

File No. 250745

Committee Item No. 11

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance Committee Date July 23, 2025

Board of Supervisors Meeting Date _____

Cmte Board

<input type="checkbox"/>	<input type="checkbox"/>	Motion
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Resolution
<input type="checkbox"/>	<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	<input type="checkbox"/>	Legislative Digest
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Budget and Legislative Analyst Report
<input type="checkbox"/>	<input type="checkbox"/>	Youth Commission Report
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Introduction Form
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Department/Agency Cover Letter and/or Report
<input type="checkbox"/>	<input type="checkbox"/>	MOU
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Grant Information Form
<input type="checkbox"/>	<input type="checkbox"/>	Grant Budget
<input type="checkbox"/>	<input type="checkbox"/>	Subcontract Budget
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Contract/Agreement
<input type="checkbox"/>	<input type="checkbox"/>	Form 126 – Ethics Commission
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Award Letter
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Application
<input type="checkbox"/>	<input type="checkbox"/>	Public Correspondence

OTHER (Use back side if additional space is needed)

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>PRT Resolution No. 24-13 2/27/2024</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>Cal Department of Transportation Letter 6/23/2025</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>Governor's Executive Order N-19-21 10/20/2021</u>
<input type="checkbox"/>	<input type="checkbox"/>	_____
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Completed by: Brent Jalipa Date July 17, 2025

Completed by: Brent Jalipa Date _____

1 [Accept and Expend Grant - California State Transportation Agency - Pier 80 Subsidence
2 Project - \$12,420,000]

3 **Resolution authorizing the Port of San Francisco to accept and expend a grant award**
4 **in the amount of \$12,420,000 from the California State Transportation Agency Port**
5 **Freight Infrastructure Program, to fund the Pier 80 subsidence project for the period of**
6 **August 1, 2025, through June 30, 2028.**

7
8 WHEREAS, The Port manages the San Francisco waterfront within its jurisdictional
9 boundaries as the gateway to a world class city, and advances environmentally and financially
10 sustainable maritime, recreational and economic opportunities to serve the City, Bay Area,
11 California, and nation; and

12 WHEREAS, The Port of San Francisco is an economic engine welcoming millions of
13 people to its jurisdiction each year while supporting operations that provide sustainable jobs
14 for people in the community; and

15 WHEREAS, In October 2021, Governor Newsom signed Executive Order N-19-21 to
16 address global disruptions to the goods movement supply chain and directed California state
17 agencies to take near and long-term actions to address national port congestion and supply
18 chain challenges; and

19 WHEREAS, Governor Newsom proposed a \$2.3 billion supply chain resilience budget
20 package, in January 2022, including one-time funding totaling \$1.2 billion for port and freight
21 infrastructure; and

22 WHEREAS, In January 2023, the Port submitted a grant application for funding
23 consideration through the California State Transportation Agency Port and Freight
24 Infrastructure Program (CalSTA PFIP) to improve the Port's Maritime Eco-Industrial Complex
25 to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities,

1 create a safer workplace for our maritime workforce, and to develop a plan to mitigate air
2 emissions while promoting equity and environmental justice; and

3 WHEREAS, In July 2023, CalSTA PFIP announced a \$21,582,000 award to the Port
4 for specific projects that include modernizing Pier 80 to accommodate larger oceangoing
5 vessels with higher cargo volumes, supporting the rebuilding of Amador Street, and studying
6 the development of a 100-vehicle electric truck fleet at Pier 96 to reduce carbon emissions
7 and build a battery or hydrogen refueling station; and

8 WHEREAS, The proposed grant will develop and implement strategies to attract and
9 retain tenants to build an economically successful and vibrant waterfront, and advance
10 environmental stewardship to limit climate change and protect the Bay; and

11 WHEREAS, The Port will provide \$3,105,000 in matching funds for the projects
12 covered by this portion of the grant award; and

13 WHEREAS, On February 27, 2024, the San Francisco Port Commission through
14 Resolution No. 24-13 authorized the Port Executive Director or her designee to seek Board of
15 Supervisors authorization to accept and expend these funds; and

16 WHEREAS, This grant does not create any new positions and will not require an
17 amendment to the Annual Salary Ordinance; and

18 WHEREAS, The grant terms prohibit including indirect costs in the grant budget; and

19 WHEREAS, The proposed project is categorically exempt from CEQA under California
20 Public Resource Code of Regulations 14, Section 15306 for information collection because it
21 consists of basic data collection and resource evaluation activities that will not result in a
22 serious or major disturbance to an environmental resource; now, therefore, be it

