only two RPD-managed paid parking facilities in the City.

<sup>13</sup> Section 6.14 of the Park Code authorizes the MTA to work with RPD staff to 1) identify locations for the establishment of paid parking, 2) set rates for paid parking on park property, and 3) develop and implement a parking management plan for park properties with parking facilities.



## Parking and Berthing Fee Increase

Through a combined approach of implementing paid parking and instituting a modest berthing fee increase above the standard 3 percent adjustment between fiscal years, RPD stands to achieve independence from General Fund transfers to the Marina Yacht Harbor Fund. To cover the revenue shortfall after paid parking is established at the public Marina lots, RPD would need to increase harbor fees by just 5.03 percent for operating revenue to break even with budgeted expenditures.

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## Policy Considerations

### Gashouse Cove Remediation

#### *Overview of Settlement and Proposed Remediation Project*

In the 19<sup>th</sup> and early 20<sup>th</sup> centuries, Pacific Gas and Electric (PG&E) operated a coal gasification plant near what is currently the East Harbor of the Marina. Site studies conducted several decades later discovered that toxic chemical compounds from the plant's output were polluting the soils and sediments underlying the East Harbor. The City filed a lawsuit against PG&E in 2001 seeking recovery of costs related to the cleanup of the contamination. The parties reached a Final Settlement Agreement in 2020.

In 2021, the San Francisco Board of Supervisors passed a resolution approving the Final Settlement Agreement (File 21-0067), which provided a high-level scope of the project, outlined project management responsibilities, and set the terms for cost-sharing and repayment according to expected project output. Per the settlement agreement, the remediation and contingency costs not to exceed \$160 million will be paid for by PG&E. The City will reimburse PG&E for 9 percent of the project costs up to \$160 million, and excess contingency costs incurred beyond \$160 million up to \$190 million will be shared on a 50-50 percent basis between the parties. PG&E will initially fund all project costs and the City will repay its share from Marina revenues at zero percent interest beginning three years after the remediation is completed for a term of 30 years. Exhibit 18 below shows the estimates that form the basis of the settlement amount. Any costs beyond \$190 million would have to be agreed by both parties and cost sharing would be subject to a future agreement.

### Exhibit 18: Marina Yacht Harbor Project Budget

Cost	Estimate	Cost-Sharing <sup>1</sup>
Pre-Construction	\$3,523,000	91-9
CEQA/Regulatory Compliance	4,450,000	91-9
Public Fuel Dock	2,289,000	91-9
East Harbor Remediation	67,961,000	91-9
East Harbor Renovation, Public Access, and Recreational Amenities	23,897,000	91-9
West Harbor Breakwater and Marina Improvements	27,880,000	91-9
<b>Subtotal</b>	<b>\$130,000,000</b>	
Contingency	\$30,000,000	91-9
Excess Contingency	\$30,000,000	50-50
<b>Total</b>	<b>\$190,000,000</b>	

Source: Final Settlement Agreement between PG&E and the City of San Francisco

Notes: <sup>1</sup> Reflects the percentage obligation for PG&E and percentage obligation for the City, respectively.

While the project is still in the early design phase, the proposed project components developed over the course of the settlement agreement includes both the clean-up of the East Harbor and the construction of new public amenities. Specifically, the San Francisco Marina Improvement and Remediation Project would:

1. Demolish all docks and berths in the East Harbor.
2. Dredge the northern half of the East Harbor to remove pollutants.
3. Backfill the southern half of the East Harbor with an engineered sediment cap, to prevent contaminated sediment from leeching into the water.
4. Reconstruct the docks and berths in the northern half of the East Harbor.
5. Expand the West Harbor to accommodate the lost slips from the southern half of the East Harbor and to add a fuel dock.
6. Construct a new breakwater for the West Harbor that will decrease the dredging frequency.

With the engineered sediment cap, the southern half of the East Harbor would be too shallow for the berths to return. RPD anticipates this cove would become five acres of protected shallow open water recreation. According to the resolution approved by the Board of Supervisors accepting the Final Settlement Agreement, the project framework outlined in the settlement is

subject to future City approvals, California Environmental Quality Act review, and other environmental regulatory oversight.<sup>14</sup>

### *Implications for Fee Revenue*

The Board of Supervisors is currently considering an ordinance to limit the extension of the West Harbor by more than 150 feet from its current boundary (File 23-1191). Such a decision would effectively prohibit lost East Harbor slips from being redistributed to the West Harbor and reduce potential fee revenue by \$2.0 million per year, altering the extent to which support from the General Fund and/or alternative revenue streams will be needed.

### **Scenario 1: No Improvements to the Marina**

Exhibit 19 below outlines an estimated budget schedule for the Marina between Fiscal Years 2029-30 through FY 2035-36 for the scenario in which the remediation project does not proceed as planned. Under these circumstances, operating revenue would fall short of expenditures by more than \$1 million per year, requiring a General Fund subsidy or a 27.6 percent increase to overall berthing fees. When accounting for the year-to-year increase in expenditures, the required fee hike translates to a one-time 31.4 percent increase, as explained earlier, with subsequent 3 percent annual increases thereafter.

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<sup>14</sup> File 21-0067

**Exhibit 19: Marina Status Quo Budget Schedule  
FYs 2029-30 – FY 2035-36**

	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036
<b>Expenditures</b>							
Operating	5,843,499	6,018,804	6,199,369	6,385,350	6,576,910	6,774,217	6,977,444
Structural Maintenance	330,393	340,305	350,514	361,029	371,860	383,016	394,507
<b>Total Expenditures</b>	<b>6,173,893</b>	<b>6,359,109</b>	<b>6,549,883</b>	<b>6,746,379</b>	<b>6,948,771</b>	<b>7,157,234</b>	<b>7,371,951</b>
<b>Revenue</b>							
Permits	477,621	491,950	506,708	521,909	537,567	553,694	570,304
East Harbor Fees	782,510	805,985	830,165	855,070	880,722	907,144	934,358
West Harbor Fees	3,130,040	3,223,941	3,320,659	3,420,279	3,522,888	3,628,574	3,737,431
Concessions	704,491	725,626	747,394	769,816	792,911	816,698	841,199
<b>Total Revenues</b>	<b>5,094,662</b>	<b>5,247,502</b>	<b>5,404,927</b>	<b>5,567,074</b>	<b>5,734,087</b>	<b>5,906,109</b>	<b>6,083,293</b>
<b>Marina Net Income</b>	<b>(1,079,231)</b>	<b>(1,111,608)</b>	<b>(1,144,956)</b>	<b>(1,179,305)</b>	<b>(1,214,684)</b>	<b>(1,251,124)</b>	<b>(1,288,658)</b>
<i>Fee Increase Necessary to Cover Shortfall</i>	27.6%	27.6%	27.6%	27.6%	27.6%	27.6%	27.6%

Source: BLA Analysis

Notes: All revenue and expenditure estimates are assumed to increase 3 percent each year, using the FY 2024-25 operating budget as a baseline. The Fee Increase Necessary to Cover Shortfall figures represent the same-year one-time fee increase needed to cover unfunded expenditures that year.

**Scenario 2: Remediation Project**

Exhibit 20 below shows a potential budget schedule for the Marina under the same time period, but assumes the remediation project proceeds as described in the Final Settlement Agreement at a cost of \$160 million. The cost includes base project cost of \$130 million plus the \$30 million contingency, but not the \$30 million Excess Contingency. Here, East Harbor fees are calculated by assuming 90 percent occupancy for 172 reconstructed berths charged at the same rate as West Harbor slips. RPD advised they intend to equalize East and West Harbor fee rates to pay for the City's obligation to the PG&E settlement. Notably, this change would represent an increase of approximately 40 percent for East Harbor berth tenants. West Harbor Fees include revenue from its existing berths and the expansion of 235 additional slips at 90 percent occupancy.<sup>15</sup> Assuming construction finishes, and revenue begins generating in FY 2029-30, repayment to PG&E would begin in FY 2032-33 in the amount of \$480,000 per year. If the remediation project requires use of the project's Excess Contingency, the debt service would increase from an assumed \$480,000 per year to \$980,000 per year.

<sup>15</sup> Though not accounted for in the West Harbor Fees item of the operating budget, the BLA notes dredging fees imposed on West Harbor berth tenants may be reduced or eliminated, given the reduced dredging frequency needed with the new proposed breakwater. Eliminating the dredging fee would represent a 14 percent decrease in fees for West Harbor berth tenants, if implemented.

**Exhibit 20: Marina Budget Schedule Under Remediation Project**  
**FYs 2029-30 – FY 2035-36**

	<b>FY 2030</b>	<b>FY 2031</b>	<b>FY 2032</b>	<b>FY 2033</b>	<b>FY 2034</b>	<b>FY 2035</b>	<b>FY 2036</b>
<b><u>Expenditures</u></b>							
Operating	5,843,499	6,018,804	6,199,369	6,385,350	6,576,910	6,774,217	6,977,444
Structural Maintenance	330,393	340,305	350,514	361,029	371,860	383,016	394,507
PG&E Debt Service				480,000	480,000	480,000	480,000
<b>Total</b>	<b>6,173,893</b>	<b>6,359,109</b>	<b>6,549,883</b>	<b>7,226,379</b>	<b>7,428,771</b>	<b>7,637,234</b>	<b>7,851,951</b>
<b><u>Revenue</u></b>							
Permits	477,621	491,950	506,708	521,909	537,567	553,694	570,304
East Harbor Fees	1,340,713	1,380,935	1,422,363	1,465,034	1,508,985	1,554,254	1,600,882
West Harbor Fees	4,961,829	5,110,683	5,264,004	5,421,924	5,584,582	5,752,119	5,924,683
Concessions	704,491	725,626	747,394	769,816	792,911	816,698	841,199
<b>Total</b>	<b>7,484,654</b>	<b>7,709,193</b>	<b>7,940,469</b>	<b>8,178,683</b>	<b>8,424,044</b>	<b>8,676,765</b>	<b>8,937,068</b>
<b>Marina Net Income</b>	<b>1,310,761</b>	<b>1,350,084</b>	<b>1,390,586</b>	<b>952,304</b>	<b>995,273</b>	<b>1,039,531</b>	<b>1,085,117</b>

Source: BLA Analysis

Notes: PG&E Debt Service amount is assumed to be \$14.4 million over 30 years, representing 9 percent of the \$130 million project costs plus \$30 million contingency.

All revenue and expenditure estimates are assumed to increase 3 percent each year, using the FY 2024-25 operating budget as a baseline.

