Port of San Francisco

MARITIME ECO-INDUSTRIAL COMPLEX

Submittal Date: January 13, 2023

CALIFORNIA STATE TRANSPORTATION AGENCY

Prepared for
2022 PORT AND FREIGHT INFRASTRUCTURE PROGRAM

Toks Omishakin, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

January 13, 2022

RE: PORT AND FREIGHT INFRASTRUCTURE PROGRAM APPLICATION: PORT OF SAN FRANCISCO MARITIME ECO-INDUSTRAIL COMPLEX IMPROVEMENT PROGRAM

Dear Secretary Omishakin,

We are pleased to submit this grant application on behalf of the Port of San Francisco for funding consideration through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The Port of San Francisco (Port) developed this grant application to improve the Port's Maritime Eco-Industrial Complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, create a safer workplace for our maritime workforce while promoting equity and environmental justice.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application supports an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical maritime infrastructure investment to the Port's Maritime Eco-Industrial Complex is needed to continue to meet the state's supply chain challenges.
In this grant application, the Port is requesting CalSTA Port and Freight Infrastructure Program funds for five unique high priority projects to modernize and improve the capacity, safety, and the efficiency of Port's Maritime Eco-Industrial Complex. These include a project for marine fendering and mooring improvements at Piers 80 and 94 which will accommodate larger ocean-going vessels for greater goods movement. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO/RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.
Benefits of the Program include:

- Activates and maximizes the utilization of existing cargo terminal facilities and leverages the locational advantages of operating in a dense urban setting

- Creates employment opportunities for the adjacent, economically disadvantaged Bayview neighborhood
- Increases the reliability of loading operations to allow for larger vessels to call the Port of San Francisco at Piers 80 and 94
- Reduces the likelihood of accidents due to improperly moored vessels
- Frees waterfront land for vital supply chain functions
- Protects wetlands from future development
- Develops a continuous marine terminal complex along Islais Creek
- Addresses environmental justice by providing a blueprint to transform the Port's heavy-duty trucking community from diesel to zero-emissions technology

This application, if awarded, will fund generational improvements to support the next phase of San Francisco's rich maritime history. The application builds upon a 2022 award from the United States Maritime Administration to fund critical improvements to Amador Street, the gateway of the Maritime Eco-Industrial Complex. We are honored to propose these important projects and respectfully submit this application for $39.6 million in funding, which will be leveraged by $9 million in already secured federal funds along with $9.9 million in Port matching funds.

I hereby certify the costs included and authorize and approve this application. If you have any questions, please feel free to contact me.

Sincerely,

Elaine Forbes, Executive Director
Port of San Francisco

Table of Contents

PORT OF SAN FRANCISCO MARITIME ECO-INDUSTRIAL COMPLEX IMPROVEMENT PROGRAM 1

A. Portfolio of Priority Projects 1

Project Needs Statement 1

PROJECT SUMMARY DATA 4

A. Project Priority #1: Pier 80 Drainage and Fendering Project 4

i. Project Title 4
ii. Lead Implementing Agency 4
iii. Partnering Agency(ies) 4
iv. Priority Project 4
v. Fund Amount Requested by Phase, Segment and/or Component 4
vi. Total Project Cost 4
vii. Name of Railroad Company(ies) that is a Co-Sponsor or Provided Letter of Support 4
viii. Name of Port(s) that is a Co-Sponsor or Letter of Support 4
ix. Overview 4
x. Project Location and Map(s) 5
xi. Point of Contact 6

B. Project Scope 6
C. Project Costs 8
D. Project Schedule 8
E. Project Benefits 9
F. Independent Utility 10
G. Project Eligibility and Consistent with Regional Transportation Plan/Sustainable Communities Strategy 10
H. Primary Port Supported by Project 10
I. Utility Company Agreements 10
J. Project Evaluation Criteria 11

PROJECT SUMMARY DATA 15

A. Project Priority #2: Amador Street Improvement Project 15

i. Project Title 15
ii. Lead Implementing Agency 15
iii. Partnering Agency(ies) 15
iv. Priority Project 15
v. Fund Amount Requested by Phase, Segment and/or Component 15
vi. Total Project Cost 15
vii. Name of Railroad Company(ies) that is a Co-Sponsor or Provided Letter of Support 15
viii. Name of Port(s) that is a Co-Sponsor or Letter of Support 15
ix. Overview 15
x. Project Location and Map(s) 16
xi. Point of Contact 16

B. Project Scope 16
C. Project Costs 17
D. Project Schedule 18
E. Project Benefits 18

F. Independent Utility 19
G. Project Eligibility and Consistent with Regional Transportation Plan/Sustainable Communities Strategy 20
H. Primary Port Supported by Project 20
I. Utility Company Agreements 20
J. Project Evaluation Criteria 20
PROJECT SUMMARY DATA 24
A. Project Priority #3: Pier 90 Marine Terminal Site Preparation Project 24
i. Project Title 24
ii. Lead Implementing Agency 24
iii. Partnering Agency(ies) 24
iv. Priority Project 24
v. Fund Amount Requested by Phase, Segment and/or Component 24
vi. Total Project Cost 24
vii. Name of Railroad Company(ies) that is a Co-Sponsor or Provided Letter of Support 24
viii. Name of Port(s) that is a Co-Sponsor or Letter of Support 24
ix. Overview 24
x. Project Location and Map(s) 25
xi. Point of Contact 25
B. Project Scope 26
C. Project Costs 26
D. Project Schedule 27
E. Project Benefits 27
F. Independent Utility 28
G. Project Eligibility and Consistent with Regional Transportation Plan/Sustainable Communities Strategy 28
H. Primary Port Supported by Project 28
I. Utility Company Agreements 28
J. Project Evaluation Criteria 28
PROJECT SUMMARY DATA 34
A. Project Priority #4: Pier 94 Mooring and Fendering Project 34
i. Project Title 34
ii. Lead Implementing Agency 34
iii. Partnering Agency(ies) 34
iv. Priority Project 34
v. Fund Amount Requested by Phase, Segment and/or Component 34
vi. Total Project Cost 34
vii. Name of Railroad Company(ies) that is a Co-Sponsor or Provided Letter of Support 34
viii. Name of Port(s) that is a Co-Sponsor or Letter of Support 34
ix. Overview 34
x. Project Location and Map(s) 35
xi. Point of Contact 35
B. Project Scope 35
C. Project Costs 37
D. Project Schedule 37

i. Project Benefits 37
E. Independent Utility 38
F. Project Eligibility and Consistent with Regional Transportation Plan/Sustainable Communities Strategy 38
G. Primary Port Supported by Project 38
H. Utility Company Agreements 38
I. Project Evaluation Criteria 38
PROJECT SUMMARY DATA 41
A. Project Priority #5: Truck Fleet Zero Emissions Pilot Demonstration 41
i. Project Title 41
ii. Lead Implementing Agency 41
iii. Partnering Agency(ies) 41
iv. Priority Project 41
v. Fund Amount Requested by Phase, Segment and/or Component 41
vi. Total Project Cost 41
vii. Name of Railroad Company(ies) that is a Co-Sponsor or Provided Letter of Support 41
viii. Name of Port(s) that is a Co-Sponsor or Letter of Support 41
ix. Overview 41
x. Project Location and Map(s) 42
xi. Point of Contact 43
B. Project Scope 43
C. Project Costs 45
D. Project Schedule 45
E. Project Benefits 45
F. Independent Utility 46
G. Project Eligibility and Consistent with Regional Transportation Plan/Sustainable Communities Strategy 46
H. Primary Port Supported by Project 46
I. Utility Company Agreements 46
J. Project Evaluation Criteria 46

Appendices

Appendix A. Sponsorship Letter
Appendix B. Letters of Support

Port of San Francisco Maritime Eco-Industrial Complex Improvement Program

A. Portfolio of Priority Projects

Project Needs Statement

This grant application was developed by the Port of San Francisco (Port) to improve the Port's Maritime Eco-Industrial Complex by increasing service offerings to cargo shippers, boosting the utilization of existing cargo facilities, and creating a safer workplace for our maritime workforce while promoting equity and environmental justice.

The Port's Pier 80-96 Maritime Eco-Industrial Complex is located on piers and upland properties with the Port's Southern Waterfront. The Port defines the Maritime Eco-Industrial Complex as an area that co-locates maritime industrial used to enable efficient product exchange, optimize use of resources, incorporate green design and green technologies on-site, foster resource recovery and reuse, provide economic opportunities that employ local residents, minimizes environmental impacts, and incorporates public open space for enjoyment and habitat.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application supports an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, and provide economic opportunities for local residents while minimizing environmental impacts. Critical maritime infrastructure investment to the Port's Maritime Eco-Industrial Complex is needed to continue to meet the state's supply chain challenges.

In this grant application, the Port is requesting CalSTA Port and Freight Infrastructure Program (PFIP) funds for five unique, high-priority projects to modernize and improve the capacity, safety, and efficiency of Port's Maritime Eco-Industrial Complex. These include projects for marine fendering and mooring improvements at Piers 80 and 94 that will accommodate larger ocean-going vessels for greater goods movement. The essential project for drainage and subsidence improvements at Pier 80 will maximize roll-on/roll-off (RO/RO) throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Benefits of the Program include:

- Activates and maximizes the utilization of existing cargo terminal facilities and leverages the locational advantages of operating in a dense urban setting
- Creates employment opportunities for the adjacent, economically disadvantaged Bayview neighborhood
- Increases the reliability of loading operations to allow for larger vessels to call at the Port of San Francisco's Piers 80 and 94
- Reduces the likelihood of accidents due to improperly moored vessels
- Frees waterfront land for vital supply chain functions
- Protects wetlands from future development
- Develops a continuous marine terminal complex along Islais Creek
- Addresses environmental justice by providing a blueprint to transform the Port's heavy-duty trucking community from diesel to zero-emissions technology

CalSTA Port Infrastructure and Goods Movement projects that effectively alleviate port congestion, turnaround time or increase overall operational efficiency

- **Priority 1: Pier 80 Drainage and Marine Fendering – Operational Efficiency and Add to Supply Chain Capacity/Redundancy – Total project cost: $23,425,000**
  Repair significant drainage issues in the southeast corner of the pier over an approximately 6-acre area and replace the current fendering system with new mooring points and rubber fenders along the 1,300-foot east-facing berth
- **Priority 2: Amador Street Improvements – Port Congestion – Total project cost: $12,810,000**
  Replace the roadway and sewer pump serving as the entry and a primary goods movement transportation artery to the Port's Maritime Eco-Industrial Area
- **Priority 3: Pier 90 Maritime Terminal Site Preparation for Development – Add to Supply Chain Capacity/Redundancy – Total project cost: $18,650,000**

  Provide site preparation for expanded terminal capacity
- **Priority 4: Pier 94 Mooring and Fendering – Add to Supply Chain Capacity/Redundancy – Total project cost: $4,285,000**
  Replace the current fender system with new mooring points and rubber fenders

CalSTA Zero-Emission Equipment and Infrastructure for short-short-haul (drayage) trucks

- **Priority 5: Truck Fleets Zero Emissions Pilot Demonstration Project – Total project cost: $350,000**
  Conduct pilot demonstration project for most effective zero emission technology to mitigate air emissions from marine terminal truck fleet at the Port with a project implementation plan that is scalable for other ports

This application, if awarded, will fund generational improvements to support the next phase of San Francisco's rich maritime history. The application builds upon a 2022 award from the United States Maritime Administration to fund critical improvements to Amador Street, the gateway of the Maritime Eco-Industrial Complex. We are honored to propose this important Program and respectfully submit this application for $39.81 million in funding, which will be leveraged by $9.6 million in already secured federal funds along with $9.95 million in Port matching funds. The table below summarizes the project costs for the Program.

Table 1: Cost Summary for Port of San Francisco Improvement Projects

Project	Port CIP (20%)	MARAD Grant Award	CalSTA	Total
Pier 80 Drainage & Fendering	$4,685,000		$18,740,000	$23,425,000
Amador Street Improvements	$640,500	$9,000,000	$2,562,000	$12,202,500
Pier 90 Maritime Terminal Site Preparation	$3,700,000		$14,800,000	$1,8500,000
Pier 94 Fendering	$857,000		$3,428,000	$4,285,000
Truck Fleet Emission Mitigation	$70,000		$ 280,000	$350,000
Total	**$9,952,500**	**$9,000,000**	**$39,810,000**	**$58,762,500**

Table 2 provides a summary of the evaluation criteria achieved by each project proposed for the Port's Maritime Eco-Industrial Complex.

Table 2: Project Evaluation Criteria Summary

Criteria	Pier 80	Amador Street	Pier 90	Pier 94	Emissions Study
Improve the capacity of California ports	✓	✓	✓	✓	✓
Reduce criteria pollutants	✓	✓	✓		✓
Promote transportation equity and environmental justice	✓	✓	✓	✓	✓
Maintain, enhance, and modernize the multimodal freight transportation system	✓	✓		✓	✓
Grow economic competitiveness	✓	✓	✓	✓	
Reduce freight-related deaths and injuries	✓	✓		✓	
Improve system resilience	✓	✓	✓	✓	
Funding match and leveraging federal and state funding and innovative financing	✓	✓	✓	✓	
Construction readiness priority and innovative/ transformative/pilot projects	✓	✓	✓	✓	
Provide local community workforce development and labor benefits	✓	✓	✓	✓	

In support of this application, Certification pertaining to project sponsorship is included Appendix A and support letters from various stakeholders, elected officials, local businesses, etc. are included in Appendix B.

Project Summary Data

A. Project Priority #1: Pier 80 Drainage and Fendering Project

i. Project Title

Pier 80 Drainage and Marine Fendering

ii. Lead Implementing Agency

The Port of San Francisco is serving as the Lead Agency for the Pier 80 Drainage and Fendering Project.

iii. Partnering Agency(ies)

The Port of San Francisco, as Lead Agency, is responsible for all aspects of the Pier 80 Drainage and Fendering Project, no Partnering Agencies are involved.

iv. Priority Project

Pier 80 Drainage and Marine Fendering is identified as Priority Project #1 of 5.

v. Fund Amount Requested by Phase, Segment and/or Component

A breakdown for CalSTA funding by component and year for the Pier 80 Drainage and Marine Fendering Project is provided in Table 3.

Table 3: CalSTA Funding Breakdown for the Pier 80 Drainage and Marine Fendering Project

Component	2022-2023	2023-2024	2024-2025	2025-2026	Total
E&P (PA&ED)	$49,000	$100,000			$149,000
PS&E	$100,000	$442,000			$542,000
CON SUP (CT)		$100,000	$200,000	$100,000	$400,000
CON		$1,000,000	$8,649,000	$8,000,000	$17,649,000
Total	**$149,000**	**$1,642,000**	**$8,849,000**	**$8,100,000**	**$18,740,000**

vi. Total Project Cost

Total project cost for the Pier 80 Drainage and Marine Fendering Project is $23,425,000; the application request for CalSTA funding is $18,740,000 with a Port of San Francisco match of $4,685,000 (20%).

vii. Name of Railroad Company(ies) that is a Co-Sponsor or Provided Letter of Support

Not applicable.

viii. Name of Port(s) that is a Co-Sponsor or Letter of Support

Not applicable.

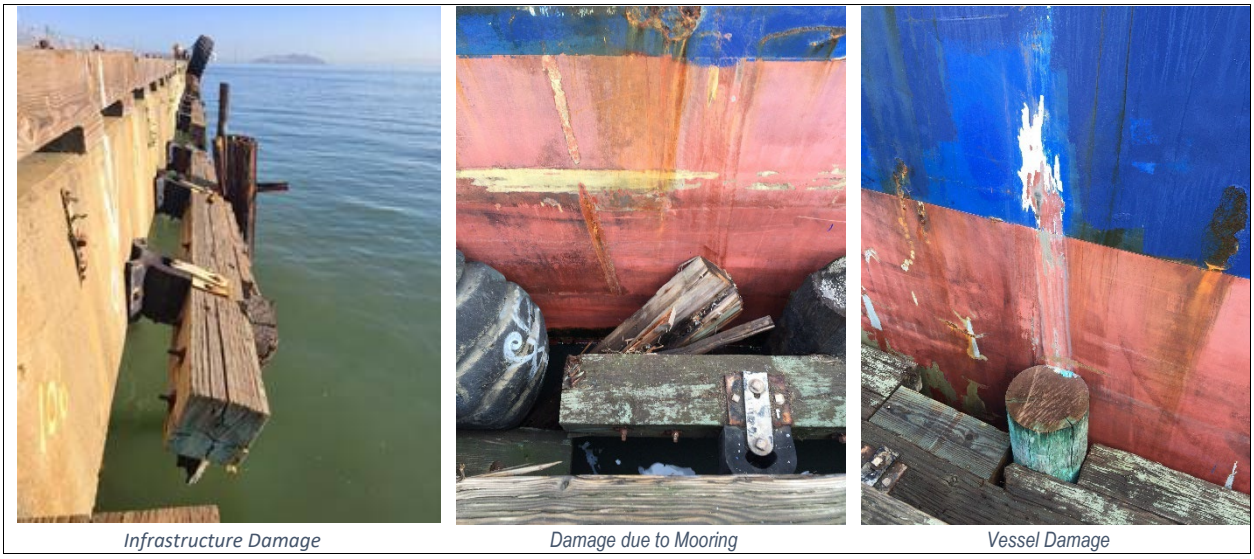
ix. Overview

In 2016, the Port of San Francisco entered into a 15-year lease agreement with Pasha Automotive Services (PAS), a subsidiary of The Pasha Group, to begin operating the 69-acre Pier 80. With this terminal operating agreement for Pier 80 came a rapid redevelopment of the underutilized terminal, which had previously seen historic uses as a container terminal, military staging area, and break-bulk and specialty cargo terminal. This redevelopment included resealing the terminal's pavement, painting stalls for staging vehicle exports, and repositioning existing terminal assets to increase throughput capacity. Shortly thereafter, PAS entered into a multi-year, renewable contract with Tesla, Inc. to begin processing automobiles for export from Pier 80.