23 RESOLVED, That the Board of Supervisors hereby authorizes the Port of San
24 Francisco to accept and expend \$12,420,000 from the California State Transportation Agency
25 Port Feight Infrastructure Program, to fund the Pier 80 subsidence project; and, be it

FURTHER RESOLVED, That the Board of Supervisors hereby waives inclusion of indirect costs in the grant budget; and, be it

FURTHER RESOLVED, That the Port, subject to the Board of Supervisors' approval, authorizes the Executive Director or her designee to execute for and on behalf of the City and County, any documents necessary to enter into the grant agreement with the California Coastal Conservancy, including any extensions, augmentations, amendments, thereof; and, be it

FURTHER RESOLVED, That within thirty (30) days of the Grant Agreement, including any extensions, augmentations, amendments, thereof, being fully executed by all parties, the Port Executive Director shall provide the final agreement to the Clerk of the Board of Supervisors for inclusion into the official file.

Recommended:

Approved: /s/

Mayor

/s/

Port Department Head

Approved: /s/

Controller

Item 11
File 25-0745

Department:
Port of San Francisco

EXECUTIVE SUMMARY

Legislative Objectives

- The proposed resolution authorizes the Port of San Francisco to accept and expend a total grant award of \$12,420,000 from the California State Transportation Agency's (CalSTA) Port Freight Infrastructure Program for the Pier 80 Subsidence Project. The resolution also authorizes the associated grant agreement for these revenues.

Key Points

- In July 2023, STA announced a \$21,582,000 award to the Port for the Maritime Eco-Industrial Complex, a manufacturing and business hub located in the Southeastern Waterfront area encompassing Piers 80 through 96. On October 29, 2024, the San Francisco Board of Supervisors approved a resolution to accept and expend \$9,162,000 of the CalSTA grant (File 24-0968) because CalSTA requires agencies to begin to award construction contracts within six months of the grant awards. The Port is now returning to the Board to accept and expend the remaining \$12,420,000 in grant funds upon design completion of the Pier 80 Subsidence Project.
- The Pier 80 Subsidence Project addresses land sinking and flooding issues that currently restrict access to parts of the terminal and reduces vehicle storage capacity by an estimated 400 spaces, or 13.3% of the terminal's 3,000-space capacity. The project aims to restore the terminal by stabilizing sunken areas, raising and deepening storm drains, and installing one-way valves and a new pump station. According to the Port, this repair is estimated to extend the terminal's useful life by another 15-20 years.

Fiscal Impact

- The resolution would accept and expend a grant award of \$12,420,000 from the California State Transportation Agency's Port Freight Infrastructure Program. The Port will provide \$3,105,000 (20 percent of total project cost) in matching funds from the Port Harbor Fund.

Recommendation

- Approve the proposed resolution.

MANDATE STATEMENT

City Charter Section 9.118(a) states that contracts entered into by a department, board, or commission that (i) have anticipated revenues of \$1 million or more, or (ii) have anticipated revenues of \$1 million or more and require modifications, are subject to Board of Supervisors approval.

City Administrative Code Section 10.170-1 states that accepting Federal, State, or third-party grant funds in the amount of \$100,000 or more, including any City matching funds required by the grant, is subject to Board of Supervisors approval.

BACKGROUND

The Port of San Francisco, a department of the City and County of San Francisco, manages 7.5 miles of waterfront property with a goal of ensuring public access to the waterfront and preserving maritime commerce. The Maritime Eco-Industrial Complex, a hub for a community of manufacturing and businesses, is located in the Southeastern Waterfront area and encompasses Pier 80 through Pier 96. The complex is owned and operated by the Port, with certain facilities leased to private operators.

In 2022, the California State Legislature provided \$1.2 billion in one-time funding specifically for port and freight infrastructure improvements to improve the resilience of the supply chain. The funding was provided to the California State Transportation Agency (CalSTA) to implement the Port and Freight Infrastructure Program (PFIP).

In January 2023 Port submitted a \$36.5 million grant proposal to CalSTA to improve the Maritime Eco-Industrial Complex. The project's objectives are to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, create a safer workplace for maritime workers, and develop a plan to reduce air emissions while promoting equity and environmental justice. In July 2023, CalSTA PFIP announced a \$21,582,000 award to the Port for specific projects valued at over \$36.5 million within the Maritime Eco-Industrial Complex Improvement Project.