As shown above, the Marina stands to operate at a surplus of approximately \$1.0 million per year if the remediation project goes through as planned, after including new debt service for the PG&E loan, without requiring support from the General Fund or additional revenue streams. According to RPD, the surplus will be used to fund a deferred maintenance fund. Deferred maintenance needs are estimated to cost approximately \$1.3 million per year, based on a lifecycle analysis of Marina assets.<sup>16</sup> The Marina's operating budget in the exhibit above includes a \$700,000 transfer, on average starting in FY 2033, to the Marina capital budget to pay for maintenance needs, leaving a remaining capital funding need of approximately \$650,000, on average, per year, if policy makers decide to fully fund the Marina's estimated capital needs.

<sup>16</sup> Deferred maintenance projects include the improvements to the Harbormasters Office, Marina Green bathrooms, landscaping, and parking lot.

### Scenario 3: Modified Remediation Project

Next, we consider the impact of the project control ordinance limiting the expansion of West Harbor. In this scenario, the remediation project moves forward as planned, except for reconstructing the lost East Harbor slips in the West Harbor. We assume no other project scope changes. Exhibit 21 below outlines the estimated budget schedule under these circumstances. Here, the West Harbor is assumed to generate revenue with its existing slips and occupancy rates, while the East Harbor would collect fees from its proposed 172 reconstructed slips, charged at the same rate as West Harbor berths. Debt service to PG&E is reduced to a flat payment of \$390,000 per year as the estimated \$30 million to expand the West Harbor would no longer be included in total project costs.

### Exhibit 21: Marina Budget Schedule Without West Harbor Expansion for Fys 2029-30 – FY 2035-36

	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036
<b>Expenditures</b>							
Operating	5,843,499	6,018,804	6,199,369	6,385,350	6,576,910	6,774,217	6,977,444
Structural Maintenance	330,393	340,305	350,514	361,029	371,860	383,016	394,507
PG&E Debt Service				390,000	390,000	390,000	390,000
<b>Total Expenditures</b>	<b>6,173,893</b>	<b>6,359,109</b>	<b>6,549,883</b>	<b>7,136,379</b>	<b>7,338,771</b>	<b>7,547,234</b>	<b>7,761,951</b>
<b>Revenue</b>							
Permits	477,621	491,950	506,708	521,909	537,567	553,694	570,304
East Harbor Fees	1,340,713	1,380,935	1,422,363	1,465,034	1,508,985	1,554,254	1,600,882
West Harbor Fees	3,130,040	3,223,941	3,320,659	3,420,279	3,522,888	3,628,574	3,737,431
Concessions	704,491	725,626	747,394	769,816	792,911	816,698	841,199
<b>Total Revenues</b>	<b>5,652,865</b>	<b>5,822,451</b>	<b>5,997,125</b>	<b>6,177,038</b>	<b>6,362,349</b>	<b>6,553,220</b>	<b>6,749,817</b>
<b>Marina Net Income</b>	<b>(521,027)</b>	<b>(536,658)</b>	<b>(552,758)</b>	<b>(959,341)</b>	<b>(976,421)</b>	<b>(994,014)</b>	<b>(1,012,134)</b>
<i>Fee Increase Necessary To Cover Shortfall<sup>1</sup></i>	<i>12%</i>	<i>12%</i>	<i>12%</i>	<i>20%</i>	<i>20%</i>	<i>20%</i>	<i>20%</i>

Source: BLA Analysis

<sup>1</sup> Represents the one-time, same-year increase needed to cover shortfall.

As shown above, the BLA estimates that this scenario would generate an operating revenue shortfall of approximately \$1 million dollars per year once debt service to PG&E begins. In order to cover the loss without transfers from the General Fund, the BLA estimates that berthing fees in the East and West harbor would need to increase by 20 percent by the time debt service begins for the Marina to break even, including the annual \$700,000 maintenance transfer to the capital fund. To generate revenue sufficient to maintain capital spending of \$1.3 million per year, fees would need to be increased by 32 percent rather than 20 percent.

#### **Scenario 4: Modified Remediation Project, Spending Baselined to Actual Spending in FY 2022-23**

Finally, as noted above, FY 2022-23 spending in the Marina operating fund was \$544,477 less than budgeted, while revenues that year included a \$686,077 General Fund transfer. Due to the City's projected General Fund deficits in FY 2024-25 and beyond, the Department is considering eliminating the Marina's General Fund subsidy in FY 2024-25, which would essentially freeze operational spending at the Marina \$141,600 below FY 2022-23 actual spending. If that spending level is maintained but escalated by three percent through FY 2036, then berthing fees would need to be increased by 15 percent by the time debt service payments begin to cover operating costs if the remediation project is completed without the expansion of the West Harbor.

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### **Conclusion**

The Marina Small Craft Yacht Harbor currently does not generate enough revenue to cover expenditures and therefore cannot operate independently from the General Fund. The Recreation and Parks Department has been developing a project, largely funded by PG&E and a thirty-year repayment of certain project costs by the City, that would remediate contamination and renovate slips in the Marina's East Harbor and expand the number of slips in the West Harbor. The renovated and new slips would together be more than sufficient revenue to cover the Marina's operations, with net income going towards deferred maintenance needs.

The Board of Supervisors is considering an ordinance (File 23-1191) that would prohibit expansion of the West Harbor. After evaluating regional harbor fees, current revenue streams, and berth demand at the Marina, we conclude there are two viable options for the Recreation and Parks Department to significantly reduce or eliminate reliance on the General Fund if the Marina's West Harbor is not expanded. The Department could increase berthing fees at the East and West Harbors by 15 to 20 percent more than currently planned to achieve total financial independence from the General Fund. RPD could also implement paid parking at the public Marina lots and in turn increase operating revenue by enough to cover 82 percent of the current General Fund subsidy, thereby reducing the fee increase necessary to cover remaining costs no longer funded by the General Fund. Through a combined approach of instituting paid parking, modestly increasing berthing fees, and adopting strategies to improve optimal harbor management, the Marina could achieve its intended goal of financial independence from the General Fund.



HALEYALDRICH

www.haleyaldrich.com

DRAFT EAST HARBOR FEASIBILITY STUDY

SAN FRANCISCO, CALIFORNIA

WATER BOARD FILE NO. T10000005263 (RAS)

SITE ID: 2020594

Cost Comparison with Other Alternatives:

These values are based on **2022 dollars** and may be adjusted for inflation or scope changes in later planning stages.

for

Pacific Gas and Electric Company

Oakland, California

File No. 128178-029

December 2022

Alternative	Description	Estimated Cost	Notes
Alt 1	No Action	\$0	Not compliant with RAOs
Alt 2	Rebuild Project (with fuel dock)	\$66.4M	High dredging volume and remedial footprint
Alt 3	Renovation Project (fuel dock moved)	~\$55.2M	Preferred: smaller scope, reduced emissions
Alt 4	Maximum feasible sediment removal	~\$94.8M	Longest duration, highest environmental impact



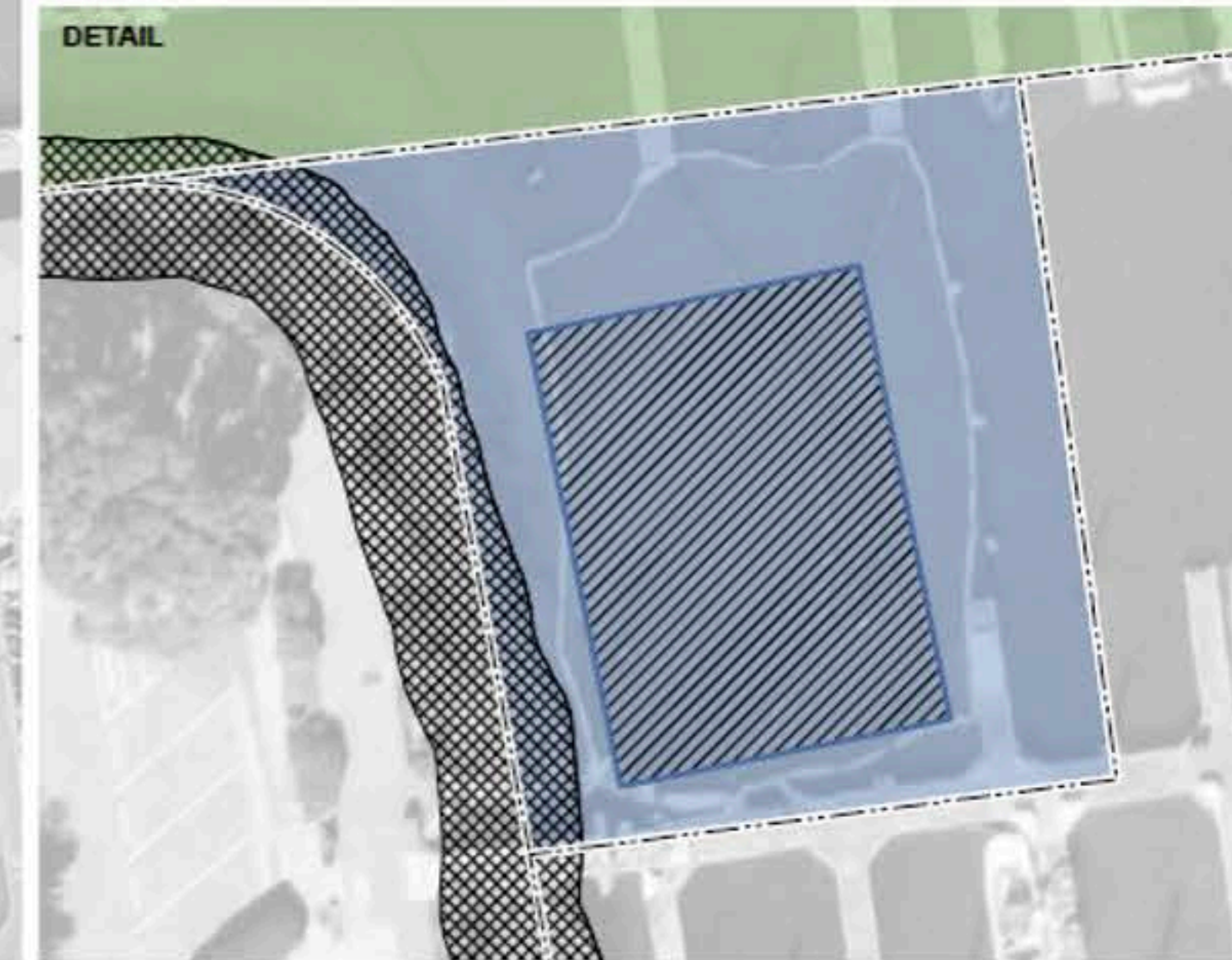
**2021 East Harbor Feasibility Study**  
 Pacific Gas and Electric Company – California  
 File No. 128178-029 (Water Board)

- Angus Chan, P.E. (he/him)  
 Senior Water Resource Control  
 Engineer (Specialist) San Francisco  
 Bay Regional Water Quality Control  
 Board (510) 622-2363  
[Angus.Chan@Waterboards.ca.gov](mailto:Angus.Chan@Waterboards.ca.gov)
- See Figure 27 of the [Draft Feasibility Study](#) (page 186 of 1577 of PDF) for the correct depiction



LEGEND	
	CURRENT SHORELINE AT ELEVATION 0.0 FEET MLLW
	VINYL OR STEEL SHEETPILE WALL
	DREDGE TO -14.5 FEET MLLW AND BACKFILL
	PERMEABLE REACTIVE BARRIER INCORPORATED INTO SHORELINE RECONSTRUCTION
	SUBAREA BOUNDARY
	DREDGE AND CAP BELOW EXISTING SEDIMENT SURFACE
	DREDGE AND CAP BELOW DESIGN ELEVATION

NOTES	
1.	SHORELINE RECONSTRUCTION COMPLETE. RECONSTRUCTION PROJECT MAY INCORPORATE A PERMEABLE REACTIVE BARRIER.
2.	MLLW = MEAN LOWER LOW WATER
3.	INSTITUTIONAL CONTROLS WOULD ENSURE THAT ANY INCOMPLETE OR INSIGNIFICANT PATHWAYS ARE COMPLETE.
4.	EXTENT OF PERMEABLE REACTIVE BARRIER BASED ON PROJECT AND REMEDIAL REQUIREMENTS.
5.	AERIAL IMAGERY SOURCE: NEARMAP, INC.