In early 2019, Tesla launched the Model 3 for international export to Europe and the Asia Pacific through Pier 80, along with its already established Model X and Model S. The automotive industry is one of the most important in the United States, representing some 3% of the nation's gross domestic product. Tesla represents the cutting edge of American automotive ingenuity and innovation and, as such, is

rapidly becoming a key player in the future of rectifying the nation's trade deficit and climate crisis with its zero-emission vehicles.

However, with aging pilings and only makeshift fenders composed of large industrial rubber tires, there have been multiple instances of approaching vessels damaging the pilings at Pier 80 and, on some occasions, vessels reporting damage due to collisions with the pilings, see Figure 1. This threat of damage to the infrastructure and vessels slows the rate at which vessels can be moored, resulting in delays to berthing. In addition, long-term subsidence near the quay removes approximately 13% of the terminal from utilization, which requires vehicle positioning farther away from "Last Point of Rest" (LPR). This negatively impacts the terminal by reducing efficiency, timeliness, and cost effectiveness of terminal operations.



Infrastructure Damage | *Damage due to Mooring* | *Vessel Damage*

Figure 1: Typical Damage at Pier 80

The Pier 80 Drainage and Fendering Project will support expansive exports—valued in the billions of dollars—of Tesla vehicles, enable additional automobile manufacturers to begin shipping through Pier 80, directly support local waterfront jobs in San Francisco, and provide significant revenue generation among American companies and local, state, and federal governments.

x. Project Location and Map(s)

The Pier 80 Drainage and Fendering project is a coastal Port project, located at Pier 80. Pier 80 is in the City and County of San Francisco at 401 Cesar Chavez, San Francisco, CA 94124. The Port of San Francisco is situated in Census Tract 06075980900 on the eastern shoreline of the San Francisco Peninsula, along the southwest side of the San Francisco Bay, see Figure 2. The geo-coordinates of Pier 80 are 37°45'01.7"N 122°22'35.7"W.

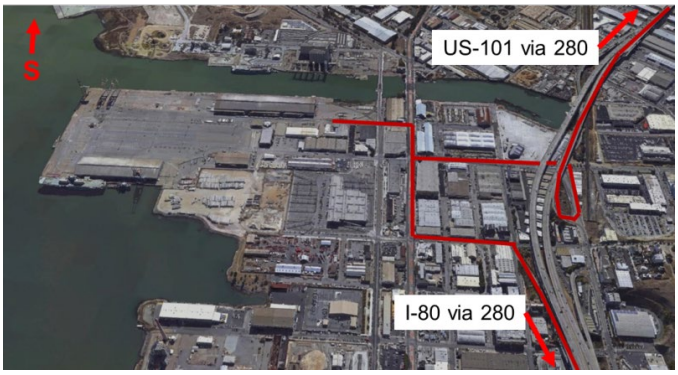


Figure 2: Pier 80 and connections to transportation infrastructure – Location Map

xi. Point of Contact

The point of contact for the Pier 80 Drainage and Fendering Project is Noel Aquino: (415) 274-0526, Noel.Aquino@sfport.com.

B. Project Scope

Pier 80, a Ro/Ro facility operated by PAS is the premier export gateway for Tesla automobiles. Significant drainage issues due to subsidence in the southeast corner of Pier 80 over an approximate 6-acre area severely impacts the goods movement of the automobiles for export. In addition, the existing fender system at Berth C is made up of tires, which cannot accommodate larger oceangoing vessels, thereby reducing the operational efficiency of the terminal.

The project has two components: rehabilitating existing surface infrastructure to address subsidence and flooding issues at the terminal and reinforcing Berth C with new marine fenders to minimize operational constraints at the terminal and provide flexibility for new vessel classes. These two infrastructure upgrades will enhance maritime commerce at Pier 80 by reducing the likelihood of damage to vessels, vehicles, and cargoes at the terminal and by increasing national and international trade and the rapid exporting of domestically produced automobiles.

Drainage and Surface Rehabilitation: This component, with an estimated $11.8M cost, extends the depth of up to seven existing catch basins 3-feet by 3-feet at higher elevations compared to existing basins, installs duck bill valves at the ends of existing drain lines, and installs 330,000 square feet of new asphalt concrete pavement at an average depth of 1 foot, up to 2 feet in the deepest depressions. This repair will extend the terminal's useful life by another 15-20 years and increase the Port's export terminal's effectiveness, productivity, and safety. Renderings of the project before and after drainage and surface rehabilitation are provided in Figure 3 and Figure 4, respectively.

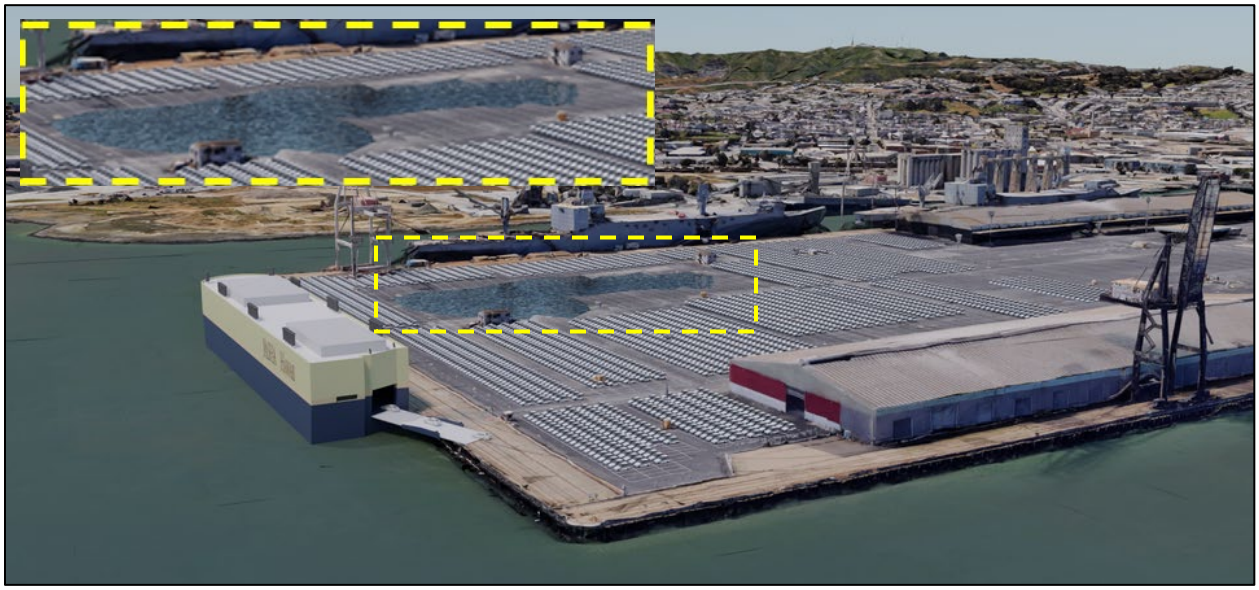


Figure 3. Rendering of Terminal Experiencing Subsidence and Flooding – Existing Condition

Figure 4. Rendering of Terminal Post-Project

Marine Fendering and Mooring Points: This component of the project, with an estimated cost of $8.8M, rehabilitates the existing fender system — which consists of oversized tires hung by chains from aging mooring bollards — and replacing them with foam-filled fenders and deck-supported backing structure. Additional high-capacity mooring points will be added to the pier to provide additional flexibility and operational capacity for vessels calling at the berth. Approximately 12 new fenders will be installed along the 1,300-foot east-facing Berth C. This fender style has been specifically selected to best suit the class of RO/RO vessels regularly visiting the Port, while minimizing operational constraints of the terminal and providing flexibility for additional vessel classes that may call upon the terminal, such as those in MARAD's National Defense Reserve Fleet. A picture/rendering of the project before and after fender and mooring point improvements are provided in Figure 5 and Figure 6, respectively.

Figure 5. Fendering and Mooring Points at Pier 80 – Existing Condition

Figure 6. Fendering and Mooring Points Post-Project

C. Project Costs

All proposed funds will be available at initiation of the project to ensure completion of the project according to the proposed schedule. With an approved grant, no match funds will be held under restricted or conditional requirements that could impede their use for the project. Table 4 provides the budget for the proposed Pier 80 Drainage and Fendering project.

Table 4. Pier 80 Drainage and Marine Fendering Project Cost

Project Tasks	Port Match (20%)	CalSTA	Total
Pre-Design & Permitting			
Project Management	$26,200	$104,800	$131,000
Permitting/Environmental	$11,000	$44,000	$55,000
Design			
Project Management	$34,600	$138,400	$173,000
Design Fee	$101,000	$404,000	$505,000
Construction			
Project Management	$30,000	$120,000	$150,000
Design Construction Support	$100,000	$400,000	$500,000
Construction	$3,506,000	$14,024,000	$17,530,000
Construction Management	$525,600	$2,102,400	$2,628,000
Construction Contingency (10%)	$350,600	$1,402,400	$1,753,000
Project Total	**$4,685,000**	**$18,740,000**	**$23,425,000**

D. Project Schedule

As shown in Table 5, the project started in 2021 and is anticipated to be completed in mid-2026. Environmental clearance was obtained in late 2022, at which time preliminary engineering design commenced. Based on the project's secure funding sources, work performed to date, and the team's experience on projects of a similar scope and scale, the Port of San Francisco anticipates starting 30% engineering design in August 2023 and finishing the work within two and half years.

Table 5.. Pier 80 Drainage and Marine Fendering Project Phase Level and Major Milestone Schedule

Phase	Start	Milestone Deliverable	Finish
Project Management	2021		End of Project
Planning / Conceptual Design	2021		Nov. 2022
Environmental Study/Clearances	Nov. 2022		June 2023
Design	Nov. 2022		December 2023
30% Design		Mar 2023	
60% Design		June. 2023	
90% Design		Oct. 2023	
100% Design		Dec. 2023	
Bid & Award	Jan. 2024		Apr. 2024
Advertise	Jan. 2024		Feb. 2024
Bids Due		Feb. 2024	
Commission Award	Apr. 2024		
Construction	Aug. 2024		Feb. 2026
NTP		Aug. 2024	
Final Completion		Feb. 2026	
Closeout	Feb. 2026		May 2026

E. Project Benefits

Completion of this project will reduce barriers to truck and car travel and provide extra capacity to increase goods export volumes and throughput at the terminal. Improving mobility on the surface of Pier 80 and adding fenders on Berth C of Pier 80 will improve the safety, efficiency, and reliability of the movement of goods to the benefit of the nation's goods movement supply chain. This project will produce significant quantitative and qualitative benefits to American citizens and businesses throughout the nation and region by increasing exports from our country, thereby mitigating the trade imbalance, and attracting more opportunities for increased economic activity, both import and export, at the Pier. Table 6 summarizes the benefits associated with the Pier 80 Drainage and Fendering Project.

Table 6. Benefits for Pier 80 Drainage and Fendering Project

Attribute	Drainage & Surface Rehabilitation Benefits	Marine Fendering and Mooring Benefits
Improve the capacity and efficiency of goods movement	• Removes barriers due to flooding and provides a reliable transportation hub	• Increases reliability of loading operations and allows for larger vessels to call at the terminal
Reduce GHG emissions and environmental impacts	• Reduces airborne emissions and injuries for both truck drivers and the surrounding communities	• Reduces broader environmental impacts to the bay by removing debris from storm water before discharging into the bay, helping to offset rising sea levels
Promote transportation equity and environmental justice	• Creates employment opportunities for the adjacent, economically disadvantaged Bayview neighborhood	• Creates employment opportunities for the adjacent, economically disadvantaged Bayview neighborhood
Maintain, enhance and modernize multimodal freight transportation	• Provides additional staging area for RO/RO cargo operations	• Provides modernized mooring and berthing elements at Pier 80, including flexible fendering layout and high-capacity mooring points

Attribute	Drainage & Surface Rehabilitation Benefits	Marine Fendering and Mooring Benefits
Grow economic competitiveness of California's freight sector	• Adds ~400 spaces of ground capacity, eliminating unnecessary cargo handling (additional car movements) due to flooding • Allows PAS to welcome an additional export vessel of up to 1,500 units once per month on a 30-day dwell, or twice per month on a 15-day dwell[1]	• Allows for more timely mooring at Berth C, thereby increasing the efficiency of terminal operations • Allows for larger vessels to call at Pier 80
Reduce freight-related deaths and injuries	• Eliminates flooding in the storage area for automobiles, thereby reducing potential accidents due to skidding • Allows for safer terminal operations but reducing potential slip hazards	• Reduces the likelihood of accidents due to improperly moored vessels
Improve system resilience by addressing infrastructure vulnerabilities associated with security threats, climate change, and natural disasters	• Makes Pier 80 more resilient to flooding	• Allows Pier 80, which is identified in the City of San Francisco's Emergency Response Plan, to effectively perform as a critical supply structure and debris removal location in the event of an emergency
Funding match and leveraging federal and state funding and innovative financing	• The port is providing a 20% local match to CalSTA's investment	• The port is providing a 20% local match to CalSTA's investment
Construction readiness priority and innovative/transformative/pilot projects	• This project is shovel-ready with 100% design completed	• Design is 90% completed; final design anticipated December 2023
Provide local community workforce development and labor benefits	• Local design and construction labor will be utilized	• Potential to add 10-15 full-time equivalent (FTE) jobs if an additional export vessel calls at terminal

F. Independent Utility

Not applicable.

G. Project Eligibility and Consistent with Regional Transportation Plan/Sustainable Communities Strategy

The proposed project is consistent with the current Regional Transportation Plan, *Plan Bay Area 2050*, as confirmed by the Metropolitan Transportation Commission in their support letter dated January 9, 2023 and included in Appendix B.

H. Primary Port Supported by Project

The project supports port and goods movement to, from, and through the Port of San Francisco.

I. Utility Company Agreements

Not applicable.

[1] Dwell is defined as the time the units—vehicles—spend on the terminal before they depart the facility. It is difficult to estimate the dwell, as the speed of dwell is market-driven and particular to automobile brands. A strong car market will mean lower dwell and higher velocity of turnover (throughput), representing strong new car sales. A poor car market will mean higher dwell and lower velocity of turnover (throughput), usually because dealerships become saturated with inventory when there are weaker new car sales.

J. Project Evaluation Criteria

Improve the capacity of California ports to manage increasing volumes of freight and improve the efficiency of goods movement to, from, and through California Ports.

Vehicles get damaged sitting in floodwaters with the potential for damage to vehicle electrical components and for oxidation or rusting to occur prematurely and weaken the vehicle's structural integrity. To avoid this situation, terminal operations workers must leave approximately 400 of the 3,000 LPR spaces empty during tidal and storm-induced flooding conditions.

Unfortunately, the flooded areas are in close proximity to Berth C, where oceangoing vessels dock and are loaded. This unusable area creates additional costs and inefficiencies when loading cars onto the ship as terminal operations workers have to travel farther to get cars when the terminal is staged to avoid vehicles being subjected to potential flooding hazards. When flooding subsides, 5 workers per shift are required to move cars from their parking spots farther away from the ship closer to the loading point. This creates additional unnecessary travel and increased truck emissions on the Pier to avoid parking Teslas and other vehicles in floodwaters, which damages the cars.

When the subsidence is repaired and drainage is improved as a result of the Pier 80 Drainage and Fendering Project, the entire terminal's surface area will be usable to trucks and terminal equipment. This will greatly improve the flow of traffic and provide greater capacity for import and export activity. Adding ~400 spaces of ground capacity by fixing the subsidence issues would allow PAS to welcome an additional export vessel of up to 1,500 units once per month on a 30-day dwell, or twice per month on a better case 15-day dwell. This could be an additional vessel for the existing customer or the capacity to welcome a new automotive customer to the terminal. Should the vehicles require minimal processing work, there would be 2-3 new FTE jobs needed for this additional volume. If there were heavier processing work, including installation/accessory work, operations management would need to hire approximately 10 additional FTEs for the 30-day dwelling units, or 15 additional FTEs for 15-day dwelling units.

Additionally, trucks are limited in the areas they can travel on the terminal due to the flooding issues caused by subsidence. The need to navigate around the areas increases the distance that trucks must travel to get to their destination at the terminal, which reduces the reliability of moving goods. After surface repairs, there will be no barriers to travel for trucks or cars, providing the assurance of a reliable transportation hub for customers wishing to maximize their export volumes at the Port of San Francisco.

It takes oceangoing vessels longer to securely moor at Pier 80's Berth C due to the current fendering. Vessels trying to avoid damage are docking slower, which increases the time needed to load Tesla vehicles onto the vessel and reduces efficiency of terminal operations. The worn and broken pilings also complicate the docking process and reduce efficiency.

There is a trend toward using larger oceangoing vessels to ship goods across the ocean. According to an article on Livingston International's website, *Container Ships Outgrowing Ports and Canals*, "Trade is getting bigger and ships are getting bigger." Though this article focuses on container ships, it is easy to extrapolate the claims that the "…exponential size increase in container vessels" will become applicable to RO/RO vessels as well. The ability to manufacture larger ships means that these ships have more capacity to carry goods across the ocean. As pressure increases on U.S. companies to export to address trade imbalances, companies will happily take advantage of this extra capacity to increasingly serve international markets.

Unfortunately, the current tires being used as fenders cannot accommodate larger oceangoing vessels. This means Pier 80 cannot capitalize on the ability to move more vehicles on a larger vessel, thereby additionally reducing its efficiency as a RO/RO facility. The fenders to be purchased using PFIP funds will

be designed for larger oceangoing vessels docking at Pier 80's Berth C, which will allow for greater volumes of exported vehicles from Pier 80, California, and the United States.

The installation of new fenders and piling will increase the reliability of the car loading operation and reduce the likelihood of further damage to the quay and vessels alike. As Tesla vehicles are loaded onto oceangoing vessels, there will be reduced concerns of safety from the longshoremen or the vessel operators. The speed of loading will increase and allow for greater volume and more reliable operations at the terminal. Moreover, vessel-mooring operations will be hastened and costs reduced by avoiding additional assistance from tugboats as vessels come into port. Critically, these updates to the quay will reduce the frequency with which the Port must undertake repairs while also reducing the likelihood of vessel owners reducing port calls due to the risk of damage to vessels colliding with broken pilings. Thus, replacing marine fenders and reinforcing pilings will increase the reliability of moving goods through the Port of San Francisco's Pier 80 by ensuring safe, continuous operations and vessel calls.