On February 27, 2024, the San Francisco Port Commission authorized the Port to seek Board of Supervisors' approval to accept and expend the \$21,582,000 CalSTA PFIP grant.

On October 29, 2024, the San Francisco Board of Supervisors approved a resolution to accept and expend \$9,162,000 of the CalSTA PFIP grant (File 24-0968) for three projects (Pier 80 Fendering Project, Amador Street Improvement Project, and the Zero Emissions Marine Terminal Truck Fleet Study).

The grant was partially accepted because CalSTA requires agencies to begin to award construction contracts within six months of the publishing of the grant awards but the Pier 80 Subsidence Project did not have a completed design. The Port committed to returning to the Board to accept and expend the remaining \$12,420,000 upon design completion of the Pier 80 Subsidence Project.

DETAILS OF PROPOSED LEGISLATION

The proposed resolution authorizes the Port of San Francisco to accept and expend a total grant award of \$12,420,000 from the California State Transportation Agency's Port Freight Infrastructure Program (CalSTA PFIP) for the Pier 80 Subsidence Project. The resolution also authorizes the associated grant agreement for these revenues.

Pier 80 Subsidence Project

In 2016, the Port entered into a 15-year lease with Pasha Automotive Services to operate the Pier 80 terminal, which is now an export point for Tesla electric vehicles under a multi-year agreement. Pier 80 is also designated in San Francisco's Emergency Response Plan as a post-disaster site for debris removal and supply chain staging. Pier 80 is located on the north side of Islais Creek.

The Pier 80 Subsidence Project addresses land sinking and flooding issues that currently restrict access to parts of the terminal. The subsidence impacts approximately 6 acres in the southeast corner of Pier 80 and reduces vehicle storage capacity by an estimated 400 spaces, or 13.3% of the terminal's 3,000-space capacity, during storm and tidal flooding. This increases the distance terminal operators must travel during loading, damages vehicle electrical systems, and creates slip hazards for workers.

The project aims to restore the terminal by adding lightweight concrete fill to stabilize sunken areas, resurfacing with new asphalt concrete, raising storm drains to align with the new surface level, deepening up to seven storm drains installing one-way valves and a new pump station, repainting approximately 400 affected vehicle export parking spaces, and performing utility repairs.

According to the Port, this repair is estimated to extend the terminal's useful life by another 15-20 years.

Timeline

The Port's current schedule approved by CalSTA anticipates advertising the project for bids in August 2025, with a notice to proceed with construction expected to be issued by November 2025, and substantial completion of the project projected for November 2026.

FISCAL IMPACT

The proposed resolution would authorize the Port of San Francisco to accept and expend a grant award of \$12,420,000 from the California State Transportation Agency's Port Freight Infrastructure Program. The Port will provide \$3,105,000 (20 percent of total project cost) in matching funds from the Port Harbor Fund. These funds will support the Pier 80 Subsidence Project as shown below in Exhibit 1. The grant will reimburse project construction phase costs that are initially funded by the Port. Soft costs such as pre-design services will not be reimbursed.

Exhibit 1: Pier 80 Subsidence Total Project Cost

Project Tasks	Port Match (20%)	CalSTA Grant (Proposed)	Total
Construction	\$2,550,000	\$10,200,000	\$12,750,000
Construction Contingency (10%)	255,000	1,020,000	1,275,000
Project Management	9,577	38,308	47,885
Design Construction Support	28,206	112,822	141,028
Construction Management	262,217	1,048,870	1,311,087
Project Total	\$3,105,000	\$12,420,000	\$15,525,000

Source: Port

RECOMMENDATION

Approve the proposed resolution.

File Number: 250745
(Provided by Clerk of Board of Supervisors)

Grant Resolution Information Form

(Effective July 2011)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: Port and Freight Infrastructure Program, California State Transportation Agency

2. Department: [Port](#)

3. Contact Person: Boris Delepine Telephone: (415) 818-5768

4. Grant Approval Status (check one):

☒ Approved by funding agency

☐ Not yet approved

5. Amount of Grant Funding Approved or Applied for: \$12,420,000

6. a. Matching Funds Required: \$3,105,000

b. Source(s) of matching funds (if applicable): Port Harbor Fund

7. a. Grant Source Agency: California State Transportation Agency

b. Grant Pass-Through Agency (if applicable): CalTrans

8. Proposed Grant Project Summary:

The Port submitted a grant application for funding consideration through the California State Transportation Agency Port and Freight Infrastructure Program (CalSTA PFIP) to improve the Port's Maritime Eco-Industrial Complex to increase service offerings to cargo shippers, boost the utilization of existing cargo facilities, and to create a safer workplace for our maritime workforce. This specific project includes modernizing Pier 80 to accommodate higher cargo volumes.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:

Start-Date: August 1, 2025 End-Date: June 30, 2028

10. a. Amount budgeted for contractual services: \$15,525,000

b. Will contractual services be put out to bid? Yes

c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? Yes.

d. Is this likely to be a one-time or ongoing request for contracting out?
This will be a one-time request.