## BCDC meeting 1-2025 Transcript

### **Monica Scott SFRP:**

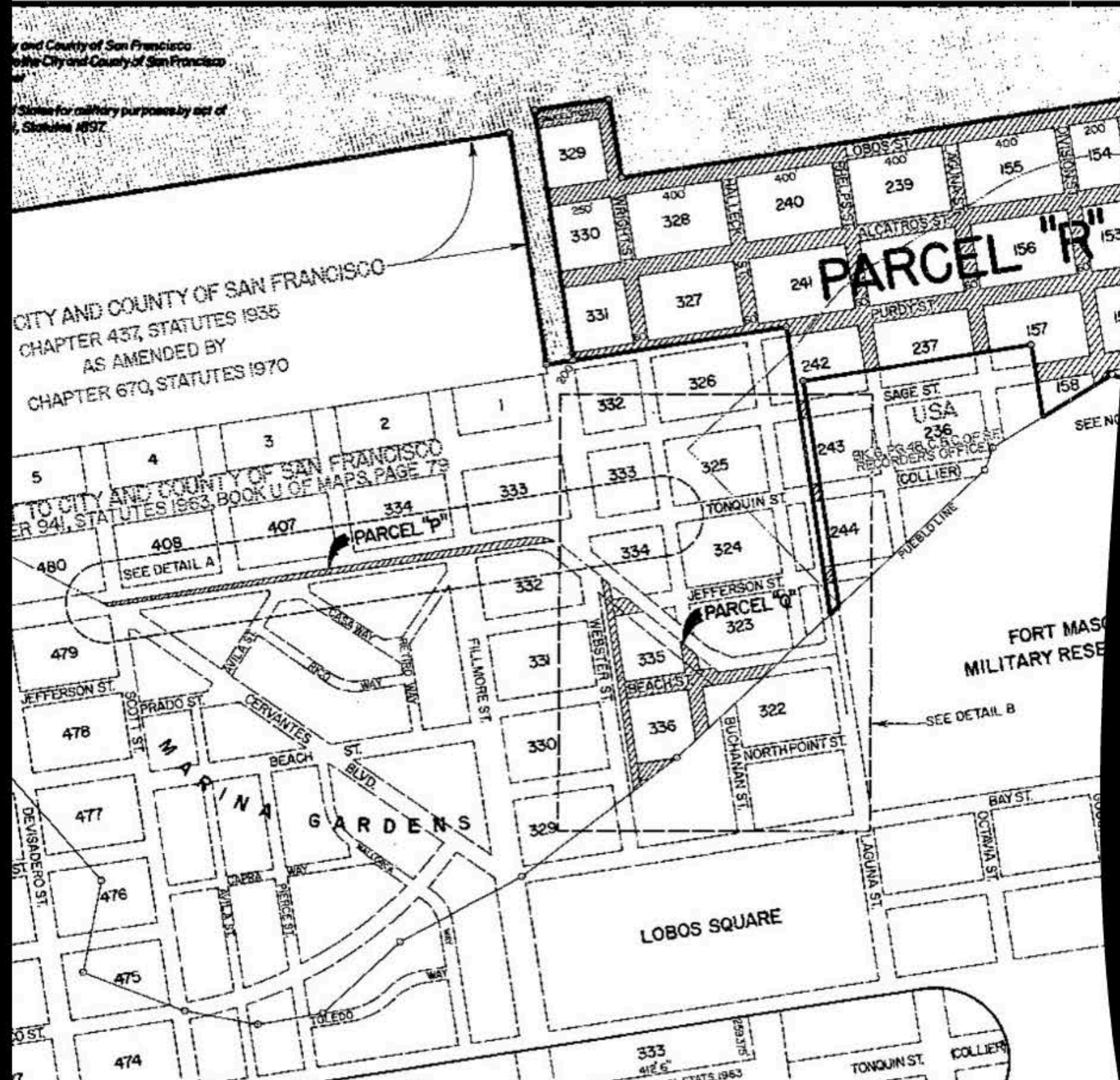
***"The fuel dock, we had analyzed keeping it in its existing location. The cost of that would be about \$20 to \$25 million. So that one had a clear economic financial reason for why we could not keep it there."***

**"In April 2025, SFRP submitted a permit request to San Francisco Planning, stating that the action is a regulatory requirement due to the need to decommission the SF Fuel Dock."**

Existing fuel dock and tanks to be decommissioned and removed to be compatible with remediation design and regulatory requirements. Fuel tanks would be removed or abandoned per regulatory requirements.

Which environmental or safety regulations are driving the decommissioning?





## City of San Francisco BUDGET FORM 1A: Summary of Major Changes

### FY 2024-25 and FY 2025-26 DEPARTMENT SF Recreation and Park

**13. Move the Marina Yacht Harbor, Golf Courses, and Camp Mather to a self-sustaining enterprise model.**

#### Public trust

**Public trust use laid out by California in Chapter 437 (1935).**

**Key Provision in Public Trust Gashouse Cove is in.**

**"Said real property shall be used solely for aquatic, recreational, boulevard, park and playground purposes."**

This is followed by a narrowly-defined exception:

**"Provided, however, that said City and County of San Francisco shall have power to set apart and assign, or lease, any of said property... for a period not to exceed ten years, to any corporation, club or association organized for the purpose of developing and promoting aquatic sport... provided, that no part... shall be leased to any... association the object of which is pecuniary profit."**

**"lot and Block Number that have sold by SF in 1850"**

**and mentions:**

**"parcel 'R'"**

**Parcel "R" of a state land grant.**



See Figure 27 of the <a href="#">Draft Feasibility Study</a> (page 186 of 1577 of PDF) for the correct depiction	Maggie Hallahan Questions June 9th, 2025	Angus Chan, P.E. ( <i>he/him</i> ) Senior Water Resource Control Engineer (Specialist) San Francisco Bay Regional Water Quality Control Board (510) 622-2363 <a href="mailto:Angus.Chan@Waterboards.ca.gov">Angus.Chan@Waterboards.ca.gov</a>
	Question <a href="#">Gashosue Cove Marina</a>	<b>Answer</b>
<b>Adding to the exciting plan</b>		
Marine Pool Inclusion	If supported by the City, could PG&E incorporate a marine pool at the Point into the current plan?	Yes, we believe that is possible. A new feasibility study likely would not be needed, but an addendum might be necessary if significant changes to the remediation were needed.
<b>Keeping a Fuel Dock at Gashouse</b>		
<b>Fuel Dock Depth Retention</b>	<b>Could the fuel dock remain at an eight-foot depth?</b>	<b>Yes, this depth would not expose the contamination in deeper sediment.</b>
Fuel Dock Dredge Depth	What is the current or planned dredge depth at the fuel dock area?	The current depth is 8 feet. The plan is to fill and cap the area, but it could also be capped at a lower depth.
Fuel Dock Relocation Approval	If the fuel dock were relocated 168 meters forward, would the Water Board object?	No. We assume that permanent relocation of the fuel dock would be after remediation (i.e., the relocation would not prevent access for remediation).
Southern Blue Rectangle Area	How deep will the small blue rectangular area near Marina Green Drive (as seen in Figure 27, page 186 of the Draft Feasibility Study) be dredged? This area blue color-coded	The current plan is to dredge to at least 14.5 feet in the Interim Remedial Measure area. If MGP contamination is still present above cleanup levels at 14.5 feet, PG&E may continue dredging to the extent feasible.
Unmarked Southern Area	Regarding the southern portion of the site that does not have a color on the graph and was said to “not be touched” — does this mean it will be dredged only 2 feet and then capped, maintaining the same final depth?	That area, referred to as the shallow water basin the Draft Feasibility Study, will not be dredged and capped for remediation. Naturally accumulated sediment is effectively working as a cap over the MGP contaminated sediments. The plan is to continue to rely on this existing sediment cover.
<b>Post Project</b>		
Cap Integrity and Boat Traffic	After project completion, could a boat break the cap by running into it?	No, it is not likely if the cap is maintained.
Future Liability After Transfer	After the property transfer, who will be legally and financially responsible for any future environmental issues?	Both PG&E and RPD will remain liable for MGP contamination. PG&E cannot transfer its liability.
Municipal Liability Norms	Is it standard practice for a municipality like San Francisco to assume liability following remediation by a private entity?	The Water Code allows the Board to hold the current property owner liable (the City), but this does not absolve PG&E of its liability for MGP waste discharge.
Post-Remediation Dredging	Can dredging occur in the future in the shallow area or any area after the project is completed?	Yes.
Post-Remediation Monitoring	Who will be responsible for monitoring the site for residual MGP contamination after remediation, and for how long?	Both PG&E and RPD are responsible. PG&E is taking the lead, including post-remediation verification monitoring. PG&E would implement the remediation over ~2 years; RPD would then complete the Marina Improvement Project.
Remedial Plan Timeline	When does the Water Board expect PG&E to submit the final Remedial Action Plan?	We expect PG&E to submit a Draft Remedial Action Plan later this summer or fall. The Water Board will review the document and likely issue comments. After resolving comments, a Final Plan would be submitted (likely in 2026) following public review.