Reduce criteria pollutants, greenhouse gas emissions, and environmental impacts.

The poor state of the existing fenders requires more time for oceangoing vessels to securely moor and the use of assist tugs to bring each vessel to berth. The extra time that is needed to safely moor vessels and the need for additional tugs increases the costs of cargo operations at Pier 80. It also means that more diesel engines are in operation for longer periods, generating more criteria pollutants and greenhouse gas emissions in the region.

The Pier 80 terminal has suffered from subsidence for many years. Subsidence has limited the usable space of the terminal, decreased its functionalities and efficiencies, and introduced risks to equipment and cargo. Subsidence has also diminished the clearance of the under-pier deck and the sea level, damaged under-pier infrastructure, and created increased potential for contamination to the bay. Damage to under-pier sewer infrastructure has resulted in the discharge of untreated sewage. Areas affected by subsidence are also more likely to convey operational pollutants from the terminal surface to the bay, including fuels and hydraulic oils as well as general debris.

Promote transportation equity and environmental justice.

The Port strives to create a diverse, equitable, and inclusive organization and waterfront, and empower Black, Indigenous and other People of Color (BIPOC) in Port operations and opportunities through equitable policies and practices. In 2019 a legislative ordinance was passed and a committee of 30 diverse Port team members was established. This team produced a *Racial Equity Action Plan* in 2020. The Port's Racial Equity Action Plan states:

> *"…shall include Racial Equity indicators to measure current conditions and impact, outcomes resulting from changes made within programs or policy, and performance measures to evaluate efficacy, that demonstrate how a City department will address Racial Disparities within the department as well as in external programs. — Office of Racial Equity Legislative Mandate, Ordinance No. 188-19"*

The Port's Racial Equity Action Plan and Strategic Plan provides a roadmap and objectives to reach the Port's desired outcome to advance equity and become an equal opportunity for all organizations through consistent examination of policies and practices and monitoring of end results. The Port prioritizes equity as a core value and is committed to advancing racial equity. As stated in the Port plan, the goals are:

- Port opportunities are shared with people of color;
- The San Francisco Waterfront intentionally welcomes and includes diverse communities;
- The Port is an anti-racist organization; and
- The Port is a workplace built on equitable policies and practices, where every individual is supported to make the most of their talents.

Specifically, the project is situated in a low-income community within a half-mile of the Bayview District, an underserved, overburdened, disadvantaged community. The Project is located in the 94124-zip code and home to many of San Francisco's Black, Asian, and Latino residents; 87% of residents are minorities. The project furthers Racial Equity Action Plan Goal 9.1.3 by "by reducing the square footage requiring capital improvement in the Southern waterfront"

Maintain, enhance, and modernize the multimodal freight transportation system.

The Pier 80 Drainage and Fendering project will support expansive exports—valued in the billions of dollars—of Tesla vehicles, enable additional automobile manufacturers to begin shipping through Pier 80, directly support local waterfront jobs in San Francisco, and provide significant revenue generation among American companies and local, state, and federal governments.

Grow the economic competitiveness of California's freight sector through increased system efficiency and productivity.

As a small port, revenue generation is primarily from tenant leases, which was heavily impacted due to the economy and the COVID-19 pandemic, which caused significant financial strain for the Port and its tenants. The project will help the Port's economic recovery efforts and overcome the persistent economic infrastructure investment disadvantages of small ports. The project will position the Port to increase its goods movement productivity and support future connectivity expansion in the underserved southern waterfront. This project will increase the efficiency of operations, contributing to international trade as well as regional goods movement commerce at other ports. The project will support tenants' operations, which have elements of their supply chain that extend outside California and the United States.

Reduce freight-related deaths and injuries.

When Pier 80 was built, the parking areas were created by paving over fill, with a bulkhead wall separating the fill areas from the Bay, and a 30-foot strip of pier over water around the north, east, and south edges. The Port has reported significant drainage issues in the southeast corner of the Pier, over an approximately 6-acre area of the parking lot. The area generally drains during normal rain events, but when high tides coincide with rainfall, standing water up to 2-feet-deep can collect on the pier. The water generally drains to the bay as soon as the tide drops, a process that can take several hours.

There is heavy traffic in the flooded area, as it is directly adjacent to the quay where oceangoing vessels are loaded. This flooding creates a safety hazard for all workers, particularly when high tide coincides with a rainfall and water collects quickly, resulting in the need to move cars from the flooded spots to dry land. The cars can skid and drivers can lose control due to flooding conditions. The hazard remains until the water drains, limiting safe movement on flooded sections of Pier 80 for extended periods of time.

The flooded area and surrounding areas subject to water pooling also create a slip hazard for workers. Operators must dedicate attention to travel around these areas, often demarcated with caution tape and other barriers. The proposed infrastructure improvements will eliminate this flooding by addressing the subsidence issues and improving drainage to allow safer terminal operations. This will result in fewer transportation incidents and worker's compensation claims.

The safety issue extends far beyond the workers. Pier 80 is identified in the City of San Francisco's Emergency Response Plan as a critical supply structure and debris removal location. It is imperative Pier 80 remain a viable logistics option during natural disasters should bridges and roadways shut down and interrupt supply of goods and debris removal. If 13% of the pier's cargo staging area cannot be used, this drastically limits the effectiveness of the pier during an emergency and places many people on the west coast in danger should there be a natural disaster.

The existing piling on the dock is worn and broken from decades of heavy utilization and mooring of oceangoing vessels. Tires with chains are currently being used as fenders, but these do not provide adequate protection for the ships or their workers. Improper fenders and broken pilings create a hazardous condition for vessel crew and bay pilots when mooring vessels for loading and unloading cargoes. If the ship is not moored properly alongside the pier, vessel crew, bay pilots, and longshoremen (dockside) can injure themselves while mooring, particularly in rough waters, and have an increased risk of falling.

Falls are prevalent for workers in marine terminals. According to 2019 data from MARAD and the Bureau of Labor Statistics (BLS), and summarized in a study conducted by the National Institute for Occupational Safety and Health's (NIOSH) Center for Maritime Safety and Health Studies, "Workers in marine terminals and port operations have higher fatality, injury, and illness rates than other workers in the U.S. From 2011–2017 fatal injuries occurred at an annual rate of 15.9 per 100,000 workers, a rate five times that of the U.S. workforce overall. In the same period, there were also an average of 4,916 nonfatal injuries/illnesses per 100,000 workers each year, nearly double that of the U.S. workforce overall."

Vessels that are not moored properly to the pier can cause damage to the ship and cause workers to fall and drown. According to a study done by Robson Forensic, out of 107 marine drownings from 2008 to 2017, workers falling off docks caused 23 (21%) of the drownings. Workers falling while docking the boat caused another 6 (5%) drownings. Both causes of death can result from worn/damaged piling and poor fendering practices.

By installing fenders specifically made for oceangoing vessels, mariners can dock their vessels more safely, and injury and accident incidence rates among pier workers will reduce.

Funding match and leveraging federal and state funding and innovative financing.

To maximize the impact of PFIP funds, the Port of San Francisco has agreed to contribute $4,685,000, a 20% cost share from their operating budget for the Pier 80 Drainage and Fendering Project. The PFIP funding request will offset the capital costs for the Port of San Francisco and provide additional import and export opportunities for the region.

Construction readiness priority and innovative/transformative/pilot projects.

Based on the project's secure funding sources, work performed to date, and the team's experience on projects of a similar scope and scale, the Port of San Francisco anticipates commencing work in August 2023 and finishing work within two and half years.

Project Summary Data

A. Project Priority #2: Amador Street Improvement Project

i. Project Title

Amador Street Improvement Project

ii. Lead Implementing Agency

The Port of San Francisco is serving as the Lead Agency for the Amador Street Improvement Project.

iii. Partnering Agency(ies)

The Port of San Francisco, as Lead Agency, is responsible for all aspects of the Amador Street Improvement Project, no Partnering Agencies are involved.

iv. Priority Project

Amador Street Improvements is identified as Priority Project #2 of 5.

v. Fund Amount Requested by Phase, Segment and/or Component

A breakdown for CalSTA funding by component and year for the Amador Street Improvement Project is provided in Table 7.

Table 7: CalSTA Funding Breakdown for the Amador Street Improvement Project

Component	2022-2023	2023-2024	2024-2025	2025-2026	Total
CON SUP (CT)		$4,000	$70,000	$2,000	$76,000
CON		$202,000	$2,000,000	$284,000	$2,486,000
Total		**$206,000**	**$2,070,000**	**$286,000**	**$2,562,000**

vi. Total Project Cost

Total construction cost for the Amador Street Improvements Project is $12,810,000; the application request for CalSTA funding is $2,562,000 with a Port of San Francisco match of $640,500; the remaining $9,607,500 has been awarded through a MARAD grant.

vii. Name of Railroad Company(ies) that is a Co-Sponsor or Provided Letter of Support

Not applicable.

viii. Name of Port(s) that is a Co-Sponsor or Letter of Support

Not applicable.

ix. Overview

Amador Street was built in the late 1960s on former marsh land. It is a vital transportation artery for the only local concrete batch plant and supplier of concrete aggregate in San Francisco, intersecting with the Port's rail system. In addition, Amador Street serves as the primary artery to Piers 94-96, which are identified in Port and City and County of San Francisco disaster response plans as key staging areas for emergency response and emergency goods movement vehicles following a major seismic event. Further, the Port of San Francisco is host to several MARAD vessels, one of which is located in the Port's southern waterfront, and regularly serviced for resupply via Amador Street.

Amador Street and associated utilities are well beyond their design service life. The pavement is riddled with potholes that are exposing the street base layer, resulting in truck idling that not only affects the efficiencies of goods movements through the Port but also increases GHG emissions to the surrounding, economically disadvantaged community. In addition, increased frequency and intensity of storms

associated with climate change has resulted in flooding that can directly discharge to San Francisco Bay. This water comes into contact with creosote-treated rail ties during flood events.

The Amador Street Improvement was select for a MARAD Port Infrastructure Development grant award in 2022. The Port is seeking $2.6 million in CalSTA funds to support the project. The Amador Street Improvement Project is "shovel-ready" with 90% design completed (with 100% complete design projects in June 2023).

x. Project Location and Map(s)

The Amador Street Improvement Project is located in the San Francisco Bayview District, with the project center located at coordinates 37.745954, -122.382063. Amador Street is located 0.7 mile from Interstate 280 (I-280), which connects to U.S. Route 101 (US-101) and I-80, as well as all major bridges crossing the San Francisco Bay (see Figure 7). The Port is serviced by Class 3 rail service with connections to Class 1 rail service.

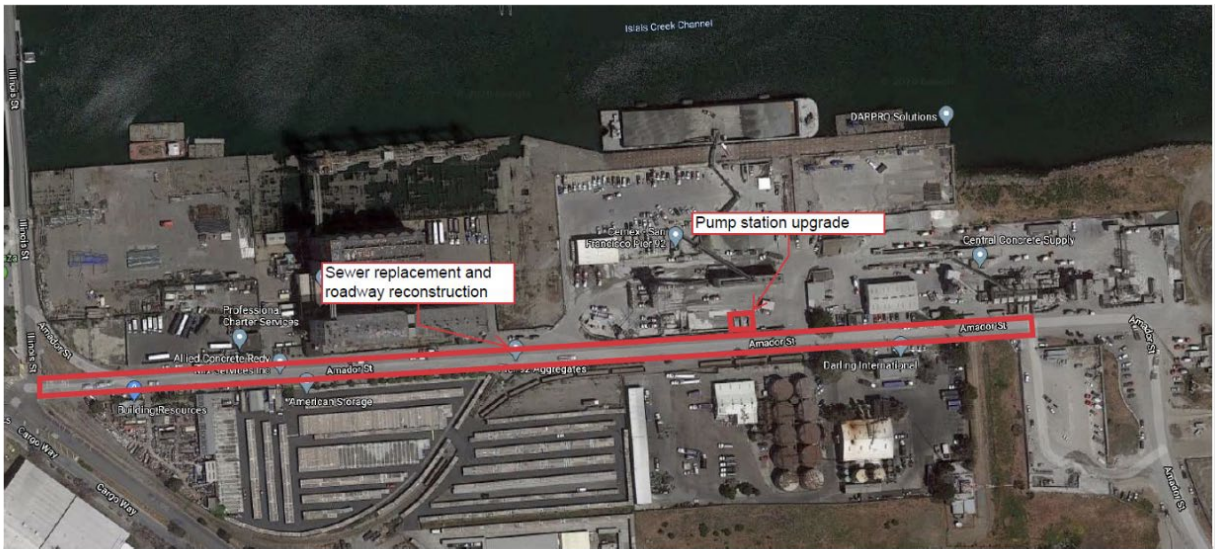


Figure 7. Amador Street Improvements - Location Map

xi. Point of Contact

The point of contact for the Amador Street Improvements Project is Noel Aquino: (415) 274-0526, Noel.Aquino@sfport.com.

B. Project Scope

The project will update and rebuild 1,800 LF of Amador Street to current City of San Francisco standard pavement cross-section design; increase the handling capacity of the stormwater system, which will allow the corridor to better manage the increase in frequency and intensity of storm events and reduce flood risk; tie in and upgrade water utilities in a manner capable of supporting future system upgrades; provide storm drain trash capture devices along the Amador Street corridor, which will serve as a pilot project supporting the Port's 2030 storm water plan initiative; remove abandoned creosote-treated rail ties, which will reduce potential environmental impact to the Bay due to leaching into storm/flood waters; and install street landscaping with drought tolerant plants for beautification and air quality, in addition to water conservation. A picture/rendering of the project before and after pavement improvements are provided in Figure 8 and Figure 9, respectively.

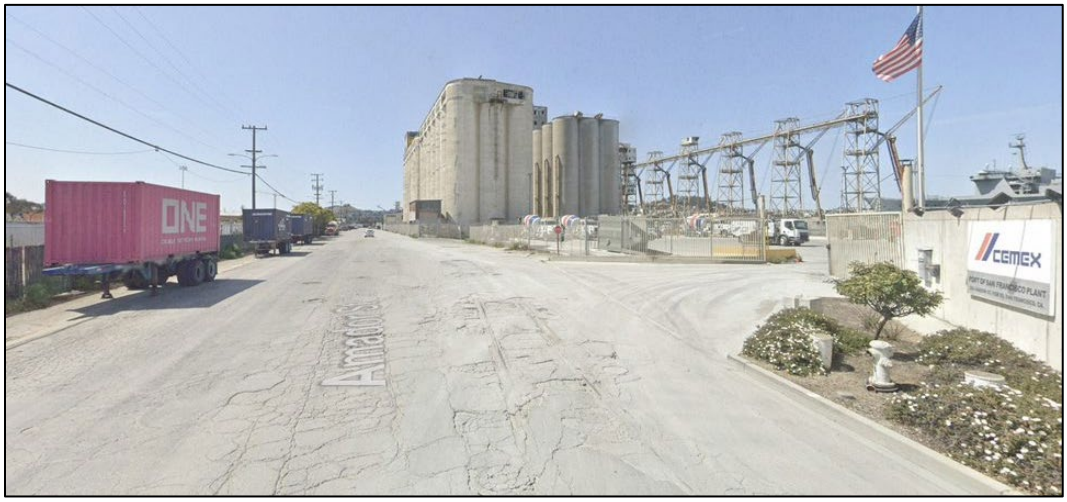


Figure 8. Picture of Typical Pavement at Amador Street – Existing Condition

Figure 9. Rendering of Amador Street Post-Project

The Project will also demolish the existing pump station and build a new larger capacity pump station, complete storm and sanitary sewer system improvements under the roadway, and reconstruct the roadway along Amador Street. The new pump station will be designed and constructed to meet the current calculated needs. The project will improve system resilience and reliability and provide an early warning notification function for system failures. The project also substantially increases capacity for handling sewer and stormwater runoff as well as filtering for trash and potential contaminants before discharge to the bay. In addition, the project removes abandoned creosote-treated railroad ties that may leach contaminants into stormwater, which may be discharged directly into the bay due to flooding.

C. Project Costs

The Port is only requesting funding for construction phase work. Table 8 provides the construction budget for the proposed Amador Street Improvement Project. The initial cost estimate is based on ongoing design work and escalation is contained within overall project contingency.

Table 8. Pier 80 Drainage and Marine Fendering Project Cost

Project Tasks	Port Match (20%)	Other Federal (MARAD)	CalSTA	Total
Construction				
Project Management	$3,750	$56,250	$15,000	$75,000
Design Construction Support	$19,000	$285,000	$76,000	$380,000
Construction	$495,500	$7,432,500	$1,982,000	$9,910,000
Construction Management	$72,700	$1,090,500	$290,800	$1,454,000
Construction Contingency (10%)	$49,550	$743,250	$198,200	$991,000
Project Total	**$640,500**	**$9,607,500**	**$2,562,000**	**$12,810,000**

D. Project Schedule

As shown in Table 9, the project started in 2010 and is anticipated to be completed in early 2026. Detailed design is anticipated to be completed in mid-2023. Based on the project's secured funding sources, work performed to date, and the team's experience on projects of a similar scope and scale, the Port of San Francisco anticipates advertising for construction bids mid-2023 and completing construction in early 2026.

Table 9: Amador Street Improvement Project Phase Level and Major Milestone Schedule

Phase	Start	Milestone Deliverable	Finish
Project Management	2010		End of Project
Planning / Conceptual Design	2010		Nov. 2017
Design	2010		May 2023
30% Design		Apr. 2016	
60% Design		Dec. 2016	
90% Design		Feb. 2022	
100% Design		May 2023	
Bid & Award	Jul. 2023		Nov. 2023
Advertise	Jul. 2023		Sept. 2023
Bids Due		Sept. 2023	
Commission Award		Nov. 2023	
Construction	Mar. 2024		Jan. 2026
NTP		Mar. 2024	
Final Completion		Jan. 2026	
Closeout	Jan. 2026		Apr. 2026

E. Project Benefits

The Port has one of the largest remaining industrial property portfolios in San Francisco, supporting a multitude of maritime and production, distribution, and repair uses. The Port's responsibilities include the development, marketing, leasing, management, and maintenance for the 7.5 miles of San Francisco Waterfront adjacent to San Francisco Bay from Fisherman's Wharf to India Basin/Bayview. The Port's operating portfolio is comprised of over 550 ground, industrial and maritime industrial leases, as well as commercial, retail and office spaces. Many of those are internationally recognized landmarks such as Fisherman's Wharf, Pier 39, the Ferry Building and Oracle Park, home of the San Francisco Giants baseball team.