11. a. Does the budget include indirect costs?

☐ Yes ☒ No

b. 1. If yes, how much?

b. 2. How was the amount calculated?

c. 1. If no, why are indirect costs not included?

☐ Not allowed by granting agency ☒ To maximize use of grant funds on direct services

☐ Other (please explain):

c. 2. If no indirect costs are included, what would have been the indirect costs?

12. Any other significant grant requirements or comments: No

****Disability Access Checklist***(Department must forward a copy of all completed Grant Information Forms to the Office on Disability and Accessibility)**

13. This Grant is intended for activities at (check all that apply):

- | | | |
|------------------------------------------------------|-----------------------------------------------------|------------------------------------------------------------|
| <input checked="" type="checkbox"/> Existing Site(s) | <input type="checkbox"/> Existing Structure(s) | <input type="checkbox"/> Existing Program(s) or Service(s) |
| <input type="checkbox"/> Rehabilitated Site(s) | <input type="checkbox"/> Rehabilitated Structure(s) | <input type="checkbox"/> New Program(s) or Service(s) |
| <input type="checkbox"/> New Site(s) | <input type="checkbox"/> New Structure(s) | |

14. The Departmental ADA Coordinator or the Office on Disability and Accessibility have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local disability rights laws and regulations and will allow the full inclusion of persons with disabilities. These requirements include, but are not limited to:

1. Having staff trained in how to provide reasonable modifications in policies, practices and procedures;
2. Having auxiliary aids and services available in a timely manner in order to ensure communication access;
3. Ensuring that any service areas and related facilities open to the public are architecturally accessible and have been inspected and approved by the DPW Access Compliance Officer or the Office on Disability and Accessibility Compliance Officers.

If such access would be technically infeasible, this is described in the comments section below:

Comments:

Departmental ADA Coordinator or Office on Disability and Accessibility Reviewer:

Melanie Kung
(Name)

Disability Access Coordinator – Port of San Francisco
(Title)

Date Reviewed: 6/18/2025

DocuSigned by:
Melanie Kung
37CD4F324DD14A3...
(Signature Required)

Department Head or Designee Approval of Grant Information Form:

Elaine Forbes

(Name)
Executive Director

(Title)
Date Reviewed: 6/18/2025

DocuSigned by:
Elaine Forbes
BD2F0B693FF43F...
(Signature Required)

MASTER AGREEMENT
ADMINISTERING AGENCY-STATE AGREEMENT
STATE-FUNDED PROJECTS

04	Port of San Francisco
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District	Administering Agency

Agreement No. 04-6169S21

This AGREEMENT, is entered into effective this 26 day of July, 2024, by and between the Port of San Francisco, hereinafter referred to as "ADMINISTERING AGENCY," and the State of California, acting by and through its Department of Transportation (Caltrans), hereinafter referred to as "STATE", and together referred to as "PARTIES" or individually as a "PARTY."

RECITALS:

1. WHEREAS, the Legislature of the State of California has enacted legislation by which certain State funds are made available for use on local transportation related projects of public entities qualified to act as recipients of these state funds; and
2. WHEREAS, ADMINISTERING AGENCY has applied to the California Transportation Commission (CTC) and/or STATE for funding from a State-funded program (herein referred to as STATE FUNDS), as defined in the Local Assistance Program Guidelines (LAPG) and/or in the respective CTC Guidelines, for use on local authorized transportation related projects as a local administered project(s), hereinafter referred to as "PROJECT"; and
3. WHEREAS, said PROJECT will not receive any federal funds; and
4. WHEREAS, before STATE FUNDS will be made available for PROJECT, ADMINISTERING AGENCY and STATE are required to enter into an agreement to establish terms and conditions applicable to the ADMINISTERING AGENCY when receiving STATE FUNDS for a designated PROJECT facility and to the subsequent operation and maintenance of that completed facility.