State of California • Natural Resources Agency

**Department of Parks and Recreation  
BOATING AND WATERWAYS COMMISSION**

P.O. Box 942896  
Sacramento, California 94296  
Telephone: (916) 902-8796

**Gavin Newsom, Governor**

**Armando Quintero, Director  
COMMISSION MEMBERS**

Tom Pier, *Chair*  
José González, *Vice Chair*  
Kathryn Hawkins  
Maggie Hallahan  
Gonzalo Medina  
Marcela Rosalez  
Hampus Idsater

**AD HOC COMMITTEE**

**“Initial Analysis of Boating Slips, Moorings, and Boating Amenities in California”**

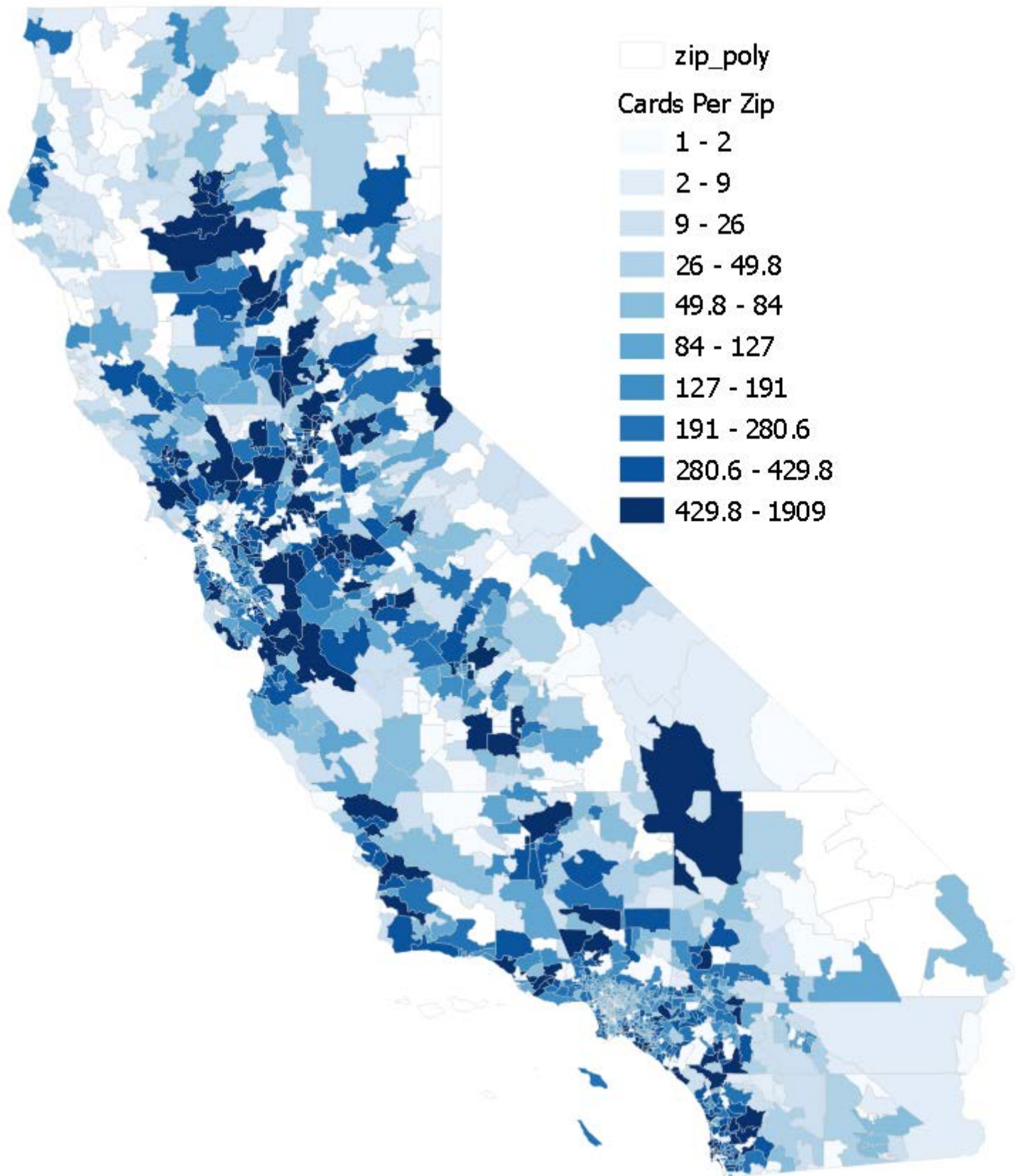
**Established: May 23, 2025**

**Completion Date: November 6, 2025**

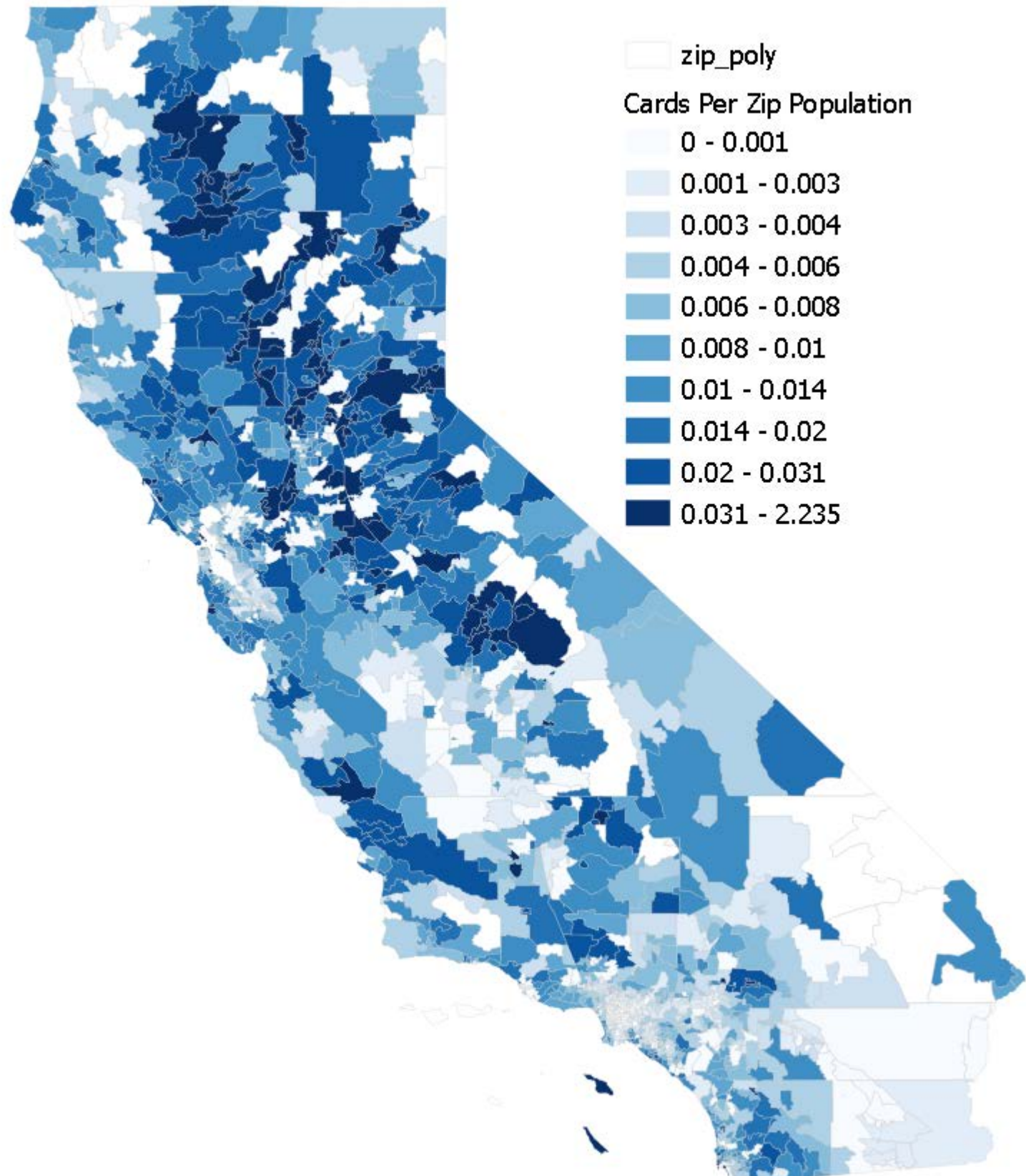
**DBW Commission Ad Hoc Committee Members:**

**Maggie Hallahan**

**Hampus Idsater**

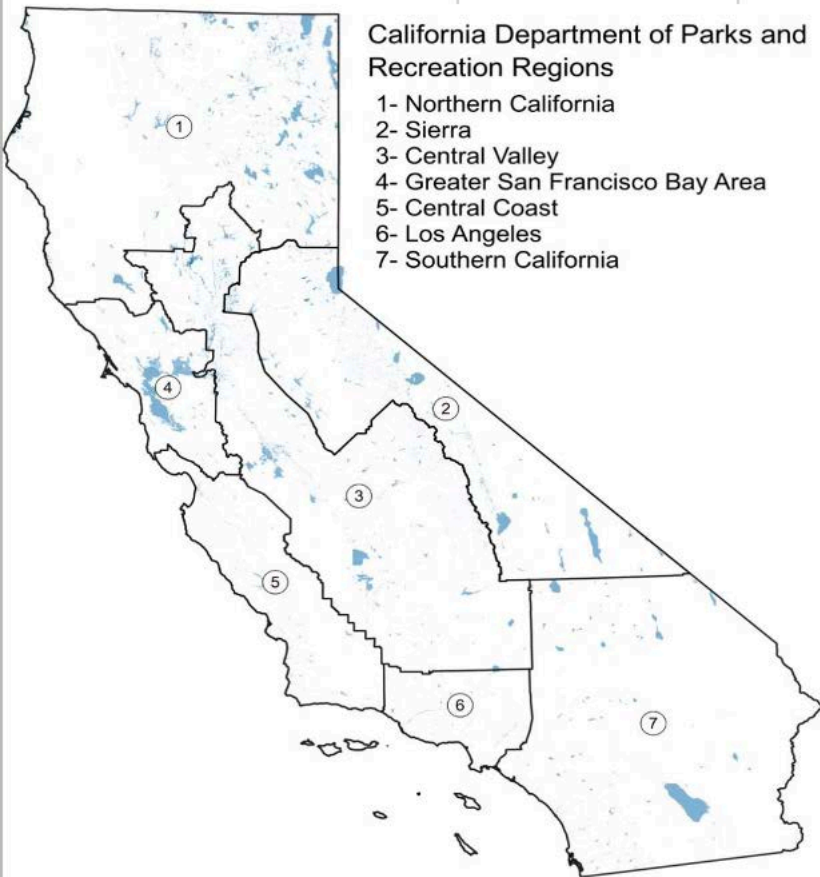






## California Department of Parks and Recreation Regions

- 1- Northern California
- 2- Sierra
- 3- Central Valley
- 4- Greater San Francisco Bay Area
- 5- Central Coast
- 6- Los Angeles
- 7- Southern California



0 50 100 150 200 mi





November 3, 2025

To: Tom Pier, Chair, California Boating and Waterways Commission

From: Maggie Hallahan and Hampus Idsater, Commissioners, California Boating and Waterways Commission, the Subcommittee on Boat Slips

**Re: Initial Analysis of Boat Slips, Moorings, and Boat Amenities in California**

Dear Chair Pier,

The Subcommittee on Boat Slips, as formed at our Commission meeting in May 2025, has met on three occasions over the past six months. In between these meetings, we have conducted extensive data collection and analysis. As a result of these efforts, we are now in a position to provide the Commission with an initial analysis of boat slips, moorings, and boat amenities in California.