The maritime and industrial tenants' operations require efficient transport of goods and services by truck and require connections to freeway and freight rail access routes. Currently, this flow of goods within the Port and its intermodal connections is constrained by the exceedingly poor condition of Amador Street. This project will significantly improve Port and intermodal connections, bringing operational improvements that will include Port resilience and environmental or emissions mitigations measures.

On average, over 250 trucks and an additional 1,700 other vehicles use Amador daily, for an estimated 90,000 truck trips and 550,000 total trips annually through the Amador Street corridor. Amador Street is used as a vital multimodal connector of streets, rail, and barges moving goods in the Port and beyond. The project improvements support growth in the southern waterfront. The Port has underused facilities and sufficient backland area to create another berth at Pier 94N and Pier 90, as well as the Intermodal Transfer Facility. The growth and effective use of the southern waterfront area is a Port priority as future cargo growth, which will be facilitated by project improvements along Amador Street.

Replacement of roadway will reduce wear and tear on vehicles and facilitate faster travel times, dramatically improving the flow of goods within Port jurisdiction and national supply chains. Flood mitigation will also be greatly improved in both industrial and adjunct residential areas, by increasing the outflow of rain runoff and flooding. Hanson Aggregate, the only regional aggregate supplier to northern California for road and building concrete, will also benefit from this modernization. Table 10 summarizes the benefits associated with the Amador Street Improvement Project.

Table 10. Benefits for Amador Street Improvements

Strategic Goal	Amador Street Improvements Benefits
Improve the capacity and efficiency of goods movement	• Roadway replacement reduces wear and tear on vehicles, facilitates faster travel times, dramatically improving the flow of goods within Port jurisdiction and national supply chains • Flood mitigation will be greatly improved in both industrial and adjunct residential areas by increasing the outflow of rain runoff and flooding
Reduce GHG emissions and environmental impacts	• Reduces airborne emissions and injuries for both truck drivers and the surrounding communities • Reduce broader environmental impacts to the bay by removing debris from storm water before discharging into the bay and increases stormwater system capacity
Promote transportation equity and environmental justice	• Advances racial equity and reduces barriers to opportunity through support at both national and regional level programs by employing local truckers from the Bayview neighborhood
Maintain, enhance and modernize multimodal freight transportation	• Improves the speed and safety of goods movement through the corridor, and eliminates hazardous driving road conditions on key Amador Street transportation artery
Grow economic competitiveness of California's freight sector	• Improved capacity of California ports to manage increasing volumes of freight and efficiency of goods movement to, from, and through the ports
Reduce freight-related deaths and injuries	• Enhanced safety, efficiency, and reliability improvements throughout project area reduces freight-related injuries
Improve system resilience by addressing infrastructure vulnerabilities associated with security threats, climate change, and natural disasters	• Directly addresses climate change impacts by mitigating persistent flooding, improving the speed and safety of goods movement through the corridor, and eliminating hazardous driving road conditions on Amador Street
Funding match and leveraging federal and state funding and innovative financing	• Under the MARAD PIDP, the Port has a local overmatch of 56% by the Port, proving its importance to invest in the Port's goods movement impacts at the national, regional, and local levels
Construction readiness priority and innovative/transformative/pilot projects	• This project is shovel-ready with over 90% design completed
Provide local community workforce development and labor benefits	• Advances racial equity and reduces barriers to opportunity through support at both national and regional level programs by employing local truckers from the Bayview neighborhood

F. Independent Utility

Not applicable.

G. Project Eligibility and Consistent with Regional Transportation Plan/Sustainable Communities Strategy

The proposed project is consistent with the current Regional Transportation Plan, *Plan Bay Area 2050*, as confirmed by the Metropolitan Transportation Commission in their support letter dated January 9, 2023 and included in Appendix B.

H. Primary Port Supported by Project

The project supports port and goods movement to, from, and through the Port of San Francisco.

I. Utility Company Agreements

Not applicable.

J. Project Evaluation Criteria

Improve the capacity of California ports to manage increasing volumes of freight and improve the efficiency of goods movement to, from, and through California Ports.

Amador Street is the primary entry point and a key corridor in the Port's Maritime Eco-Industrial Complex, an area that aligns maritime cargo operations with complementary industries. The Port's Maritime Eco-Industrial Complex supports ocean-borne cargo import and export, bulk material processing, ship berthing, Port maintenance facilities, material recycling, vehicle parking, and storage and construction lay down sites. The Maritime Eco-Industrial Complex goods movement includes a bulk cargo operation at Piers 92 and 94 that manages sand reclamation and import of aggregates needed to produce the primary source of concrete and other construction products for the City of San Francisco and the northern California region. Two state-of-the-art concrete manufacturing plants, Cemex and Martin Marietta, are located adjacent to the cargo terminal on Amador Street, where aggregate source material is used to create concrete that supports San Francisco's construction industry. The concrete batch plants on Amador Street produce 600,000 cubic yards of concrete annually, which accounts for approximately 90% of the demand for San Francisco and northern San Mateo County. Additionally, approximately 800,000 tons of aggregates are exported out of Port facilities along Amador Street from the concrete batch plants annually.

Another tenant, Darling International Inc. (Darling), collects and processes approximately 95 million pounds of inedible poultry by-product from poultry processors in California that would otherwise be sent to landfills. They also collect and process approximately 15 million pounds of used cooking oil from restaurants in the San Francisco Bay Area, which is sold as feed stock for renewable fuel production to both domestic and international markets.

Reduce criteria pollutants, greenhouse gas emissions, and environmental impacts.

Tenants along Amador Street report that vehicles must reduce their speed to approximately 15 mph to avoid pothole damage. This project will enable trucks and other vehicles to achieve the posted 35 mph speed limit, which will reduce both street congestion and air pollution caused by GHG emissions.

Improved monitoring and increased capacity at the sewer pump station will reduce the risk of flooding and provide improved notification, positively impacting response time as well as reliability of the stormwater system under the roadway. The sewer system upgrades will reduce the risk of flooding that creates hazardous and unsanitary conditions. The storm sewer trash capture devices, which will serve as a pilot program for the Port's 2030 storm water plan initiative, will help to avoid any unwanted trash and potential contamination from directly discharging to the bay. In addition, the street and sewer system will be designed to current City of San Francisco codes, which will result in an improved seismic rating for the sewer system along Amador Street.

Promote transportation equity and environmental justice.

The Amador Street Corridor supports numerous union jobs. Martin Marietta, an Amador Street tenant, employees 5 members of the Operating Engineers Union and 2 full-time and 10 part-time ILWU members. Darling employs 10 members of the Union Food and Commercial Workers Union Local 5, 20 members of Teamsters Local 2785, and 3 members of Machinist Local 1414. At Pier 96, Recology employs 133 Teamsters. Cemex maintains 40 Teamster drivers, 4 operating engineers, and 3 Machinist Local 1414 employees along with three salaried workers. The Port estimates that approximately 70 union jobs and good paying jobs will be created as a result of this project through construction hiring and increased economic activity.

The Port's Strategic Plan and Racial Equity Action Plan set forth policies to improve open space in the City's southeast sector. For example, Martin Marietta extracts material from the San Francisco Bay floor, processes the material at its leased facility and generates, as a byproduct of its operations, coarse sand and gravel that does not have commercial value to Martin Marietta. In 2021, they donated over 12,000 cubic yards of beach material to the Port to construct a living shoreline and restore significantly eroded portions of Heron's Head Park, a 22-acre thriving wildlife habitat

The Port's Strategic Plan increases the safety of the corridor, reduces the amount of vehicle emissions through the corridor, and will promote racial equity by addressing the disproportionate health and safety impacts to the surrounding community. Lastly, the Amador Street Improvement Project is listed by name in the Capital Improvement Program addendum to the Port's Racial Equity Action Plan as one of the projects specifically designated as promoting racial equity.

Grow the economic competitiveness of California's freight sector through increased system efficiency and productivity.

As a small port, revenue generation is primarily from tenant leases, which was heavily impacted due to the economy and the COVID-19 pandemic, which caused significant financial strain for the Port and its tenants. The project will help the Port's economic recovery efforts and overcome the persistent economic infrastructure investment disadvantages of small ports. The project will position the Port to increase its goods movement productivity and support future connectivity expansion in the underserved southern waterfront. This project will increase the efficiency of operations, contributing to international trade as well as regional goods movement commerce at other ports. The project will support tenants' operations, which have elements of their supply chain that extend outside California and the United States.

For example, Martin Marietta imports aggregates from quarries in Canada for reuse in local concrete production at neighboring operators, and Darling exports products via shipping containers out of the Port of Oakland, with most of the fat and oil products shipped to domestic and international renewable diesel producers.

In addition, Amador Street is the primary corridor for resupply and crew operations of a 740-foot MARAD vessel under a long-term berthing agreement at the Port, providing additional federal benefit. Lastly, Amador Street is a key artery to Piers 94-96, a facility identified for DHS/FEMA emergency response vehicles and movement of emergency goods to the peninsula following a major hazard event and included in the San Francisco Bay Catastrophic Earthquake Plan (available upon request). Continuity of the connection to Piers 94/96 to be used as a Federal Staging Area is vital for speedy post-event Port and federal aid response, and critical to the local and regional economic recovery.

Reduce freight-related deaths and injuries.

The improvements along Amador Street reduce freight-related injuries with improved roadway conditions. Currently, tenants along Amador Street report that vehicles must reduce their speed to approximately 15 mph to avoid pothole damage. This project will enable trucks and other vehicles to

achieve the posted 35 mph speed limit, which will reduce street congestion, air pollution caused by GHG emissions, and unnecessary damage to the trucks and other vehicles. These enhancements should combine to reduce freight-related deaths and injuries along Amador Street.

Improve system resilience by addressing infrastructure vulnerabilities associated with security threats, climate change, and natural disasters.

The improvements on Amador Street will also facilitate improved critical access for Piers 80 and 94-96, which are designated for DHS/FEMA emergency response vehicles and movement of emergency goods to the peninsula in case of a major hazard event and are included in the San Francisco Bay Catastrophic Earthquake Plan. This ensures Mission-readiness for MARAD. The Port currently has lease agreements in place that provide for the long-term berthing of five MARAD vessels under the National Defense Ready-Reserve Fleet, which also includes military-scale ships that require deep-water berth that are not widely available in the region. Three vessels are currently berthed at Piers 80 and 94-96 within the Maritime Eco-Industrial Complex serviced by Amador Street.

In addition, the Amador Street Improvements support the implementation of Executive Order (EO) 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619) by strengthening clean air through reduced emissions and water protections through sewer upgrades and trash capture technology. This project will serve as a pilot program as one of the first installations of trash-capture technology constructed under the new California State Water Resources Control Board Trash Implementation Program, which requires installation for all outfalls by 2030. Equally important, these improvements deliver environmental justice to the project-adjacent Bayview District, which is an economically disadvantaged and underserved, overburdened and disadvantaged community as defined by the U.S. Environmental Protection Agency (EPA) and the State of California Air Resources Board (CARB) and to the local, small business truckers that traverse Amador Street moving the tenants' goods. The project will follow the USDOT's Equity Action Plan 2022 focusing on maximizing wealth creation, power of community, interventions and expanding access.

The pavement and utility upgrades to the stormwater system will help to mitigate the impacts of higher temperatures and more frequent and severe flooding on the Amador Street corridor. The Project's new rigid pavement has a direct resilient impact because it upgrades the roadway's structure and functional capabilities. The rigid pavement performs better in higher extreme temperatures due to the shorter joint spacing in design and uses expansion joints. This keeps the road functional in the long-term. In addition, the project increases the capacity of the storm water system, which will allow the corridor to better manage the increase in frequency and intensity of storm events and reduce the risk of flooding. The project's combined roadway and utility capacity upgrades perform better in a severe storm event. These resilient upgrades are necessary and indirectly impact rescue, emergency response, and recovery since the corridor connects to a federal laydown staging area.

The Amador Street Corridor lies in at the heart of the Port's Maritime Eco-Industrial Complex, which provides the concrete and aggregate needs for much of San Francisco's construction industry. The area maximizes the synergies among several industries, including the production of sand and aggregates, concrete batching, and concrete crushing. The key to these synergies is the intermodal transportation network of barges, streets, and rail transport. Maritime importation of aggregates and sand allows for local processing and concrete batching in close proximity to construction activities within San Francisco. The only viable conduit to the rest of the city is Amador Street, making the roadway improvements essential.

When the Maritime Eco-Industrial Complex was first established, these activities were subject to review under the California Environmental Quality Act (CEQA). This was analyzed in the San Francisco Southern Waterfront Final Supplemental Environmental Impact Report, certified on February 15, 2001. Transportation Objectives 7, Policy 3 stated:

"Establish an official truck route system along the designated major and secondary thoroughfares to facilitate truck movements within and to port facilities and other area business and to minimize the adverse impacts of truck movement on adjacent residential commercial and recreational land uses."

Amador Street is the 'major thoroughfare' of the area. For example, local processing and concrete batching supports one of the primary benefits of the Maritime Port's Eco-Industrial Complex, to eliminate numerous truck trips from the peninsula. Reducing the number of trucks on the freeways leads to a corresponding reduction in diesel emissions, a well-documented public health concern that affects communities in this area. This benefits not only the environment in general and the San Francisco Bay airshed, but also the project-adjacent Bayview District community, which is an economically disadvantaged and underserved community as defined by the State of California Air Resources Board, census tract 6075980900.

Funding match and leveraging federal and state funding and innovative financing.

The Amador Street Improvement Project was awarded a $9.6 million Port Infrastructure Development Program grant by the Federal Maritime Administration in 2022 and the Port will be providing a match of $640,500 for the project.

Construction readiness priority and innovative/transformative/pilot projects.

Based on the project's secure funding sources, work performed to date, and the team's experience on projects of a similar scope and scale, the project is 'shovel ready' and with 90% design completed.

Project Summary Data

A. Project Priority #3: Pier 90 Marine Terminal Site Preparation Project

i. Project Title

Pier 90 Maritime Terminal Site Preparation Project

ii. Lead Implementing Agency

The Port of San Francisco is serving as the Lead Agency for the Pier 90 Marine Terminal Site Preparation Project.

iii. Partnering Agency(ies)

The Port of San Francisco, as Lead Agency, is responsible for all aspects of the Pier 90 Marine Terminal Site Preparation Project, no Partnering Agencies are involved.

iv. Priority Project

Pier 90 Marine Terminal Site Preparation is identified as Priority Project #3 of 5.

v. Fund Amount Requested by Phase, Segment and/or Component

A breakdown for CalSTA funding by component and year for the Pier 90 Marine Terminal Site Preparation Project is provided in Table 11.

Table 11: CalSTA Funding Breakdown for the Pier 90 Marine Terminal Site Preparation Project

Component	2022-2023	2023-2024	2024-2025	2025-2026	Total
E&P (PA&ED)	$50,000	$50,000			$500,000
PS&E	$50,000	$250,000	$202,000		$502,000
CON SUP (CT)			$1,000,000	$784,000	$1,784,000
CON			$7,000,000	$5,534,000	$12,534,000
Total	**$100,000**	**$300,000**	**$8,202,000**	**$6,318,000**	**$14,920,000**

vi. Total Project Cost

Total project cost for the Pier 90 Marine Terminal Site Preparation Project is $19,800,000; however, the Port has already committed $1,150,000, self-funded through the Port's Capital Improvement Plan for the planning and design phases of this project, leaving a balance of $18,650,000. Therefore, the application request for CalSTA funding is $14,920,000 with a Port of San Francisco providing an additional $3,730,000.

vii. Name of Railroad Company(ies) that is a Co-Sponsor or Provided Letter of Support

Not applicable.

viii. Name of Port(s) that is a Co-Sponsor or Letter of Support

Not applicable.

ix. Overview

Pier 90 is a Port of San Francisco waterfront property that housed grain mill operations from 1923 until the early 1990s. The grain elevator and silos currently on site were constructed in the 1950s and 1970s. The site includes three sets of concrete-reinforced grain silos, grain elevators, steel ship loading towers, steel bridges connecting these structures, two small buildings, a timber wharf, and five concrete-pile supported dolphin structures supporting the ship loading towers.

The grain silos and accompanying structures have been vacant since 1992, and have attracted trespassers and squatters, resulting in vandalism and accumulated trash throughout the site. Security

and maintenance of this 120,000 square foot property has been a net operating loss to the Port without any economic benefit to the community. The 85,000 square foot timber wharf adjacent to the silos has fallen into a state of disrepair. Piles and timber framing have deteriorated over time and, since the early 2000s, sections of wood deck and asphalt paving have fallen into Islais Creek.