NOW, THEREFORE, the PARTIES agree as follows:

ARTICLE I - PROJECT ADMINISTRATION

1. This AGREEMENT shall have no force or effect with respect to any program project unless and until a project- specific Program Supplement to this AGREEMENT for state funded projects, hereinafter referred to as "PROGRAM SUPPLEMENT", has been fully executed by both STATE and ADMINISTERING AGENCY.

2. The State approved project-specific allocation notification letter and approved CTC allocation documentation designate the party responsible for implementing PROJECT, type of work, and location of PROJECT for projects requiring CTC allocation by PROJECT component of work.

3. The PROGRAM SUPPLEMENT sets out special covenants as a condition for the ADMINISTERING AGENCY to receive STATE FUNDS from/through STATE for designated PROJECT. The PROGRAM SUPPLEMENT shall also show these STATE FUNDS that have been initially encumbered for PROJECT along with the matching funds to be provided by ADMINISTERING AGENCY and/or others. Execution of PROGRAM SUPPLEMENT by the PARTIES shall cause ADMINISTERING AGENCY to adopt all the terms of this AGREEMENT as though fully set forth therein in the PROGRAM SUPPLEMENT. Unless otherwise expressly delegated in a resolution by the governing body of ADMINISTERING AGENCY, and with written concurrence by STATE, the PROGRAM SUPPLEMENT shall be approved and managed by the governing body of ADMINISTERING AGENCY.

4. ADMINISTERING AGENCY agrees to execute and return each project-specific PROGRAM SUPPLEMENT. The PARTIES agree that STATE may suspend future allocations, encumbrances and invoice payments for any on- going or future STATE FUNDED PROJECT performed by ADMINISTERING AGENCY if any project-specific PROGRAM SUPPLEMENT is not returned, unless otherwise agreed by STATE in writing.

5. ADMINISTERING AGENCY further agrees, as a condition to the release and payment of STATE FUNDS encumbered for the PROJECT described in each PROGRAM SUPPLEMENT, to comply with the terms and conditions of this AGREEMENT and all the agreed-upon Special Covenants or Remarks incorporated within the PROGRAM SUPPLEMENT, and Cooperative/Contribution Agreement where appropriate, defining and identifying the nature of the specific PROJECT.

6. STATE FUNDS will not participate in any portion of PROJECT work performed in advance of the effective date of allocation by CTC, or by STATE for allocations delegated to STATE by CTC, for said PROJECT.

7. Projects allocated with STATE FUNDS will be administered in accordance with the current CTC STIP Guidelines, applicable chapter(s) of the LAPG, LAPM and/or any other instructions published by STATE.

8. ADMINISTERING AGENCY agrees to ensure compliance with all relevant State laws and requirements for work related to PROJECT, including the California Environmental Quality Act (CEQA).

9. ADMINISTERING AGENCY's eligible costs for preliminary engineering work includes all preliminary work directly related to PROJECT up to contract award for construction, including, but not limited to, environmental studies and permits (E&P), preliminary surveys and reports, laboratory work, soil investigations, the preparation of plans, specifications and estimates (PS&E), advertising for bids, awarding of a contract and project development contract administration.

10. ADMINISTERING AGENCY's eligible costs for construction engineering include actual inspection and supervision of PROJECT construction work; construction staking; laboratory and field testing; and the preparation and processing of field reports, records, estimates, final reports, and allowable expenses of employees/consultants engaged in such activities.

11. Unless the PARTIES agree otherwise in writing, ADMINISTERING AGENCY's employees or its contracted engineering consultant shall be responsible for all PROJECT engineering work.

12. ADMINISTERING AGENCY shall not proceed with final design of PROJECT until final environmental approval of PROJECT. Final design entails the design work necessary to complete the PS&E and other work necessary for a construction contract but not required earlier for environmental clearance of that PROJECT.

13. If PROJECT is not on STATE-owned right-of-way, PROJECT shall be constructed in accordance with Chapter 11 of the LAPM that describes minimum statewide design standards for local agency streets and roads. The design standards for projects off the National Highway System (NHS) allow STATE to accept either the current Caltrans Highway Design Manual standards, the current FHWA-adopted American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets standards, or the approved geometric design standards of ADMINISTERING AGENCY. Additionally, for projects off the NHS, STATE will accept ADMINISTERING AGENCY-approved standard specifications, standard plans, materials sampling and testing quality assurance programs that meet the conditions described in the then current Local Assistance Procedures Manual.

