

but has a mission to finance airport and seaport projects. It naturally must do everything it can to maintain its bond rating. The authority's public trust responsibilities are therefore different from those of the city. Boston's success comes from constant dialogue between Massport and the BRA. For Boston to achieve its waterfront aspirations, this dialogue must continue.

A truly world-class waterfront is one that has a vision, both for the working aspects of the port and for the urban character of the city edge. Because of the nature of the San Francisco institutional arrangements, the same agency can strive for both. Even if it needed a reminder of this through the pain of Proposition H, the San Francisco Port Commission has taken this on as its role. In the case of Boston, such a holistic vision must rely on cooperation between two public agencies. In both cities, the waterfront provides a tremendous opportunity to make a vision for the future. One hopes that we will all be able to enjoy the results.

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