The purpose of the project is to demolish all the vacant structures on the landside and waterside (with the exception of the concrete dolphin structures that can be re-used for berthing and mooring vessels). The end result would be a vacant, waterfront lot that will be a development or lease opportunity for businesses in the maritime industry, such as the nearby marine aggregates facility and cement plant. The silo site and the adjacent 4.7-acre laydown yard can together create a sought-after 9-acre maritime terminal space.

x. Project Location and Map(s)

The Pier 90 Maritime Terminal Site Preparation Project is a coastal Port project, located at Pier 90. Pier 90 is in the City and County of San Francisco on Amador Street, San Francisco, CA 94124. The Port of San Francisco is situated in Census Tract 06075980900 on the eastern shoreline of the San Francisco Peninsula, along the southwest side of the San Francisco Bay (see Figure 10). The geo-coordinates of Pier 90 are 37.74641116545792, -122.38406456101006

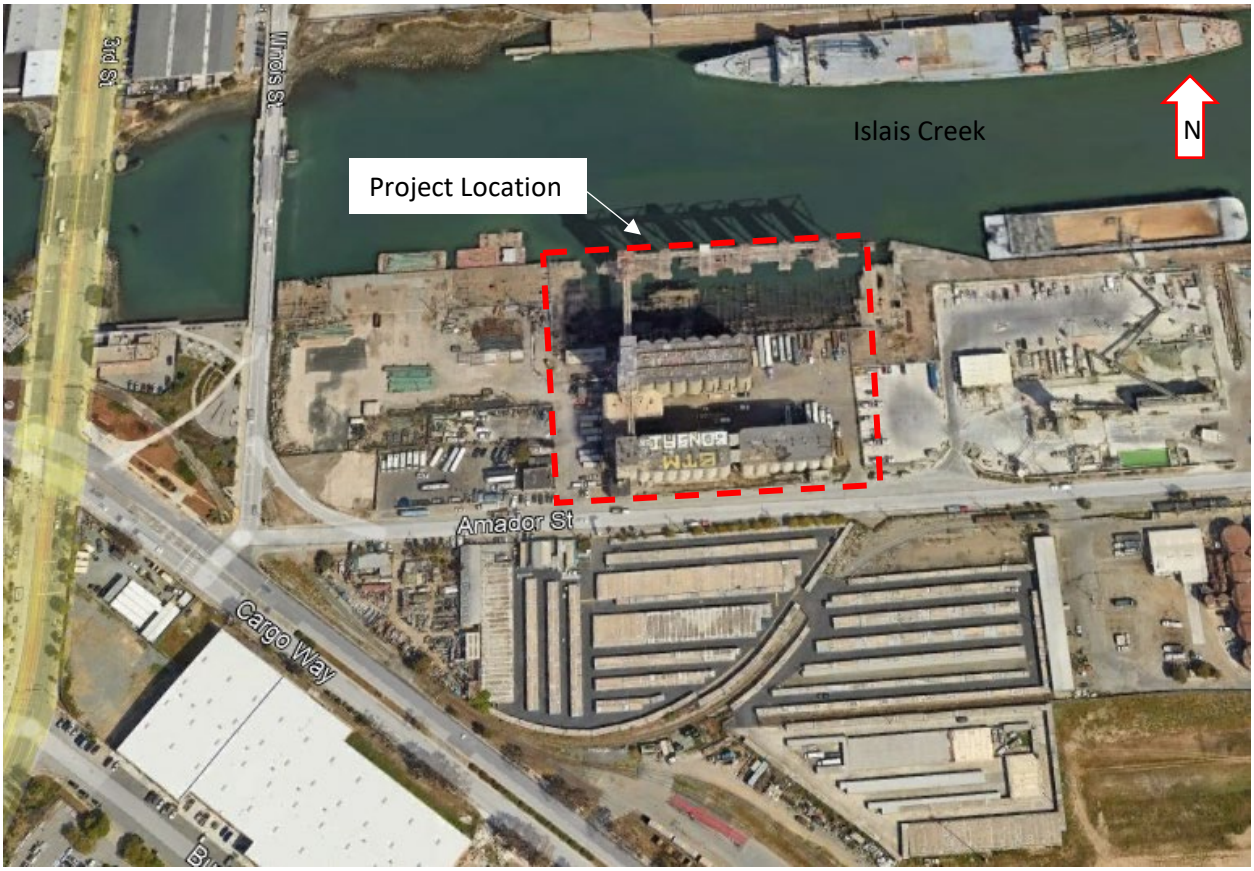


Figure 10. Pier 90 Maritime Terminal Site Preparation for Development – Location map

xi. Point of Contact

The point of contact for the Pier 90 Maritime Terminal Site Preparation for Development Project is Erica Petersen: (415) 274-0559, Erica.Petersen@sfport.com.

B. Project Scope

The project will demolish all vacant structures on the landside within the defined project boundary (120,000 square feet). The remaining deck and piles of the timber wharf will be removed, clearing approximately 85,000 square feet of over-water fill. Upon completion, the project site presents a rare opportunity to develop a continuous Islais Creek waterfront consisting of active marine terminals. Renderings of the project before and after preparation for development are provided in Figure 11 and Figure 12, respectively.

Figure 11: Pier 90 Maritime Terminal Site – Existing Condition

Figure 12: Pier 90 Maritime Terminal Site – Post-Project

C. Project Costs

Table 12 provides the budget for the remaining cost for the proposed Pier 90 Terminal Site Preparation Project.

Table 12. Pier 90 Marine Terminal Site Preparation Project Cost

Project Tasks	Port CIP (20%)	CalSTA	Total
Pre-Design & Permitting			
Project Management	$15,500	$62,000	$77,500
Permitting/Environmental Studies	$135,000	$540,000	$675,000
Pre-Design & Permitting Total	$150,500	$602,000	$752,500
Design-Build			
Project Management	$15,500	$62,000	$77,500
Construction Management	$446,000	$1,784,000	$2,230,000
Design & Construction Admin Support	$70,0000	$280,000	$350,000
Construction	$3,048,000	$12,192,000	$15,240,000
Landside Demo	$1,420,000	$5,680,000	$7,100,000
Waterside Demo (Timber Wharf and Steel Structures)	$1,120,000	$4,480,000	$5,600,000
Contingency (20%)	$508,000	$2,032,000	$2,540,000
Design-Build Total	$3,579,500	$14,318,000	$17,897,500
Project Total	**$3,730,000**	**$14,920,000**	**$18,650,000**

D. Project Schedule

As shown in Table 13, the project started in 2018 and is anticipated to be completed in early 2026. Permitting and public outreach are anticipated to commence in early 2023 and take approximately one year to complete. The project will be done as a design-bid contract. Based on the project's secured funding sources, work performed to date, and the team's experience on projects of a similar scope and scale, the Port of San Francisco anticipates design-bid contract award by the end of 2024 and completing construction in early 2026.

Table 13: Pier 90 Marine Terminal Site Preparation Project Phase Level and Major Milestone Schedule

Phase	Start	Milestone Deliverable	Finish
Project Management	2018		End of Project
Planning / Conceptual Design	Dec-2022		May-2023
Environmental Studies	Feb-2023		May-2023
Permitting & Public Outreach	Apr-2023		May-2024
Design-Build Request for Proposals Preparation	Apr-2024		Oct-2024
Design-Build Contract Bid & Award	Oct-2024		Dec-2024
Design	Jan-2025		Aug-2025
50% Design		Apr-2025	
90% Design		Jul-2025	
100% Design		Aug-2025	
Construction	Sep-2025		Mar-2026

E. Project Benefits

The Pier 90 Marine Terminal Site Preparation Project presents a unique opportunity to develop 85,000 square feet of sought-after marine terminal space. The ever-evolving nature of supply chains and waterborne trade has two fundamental requirements:

- Waterfront land to accommodate port and terminal development.
- Flexibility to meet changing needs.

Table 14 summarizes additional benefits associated with the Pier 90 Terminal Site Preparation Project.

Table 14. Benefits for Pier 90 Improvements

Strategic Goal	Pier 90 Improvements Benefits
Improve the capacity and efficiency of goods movement	• Increased terminal capacity to more effectively service increasingly larger oceangoing vessels and cargo volume. Reduction of barriers to truck and car travel via creation of additional capacity, thereby increasing export volume and throughput across terminal overall
Reduce GHG emissions and environmental impacts	• Reduction of criteria pollutants, greenhouse gas emissions, and other environmental impacts
Promote transportation equity and environmental justice	• Improvement of transportation equity and environmental justice from the reduction of freight-related deaths and injuries
Maintain, enhance and modernize multimodal freight transportation	• Improved system resilience by addressing infrastructure vulnerabilities associated with security threats, climate change, and natural disasters
Grow economic competitiveness of California's freight sector	• Growth in the economic competitiveness of California's freight sector through overall increased system efficiency and productivity
Reduce freight-related deaths and injuries	• Elimination of negative impacts of the homeless population squatting at the property, thereby reducing incidents, vandalism and injuries while simultaneously improving the quality of life for the residents of the nearby, economically disadvantaged Bayview community
Improve system resilience by addressing infrastructure vulnerabilities associated with security threats, climate change, and natural disasters	• Improved water quality and the safety and well-being of adjunct communities by removing the dilapidated timber wharf and asphalt paving that has been deteriorating and falling into Islais Creek
Funding match and leveraging federal and state funding and innovative financing	• The Port has already committed $1,150,000, self-funded through the Port's Capital Improvement Plan for the planning and design phases of this project
Construction readiness priority and innovative/transformative/pilot projects	• The project is shovel-ready
Provide local community workforce development and labor benefits	• The proposed demolition clears 12,000 square feet of prime, under-utilized waterfront property, yielding increased economic and employment benefits to the local and adjunct communities

F. Independent Utility

Not applicable.

G. Project Eligibility and Consistent with Regional Transportation Plan/Sustainable Communities Strategy

The proposed project is consistent with the current Regional Transportation Plan, *Plan Bay Area 2050*, as confirmed by the Metropolitan Transportation Commission in their support letter dated January 9, 2023 and included in Appendix B.

H. Primary Port Supported by Project

The project supports port and goods movement to, from, and through the Port of San Francisco.

I. Utility Company Agreements

Not applicable.

J. Project Evaluation Criteria

Improve the capacity of California ports to manage increasing volumes of freight and improve the efficiency of goods movement to, from, and through California Ports.

Since early 2020, the San Francisco Bay Area and Northern California have suffered supply chain disruption and port capacity shortfalls. While individually we may have been inconvenienced by

shortages of consumer items and home goods, there have been more serious shortfalls in the medical supplies, building materials, and electronic components that move through Bay Area ports.

By 2050, the Bay Area will exhaust existing port capacity and will need to find new waterfront space for growing cargo flows. Table 15 displays the Bay Area's port capacity needs and available Port Priority sites. The message is clear: expected moderate cargo growth will exhaust Bay Area port capacity by 2050 and result in competing demands for terminal sites. In particular, Table 15 shows that nearly all the available acreage at the Port of Oakland will be required for container cargo, and that other sites at San Francisco and Richmond will be needed to handle RO/RO cargo (auto imports and exports) and dry bulk commodities (cement, aggregates, etc.). Even so, there is an expected 9-acre deficit by 2050.

Table 15: Regional 2050 Port Capacity Needs

Site	Acres	Container	Potential Use RO/RO	Dry Bulk
SF Pier 96 & Other	67		X	X
Oakland Berths 20-21	20	X		X
Oakland Berths 22-24	130	X		
Oakland Berths 33-34	20	X		
Oakland Roundhouse	26	X		
Richmond Terminal 3	20		X	X
Available Acres	**283**	**196**	**87**	**107**
Moderate Growth Needs	**292**	**166**	**114**	**12**
Slow Growth Needs	52	0	52	0
Strong Growth Needs	715	427	235	54

The need for additional, flexible waterfront land is clear, and there are few such opportunities available. The silo demolition site can be part of the solution. The 4.1-acre silo site and the adjacent 4.7-acre laydown yard can together create a 9-acre waterfront site (Figure 13), almost exactly the shortfall shown in Table 15.

Figure 13: Combined Sites

<u>Need for Break-bulk and Project Cargo Capacity</u>

Redevelopment and upkeep of Northern California public and private infrastructure requires more than the gravel and cement import anticipated in Table 15. Break-bulk trade, also called "general cargo," includes non-bulk, non-containerized commodities such as structural steel, lumber, and machinery. "Project cargo" is a key subcategory of break-bulk trade, and includes goods such as bridge components, refinery assemblies, subway car shells, and other shipments requiring special handling to support a

near-term local or regional project. Wind farm generator towers and blades are an important project cargo at many ports.

The Bay Area ports do not currently handle any break-bulk cargo, but have done so in the past and will likely need to do so in the future. Existing Northern California break-bulk cargo, such as imported windmill parts, is being handled at outlying ports such as Stockton and West Sacramento. Thus, there may be a public interest in creating and retaining break-bulk capabilities in the Bay Area to handle project cargo or a resurgence of past flows.

Preparing The Port of San Francisco for the Future

The Port of San Francisco has served the Bay Area and Northern California for over 160 years. In that time, the Port has continually evolved with transportation technology and changing regional and industry needs. Demolition of the obsolete silos and freeing waterfront land for vital supply chain functions is a pivotal part of the Port's plans for the future.

As indicated in Figure 13, the Port has reviewed the usability of its land designated for Port Priority use in the Bay Area Seaport Plan, and it proposing significant changes:

- Withdrawing about 12 acres of Pier 94 wetlands from port use in favor of preservation.
- Withdrawing 3+ acres of backlands found unsuitable for seaport use due to grade changes.
- Withdrawing 12 acres of land on the south side of Amador Street because it lacks waterfront access.

As Figure 14 makes clear, the Port's ability to accommodate present and future cargo depends on making the best possible use of the silo demolition site and adjoining parcels.

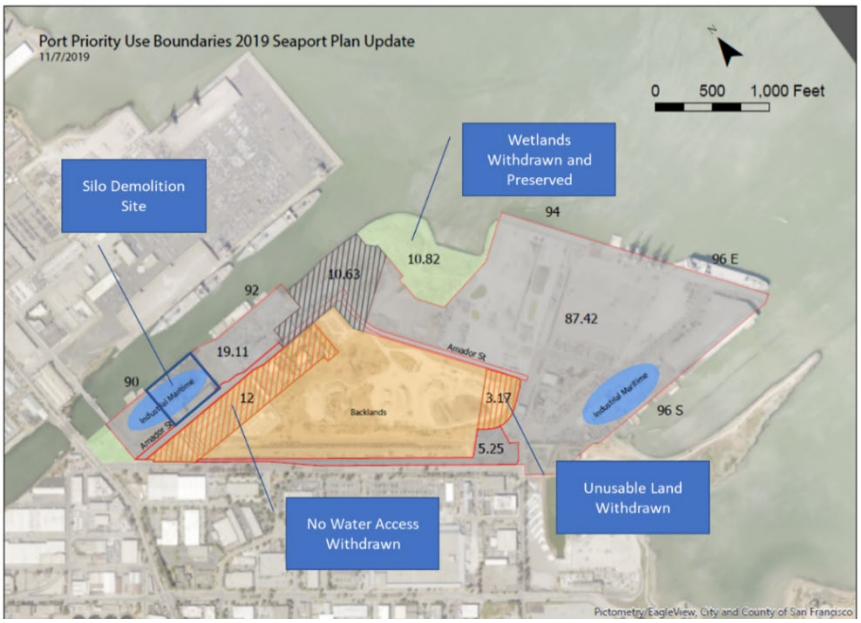


Figure 14: Port of San Francisco Land Use Plan

Opportunity for Continuous Waterfront

The silo demolition project site also presents a rare opportunity to develop a continuous Islais Creek waterfront consisting of active terminals and brownfield sites. As Figure 15 shows, the project site is adjacent to existing concrete batch plants and aggregate terminals, and to the Port of San Francisco laydown yard.

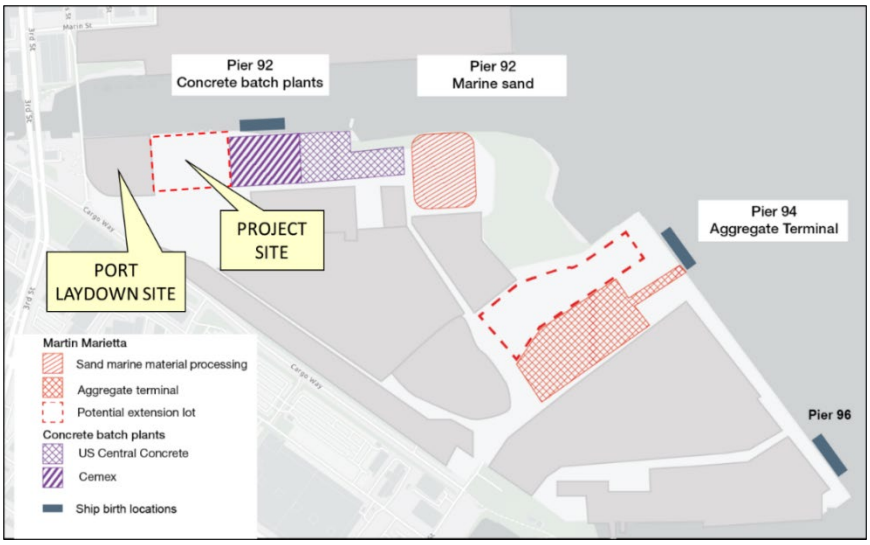


Figure 15: Port of San Francisco Dry Bulk Operations

Reduce criteria pollutants, greenhouse gas emissions, and environmental impacts.

Protecting Wetlands through Brownfield Development

San Francisco Bay wetlands have been under threat for decades. As their critical role in the health of the Bay and the region has become widely recognized, the North Coast and San Francisco Bay Regional Water Quality Control Boards have developed the Stream and Wetlands System Protection Policy to protect and restore the physical characteristics of stream and wetlands systems.

In line with this policy and other initiatives, and as part of updating the Bay Area Seaport Plan, the Port has proposed withdrawing the sensitive wetlands at the end of Pier 94 from Port Priority use (Figure 16). Preserving these wetlands will reduce Port Priority land in the Bay Area by about 10 acres.

Figure 16: San Francisco Pier 94 Wetlands

The silo demolition site is a classic “brownfield” location with a history of heavy industrial and transportation use. Repurposing this site instead of developing wetlands and other irreplaceable habitat is consistent with local, regional, and state policy. Repurposing the Pier 90 silo site will offset part of the lost potential port capacity.

Promote transportation equity and environmental justice.

As previously stated, the Port strives to create a diverse, equitable, and inclusive organization and waterfront and has created a Racial Equity Action Plan that provides a roadmap and objectives to reach these goals. The full plan is available for review at the following link: Port's Racial Equity Action Plan and Strategic Plan.

Grow the economic competitiveness of California's freight sector through increased system efficiency and productivity.

As a small port, revenue generation is primarily from tenant leases, which was heavily impacted due to the economy and the COVID-19 pandemic, which caused significant financial strain for the Port and its tenants. The project will help the Port's economic recovery efforts and overcome the persistent economic infrastructure investment disadvantages of small ports. The project will position the Port to increase its goods movement productivity and support future connectivity expansion in the underserved southern waterfront. This project will increase the efficiency of operations, contributing to international trade as well as regional goods movement commerce at other ports. The project will support tenants' operations, which have elements of their supply chain that extend outside California and the United States.

Reduce freight-related deaths and injuries.