14. If PROJECT involves work within or partially within STATE-owned right-of-way, that PROJECT shall also be subject to compliance with the policies, procedures and standards of the STATE Project Development Procedures Manual and Highway Design Manual and where appropriate, an executed cooperative agreement between STATE and ADMINISTERING AGENCY that outlines the PROJECT responsibilities and respective obligations of the PARTIES. ADMINISTERING AGENCY and its contractors shall each obtain an encroachment permit through STATE prior to commencing any work within STATE rights-of-way or work which affects STATE facilities.

15. When PROJECT is not on the State Highway System (SHS) but includes work to be performed by a railroad, the contract for such work shall be prepared by ADMINISTERING AGENCY or by STATE, as the PARTIES may hereafter agree. In either event, ADMINISTERING AGENCY shall enter into an agreement with the railroad providing for future maintenance of protective devices or other facilities installed under the contract.

16. ADMINISTERING AGENCY shall comply with the provisions of sections 4450 and 4454 of the California Government Code, as well as other Department of General Services guidance, if applicable, for the contract PS&E for the construction of buildings, structures, sidewalks, curbs and related facilities for accessibility and usability. Further requirements and guidance are provided in Title 24 of the California Code of Regulations.

17. ADMINISTERING AGENCY shall provide a full-time public employee to be in responsible charge of each PROJECT. ADMINISTERING AGENCY shall provide or arrange for adequate supervision and inspection of each PROJECT. ADMINISTERING AGENCY may utilize consultants to perform supervision and inspection work for PROJECT with a

fully qualified and licensed engineer. Utilization of consultants does not relieve ADMINISTERING AGENCY of its obligation to provide a full-time public employee to be in responsible charge of each PROJECT.

18. Unless otherwise provided in the PROGRAM SUPPLEMENT, ADMINISTERING AGENCY shall advertise, award, and administer the PROJECT construction contract or contracts.

19. The cost of maintenance, security, or protection performed by ADMINISTERING AGENCY or contractor forces during any temporary suspension of PROJECT or at any other time may not be charged to the PROJECT.

20. ADMINISTERING AGENCY shall submit PROJECT-specific award information to STATE's District Local Assistance Engineer, within sixty (60) days after contract award.

21. ADMINISTERING AGENCY shall submit the final report documents that collectively constitute a "Final Project Expenditure Report", LAPM Exhibit 17-M, within one hundred eighty (180) days of PROJECT completion. Failure by ADMINISTERING AGENCY to submit a "Final Project Expenditure Report", within 180 days of project completion will result in STATE imposing sanctions upon ADMINISTERING AGENCY in accordance with the Local Assistance Procedures Manual.

22. ADMINISTERING AGENCY shall comply with the Americans with Disabilities Act (ADA) of 1990 that prohibits discrimination on the basis of disability and all applicable regulations and guidelines issued pursuant to the ADA.

23. The Governor and the Legislature of the State of California, each within their respective jurisdictions, have prescribed certain nondiscrimination requirements with respect to contract and other work financed with public funds. ADMINISTERING AGENCY agrees to comply with the requirements of the FAIR EMPLOYMENT PRACTICES ADDENDUM, attached hereto as Exhibit A and further agrees that any agreement entered into by ADMINISTERING AGENCY with a third party for performance of work connected with PROJECT shall incorporate Exhibit A (with third party's name replacing ADMINISTERING AGENCY) as parts of such agreement.

24. ADMINISTERING AGENCY shall include in all contracts and subcontracts awarded when applicable, a clause that requires each subcontractor to comply with California Labor Code requirements that all workers employed on public works aspects of any project (as defined in California Labor Code sections 1720-1815) be paid not less than the general prevailing wage rates predetermined by the Department of Industrial Relations as effective at the date of contract award by the ADMINISTERING AGENCY.

ARTICLE II - RIGHTS-OF-WAY

1. No contract for the construction of a STATE FUNDED PROJECT shall be awarded until all necessary rights of way have been secured. Prior to the advertising for construction of PROJECT, ADMINISTERING AGENCY shall certify and, upon request, shall furnish STATE with evidence that all necessary rights-of-way are available for construction purposes or will be available by the time of award of the construction contract.

2. The furnishing of rights of way by ADMINISTERING AGENCY as provided for herein includes, and is limited to, the following, unless the PROGRAM SUPPLEMENT provides otherwise.