Our key conclusions from the initial analysis are as follows:

1. There are a total of approximately 80,000 boat slips and moorings across the State of California.
2. The regions with the highest concentration of boat slips are the following:
  - a. Southern California (from Santa Barbara to San Diego): approximately 35,000 boat slips;
  - b. San Francisco Bay Area: approximately 25,000 boat slips;
  - c. Central Valley: approximately 10,000 boat slips;
  - d. Northern California (including Shasta, Humboldt, and Mendocino Counties, among others): approximately 5,000 boat slips; and
  - e. Central Coast: approximately 3,000 boat slips.
3. Approximately 22% of the total boat slips in California are smaller than 25 feet. However, these smaller slip sizes are generally characterized by a high vacancy factor. Structural vacancies appear to exist among smaller slips despite substantially lower slip rental rates on a per linear foot basis relative to larger slips.

4. By contrast, occupancy rates for slips in the size range of 45 feet or larger are generally very healthy despite higher pricing on a per linear foot basis.
5. Most coastal recreational harbors in California appear to have been constructed between 1963 and 1971. Several of the recreational marinas within these harbors are still in need of significant improvements to slips and amenities in order to serve today's boating communities.

Based on our findings, we have formulated the following hypotheses which we believe merit further analysis:

- I. Hypothesis #1: Boats have generally increased in size since California's original recreational boating infrastructure was built in the 1960s and early 1970s. This trend is partly a result of disposable income growth, but it also reflects advances in boat manufacturing and the reality of boating on the powerful Pacific Ocean where smaller boats are generally less well suited than larger boats. Consequently, many experienced recreational boaters have upgraded their boats over time. It is also worth noting that boats up to 30 feet in length can be stored on trailers. This helps explain why over 90% of the recreational boats in California are, in fact, stored on land rather than in harbors. For all these reasons, the smaller slips in California's recreational harbors are increasingly prone to structural vacancies;
- II. Hypothesis #2: Insufficient opportunities for more Californians to experience boating and become experienced boaters. This is a serious problem as the future of boating in California depends on the ability of boating to engage with a far larger and more diverse population than in the 1960s. The key will be to create pathways for Californians to become boaters regardless of their background or income levels; and
- III. Hypothesis #3: Policymakers and regulators appear to have been too focused on the preservation of smaller boat slips instead of promoting the types of activities and investments that truly create pathways to boating. Such critical activities and investments include the following:
  - a. Boating education, including boater safety instruction, affordable sailing schools, and aquatic centers;
  - b. Affordable entry points to boating, such as kayaking and stand-up paddleboarding;

- c. Awareness campaigns centered on the mental health benefits of boating and spending time on the water, especially in the digital age;
- d. Public boat launching facilities, including related safety measures such as life jacket loaner stations;
- e. Boat rentals and boat clubs; and
- f. Innovative technology applications with the potential to democratize boating, such as boat-sharing apps, many of which are developed in California.

As a next step, we recommend that our Subcommittee be tasked with verifying (or falsifying) these hypotheses and advising the Division of Boating and Waterways on what concrete actions can be taken in response to the issues identified.

Sincerely,

Commissioner Maggie Hallahan

Commissioner Hampus Idsater

*California Boating and Waterways Commission, the Subcommittee on Boat Slips*

## Hampus Idsater

United States Department of the Interior, Fish and Wildlife Service, 1994

California vessels that are not included in this report are canoes, rowboats, paddleboats, paddleboards, parasails, seaplanes operating on the water, motorless floating homes, ships' lifeboats, and other types of vessels that are not required to be registered.

Table 7: Northern California, Region 1, boat slips, moorings, and sewage resources per subregion.

County	Total Slips <25'	Slips <25' with access to a private dump station	Publicly Accessible Sewage Dump Station	Dump Station Ratio	Total Slips ≥25'	Total Mooring Buoys	Slips ≥25' + Mooring Buoys with access to private stationary or in-slip sewage pumpout	Publicly Accessible Sewage Pumpout	Pumpout Ratio	Publicly Accessible Floating Restroom
Del Norte	0	0	0	-	280	0	0	1	280	0
Humboldt	132	0	0	-	490	26	0	3	172	0
Lake	201	0	2	101	124	4	0	1	128	0
Lassen	20	0	0	-	0	0	0	0	-	0
Mendocino	90	0	1	90	330	0	0	1	330	0
Plumas	587	0	0	-	0	80	0	0	-	0
Shasta	1009	0	0	-	858	190	0	11	95	15
Trinity	55	0	0	-	25	0	25	0	-	6
<b>Region 1 Totals</b>	<b>2094</b>	<b>0</b>	<b>3</b>	<b>698</b>	<b>2107</b>	<b>300</b>	<b>25</b>	<b>17</b>	<b>140</b>	<b>21</b>

Total Slips 4201

Table 8: Sierra, Region 2, boat slips, moorings, and sewage resources per subregion.

County	Total Slips <25'	Slips <25' with access to a private dump station	Publicly Accessible Sewage Dump Station	Dump Station Ratio	Total Slips ≥25'	Total Mooring Buoys	Slips ≥25' + Mooring Buoys with access to private stationary or in-slip sewage pumpout	Publicly Accessible Sewage Pumpout	Pumpout Ratio	Publicly Accessible Floating Restroom
Amador	120	0	0	-	100	35	0	1	135	12
Calaveras	170	0	2	85	70	50	0	1	120	5
El Dorado	173	0	4	43	150	266	0	4	104	0
Inyo	0	0	0	-	3	20	0	0	-	0
Mariposa	42	0	0	-	14	236	0	1	250	2
Mono	94	0	0	-	175	0	0	0	-	2
Nevada	129	0	1	129	129	117	0	1	246	0
Placer	18	0	1	18	30	204	0	5	47	1
Tuolumne	84	0	0	-	182	111	0	2	147	8
<b>Region 2 Totals</b>	<b>830</b>	<b>0</b>	<b>8</b>	<b>104</b>	<b>853</b>	<b>1039</b>	<b>0</b>	<b>15</b>	<b>126</b>	<b>30</b>

Total Slips 1683

Table 9: Central Valley, Region 3, boat slips, moorings, and sewage resources per subregion.

County	Total Slips <25'	Slips <25' with access to a private dump station	Publicly Accessible Sewage Dump Station	Dump Station Ratio	Total Slips ≥25'	Total Mooring Buoys	Slips ≥25' + Mooring Buoys with access to private stationary or in-slip sewage pumpout	Publicly Accessible Sewage Pumpout	Pumpout Ratio	Publicly Accessible Floating Restroom
Butte	377	0	1	377	130	675	0	6	134	9
Colusa	100	0	0	-	0	0	0	0	134	0

Fresno	1110	15	0	-	1220	0	0	1	1220	10
Kern	96	0	0	-	8	8	0	0	-	1
Madera	325	0	2	163	45	0	0	0	-	0
Merced	6	0	0	-	0	0	0	0	-	0
Sacramento	480	50	4	108	2801	29	503	14	166	3
San Joaquin	454	0	0	-	1898	0	349	5	310	0
Sutter	0	0	0	-	10	0	0	0	-	0
Tulare	0	0	1	0	282	0	0	0	-	1
Yolo	0	0	0	-	130	0	0	1	130	0
Yuba	117	0	4	29	52	80	0	1	132	8
<b>Region 3 Totals</b>	<b>3065</b>	<b>65</b>	<b>12</b>	<b>250</b>	<b>6576</b>	<b>792</b>	<b>852</b>	<b>28</b>	<b>233</b>	<b>32</b>

Total Slips 9641

Table 10: San Francisco Bay, Region 4, boat slips, moorings, and sewage resources per subregion.

County	Slips <25' with access to a Publicly Accessible				Slips ≥25' + Mooring Buoys with access to private stationary or in-slip sewage				Publicly Accessible		
	Total Slips <25'	private dump station	Sewage Dump Station	Dump Station Ratio	Total Slips ≥25'	Total Mooring Buoys	private stationary or in-slip sewage pumpout	Publicly Accessible Sewage Pumpout	Pumpout Ratio	Publicly Accessible Floating Restroom	
Alameda	552	40	0	-	5338	75	50	12	447	0	
Contra Costa	1310	30	2	640	3678	0	484	17	188	0	
Marin	537	4	2	267	2538	59	738	10	186	0	
Napa	468	0	0	-	249	0	0	5	50	6	
San Francisco	65	0	0	-	1978	0	0	6	330	0	
San Mateo	97	0	4	24	2788	0	415	7	339	0	
Solano	157	0	0	-	1672	25	187	6	252	0	
Sonoma	750	0	0	-	194	0	0	3	65	2	
Region 4 Totals	3936	74	8	483	18435	159	1874	66	253	8	
Total Slips											22371

Total Slips 22371

Table 11: Central Coast, Region 5, boat slips, moorings, and sewage resources per subregion.

County	Waterway	Slips <25' with access to a Publicly Accessible				Slips ≥25' + Mooring Buoys with access to private stationary or in-slip sewage pumpout				Publicly Accessible	
		Total Slips <25'	private dump station	Sewage Dump Station	Dump Station Ratio	Total Slips ≥25'	Total Mooring Buoys	Publicly Accessible Sewage Pumpout	Pumpout Ratio	Publicly Accessible Floating Restroom	
Santa Barbara	Santa Barbara Harbor	243	0	2	122	900	40	0	5	188	0
San Luis Obispo	Port San Luis Harbor	0	0	0	-	0	183	0	1	183	0
San Luis Obispo	Morro Bay	0	0	1	0	262	195	0	3	152	0
San Luis Obispo	Lake Nacimiento	100	0	0	-	0	0	0	0	-	3
San Luis Obispo	Lopez Lake	15	0	0	-	0	0	0	0	-	0
Monterey	Coastal Pacific	64	0	3	21	1059	130	0	3	396	0
Santa Cruz	Coastal Pacific	0	0	0	-	1005	0	0	1	1005	0
Santa Barbara	Lake Cachuma	0	0	0	-	0	0	0	0	-	2
Region 5 Totals		422	0	6	70	3226	548	0	13	290	5

Total Slips3648 (3,000 ex. Santa Barb

Total Slips 3648 (3,000 ex. Santa Barb

Table 12: Los Angeles, Region 6, boat slips, moorings, and sewage resources per subregion.