The demolition project would remove derelict silos that range from 50 to 70 years old and decaying wood and asphalt wharf structure that is falling into Islais Creek. In the near term the project site has become a magnet for trespassers and squatters, endangering them and the community. The wharf debris falling into Islais Creek endangers water users and wildlife.

In the long term, the City and County of San Francisco and the Northern Peninsula cities served by the Port need to meet their supply chain needs with minimal public risk and without over-burdening the peninsula's already congested transportation spine. The highways and rail line that connect peninsula cities are some of the busiest in the state, and ill-suited to shoulder the additional burden of bringing bulk minerals, aggregates, or project cargo to San Francisco.

Marine transport is the safest and most sustainable means of moving key bulk goods that San Francisco cannot live without. Over 40 million square feet of residential and mixed-use development are currently planned in San Francisco, and all of it will need cement, aggregates, steel, and other cargo that could be handled at the project site. As a guide to the potential impact, a recent study found that loss of the "cement cluster" at the Port of San Francisco would require 77,000 additional round trips by heavy duty trucks from Redwood City, generating a total of 4.2 million truck VMT annually. Based on FMCSA statistics, that additional highway burden would probably cause 2 injury or fatal accidents every year.

Funding match and leveraging federal and state funding and innovative financing.

The Port of San Francisco has already committed $1.15 million from their Capital Improvement Fund and will be providing an additional of $3.7 million.

Construction readiness priority and innovative/transformative/pilot projects.

The Port of San Francisco anticipates design-bid contract award by the end of 2024 and completing construction in 2026.

Provide local community workforce development and labor.

As previously stated, the Port strives to create a diverse, equitable, and inclusive organization and waterfront and has created a Racial Equity Action Plan that provides a roadmap and objectives to reach these goals. The full plan is available for review at the following link: Port's Racial Equity Action Plan and Strategic Plan.

Table 16 uses the direct jobs and earnings of adjacent cement and aggregate operations as a guide to the number of jobs likely to be created when the silo site is developed. Existing operations average nearly 10 jobs per acre, and if developed similarly:

- The 4.1 acre silo demolition site should generate about 40 direct jobs.
- The adjoining laydown site should generate another 45 direct jobs.

Table 16: Project Job Creation

Existing Tenants	Direct Jobs	Earnings	Acres	Direct Jobs/Acre	Earnings/Acre
Hanson Pier 94	20	$3,000,000	6.5	3.1	$975,000
Cemex/Central	130	$16,000,000	8.0	16.3	$984,615
Total/Average	**150**	**$19,000,000**	**14.5**	**9.7**	**$979,808**
New Sites	**Direct Jobs**	**Earnings**	**Acres**	**Direct Jobs/Acre**	**Earnings/Acre**
Silo Site	40	$4,017,212	4.1	9.7	$979,808
Laydown Site	45	$4,605,096	4.7	9.7	$979,808
Total/Average	**85**	**$8,622,308**	**8.8**	**9.7**	**$979,808**

Source: Piers 92-94 Economic Impact Analysis, 2022

The direct, induced, and indirect jobs could likely total over 200 for the combined sites (Table 17).

Table 17: Total Jobs

New Sites	Direct Jobs	Induced Jobs	Indirect Jobs	Total Jobs
Silo Site	40	50	6	95
Laydown Site	45	57	7	109
Total/Average	**85**	**106**	**14**	**205**

Source: Piers 92-94 Economic Impact Analysis, 2022

Project Summary Data

A. Project Priority #4: Pier 94 Mooring and Fendering Project

i. Project Title

Pier 94 Mooring and Fendering Project

ii. Lead Implementing Agency

The Port of San Francisco is serving as the Lead Agency for the Pier 94 Mooring and Fendering Project.

iii. Partnering Agency(ies)

The Port of San Francisco, as Lead Agency, is responsible for all aspects of the Pier 94 Mooring and Fendering Project, no Partnering Agencies are involved.

iv. Priority Project

Pier 94 Mooring and Fendering is identified as Priority Project #4 of 5.

v. Fund Amount Requested by Phase, Segment and/or Component

A breakdown for CalSTA funding by component and year for the Pier 94 Mooring and Fendering Project is provided in Table 18.

Table 18: CalSTA Funding Breakdown for the Pier 94 Mooring and Fendering Project

Component	2022-2023	2023-2024	2024-2025	2025-2026	Total
E&P (PA&ED)	$76,000				$76,000
PS&E	$100,000	$52,000			$152,000
CON SUP (CT)		$40,000	$20,000		$60,000
CON		$3,000,000	$140,000		$3,140,000
Total	**$176,000**	**$3,092,000**	**$160,000**		**$3,428,000**

vi. Total Project Cost

Total project cost for the Pier 94 Mooring and Fendering Project is $4,570,000; however, the Port has already funded $285,000 through their Capital Improvement Plan, leaving a balance of $4,285,000 for the project. Therefore, the application request for CalSTA funding is $3,428,000 with the Port of San Francisco contributing an additional $857,000.

vii. Name of Railroad Company(ies) that is a Co-Sponsor or Provided Letter of Support

Not applicable.

viii. Name of Port(s) that is a Co-Sponsor or Letter of Support

Not applicable.

ix. Overview

The Port will replace its existing makeshift fender system of oversized tires hung from aging and deteriorating marine hardware with new buckling-type rubber cone fenders and fender panels. New fenders will be installed along east-facing berth. This fender style has been specifically selected to best suit the class of bulk carrier vessels regularly visiting the Port (typically “fleeting” or moving along the berth to accommodate unloading of bulk materials), while minimizing operational constraints of the terminal and providing flexibility for additional vessel classes that may call the terminal.

Current mooring points and fendering, which consists of a makeshift tire system, at Pier 94 is deteriorating and inadequate. The scope of the project is to design and install upgraded mooring points and fenders based on specific vessel criteria. Pile repair and structural upgrades to the wharf may be necessary to accommodate new fenders and bollards used for mooring.

The new cone fenders will accommodate the RO/RO vessel sizes they are designed for while also adaptable for use on other similar size ships, such as cruise ships and MARAD vessels. New fenders will help the Port maintain its core maritime business and compete for additional global cargo shipping by installing a safer and more secure fender system. The project supports stability by helping maintain the Port's financial strength by addressing deferred maintenance, maximizing the value of Port property, and increasing revenue. The new fenders will eliminate the need for constant repairs and avoidable costs to maintain the current inadequate fendering system.

x. Project Location and Map(s)

The Pier 90 Maritime Terminal Site Preparation Project is a coastal Port project, located at Pier 90. Pier 90 is in the City and County of San Francisco on Amador Street, San Francisco, CA 94124. The Port of San Francisco is situated in Census Tract 06075980900 on the eastern shoreline of the San Francisco Peninsula, along the southwest side of the San Francisco Bay (see Figure 9). The geo-coordinates of Pier 90 are 37.74641116545792, -122.38406456101006 (see Figure 17).

Figure 17. Pier 94 Mooring and Fendering – Location Map

xi. Point of Contact

The point of contact for the Pier 94 Mooring and Fendering Project is Noel Aquino: (415) 274-0526, Noel.Aquino@sfport.com.

B. Project Scope

The Port will replace its existing old and outdated fender system of oversized tires hung from aging and deteriorating marine hardware with new buckling-type rubber cone fenders. Specifically, replace the current fender system with new mooring points and rubber fenders at Pier 94. New fenders will be installed along the east-facing berth.

This fender style has been specifically selected to best suit the class of bulk carrier vessels regularly visiting the Port while minimizing operational constraints of the terminal and providing flexibility for additional vessel classes that may call the terminal. Renderings of the project before and after mooring/fendering improvements are provided in Figure 18 and Figure 19, respectively.

Figure 18: Pier 94 Mooring and Fendering – Current Condition

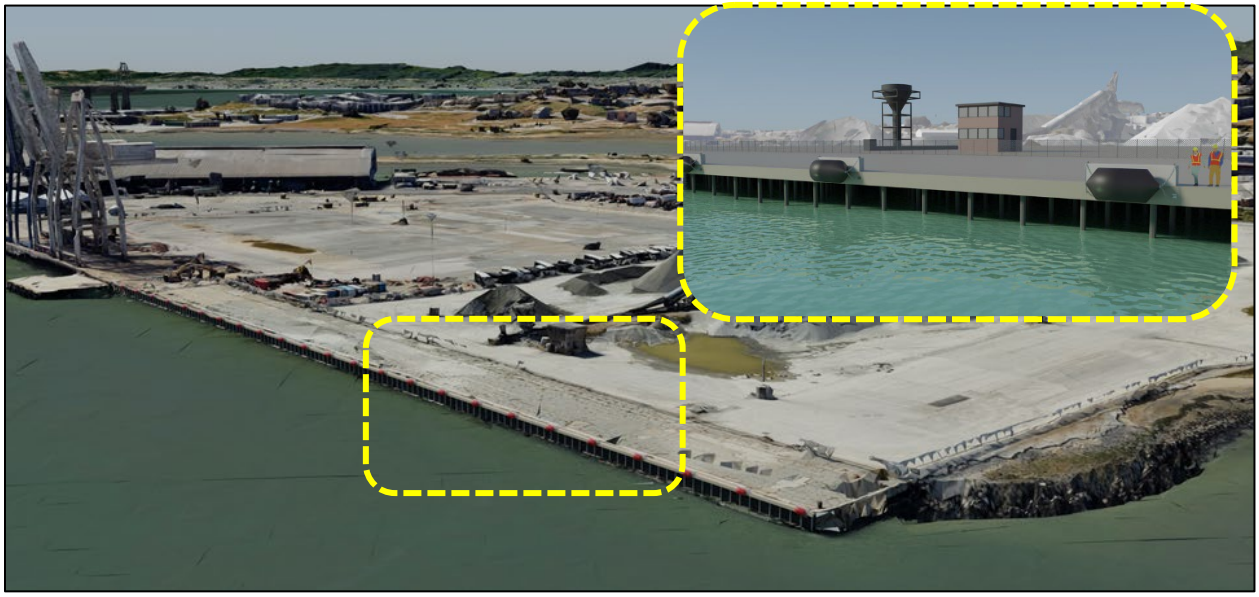


Figure 19: Pier 94 Mooring and Fendering – Post-Project

C. Project Costs

Table 19 provides the budget for the proposed Pier 94 Mooring and Fendering Project.

Table 19. Pier 94 Mooring and Fendering Project Cost

Project Tasks	Port Match (20%)	CalSTA	Total
Pre-Design & Permitting			
Project Management	$9,000	$36,000	$45,000
Permitting/Environmental	$10,000	$40,000	$50,000
Design			
Project Management	$10,000	$40,000	$50,000
Design Fee	$28,000	$112,000	$140,000
Construction			
Project Management	$10,000	$40,000	$50,000
Design Construction Support	$15,000	$60,000	$75,000
Construction	$620,000	$2,480,000	$3,100,000
Construction Management (15%)	$93,000	$372,000	$465,000
Construction Contingency (10%)	$62,000	$248,000	$310,000
Project Total	**$857,000**	**$3,428,000**	**$4,285,000**

D. Project Schedule

As shown in Table 20, the project started in 2022 and is anticipated to be completed in early/mid-2025. Environmental clearance is anticipated mid-2023 and detailed design is anticipated to be completed in mid-2023. Based on the project's secured funding sources, work performed to date, and the team's experience on projects of a similar scope and scale, the Port of San Francisco anticipates advertising for bid mid/late 2023 and completing construction in early 2025.

Table 20: Pier 94 Mooring and Fendering Project Phase Level and Major Milestone Schedule

Phase	Start	Milestone Deliverable	Finish
Project Management	2022		End of Project
Planning / Conceptual Design	2022		Dec. 2022
Environmental Study/Clearances	Dec. 2022		May 2023
Design	Dec. 2022		Jul. 2023
30% Design		Feb. 2023	
60% Design		Apr. 2023	
90% Design		Jun. 2023	
100% Design		Jul. 2023	
Bid & Award	Sept. 2023		Dec. 2023
Advertise	Sept. 2023		Oct. 2023
Bids Due		Oct. 2023	
Commission Award		Dec. 2023	
Construction	Apr. 2024		Feb. 2025
NTP		Apr. 2024	
Final Completion		Feb. 2025	
Closeout	Feb. 2025		Apr. 2025

i. Project Benefits

Cargo vessels currently berth at Pier 94 to deliver stone aggregate and other materials related to the production of concrete to tenants at Piers 90 and 92. Tenants, which include CEMEX and Central Concrete, provide concrete and aggregate base rock to the majority of all construction projects within the City and County of San Francisco. The overall outcome of the project will increase efficiencies to the delivery of raw materials that drive construction within San Francisco and the San Francisco Bay region. Table 21 summarizes the benefits associated with the Pier 94 Mooring and Fendering Project.

Table 21. Benefits for Pier 94 Mooring and Fendering Improvements

Strategic Goal	Pier 94 Mooring and Fendering Benefits
Improve the capacity and efficiency of goods movement	• Increased efficiencies to the delivery of raw materials that drive core construction throughout San Francisco and the entire San Francisco Bay region
Reduce GHG emissions and environmental impacts	• Reduction of criteria pollutants, greenhouse gas emissions, and environmental impacts
Promote transportation equity and environmental justice	• Equity impacts such as direct and indirect displacement of businesses and residents, light pollution, air quality, noise, safety, and accessibility will also be considered
Maintain, enhance and modernize multimodal freight transportation	• Replacement of existing tire fender system with new buckling-type rubber cone fenders installed along east-facing berth - specifically selected to best suit class RO/RO vessels regularly visiting the Port
Grow economic competitiveness of California's freight sector	• Reduction of current operational constraints of the terminal and providing flexibility for additional vessel classes
Reduce freight-related deaths and injuries	• Reduce on dock injuries by replacement of outdated, ineffectual extant mooring points and fendering and unsafe, deteriorating, inadequate makeshift tires
Improve system resilience by addressing infrastructure vulnerabilities associated with security threats, climate change, and natural disasters	• Improvements designed to minimize operational constraints at the terminal, reduce throughput stress and limitations, and provide increased flexibility for additional vessel classes
Provide local community workforce development and labor benefits	• Equity impacts such as direct and indirect displacement of businesses and residents, light pollution, air quality, noise, safety, and accessibility will also be considered

E. Independent Utility

Not applicable.

F. Project Eligibility and Consistent with Regional Transportation Plan/Sustainable Communities Strategy

The proposed project is consistent with the current Regional Transportation Plan, *Plan Bay Area 2050*, as confirmed by the Metropolitan Transportation Commission in their support letter dated January 9, 2023 and included in Appendix B.

G. Primary Port Supported by Project

The project supports port and goods movement to, from, and through the Port of San Francisco.

H. Utility Company Agreements

Not applicable.

I. Project Evaluation Criteria

Improve the capacity of California ports to manage increasing volumes of freight and improve the efficiency of goods movement to, from, and through California Ports.

Cargo vessels currently berth at Pier 94 to deliver stone aggregate and other materials related to the production of concrete to tenants at Piers 90 and 92. Tenants that include CEMEX and Central Concrete provide concrete and aggregate base rock to the majority of all construction projects within the City and County of San Francisco.

Given the lack of space in the City, the concrete plants at Pier 92 are the only viable sites for concrete plants in San Francisco. If the bulk cargo terminal were no longer operational, the concrete plants would most likely need to remain at Pier 92 to support the City's construction industry.

The overall outcome of the project will increase efficiencies to the delivery of raw materials that drive construction and ensure large volumes of material continue to be available at competitive prices and at a much lower carbon footprint compared to the alternatives.

The concrete cluster at the Port's Maritime Eco-Industrial Complex produces 90-95% of ready-mix demand in San Francisco. Recently completed major construction projects supplied in ready-mix concrete by the Maritime Eco-Industrial Complex include the Salesforce Tower and the 181 Fremont Tower.

Promote transportation equity and environmental justice.

The concrete cluster located at Pier 90-94 avoids truck traffic on local streets as aggregate transported by water and distributed within the Port represent 77,000 annual truck trips that would otherwise travel through Bayview Hunters Point, an SB-535 Disadvantaged Community.

The concrete batch plant facilities at Pier 92 are used as pilot sites for sustainability initiatives and are considered industry leaders in the State including and not limited to resource recovery, energy efficiency, and sustainable stormwater management.

The Pier 90 Fendering and Mooring Project will ensure safe and continuous operation of the concrete cluster within the Port's Maritime Eco-Industrial Complex.

Maintain, enhance, and modernize the multimodal freight transportation system.

The installation of new fenders and moorings will increase the speed of unloading and will increase and allow for greater aggregate volume with more reliable operations at the Pier 94 terminal. Moreover, vessel-mooring operations will be hastened and costs reduced by avoiding additional assistance from tugboats as vessels come into port. Critically, these updates to the fendering and mooring system will reduce the frequency with which the Port must undertake repairs while also reducing the likelihood of vessel owners reducing port calls due to the risk of damage to vessels colliding with broken pilings. Thus, replacing marine fenders and reinforcing moorings will increase the reliability of moving goods through the Port of San Francisco's Pier 94 by ensuring safe, continuous operations and vessel calls.

Grow the economic competitiveness of California's freight sector through increased system efficiency and productivity.

As a small port, revenue generation is primarily from tenant leases, which was heavily impacted due to the economy and the COVID-19 pandemic, which caused significant financial strain for the Port and its tenants. The project will help the Port's economic recovery efforts and overcome the persistent economic infrastructure investment disadvantages of small ports. The project will position the Port to increase its goods movement productivity and support future connectivity expansion in the underserved southern waterfront. This project will increase the efficiency of operations, contributing to international trade as well as regional goods movement commerce at other ports. The project will support tenants' operations, which have elements of their supply chain that extend outside California and the United States.

Funding match and leveraging federal and state funding and innovative financing.

The Port of San Francisco will provide a match of $857,000 for the Pier 94 Mooring and Fendering Project.

Construction readiness priority and innovative/transformative/pilot projects.

The Port of San Francisco anticipates advertising for bid in 2023 and completing construction in 2025.

Provide local community workforce development and labor.

The three tenants within the concrete cluster at Piers 92-94 provide over 150 direct jobs, generating $19 million in direct wages and $250 million in annual revenue contributing to the City's economic base. For every 1 direct job held/created in the cement and concrete product manufacturing sector, 1.25 indirect and 0.16 induced jobs are supported/created in San Francisco.