(a) Expenditures of capital and support to purchase all real property required for

PROJECT free and clear of liens, conflicting easements, obstructions and encumbrances, after crediting PROJECT with the fair market value of any excess property retained and not disposed of by ADMINISTERING AGENCY.

(b) The cost of furnishing of right-of-way as provided for herein includes, in addition to real property required for the PROJECT, title free and clear of obstructions and encumbrances affecting PROJECT and the payment, as required by applicable law, of damages to owners of remainder real property not actually taken but injuriously affected by PROJECT.

(c) The cost of relocation payments and services provided to owners and occupants pursuant to Government Code sections 7260-7277 when PROJECT displaces an individual, family, business, farm operation or nonprofit organization.

(d) The cost of demolition and/or the sale of all improvements on the right-of-way after credit is recorded for sale proceeds used to offset PROJECT costs.

(e) The cost of all unavoidable utility relocation, protection or removal.

(f) The cost of all necessary hazardous material and hazardous waste treatment, encapsulation or removal and protective storage for which ADMINISTERING AGENCY accepts responsibility and where the actual generator cannot be identified, and recovery made.

3. ADMINISTERING AGENCY agrees to indemnify and hold STATE harmless from any liability that may result in the event the right-of-way for a PROJECT is not clear as certified by ADMINISTERING AGENCY, including, but not limited to, if said right-of-way is found to contain hazardous materials requiring treatment or removal to remediate in accordance with Federal and State laws. ADMINISTERING AGENCY shall pay, from its own non- matching funds, any costs which arise out of delays to the construction of PROJECT because utility facilities have not been timely removed or relocated, or because rights-of-way were not available to ADMINISTERING AGENCY for the orderly prosecution of PROJECT work.

ARTICLE III - MAINTENANCE AND MANAGEMENT

1. ADMINISTERING AGENCY will maintain and operate the property acquired, developed, constructed, rehabilitated, or restored by PROJECT for its intended public use until such time as the parties might amend this AGREEMENT to otherwise provide. With the approval of STATE, ADMINISTERING AGENCY or its successors in interest in the PROJECT property may transfer this obligation and responsibility to maintain and operate PROJECT property for that intended public purpose to another public entity.

2. Upon ADMINISTERING AGENCY's acceptance of the completed construction contract or upon contractor being relieved of the responsibility for maintaining and protecting PROJECT, ADMINISTERING AGENCY will be responsible for the maintenance, ownership, liability, and the expense thereof, for PROJECT in a manner satisfactory to the authorized representatives of STATE and if PROJECT falls within the jurisdictional limits of another Agency or Agencies, it is the duty of ADMINISTERING AGENCY to facilitate a separate maintenance agreement(s) between itself and the other jurisdictional Agency or Agencies providing for the operation, maintenance, ownership and liability of PROJECT. Until those agreements are executed, ADMINISTERING AGENCY will be responsible for all PROJECT operations, maintenance, ownership and liability in a manner satisfactory to the authorized representatives of STATE. If, within ninety (90) days after receipt of notice from STATE that a PROJECT or any portion thereof is not

being properly operated and maintained and ADMINISTERING AGENCY has not satisfactorily remedied the conditions complained of, the approval of future STATE FUNDED PROJECTS of ADMINISTERING AGENCY will be withheld until the PROJECT shall have been put in a condition of operation and maintenance satisfactory to STATE. The provisions of this section shall not apply to a PROJECT that has been vacated through due process of law with STATE's concurrence.

3. PROJECT and its facilities shall be maintained by an adequate and well-trained staff of engineers and/or such other professionals and technicians as PROJECT reasonably requires. Said operations and maintenance staff may be employees of ADMINISTERING AGENCY, another unit of government, or a contractor under agreement with ADMINISTERING AGENCY. All maintenance will be performed at regular intervals or as required for efficient operation of the complete PROJECT improvements.

4. ADMINISTERING AGENCY shall comply with all applicable law, including but not limited to, all applicable legal authority regarding construction standards.

ARTICLE IV - FISCAL PROVISIONS

1. All contractual obligations of STATE are subject to the appropriation of resources by the Legislature and the allocation of resources by the CTC.

2. STATE'S financial commitment of STATE FUNDS will occur only upon the execution of this AGREEMENT, the execution of each project-specific PROGRAM SUPPLEMENT and/or STATE's approved finance letter.