County	Waterway	Slips <25' with access to a Publicly Accessible				Slips ≥25' + Mooring Buoys with access to Publicly Accessible				Publicly Accessible		
		Total Slips <25'	private dump station	Sewage Dump Station	Dump Station Ratio	Total Slips ≥25'	Total Mooring Buoys	private stationary or in-slip sewage pumpout	Sewage Pumpout		Pumpout Ratio	Floating Restroom
Ventura	Ventura Harbor	110	0	2	55	1285	0	0	6	214	0	
Ventura	Channel Islands Harbor	534	0	0	-	1847	0	0	5	369	0	
Los Angeles	Marina del Rey Harbor	1193	500	0	-	3318	0	0	7	306	0	
Los Angeles	King Harbor	166	0	0	-	1412	25	19	2	541	0	
Los Angeles	Port of LA-San Pedro	221	0	0	-	1342	7	0	1	1349	0	
Los Angeles	Port of LA-Wilmington	86	0	0	-	1065	0	0	2	533	0	
Los Angeles	Port of Long Beach	252	0	1	252	4338	0	0	12	362	0	
Los Angeles	Catalina Island	0	0	0	-	17	1579	0	3	532	0	
Ventura	Lake Casitas	0	0	2	0	0	30	0	0	-	1	
Ventura	Lake Piru	0	0	0	-	40	0	0	0	-	2	
Los Angeles	Castaic Lake	0	0	0	-	0	0	0	0	-	2	
Los Angeles	Pyramid Lake	0	0	0	-	0	0	0	0	-	2	
Region 6 Totals		2562	500	5	412	14664	1641	19	38	429	7	
		Total Slips										17226

Total Slips 17226

STATE OF CALIFORNIA  
DEPARTMENT OF MOTOR VEHICLES  
TOTAL VESSEL REGISTRATIONS BY COUNTY  
AS OF 31 DEC 2024

RID 6713

	TOTAL CURRENT	PLEASURE	LIVERY	DEALER	MANU- FACTURER	COMMERCIAL	Y.G. FEE EXEMPT	GOVT. FEE EXEMPT	TOTAL EXPIRED
01 ALAMEDA	13,755	13,408	55	5	1	50	63	173	15,398
02 ALPINE	91	90	1	0	0	0	0	0	92
03 AMADOR	2,693	2,633	38	0	0	5	0	17	2,155
04 BUTTE	11,596	11,441	94	5	1	15	1	39	11,822
05 CALAVERAS	5,586	5,468	94	0	0	4	0	20	4,174
06 COLUSA	1,149	1,131	7	0	0	1	0	10	911
07 CONTRA COSTA	24,836	24,589	63	6	1	77	12	88	21,064
08 DEL NORTE	1,037	1,001	5	0	0	23	0	8	1,527
09 EL DORADO	11,928	11,554	344	2	0	5	2	21	9,109
10 FRESNO	16,874	16,590	206	8	0	19	13	38	14,342
11 GLENN	1,507	1,491	2	0	0	2	0	12	1,234
12 HUMBOLDT	5,528	5,353	29	0	0	75	0	71	5,633
13 IMPERIAL	1,376	1,365	1	0	0	0	0	10	2,659
14 INYO	742	709	30	0	0	0	0	3	878
15 KERN	10,806	10,750	36	4	0	12	1	3	13,176
16 KINGS	2,086	2,071	4	0	0	0	0	11	1,972
17 LAKE	8,671	8,574	61	1	0	9	3	23	7,669
18 LASSEN	2,108	2,073	27	0	0	1	0	7	2,250
19 LOS ANGELES	63,534	62,631	216	31	15	210	204	227	82,407
20 MADERA	5,027	4,949	61	7	0	6	0	4	4,238
21 MARIN	5,254	5,094	13	2	0	51	71	23	5,550
22 MARIPOSA	1,249	1,242	5	0	0	1	0	1	1,110
23 MENDOCINO	3,185	3,102	17	0	2	59	0	5	3,800
24 MERCED	5,270	5,196	12	3	36	2	1	20	4,882
25 MODOC	534	534	0	0	0	0	0	0	632
26 MONO	1,080	779	287	0	0	10	0	4	901
27 MONTEREY	5,683	5,554	26	0	0	71	0	32	5,632
28 NAPA	3,785	3,699	45	0	0	10	5	26	3,646
29 NEVADA	7,294	7,220	50	1	0	6	12	5	6,217
30 ORANGE	37,806	37,139	211	65	70	78	109	134	42,727



STATE OF CALIFORNIA  
DEPARTMENT OF MOTOR VEHICLES  
TOTAL VESSEL REGISTRATIONS BY COUNTY  
AS OF 31 DEC 2024

RID 6713

	TOTAL CURRENT	PLEASURE	LIVERY	DEALER	MANU- FACTURER	COMMERCIAL	Y.G. FEE EXEMPT	GOVT. FEE EXEMPT	TOTAL EXPIRED
31 PLACER	17,249	16,998	170	19	0	22	7	33	12,185
32 PLUMAS	2,789	2,713	59	0	0	2	2	13	2,235
33 RIVERSIDE	36,945	36,628	166	20	4	34	16	77	43,344
34 SACRAMENTO	32,241	31,762	94	11	0	41	8	325	31,724
35 SAN BENITO	1,377	1,370	4	0	0	3	0	0	1,093
36 SAN BERNARDINO	32,523	32,153	291	4	2	19	3	51	40,152
37 SAN DIEGO	44,357	43,224	604	45	5	148	17	314	52,641
38 SAN FRANCISCO	2,720	2,577	2	0	31	25	25	60	2,803
39 SAN JOAQUIN	19,332	19,122	97	9	2	21	8	73	17,084
40 SAN LUIS OBISPO	10,227	10,048	51	7	0	92	0	29	8,340
41 SAN MATEO	7,010	6,898	20	3	0	32	27	30	6,342
42 SANTA BARBARA	6,510	6,224	42	0	2	154	6	82	6,504
43 SANTA CLARA	14,200	14,075	32	1	0	27	2	63	13,743
44 SANTA CRUZ	5,207	5,048	62	1	0	49	1	46	4,684
45 SHASTA	15,275	14,634	601	7	3	18	1	11	12,437
46 SIERRA	234	214	20	0	0	0	0	0	257
47 SISKIYOU	2,803	2,760	32	0	0	3	0	8	3,022
48 SOLANO	10,495	10,377	27	5	0	47	2	37	12,285
49 SONOMA	11,915	11,741	71	0	0	48	5	50	10,979
50 STANISLAUS	13,517	13,401	66	1	0	14	1	34	11,692
51 SUTTER	4,067	4,033	20	2	0	5	1	6	3,331
52 TEHAMA	3,707	3,669	15	0	0	7	0	16	3,529
53 TRINITY	1,482	1,400	76	0	0	3	0	3	1,325
54 TULARE	6,962	6,884	71	0	0	0	0	7	6,621
55 TUOLUMNE	4,796	4,680	100	0	0	5	0	11	3,658
56 VENTURA	14,652	14,365	120	11	0	107	4	45	15,100
57 YOLO	4,271	4,154	18	1	0	9	0	89	3,839
58 YUBA	3,914	3,840	57	0	0	2	0	15	3,762
SUBTOTALS	592,847	582,422	5,028	287	175	1,739	633	2,563	612,518
60 OUT OF STATE	3,856	3,809	33	0	8	5	1	0	24,691
TOTALS	596,703	586,231	5,061	287	183	1,744	634	2,563	637,209

STATE OF CALIFORNIA  
DEPARTMENT OF MOTOR VEHICLES  
STATISTICAL REPORT - CURRENTLY REGISTERED VESSELS  
AS OF 31 DEC 2024

	INBOARD	OUTBOARD	INBOARD OUTBOARD	AUX- ILIARY SAIL	ROWBOAT	CANOE	OTHER HAND PROP	SAILBOAT	JET	OTHER	TOTAL
WOOD	94	1,207	31	80	91	3	26	386	14	158	2,090
PLASTIC	6,968	28,479	1,865	523	539	596	804	6,761	121,491	5,172	173,198
METAL	154	53,042	693	88	3,095	66	1,580	77	343	3,133	62,271
INFLATABLE	1	203	0	0	2	0	2	0	0	6	214
OTHER	74	16,075	152	47	68	69	1,394	218	1,112	2,351	21,560
TOTAL < 16FT 0IN	7,291	99,006	2,741	738	3,795	734	3,806	7,442	122,960	10,820	259,333
WOOD	905	455	178	38	24	4	9	142	33	140	1,928
PLASTIC	10,231	34,873	49,014	475	76	87	81	3,353	8,396	2,390	108,976
METAL	453	36,712	1,567	58	221	60	117	41	1,098	695	41,022
INFLATABLE	1	1	0	0	0	0	0	0	0	0	2
OTHER	89	708	150	10	3	16	20	73	42	164	1,275
TOTAL 16FT 0IN TO 19FT 11IN	11,679	72,749	50,909	581	324	167	227	3,609	9,569	3,389	153,203
WOOD	360	262	113	34	3	1	6	68	14	86	947
PLASTIC	31,773	21,268	50,456	2,745	15	1	103	2,637	7,867	3,775	120,640
METAL	890	22,778	2,461	75	1	1	15	17	1,614	277	28,129
INFLATABLE	0	0	0	0	0	0	0	0	0	0	0
OTHER	111	328	122	26	0	0	0	29	20	132	768
TOTAL 20FT 0IN TO 25FT 11IN	33,134	44,636	53,152	2,880	19	3	124	2,751	9,515	4,270	150,484
WOOD	501	199	57	102	9	0	2	49	2	79	1,000
PLASTIC	4,587	2,210	7,891	6,358	5	0	17	952	81	579	22,680
METAL	188	2,668	691	42	0	0	8	4	32	84	3,717
INFLATABLE	0	0	0	0	0	0	0	0	0	0	0
OTHER	38	80	14	83	1	0	0	15	0	35	266
TOTAL 26FT 0IN TO 39FT 11IN	5,314	5,157	8,653	6,585	15	0	27	1,020	115	777	27,663
WOOD	149	65	40	34	0	0	0	6	1	27	322
PLASTIC	623	92	176	328	2	2	5	32	16	75	1,351
METAL	86	661	1,469	19	0	0	2	1	3	71	2,312
INFLATABLE	0	0	0	0	0	0	0	0	0	0	0
OTHER	10	15	5	6	2	0	0	2	1	8	49
TOTAL 40FT 0IN TO 65FT 0IN	868	833	1,690	387	4	2	7	41	21	181	4,034

STATE OF CALIFORNIA  
DEPARTMENT OF MOTOR VEHICLES  
STATISTICAL REPORT - CURRENTLY REGISTERED VESSELS  
AS OF 31 DEC 2024