The Pier 94 Mooring and Fendering Project will preserve and expand the economic relevance of the concrete cluster and workforce at Piers 92-94.

Project Summary Data

A. Project Priority #5: Truck Fleet Zero Emissions Pilot Demonstration

i. Project Title

Truck Fleets Zero Emissions Pilot Demonstration

ii. Lead Implementing Agency

The Port of San Francisco is serving as the Lead Agency for the Truck Fleets Zero Emissions Pilot Demonstration Project.

iii. Partnering Agency(ies)

The Port of San Francisco, as Lead Agency, is responsible for all aspects of the Truck Fleets Zero Emissions Pilot Demonstration Project, no Partnering Agencies are involved.

iv. Priority Project

Truck Fleets Zero Emissions Pilot Demonstration is identified as Priority Project #5 of 5.

v. Fund Amount Requested by Phase, Segment and/or Component

A breakdown for CalSTA funding by component and year to perform the study for the Truck Fleet Zero Emissions Demonstration is provided in Table 22.

Table 22: CalSTA Funding Breakdown for the Amador Street Improvement Project

Component	2022-2023	2023-2024	2024-2025	2025-2026	Total
PS&E		$150,000	$130,000		$280,000
Total		**$150,000**	**$130,000**		**$280,000**

vi. Total Project Cost

Total cost to conduct the study for the Truck Fleets Zero Emissions Pilot Demonstration Project is $350,000; the application request for CalSTA funding is $280,000 with a Port of San Francisco match of $70,000(20%).

vii. Name of Railroad Company(ies) that is a Co-Sponsor or Provided Letter of Support

Not applicable.

viii. Name of Port(s) that is a Co-Sponsor or Letter of Support

Not applicable.

ix. Overview

This project is a 'zero-emission goods movement demonstration project' providing a detailed blueprint to transform the Port's heavy-duty trucking community from diesel to zero-emissions technologies. The blueprint will guide the selection of technologies, Port investments in a zero-emission infrastructure, and the identification of resources and strategies that will enable the trucking community to adopt zero-emission trucks.

Class 8 trucks are now commercially available in two types of zero-emission technologies: battery electric and hydrogen fuel cell. This project will include a technical assessment of the viability of each and a recommendation to invest in one or both technologies. The Port has identified Pier 96, a 50-acre site and current home to more than 100 trucks, as the most promising location. It is also an ideal location to incorporate publicly accessible refueling into the project. The project will include an assessment of the Pier 96 location and its infrastructure. This will specify options to enhance electrification of the pier, develop a battery recharging station, and to develop a hydrogen refueling

station. The Port intends to work with consultants and industry representatives to develop this blueprint.

The Port of San Francisco supports several types of diverse cargo. Industrial cargo is concentrated in the Port's Eco-Industrial area located in the southern waterfront. Automobiles are imported and exported at Pier 80, dry bulk cargoes are imported and processed to support most large-scale construction projects in the city at Pier 92 and Pier 94 terminals, and Pier 96 includes processing of recycled materials for the entire city and parking for the trucking community. Adjacent rail services support the construction industry as well, including the export of contaminated soils.

Essential to these cargo activities is the local trucking community, using mostly Class 8 vehicles, that links the vessel and rail services to the rest of the city. Some trucks are owned and operated by Port tenants such as importers of aggregate, concrete batch plants, and a rendering plant. Others are run by smaller trucking companies, and many are owned and operated by individuals, most of which live in the surrounding community. The Port has always recognized this trucking community as a lynchpin to the goods movement in San Francisco and has supported these operators by providing land for parking, mostly at Pier 96.

The Port of San Francisco has a successful history of supporting clean energy in the transportation sector, as evidenced by the early use of shoreside power for cruise ships, the regional adoption of renewable diesel for harbor craft, and the support of the *Sea Change*, the world's first ferry boat to be powered entirely by hydrogen.

The Port is taking action to bring a similar clean energy transformation to the trucking community that supports vessel and rail cargo. This will require converting Port property from a simple parking location to a trucking hub that includes re-fueling for zero-emission vehicles. It will also require that the trucking community adopt zero-emission technologies. Preliminary assessments suggest this will be a timely effort with significant benefits for the industry and the community. Zero-emission Class 8 trucks are commercially available with driving ranges that support the local truck routes of most Port cargo trucking.

x. Project Location and Map(s)

The project study area is located within the Port of San Francisco's Maritime Eco-Industrial Complex, the geocoordinates for the project area are 37°44'46.1"N 122°22'41.5"W (see Figure 20 and Figure 21).

Figure 20. Surface Transportation at Port

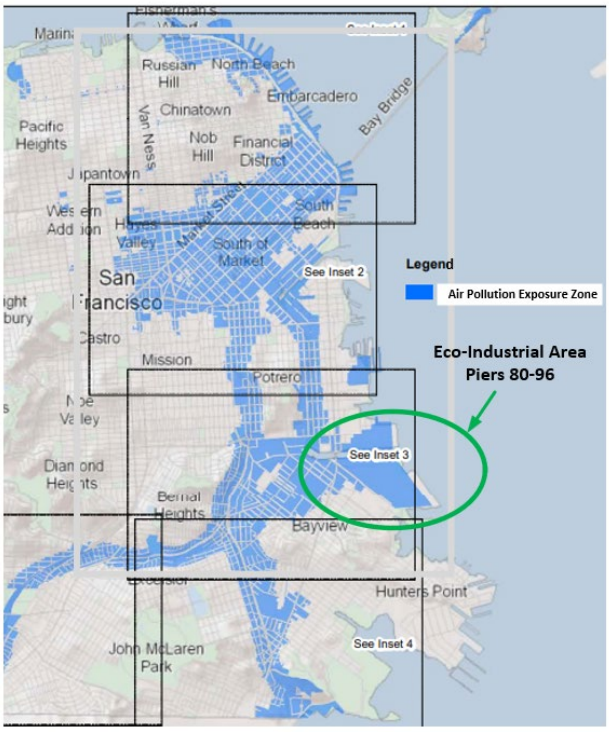


Figure 21. Air Pollution Impacts at Port

xi. Point of Contact

The point of contact for the Truck Fleet Zero Emissions Pilot Demonstration Project is Richard Berman: (415) 274-0276, Richard.Berman@sfport.com.

B. Project Scope

The Port of San Francisco has years of experience exploring and promoting clean energy for the maritime sector. This experience is based on several projects and fuel/technology types. The cost estimate of this request is based on the resources that were utilized and the knowledge that was developed from those projects. The following Port's work experience in assessing technologies, infrastructures, and industry engagements to promote the adoption of clean energy in the maritime/cargo sector. These efforts, which were supported by the Port and the partnering entities, provide a strong foundation for understanding the resources that were expended are well understood and serve as the basis for this grant request.

Renewable Diesel – Pilot Study: In this study, the Port tested the performance of six diesel trucks using renewable diesel against a control set of six trucks using petroleum diesel. Port staff designed and implemented the study. Port used outside resources for laboratory sampling and analyses.

Renewable Diesel – Harbor Craft: In 2016, the Port and City staff convened a two-year effort to promote the use of renewable diesel (RD) in harbor craft on the San Francisco Bay. This included the owners/operators of vessels, representatives from the original equipment manufacturers (OEMs) of engines, state and federal regulatory agencies, including the U.S. Coast Guard, and representatives from numerous scientific agencies. The outcome was a full endorsement by regulatory agencies of RD for harbor craft and the world-wide warranty commitment by OEMs for use of the RD with their engines.

Hydrogen Ferry Boat/Intermodal Fueling Station: In 2015, the Port supported grant requests by scientists with Sandia National Laboratories to investigate the use of hydrogen fuel cells to fully power a ferry boat on San Francisco Bay. As part of this effort, the Port explored the development of an

intermodal hydrogen fueling station that would serve both a vessel and land vehicles. In this effort the Port worked with scientists from Sandia and Linde Industrial Gases.

Northern Waterfront Electrification Study: Recognizing that electrification will be an essential facet of the challenge of climate change, the Port has initiated an effort to upgrade the capacity of the electrical infrastructure serving the northern waterfront, i.e., north of Mission Creek. Port electrical engineers, planners, and environmental staff are working closely with the San Francisco Public Utilities Commission, which provides power to the Port, to assess existing capacity and where upgrades would be best located to serve concentrations of growing demand. Port staff has surveyed its tenants in the northern waterfront to understand this growth, most of which is driven by the maritime sector.

Diesel emission reduction opportunities (i.e., diesel trucks) to be considered in the study for the Truck Fleet Zero Emissions Pilot Demonstration are shown in Figure 22.

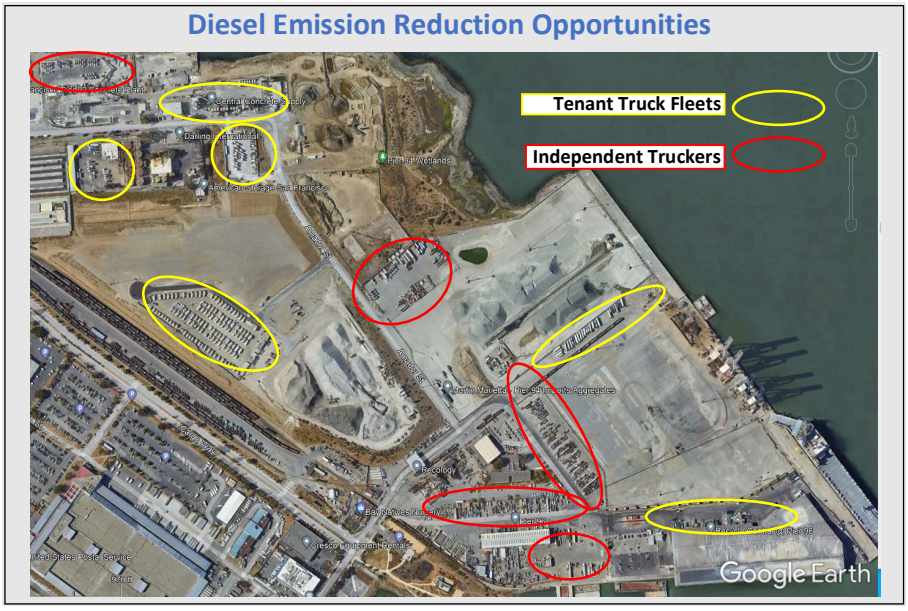


Figure 22. Diesel Emissions Reduction Opportunities

The scope of work for the Demonstration Project consists of the following tasks.

Procure Consulting Services

This task will involve preparation of a Request for Proposals for consulting services, a solicitation process, and the hiring of a consultant, including approval by the San Francisco Port Commission.

Technology Assessment/Recommendation

This task will be an assessment of both battery-electric and hydrogen fuel cell technologies in Class 8 truck applications. The assessment will consider performance, commercial availability, and cost. Performance will include vehicle range, refueling times, and gross vehicle ratings.

Site and Infrastructure Assessment/Recommendation

Site and infrastructure assessment will consider best site configurations for parking and refueling operations. Considerations will include the cost of enhanced electrification and the possibility of supporting both battery electric and hydrogen fuel cell technologies. Port electricity is sourced from hydroelectricity and is, therefore, zero-emission. The Port is interested in understanding the possibility of using electricity to support both technology types, i.e., to directly charge battery electric trucks and to power an electrolyzer that will produce zero-emission hydrogen for use in fuel cells.

Community Resource Assessment

Successful adoption of zero-emission truck technologies by the trucking community will require aligning numerous resources. These will include:

- Knowledge resources to introduce and explain the new technology options;
- Financial resources to assist with purchasing or leasing of new trucks;
- Support resources to operate and maintain trucks new trucks; and
- This task will document existing resources and identify resource gaps that will need to be filled.

Final Report

Consultant will prepare a report summarizing the results.

C. Project Costs

Table 23 provides the budget for the proposed Truck Fleet Zero Emissions Pilot Demonstration Project.

Table 23. Pier 94 Mooring and Fendering Project Cost

Project Tasks	Port Match (20%)	CalSTA	Total
Technology Assessment	$14,000	$56,000	$70,000
Site/Infrastructure Assessment	$30,000	$120,000	$150,000
Community Resource Assessment	$20,000	$80,000	$100,000
Report	$6,000	$24,000	$30,000
Project Total	**$70,000**	**$280,000**	**$350,000**

D. Project Schedule

As shown in Table 24, the project is anticipated to take 6 months to complete following the procurement of consulting services.

Table 24: Amador Street Improvement Project Phase Level and Major Milestone Schedule

Task #	Description	Duration	Milestones
1	Technology Assessment	2 Months	Truck Technology Market Assessment Report
2	Site/Infrastructure Assessment	3 Months	Pilot Study Conducted
3	Community Resource Assessment	3 Months	Conducted Concurrent with Task 2
4	Report	1 Month	Final Results Report

E. Project Benefits

This zero-emission goods movement demonstration project will provide a detailed blueprint to transform the Port's heavy-duty trucking community from diesel to zero-emissions technologies. The blueprint will guide the selection of technologies, Port investments in a zero-emission infrastructure, and the identification of resources and strategies enabling the trucking community to adopt zero-emission vehicles. Hundreds of essential heavy-duty trucks & operators within the Eco-Industrial Area have the potential to reduce diesel emissions. Climate benefits include reduction of greenhouse gas emissions, and also provide public health benefits to the surrounding communities including the Bayview/Hunters Point community in particular. Table 25 summarizes the benefits associated with the Truck Fleet Zero Emissions Pilot Demonstration.

Table 25. Benefits of the Truck Fleet Zero Emissions Pilot Demonstration

Strategic Goal	Truck Fleets Zero Emissions Pilot Demonstration Benefits
Improve the capacity and efficiency of goods movement	• Zero-emission goods movement demonstration project provides a detailed blueprint to transform the Port's heavy-duty trucking community from diesel to zero-emissions technologies
Reduce GHG emissions and environmental impacts	• Climate benefits include reduction of greenhouse gas emissions, and also provide public health benefits to the surrounding communities, including the Bayview/Hunters Point community in particular

Strategic Goal	Truck Fleets Zero Emissions Pilot Demonstration Benefits
Promote transportation equity and environmental justice	• Hundreds of essential heavy duty trucks & operators within the Eco-Industrial Area have the potential to reduce diesel emissions and reduce fuel costs
Maintain, enhance and modernize multimodal freight transportation	• Reduction of airborne emissions from marine terminal truck fleet including an assessment of the Pier 96 location and its infrastructure, specifying options to enhance electrification of the pier, and development of both a battery recharging station, and a hydrogen refueling station
Grow economic competitiveness of California's freight sector	• The project is in keeping with the Port of San Francisco's long and successful history of supporting clean energy in the transportation sector
Reduce freight-related deaths and injuries	• Significant reduction of emissions & noise from 100+ truck fleet improves quality of life for both truckers and nearby residents
Improve system resilience by addressing infrastructure vulnerabilities associated with security threats, climate change, and natural disasters	• Investments in a zero-emission infrastructure, and the identification of resources and strategies enables and guides the trucking community to adopt zero-emission vehicles
Funding match and leveraging federal and state funding and innovative financing	• The port will provide a local match of 20% to CalSTA's investment
Construction readiness priority and innovative/transformative/pilot projects	• The Port has previous experience with pilot studies as described above, allowing this project to start at any time
Provide local community workforce development and labor benefits	• Emission reduction pilot projects will benefit the health of local truckers and surrounding communities

F. Independent Utility

Not applicable.

G. Project Eligibility and Consistent with Regional Transportation Plan/Sustainable Communities Strategy

The proposed project is consistent with the current Regional Transportation Plan, *Plan Bay Area 2050*, as confirmed by the Metropolitan Transportation Commission in their support letter dated January 9, 2023 and included in Appendix B.

H. Primary Port Supported by Project

The project supports port and goods movement to, from, and through the Port of San Francisco.

I. Utility Company Agreements

Not applicable.

J. Project Evaluation Criteria

Reduce criteria pollutants, greenhouse gas emissions, and environmental impacts.

The project will have clear climate benefits by identifying ways to reduce greenhouse gas emissions, but it will also provide public health benefits to the economically disadvantaged surrounding communities. Figure 20 shows the Port's Eco-Industrial Area in the context of eastern San Francisco and the major roads and highways that are used by the trucking community to link the vessel and rail services to the rest of the city.

Figure 21 demonstrates the correlation between those roads and highways and the concentration of air pollution that is commonly associated with diesel emissions. The brunt of these emissions affects the Bayview/Hunters Point community, which is considered an historically disadvantaged community and is being considered by the California Air Resources Board for participation in the Community Air Protection Program.

Figure 22 shows the hundreds of heavy-duty trucks in the Eco-Industrial Area and underscores the potential to reduce diesel emissions. A broad adoption of zero-emissions trucking technologies that serve the Port's southern waterfront would provide measurable public health benefits to the community and contribute to the redress of environmental justice concerns about air quality.

Promote transportation equity and environmental justice.

San Francisco has a long history of policy and land use decisions that have led to communities facing disproportionate pollution exposure, leading to poor quality of life and adverse health outcomes, such as increased rates of asthma, heart disease, and other chronic illnesses. Residents are still grappling with the impacts of industrial contamination at the Hunter's Point Shipyard, air pollution from the I-101 and I-280 freeways, heavy metals exposure from mercury and lead, and other environmental violations. These health disparities may be exacerbated by the impacts of climate change, which could include increased air quality hazards, extreme weather, and sea level rise.

This zero-emission goods movement demonstration project will provide a detailed blueprint to transform the Port's heavy-duty trucking community from diesel to zero-emissions technologies.

Grow the economic competitiveness of California's freight sector through increased system efficiency and productivity.

As a small port, revenue generation is primarily from tenant leases, which was heavily impacted due to the economy and the COVID-19 pandemic, which caused significant financial strain for the Port and its tenants. The project will help the Port's economic recovery efforts and overcome the persistent economic infrastructure investment disadvantages of small ports. The project will position the Port to increase its goods movement productivity and support future connectivity expansion in the underserved southern waterfront. This project will increase the efficiency of operations, contributing to international trade as well as regional goods movement commerce at other ports. The project will support tenants' operations, which have elements of their supply chain that extend outside California and the United States.

Appendix A. Sponsorship Letter

Toks Omishakin, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

January 13, 2022

RE: PORT AND FREIGHT INFRASTRUCTURE PROGRAM APPLICATION: PORT OF SAN FRANCISCO MARITIME ECO-INDUSTRAIL COMPLEX IMPROVEMENT PROGRAM

Dear Secretary Omishakin,

We are pleased to submit this grant application on behalf of the Port of San Francisco for funding consideration through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program.

The proposed projects in our application support port and goods movement to, from, and through the Port of San Francisco.

Sincerely,

Elaine Forbes, Executive Director
Port of San Francisco

Appendix B. Letters of Support

In Attachment 2, please find 25 letters of support for the implementation of the Port of San Francisco Maritime Eco-Industrial Complex Improvements, including letters from:

- San Francisco Mayor London Breed
- State Senator Scott Weiner
- Assemblymember Matt Haney
- San Francisco Supervisor Shamann Walton
- California Association of Port Authorities
- California State University Maritime Academy
- International Longshore & Warehouse Union
- Bay Area Council
- Bay Delta Tug
- Bay Planning Coalition
- Dogpatch Neighborhood Association
- Inlandboatmen's Union of the Pacific
- Martin Marietta
- Maritime Commerce Advisory Committee
- Metropolitan Transportation Commission
- Pacific Transportation Association
- Pasha Automotive
- Port Southern Waterfront Advisory Committee
- Recology
- San Francisco African American Chamber of Commerce
- San Francisco Bar Pilots Association
- San Francisco Chamber of Commerce
- San Francisco Marine Exchange
- San Francisco Office of Economic and Workforce Development
- Silverado Contractors

OFFICE OF THE MAYOR
SAN FRANCISCO

LONDON N. BREED
MAYOR

January 11, 2023

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

On behalf of the City and County of San Francisco, I am writing to express my support for the Port of San Francisco's application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. This program presents a generational opportunity to improve San Francisco's industrial maritime complex. If awarded this funding, the Port of San Francisco will be able to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, and create a safer workplace for our maritime workforce.

The recent challenges with the supply chain has revealed the tremendous value and concerning scarcity of port capacity across the State of California. There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. The Port of San Francisco's industrial maritime complex requires critical and basic maritime infrastructure investment that this grant will provide.

The Port's grant application includes various essential projects to modernize and improve the industrial maritime complex. This will allow for optimal use of the Port's facilities to ensure the future of San Francisco as a major maritime contributor to the economic vitality of the Bay Area, state, and nation. Additionally, our industrial maritime facilities have suffered from lack of public investment for too long. This has affected San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City. Investing in the Port of San Francisco's industrial maritime complex will help to remedy past environmental injustices and years of under investment.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the supply chain, and this funding will ensure the Port of San Francisco continues to be an important part of goods movement for the region, state, and nation for years to come. Thank you for your consideration of the Port's application.

Sincerely,

London N. Breed
Mayor

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141

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STATE CAPITOL, ROOM 5100
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DISTRICT OFFICE
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SENATOR.WIENER@SENATE.CA.GOV

California State Senate

SENATOR
SCOTT WIENER
威善高
ELEVENTH SENATE DISTRICT

ASSISTANT MAJORITY WHIP
LEGISLATIVE JEWISH CAUCUS
VICE CHAIR
MENTAL HEALTH CAUCUS
CHAIR
COMMITTEES:
HOUSING
CHAIR
GOVERNANCE & FINANCE
HEALTH
JUDICIARY
PUBLIC SAFETY
LEGISLATIVE ETHICS
CHAIR
SELECT COMMITTEE ON
MENTAL HEALTH & ADDICTION
CHAIR

January 13, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin,

I write in strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The Port's project will help increase supply chain flexibility and resiliency, improve workforce safety at the Port's maritime complex, provide economic opportunities for local residents, and minimize environmental impacts. This grant application will help sustain operations for the Port of San Francisco's industrial maritime complex.

The pandemic and resulting supply chain bottlenecks underscored the need for a resilient maritime goods-movement port infrastructure system. The Port is prioritizing essential modernization projects such as mooring improvements to accommodate larger ocean-going vessels and provide for more efficient operations, among other improvements to improve ground transportation goods flow and increased maritime terminal space.

The improvements in the Port's application are crucial for a fully functioning industrial maritime complex and provide increased local workforce opportunities - including for historically disadvantaged communities such as the adjacent Bayview neighborhood. This application is an opportunity to reverse the lack of public investment in the area and improve maritime operations in a crucial logistics region while redressing past environmental injustices. Thank you for your consideration.

Sincerely,

Scott Wiener

Scott Wiener
Senator, 11th District

STATE CAPITOL
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E-MAIL
Assemblymember.Haney@assembly.ca.gov

Assembly
California Legislature

MATT HANEY
ASSEMBLYMEMBER, SEVENTEENTH DISTRICT

DISTRICT OFFICE
455 GOLDEN GATE AVENUE, ROOM 14300
SAN FRANCISCO, CA 94102
(415) 557-3013
FAX (415) 557-3015

January 8, 2023

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

This letter is to convey my strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO/RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Together these projects will create an improved and full functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African

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American residents in the City. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

Matt Haney
Assemblymember, District 17

President, Board of Supervisors
District 10

City and County of San Francisco

SHAMANN WALTON
華頌善

January 3, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

I am writing to support the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO-RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Together these projects will create an improved and full functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has

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suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

Shamann Walton
President, San Francisco Board of Supervisors, District 10
Director, The Peninsula Corridor Joint Powers Board

CALIFORNIA ASSOCIATION OF PORT AUTHORITIES
CaliforniaPorts.org

January 3, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

On behalf of the California Association of Port Authorities (CAPA), I convey our strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the economy, and ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO-RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

These projects will create an improved and full-functioning industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the city. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities redresses past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration.

Sincerely,

Martha Miller
Executive Director, California Association of Port Authorities

CAL MARITIME

January 11, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Re: Letter of Support – Port of San Francisco Grant Application, CalSTA

Dear Secretary Omishakin:

I am writing to express support for the Port of San Francisco's application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis has revealed the tremendous value and scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents an opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, and create a safer workplace for our maritime workforce.

Investment in California's ports is needed to strengthen our supply chain, improve resilience, effectively support the United States economy, and help ensure environmental justice and community vitality. The Port of San Francisco's grant application champions a $40 million investment into an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for residents, while minimizing environmental impacts. The requested critical and basic maritime infrastructure investment will help sustain the Port of San Francisco's industrial maritime complex.

In addition, the Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO-RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Together, these projects will create an improved and fully functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation.

The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the city. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain.

Thank you for your consideration of the Port of San Francisco's funding request and grant application.

Respectfully submitted,

Thomas A. Cropper
President

TAC/thc

CALIFORNIA STATE UNIVERSITY MARITIME ACADEMY
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January 6, 2023

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

This letter is to convey my strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO/RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Together these projects will create an improved and full functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African

American residents in the City. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

In Solidarity,

William E Adams

William E. Adams
International President

WEA/dlk
opeiu-29-afl-cio

cc: Andre Coleman, Port of San Francisco

January 6, 2023

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

RE: Support for the Port of San Francisco's Application for Port and Freight Infrastructure Program

Dear Secretary Omishakin:

On behalf of the Bay Area Council, representing over 300 major employers across the Bay Area, I am writing in support of the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers and boost the utilization of existing cargo facilities, while creating a safer workplace for the maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, and effectively support the U.S. economy. This grant application includes essential projects to modernize the Port of San Francisco's industrial maritime complex, including: marine fendering and mooring improvements at Piers 80 and 94 that will accommodate larger ocean-going vessels; drainage and subsidence improvements at Pier 80 to maximize roll-on, roll-off throughput; roadway improvements along Amador Street that will improve the flow of goods; and the demolition of dilapidated grain silos to create over 85,000 square feet of maritime terminal space that will increase both import and export economic activity.

Together these projects will greatly improve the efficiency and resilience of the Port's industrial maritime operations and ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

Emily Loper
Vice President of Public Policy
Bay Area Council

January 3, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

This letter is to convey my strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO-RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Together these projects will create an improved and full functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

Shawn Bennett
CEO Baydelta maritime

SAN FRANCISCO BAR PILOTS ASSOCIATION
Pier 9 East End
San Francisco, CA 94111

January 9, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

This letter is to convey our strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO-RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Together these projects will create an improved and full functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

John Carlier

Capt. John Carlier
Port Agent/President

DOGPATCH
NEIGHBORHOOD ASSOCIATION

January 12, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

The Dogpatch Neighborhood Association strongly supports the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. CalSTA's Port and Freight Infrastructure Program presents a tremendous opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources and provide economic opportunities for local residents, all while minimizing environmental impacts. Maritime infrastructure investment is much needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for safer and more efficient operations. The drainage and subsidence improvements at Pier 80 will improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity.

Together these projects will create a greatly improved industrial maritime complex providing optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation.

The industrial maritime complex has suffered from lack of public investment for too long. This has heavily impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

Katherine Doumani

Katherine Doumani on behalf of the full DNA Board
Dogpatch Neighborhood Association President
dogpatchna.org

Inlandboatmen's Union of the Pacific

MARINE DIVISION -- INTERNATIONAL LONGSHORE & WAREHOUSE UNION

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January 3, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

This letter is to convey my strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO-RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Together these projects will create an improved and full functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

Robert Estrada
Regional Director

REGIONAL OFFICES

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Seattle, WA 98119
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Cole J. Jacobs
Regional VP/GM Northern & Central California

January 10, 2023

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

I am writing to support the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO-RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Together these projects will create an improved and full functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. We also believe this will benefit San Francisco's nearby Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City, by adding additional local jobs, increasing economic activity and improving local infrastructure.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

Cole J. Jacobs
Regional VP/GM Northern & Central California
Martin Marietta

Pier 92 & 94 Port of San Francisco
480 Amador Way, San Francisco, CA 94124
www.martinmarietta.com

MCAC
Maritime Commerce Advisory Committee
Port of San Francisco – Pier 1 – San Francisco, CA 94111 – 415-274-0400

January 3, 2023

To: The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

CC: Elaine Forbes, Executive Director, Port of San Francisco
Andre Coleman, Maritime Director, Port of San Francisco

Dear Secretary Omishakin:

This letter conveys the Maritime Commerce Advisory Committee (MCAC)'s strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program.

The members of the MCAC represent the Port's multi-faceted maritime businesses and labor and strives to preserve this essential Port industry mission held in trust for the people of the city of San Francisco and the state of California. The MCAC members include cruise and cargo shipping, ferries, excursion boats, and water taxis; tugs, barges and harbor services; commercial fishing and recreational marinas; ship repair and railroad service; ready-reserve ships and labor union hiring halls.

The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO/RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Together these projects will create an improved and full functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely yours,

Ellen Johnck, Co-chair
Maritime Commerce Advisory Committee

Marina Secchitano, Co-chair
Maritime Commerce Advisory Committee

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
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415.778.6700
www.mtc.ca.gov

January 9, 2023

Secretary Toks Omishakin
California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

RE: Support for Port of San Francisco's Industrial Maritime Complex Modernization Improvements for the 2022 Port and Freight Infrastructure Program

Dear Secretary Omishakin:

On behalf of the Metropolitan Transportation Commission (MTC), I am writing in support of the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, and provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO-RO throughput and improve mobility. Roadway improvements along Amador Street will advance the

flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export. These improvements are consistent with the current Regional Transportation Plan, *Plan Bay Area 2050.*

Together these projects will create an improved and full functioning Port of San Francisco industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the city. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration.

Sincerely,

Theresa Romell

Theresa Romell
Section Director
Funding Policy and Programs

Pacific Transportation Association

P.O. Box 193234 • San Francisco, CA 94119 • www.pacifictrans.org

January 11, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

This letter is to convey my strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

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Together these projects will create an improved and full functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

Susan Duran

Susan Duran
President, Pacific Transportation Association

THE PASHA GROUP

GLOBAL HEADQUARTERS
4040 CIVIC CENTER DRIVE, SUITE 350, SAN RAFAEL , CA 94903
TELEPHONE: (415) 927-6400 FACSIMILE: (415) 924-5672

WORLDWIDE INTEGRATED TRANSPORTATION & LOGISTICS SERVICES

January 10, 2023

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

Pasha Automotive Services (PAS), a subsidiary of The Pasha Group and terminal operator of Pier 80, urges strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for historically disadvantaged residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while enabling safer and more efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize Roll-on/Roll-off throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain.

Together, these projects will allow for optimal utilization of the complex to ensure the future of the Port as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long, and this has impacted the disadvantaged communities of Bayview and Hunter's Point neighborhoods in San Francisco. Investing in the Port's industrial maritime complex for critical maritime activities is redress to past environmental injustices.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration, and we look forward to your response.

Best regards,

George Pasha

George Pasha, IV
President, CEO
The Pasha Group

January 3, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

We are writing to support the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO-RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Together these projects will create an improved and full functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

The Port Southern Advisory Committee

Mike Bishop
Chris Christensen
Katherine Doumani
Jessica Fontenot
Edward Hatter
Kevin Lawson
Toby Levine
Shirley Moore
Karen Pierce
Howard Wong

235 Montgomery St., Ste. 760, San Francisco, CA 94104
tel: 415.392.4520 • fax: 415.392.0485
sfchamber.com • twitter: @sf_chamber

January 11, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

RE: Port of San Francisco application for funding through CalSTA's Port and Freight Infrastructure Program

Dear Secretary Omishakin,

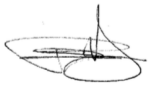
On behalf of the San Francisco Chamber of Commerce, I'm writing to support the Port of San Francisco's application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program.

The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port of San Francisco's grant application includes prioritized essential projects to modernize the industrial maritime complex which has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration.

Respectfully,



Rodney Fong
President & CEO
The San Francisco Chamber of Commerce

Recology
San Francisco
WASTE ZERO

January 11, 2023

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary, Omishakin:

Recology strongly supports the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and scarcity of port capacity across the State of California. Awarding these funds to San Francisco can further *protect the environment and sustain the local community*, which are shared values consistent with our company's mission.

As a national sustainability leader serving San Francisco's recycling needs through operations at our material recovery facility at Pier 96, we recognize the urgent need to invest in California's ports. The facility promotes international trade, provides employment locally and is a critical part of the circular economy. These critical investments in infrastructure are essential to securing our economic health, local job growth and sustainable future.

The San Francisco waterfront is a vital regional resource that supports and bolsters the resiliency of the region and local economy. Thank you for your consideration and we look forward to your response. Please do not hesitate to contact me at mquillen@recology.com or (415) 330-1400 should you have questions.

Sincerely,

Maurice B. Quillen
VP & General Manager
Recology San Francisco

SAN FRANCISCO AFRICAN AMERICAN CHAMBER OF COMMERCE

January 10, 2023

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

I am writing to support the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

There is an urgent need to invest in California's ports to strengthen our supply chain, improve resilience, effectively support the U.S. economy, and help ensure environmental justice and community vitality. This grant application champions a $40 million investment for an area where maritime industrial uses are co-located to enable product exchange, optimize use of resources, provide economic opportunities for local residents, while minimizing environmental impacts. Critical and basic maritime infrastructure investment is needed for the Port of San Francisco's industrial maritime complex to be sustained.

The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient operations. The essential project for drainage and subsidence improvements at Pier 80 will maximize RO-RO throughput and improve mobility. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The application also proposes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export.

Together these projects will create an improved and full functioning Port of San Francisco's industrial maritime complex. This will allow for optimal utilization of the complex to ensure the future of the Port of San Francisco as a major maritime contributor to the economic vitality of the San Francisco Bay region, state, and nation. The industrial maritime complex has suffered from lack of public investment for too long. This has impacted San Francisco's Bayview neighborhood, an economically disadvantaged community with the highest proportion of African American residents in the City. Investing in the Port of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

Frederick Jordan, Chairman of the Board
San Francisco African American Chamber of Commerce

SAN FRANCISCO BAR PILOTS ASSOCIATION
Pier 9 East End
San Francisco, CA 94111

January 9, 2022

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

This letter is to convey our strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

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The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

John Carlier

Capt. John Carlier
Port Agent/President

M E FOUNDED 1849

MARINE EXCHANGE OF THE SAN FRANCISCO BAY REGION

10 Commodore Drive
Emeryville, CA 94608
phone: (415) 441-6600
fax: (415) 441-1025
website: www.sfmx.org
email: info@sfmx.org

January 10, 2023

The Honorable Toks Omishakin
Secretary of the California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Dear Secretary Omishakin:

This letter is to convey my strong support for the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

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The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

John Giffin
President, Board of Directors

January 3, 2022

The Honorable Toks Omishakin

Secretary of the California State Transportation Agency

400 Capitol Mall, Suite 2340

Sacramento, CA 95814

Dear Secretary Omishakin:

I am writing to support the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

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CONTACT

Kate.sofis@sfgov.org

1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102

(415) 554-6969 main

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The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

Kate Sofis

Executive Director

Office of Economic and Workforce Development

CONTACT

Kate.sofis@sfgov.org

1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102

(415) 554-6969 main

SILVERADO CONTRACTORS

January 3, 2022

The Honorable Toks Omishakin

Secretary of the California State Transportation Agency

400 Capitol Mall, Suite 2340

Sacramento, CA 95814

Dear Secretary Omishakin:

I am writing to support the Port of San Francisco's (Port) application for funding through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The supply chain congestion crisis revealed the tremendous value and concerning scarcity of port capacity across the State of California. CalSTA's Port and Freight Infrastructure Program presents a generational opportunity to improve the Port of San Francisco's industrial maritime complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, while creating a safer workplace for our maritime workforce.

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of San Francisco's industrial maritime complex for critical maritime activities is redress to past environmental injustice.

The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

DocuSigned by:
FEC5E1DB90A1465...
Joe Capriola

SILVERADO CONTRACTORS, INC.
2855 MANDELA PARKWAY 2ND FLOOR, OAKLAND, CA 94608
TEL: (510) 658-9960 – FAX: (510) 658-9961 – LICENSE #782547