	INBOARD	OUTBOARD	INBOARD OUTBOARD	AUX- ILIARY SAIL	ROWBOAT	CANOE	OTHER HAND PROP	SAILBOAT	JET	OTHER	TOTAL
WOOD	7	8	1	0	0	0	0	1	0	1	18
PLASTIC	106	132	130	11	1	1	2	23	358	37	801
METAL	16	160	69	3	5	1	4	3	11	19	291
INFLATABLE	0	0	0	0	0	0	0	0	0	0	0
OTHER	1	68	0	2	0	0	6	2	3	14	96
OVER 65FT 0IN	130	368	200	16	6	2	12	29	372	71	1,206
WOOD	2,016	2,196	420	288	127	8	43	652	64	491	6,305
PLASTIC	54,288	87,054	109,532	10,440	638	687	1,012	13,758	138,209	12,028	427,646
METAL	1,787	116,021	6,950	285	3,322	128	1,726	143	3,101	4,279	137,742
INFLATABLE	2	204	0	0	2	0	2	0	0	6	216
OTHER	323	17,274	443	174	74	85	1,420	339	1,178	2,704	24,014
TOTAL ALL VESSELS	58,416	222,749	117,345	11,187	4,163	908	4,203	14,892	142,552	19,508	595,923

NOTES: 1. HULL MATERIAL - OTHER INCLUDES:

NO HULL MATERIAL 0  
INVALID HULL CODE 0  
CONCRETE 0

2. HULL MATERIAL - METAL INCLUDES:

ALUMINUM 134,658  
STEEL 2,681

3. PROPULSION - OTHER INCLUDES

NO PROPULSION 0  
INVALID PROPULSION CODE 3

3. THE TOTAL NUMBER OF CURRENTLY REGISTERED VESSELS  
SHOWN ON THIS REPORT DOES NOT INCLUDE MANUFACTURER OR  
DEALER NUMBERS LISTED, OR INCOMPLETE APPLICATIONS FOR  
VESSEL REGISTRATION

STATE OF CALIFORNIA  
DEPARTMENT OF MOTOR VEHICLES  
TOTAL VESSEL REGISTRATIONS BY COUNTY  
AS OF 31 JAN 2015

RID 6713

	TOTAL CURRENT	PLEASURE	LIVERY	DEALER	MANU- FACTURER	COMMERCIAL	Y.G. FEE EXEMPT	GOVT. FEE EXEMPT	TOTAL EXPIRED
01 ALAMEDA	20,078	19,690	43	28	0	68	44	205	18,028
02 ALPINE	93	91	2	0	0	0	0	0	117
03 AMADOR	2,912	2,845	47	0	0	1	0	19	2,111
04 BUTTE	14,750	14,566	121	4	2	24	0	33	10,122
05 CALAVERAS	5,712	5,602	75	0	2	4	0	29	3,773
06 COLUSA	1,290	1,269	7	0	0	2	0	12	886
07 CONTRA COSTA	29,740	29,440	71	7	1	115	11	95	23,242
08 DEL NORTE	1,365	1,316	11	0	0	24	0	14	1,595
09 EL DORADO	12,860	12,517	311	1	0	7	0	24	9,075
10 FRESNO	19,042	18,701	235	17	1	27	15	46	14,132
11 GLENN	1,690	1,667	2	0	0	1	0	20	1,273
12 HUMBOLDT	6,964	6,729	41	0	2	92	1	99	5,328
13 IMPERIAL	1,809	1,789	3	0	0	1	0	16	2,876
14 INYO	954	907	40	0	0	0	0	7	928
15 KERN	13,962	13,903	27	6	0	8	15	3	13,210
16 KINGS	2,447	2,438	4	0	0	2	0	3	1,984
17 LAKE	10,162	10,020	93	4	0	9	10	26	7,241
18 LASSEN	2,780	2,728	39	0	0	2	0	11	2,221
19 LOS ANGELES	86,549	85,443	269	43	15	225	260	294	96,955
20 MADERA	5,393	5,320	62	7	0	1	0	3	3,969
21 MARIN	7,069	6,889	27	5	0	60	68	20	6,320
22 MARIPOSA	1,434	1,420	10	1	0	1	1	1	1,015
23 MENDOCINO	4,266	4,123	22	1	4	102	0	14	4,092
24 MERCED	5,767	5,702	25	2	17	2	1	18	4,691
25 MODOC	650	648	1	0	0	0	0	1	557
26 MONO	1,273	947	307	0	0	6	0	13	1,064
27 MONTEREY	6,658	6,470	25	1	0	99	2	61	6,573
28 NAPA	4,996	4,897	38	0	0	18	10	33	4,009
29 NEVADA	8,562	8,463	40	1	1	6	10	41	6,034
30 ORANGE	51,369	50,660	164	99	85	107	74	180	54,953

STATE OF CALIFORNIA  
DEPARTMENT OF MOTOR VEHICLES  
TOTAL VESSEL REGISTRATIONS BY COUNTY  
AS OF 31 JAN 2015

RID 6713

	TOTAL CURRENT	PLEASURE	LIVERY	DEALER	MANU- FACTURER	COMMERCIAL	Y.G. FEE EXEMPT	GOVT. FEE EXEMPT	TOTAL EXPIRED
31 PLACER	18,463	18,225	159	18	1	23	11	26	11,720
32 PLUMAS	3,243	3,163	58	0	0	4	2	16	2,255
33 RIVERSIDE	41,937	41,645	128	21	17	18	6	102	43,023
34 SACRAMENTO	37,266	36,841	105	17	2	63	8	230	33,128
35 SAN BENITO	1,569	1,560	6	0	0	2	0	1	1,160
36 SAN BERNARDINO	40,347	39,934	321	9	5	8	3	67	41,721
37 SAN DIEGO	53,022	51,850	528	56	13	140	28	407	57,868
38 SAN FRANCISCO	3,355	3,219	10	0	0	40	36	50	2,986
39 SAN JOAQUIN	22,215	21,954	119	21	0	18	11	92	16,814
40 SAN LUIS OBISPO	11,205	10,973	54	6	0	125	3	44	8,993
41 SAN MATEO	9,317	9,193	23	3	0	44	16	38	8,166
42 SANTA BARBARA	8,238	7,859	58	5	3	163	16	134	7,463
43 SANTA CLARA	20,785	20,642	35	8	0	36	6	58	16,458
44 SANTA CRUZ	6,395	6,220	60	1	0	63	2	49	5,248
45 SHASTA	17,710	16,949	683	11	6	21	12	28	11,297
46 SIERRA	312	286	23	1	0	0	0	2	233
47 SISKIYOU	3,647	3,594	41	0	0	4	0	8	2,890
48 SOLANO	12,671	12,534	20	7	1	45	1	63	12,047
49 SONOMA	15,391	15,194	61	0	0	64	10	62	11,748
50 STANISLAUS	15,375	15,247	58	4	0	15	11	40	12,061
51 SUTTER	4,781	4,747	12	3	0	8	0	11	3,397
52 TEHAMA	4,101	4,038	30	0	0	6	0	27	3,125
53 TRINITY	1,929	1,804	104	0	0	17	0	4	1,345
54 TULARE	7,713	7,616	83	7	0	2	0	5	6,504
55 TUOLUMNE	5,327	5,149	151	0	0	4	6	17	3,867
56 VENTURA	18,919	18,591	160	12	5	94	9	48	18,098
57 YOLO	5,359	5,235	12	2	0	11	0	99	4,086
58 YUBA	4,066	3,979	57	0	0	4	0	26	3,347
SUBTOTALS	727,254	715,441	5,321	439	183	2,056	719	3,095	659,422
60 OUT OF STATE	3,316	3,297	4	0	3	8	1	3	28,172
TOTALS	730,570	718,738	5,325	439	186	2,064	720	3,098	687,594

STATE OF CALIFORNIA  
DEPARTMENT OF MOTOR VEHICLES  
STATISTICAL REPORT - CURRENTLY REGISTERED VESSELS  
AS OF 31 JAN 2015

	INBOARD	OUTBOARD	INBOARD OUTBOARD	AUX- ILIARY SAIL	ROWBOAT	CANOE	OTHER HAND PROP	SAILBOAT	JET	OTHER	TOTAL
WOOD	145	2,026	43	97	140	3	40	547	14	231	3,286
PLASTIC	9,714	38,039	2,535	671	764	262	753	10,548	141,170	3,643	208,099
METAL	221	75,033	713	59	4,561	98	2,356	146	307	4,509	88,003
INFLATABLE	2	554	0	0	7	0	6	0	0	14	583
OTHER	87	24,507	217	62	109	29	1,233	296	1,422	2,372	30,334
TOTAL < 16FT 0IN	10,169	140,159	3,508	889	5,581	392	4,388	11,537	142,913	10,769	330,305
WOOD	1,322	730	257	47	27	2	10	194	47	211	2,847
PLASTIC	13,402	47,394	79,160	565	61	120	63	5,418	11,040	2,420	159,643
METAL	574	33,032	1,921	24	213	108	108	73	1,058	619	37,730
INFLATABLE	1	4	0	1	0	0	0	0	0	0	6
OTHER	122	865	295	12	4	24	11	89	62	196	1,680
TOTAL 16FT 0IN TO 19FT 11IN	15,421	82,025	81,633	649	305	254	192	5,774	12,207	3,446	201,906
WOOD	564	373	161	64	1	1	8	104	17	122	1,415
PLASTIC	30,863	18,986	65,291	4,045	6	2	45	4,028	8,585	2,519	134,370
METAL	892	15,973	2,755	15	4	3	14	19	1,583	214	21,472
INFLATABLE	0	1	0	0	0	0	0	0	0	0	1
OTHER	102	352	141	50	0	0	0	49	16	120	830
TOTAL 20FT 0IN TO 25FT 11IN	32,421	35,685	68,348	4,174	11	6	67	4,200	10,201	2,975	158,088
WOOD	1,178	290	96	196	4	0	3	80	2	123	1,972
PLASTIC	5,373	1,798	10,099	8,262	2	0	3	1,315	96	549	27,497
METAL	203	2,250	765	42	0	0	4	6	20	89	3,379
INFLATABLE	0	0	0	0	0	0	0	0	0	0	0
OTHER	60	94	25	130	0	0	1	22	1	36	369
TOTAL 26FT 0IN TO 39FT 11IN	6,814	4,432	10,985	8,630	6	0	11	1,423	119	797	33,217
WOOD	307	86	50	68	0	0	1	5	2	40	559
PLASTIC	663	89	264	378	0	2	3	40	10	83	1,532
METAL	93	701	1,533	22	0	0	2	7	5	78	2,441
INFLATABLE	0	0	0	0	0	0	0	0	0	0	0
OTHER	16	18	10	11	0	0	0	2	1	13	71
TOTAL 40FT 0IN TO 65FT 0IN	1,079	894	1,857	479	0	2	6	54	18	214	4,603

STATE OF CALIFORNIA  
DEPARTMENT OF MOTOR VEHICLES  
STATISTICAL REPORT - CURRENTLY REGISTERED VESSELS  
AS OF 31 JAN 2015

	INBOARD	OUTBOARD	INBOARD OUTBOARD	AUX- ILIARY SAIL	ROWBOAT	CANOE	OTHER HAND PROP	SAILBOAT	JET	OTHER	TOTAL
WOOD	7	13	2	2	0	0	0	4	0	2	30
PLASTIC	123	176	192	17	1	1	2	44	366	28	950
METAL	24	152	58	2	5	1	5	2	9	23	281
INFLATABLE	0	0	0	0	0	0	0	0	0	0	0
OTHER	3	93	1	0	0	0	4	4	0	14	119
OVER 65FT 0IN	157	434	253	21	6	2	11	54	375	67	1,380
WOOD	3,523	3,518	609	474	172	6	62	934	82	729	10,109
PLASTIC	60,138	106,482	157,541	13,938	834	387	869	21,393	161,267	9,242	532,091
METAL	2,007	127,141	7,745	164	4,783	210	2,489	253	2,982	5,532	153,306
INFLATABLE	3	559	0	1	7	0	6	0	0	14	590
OTHER	390	25,929	689	265	113	53	1,249	462	1,502	2,751	33,403
TOTAL ALL VESSELS	66,061	263,629	166,584	14,842	5,909	656	4,675	23,042	165,833	18,268	729,499

NOTES: 1. HULL MATERIAL - OTHER INCLUDES:

NO HULL MATERIAL 0  
INVALID HULL CODE 11  
CONCRETE 0

2. HULL MATERIAL - METAL INCLUDES:

ALUMINUM 148,805  
STEEL 3,342

3. PROPULSION - OTHER INCLUDES

NO PROPULSION 0  
INVALID PROPULSION CODE 17

3. THE TOTAL NUMBER OF CURRENTLY REGISTERED VESSELS  
SHOWN ON THIS REPORT DOES NOT INCLUDE MANUFACTURER OR  
DEALER NUMBERS LISTED, OR INCOMPLETE APPLICATIONS FOR  
VESSEL REGISTRATION

November 18th, 2025

San Francisco Recreation and Park Department  
McLaren Lodge, Golden Gate Park  
501 Stanyan Street  
San Francisco, CA 94117

Attn: Recreation and Park Commission

**Re: Community Support for Maintaining Gashouse Cove Marina, San Francisco's Gas and Diesel Fuel Dock Operations**

Dear Commissioners:

We write as members and representatives of San Francisco's maritime and waterfront community—environmental advocates, swimmers, rowers, and youth maritime educators—to express our strong support for maintaining the Gashouse Cove gas and diesel fuel dock as part of the Marina Improvement and Remediation Project. This facility serves as critical infrastructure not only for emergency services, but for recreational access, maritime safety, and the preservation of San Francisco's 175-year maritime heritage.

**Critical Maritime Infrastructure**

The Gashouse Cove fuel dock is the only public fueling facility remaining on the San Francisco waterfront. It serves a diverse community of users including recreational boaters, commercial vessels, emergency responders, maritime youth programs, and visiting vessels from around the Bay and beyond. This facility includes not only fuel pumps, but also a pump-out station, oil spill response capabilities, and serves as an emergency extraction point for disabled vessels.

The loss of this facility would force all vessel operators—from the U.S. Coast Guard to Sea Scout training vessels—to transit to Sausalito or Emeryville for fuel. This represents not merely an inconvenience, but a fundamental threat to maritime safety and Bay access. During emergencies, when the 1989 earthquake recovery demonstrated the critical value of this facility, or during medical evacuations and search-and-rescue operations, every minute matters.

Example — SFPD Marine Unit: In fiscal year 2024–2025, the SFPD Marine Unit used the SF Marina Gashouse Cove Fuel Dock 86 times—70 gasoline and 16 diesel. Gasoline access is especially critical because roughly 80 percent of marine vessels run on gasoline, and unlike diesel, gasoline cannot be delivered by truck over the water.

**Recreational Access and Maritime Community**



San Francisco Bay is one of the world's premier sailing destinations, attracting recreational boaters from across Northern California and beyond. The availability of fuel on the San Francisco waterfront is essential to maintaining this vibrant maritime community. Visiting boaters patronize local marinas, restaurants, and businesses—contributing to San Francisco's economy and maritime culture. Eliminating the city's only fuel dock would effectively discourage recreational boating access to San Francisco, diminishing one of the Bay Area's unique recreational resources.

The Pacific Inter-Club Yacht Association (PICYA), representing over 100 yacht clubs across Northern California, has emphasized that accessible fuel infrastructure is not just convenient—it is essential for safe navigation of San Francisco Bay's sometimes challenging conditions. Boaters should not be forced to undertake risky crossings to distant fuel docks when conditions deteriorate or fuel runs low.

### **Youth Maritime Education**

For more than a century, Gashouse Cove has served as a training ground for San Francisco's youth maritime programs. The Sea Scouts, including the Makani Maritime Explorers and the SF Vikings (2023 National Champion Sea Scout Club), depend on this facility for their vessels and training operations. These programs teach young people seamanship, water safety, navigation, environmental stewardship, and leadership—skills that have launched countless maritime careers and built generations of Bay stewards.

The elimination of the fuel dock, boat lift, and associated small-craft berths would effectively end these youth programs' ability to operate from this historic location. This represents an unacceptable loss of opportunity for San Francisco's young people, particularly those from underserved communities who gain access to the Bay through these programs.

### **Environmental Stewardship and Practical Considerations**

As environmental advocates, we recognize the importance of remediating the legacy pollution from the historic manufactured gas plant. However, we must also advocate for solutions that maintain public access and avoid creating new environmental or safety hazards.

Critically, the California Regional Water Quality Control Board has confirmed that PG&E's cleanup does not require removal of the fuel dock. The navigational channel to the fuel dock has not been dredged in 35 years, yet maintains a natural depth of 8.5 feet at low tide through regular boat traffic. The State Water Board has confirmed this channel can remain in place and continue to be used without alteration.

We are also deeply concerned about SFRP's proposal to promote swimming and kayaking in waters adjacent to the Laguna Street combined sewer outfall, which occasionally

discharges untreated sewage into the Bay. This outfall has not been adequately disclosed in project materials, and promoting recreation in these waters raises serious public health concerns. The existing maritime uses—which occur on vessels rather than through direct water contact—represent a more appropriate use of waters affected by the sewer outfall.

### **Support for Local Maritime Industry**

The fuel dock also serves San Francisco's remaining commercial fishing fleet, charter operators, marine contractors, and other working waterfront users. The Port of San Francisco's current fuel infrastructure is inadequate and unreliable, with the Maxum diesel facility at Fisherman's Wharf out of service and in disrepair. Eliminating Gashouse Cove's fuel dock without a viable replacement would further diminish San Francisco's working waterfront and the maritime jobs that depend on it.

### **A Balanced Path Forward**

We urge the Recreation and Park Commission to adopt a balanced approach that accomplishes environmental remediation while preserving maritime access and infrastructure. Specifically, we call on the Commission to:

- **Maintain the fuel dock in its current location** during and after the PG&E remediation, as confirmed feasible by the Regional Water Board
- **Preserve the boat lift and small-craft berthing** that supports youth programs and recreational access
- **Fully disclose the Laguna Street sewer outfall** in all project materials and reconsider promoting water-contact recreation in affected areas
- **Conduct an independent review** of the project's financial assumptions and environmental analysis
- **Engage the maritime community** in developing alternatives that meet both cleanup and access goals

The loss of San Francisco's last fuel dock would represent an irreversible diminishment of public access to the Bay and a betrayal of the California Public Trust Doctrine that requires waterfront lands to be preserved for maritime and public purposes. The existing fuel dock infrastructure—upgraded by the State of California and serving the public effectively for over 60 years—should be preserved as the essential maritime infrastructure that it is.

We stand ready to work collaboratively with SFRP, PG&E, the Regional Water Board, and other stakeholders to achieve both environmental protection and maritime access. These goals are not mutually exclusive, and San Francisco's maritime community deserves solutions that honor both values.

Thank you for your consideration of these critical concerns.

**Respectfully,**

**Steven Welch**

Chair, Golden Gate Area Council Sea Scout Committee; San Francisco small-business owner

**Captain Maggie Hallahan**

Sea Scout Leader; Makani Maritime Explorers Leader; California Boating & Waterways Commissioner (*CA DBW Title represents personal position, not that of the Commission*)

**David Jackson**

Commodore, Pacific Inter-Club Yacht Association, representing over 100 yacht clubs across Northern California.

**Diane Walton**

San Francisco Baykeeper Board Member; Dolphin Swimming Club Board Member

**Erika Gliebe**

South End Rowing Club Board Member; Open Water Swim Coach

**Ian Wren**

Staff Scientist, San Francisco Baykeeper

**Patti Mangan**

Communications Director, South Beach Yacht Club; Producer, Sail Sport Talk; Executive Director, Fillmore Merchants Association; PICYA Staff Commodore

**Paul Lanzi**

Golden Gate District Commissioner, Scouting America

**Christiana Hoffman Inesi**

Sea Scout Leader, Makani Maritime Explorers Leader

**Captain Kate Thompson, R.N.**

USCG 50-Ton Master; Sailboat Captain; Registered Nurse

**Captain Kenneth Billiet-Shupe**

Skipper, Sea Scout Ship *Sea Fox*; Golden Gate Area Council, Scouting America

**Michael Schuck**

Parent of Sea Scout and Makani Youth

**Sabryna Holloway**

Parent of Sea Scout and Makani Youth

**Walter Howe**

Parent of Makani Youth

**Justin Disney**

Parent of Sea Scout and Makani Youth

**Corrina M. Rice**

Parent of Sea Scout Makani Youth

**Sam McMillan**

Grandparent of two Sea Scout Makani Youth

Pearci "PJ" Bastiany III

Sea Scout Makani Volunteer

**Matt Leffers**

Dolphin Swimming and Boating Club Member

**Jeffery Tong**

Dolphin Swimming and Boating Club Member

**Stuart Ganna**

Dolphin Swimming and Boating Club Member

**Chapte Ian**

Dolphin Swimming and Boating Club Member

**James Dilworth**

Dolphin Swimming and Boating Club Member

**John Robel**

Dolphin Swimming and Boating Club Member

**Sharon Wong**

Dolphin Swimming and Boating Club Member

**Janne Corn**

Dolphin Swimming and Boating Club Member

**William Kashner**

Dolphin Swimming and Boating Club Member

**Ken Corgn**

Dolphin Swimming and Boating Club Member