3. ADMINISTERING AGENCY agrees, as a minimum, to submit invoices in arrears for reimbursement of allowable PROJECT costs at least once every six months commencing after the STATE FUNDS are encumbered on either the project-specific PROGRAM SUPPLEMENT or through a project-specific finance letter approved by STATE. STATE reserves the right to suspend future allocations and invoice payments for any on-going or future STATE FUNDED project performed by ADMINISTERING AGENCY if PROJECT costs have not been invoiced by ADMINISTERING AGENCY for a six-month period

4. Invoices shall be submitted on a standardized billing summary template, in accordance with Chapter 5 of the LAPM to claim reimbursement by ADMINISTERING AGENCY. For construction invoices, pay estimates must be included.

5. ADMINISTERING AGENCY must retain at least one copy of supporting backup documentation for allowable costs incurred and claimed for reimbursement by ADMINISTERING AGENCY. ADMINISTERING AGENCY agrees to submit supporting backup documentation with invoices if requested by State. Acceptable backup documentation includes, but is not limited to, agency's progress payment to the contractors, copies of cancelled checks showing amounts made payable to vendors and contractors, and/or a computerized summary of PROJECT costs.

6. Payments to ADMINISTERING AGENCY can only be released by STATE as reimbursements of actual allowable PROJECT costs already incurred and paid for by the ADMINISTERING AGENCY.

7. Indirect Cost Allocation Plans/Indirect Cost Rate Proposals (ICAP/ICRP), Central Service Cost Allocation Plans and related documentation are to be prepared and provided to the Inspector General - Independent Office of Audits and Investigations for review and approval prior to ADMINISTERING AGENCY seeking reimbursement of

indirect cost incurred within each fiscal year being claimed for reimbursement. ICAPs/ICRPs must be prepared in accordance with the requirements set forth in 2 CFR, Part 200, Chapter 5 of the LAPM, and the ICAP/ICRP approval procedures established by STATE.

8. STATE will withhold the greater of either two (2) percent of the total of all STATE FUNDS encumbered for each PROGRAM SUPPLEMENT or \$40,000 until ADMINISTERING AGENCY submits the Final Report of Expenditures for each completed PROGRAM SUPPLEMENT PROJECT.

9. The estimated total cost of PROJECT, the amount of STATE FUNDS obligated, and the required matching funds may be adjusted by mutual consent of the PARTIES with a finance letter, and an allocation notification letter when applicable. STATE FUNDING may be increased to cover PROJECT cost increases only if such additional funds are available and the CTC and/or STATE concurs with that increase in the form of an allocation and finance letter.

10. When such additional STATE FUNDS are not available, ADMINISTERING AGENCY agrees that any increases in PROJECT costs must be defrayed with ADMINISTERING AGENCY's own funds.

11. ADMINISTERING AGENCY shall use its own non-STATE FUNDS to finance the local share of eligible costs and all PROJECT expenditures or contract items ruled ineligible for financing with STATE FUNDS. STATE shall make the final determination of ADMINISTERING AGENCY's cost eligibility for STATE FUNDED financing with respect to claimed PROJECT costs.

12. ADMINISTERING AGENCY will reimburse STATE for STATE's share of costs for work performed by STATE at the request of ADMINISTERING AGENCY. STATE's costs shall include overhead assessments in accordance with section 8755.1 of the State Administrative Manual.

13. STATE FUNDS allocated by the CTC and/or STATE are subject to the timely use of funds provisions approved in CTC Guidelines and State procedures approved by the CTC and STATE.

14. STATE FUNDS encumbered for PROJECT are available for liquidation only for a limited period from the beginning of the State fiscal year when those funds were appropriated in the State Budget. STATE FUNDS not liquidated within these periods will be reverted unless a Cooperative Work Agreement (CWA) is submitted by ADMINISTERING AGENCY and approved by the California Department of Finance in accordance with Section 16304 of the Government Code. The exact date of fund reversion will be reflected in the STATE signed PROJECT finance letter.

15. Payments to ADMINISTERING AGENCY for PROJECT-related travel and subsistence (per diem) expenses of ADMINISTERING AGENCY forces and its contractors and subcontractors claimed for reimbursement or as local match credit shall not exceed rates authorized to be paid to rank and file STATE employees under current California Department of Human Resources (CalHR) rules unless a Cooperative Work Agreement (CWA) is submitted by ADMINISTERING AGENCY and approved by the California Department of Finance in accordance with Government Code section 16304. If the rates invoiced by ADMINISTERING AGENCY are in excess of CalHR rates, ADMINISTERING AGENCY is responsible for the cost difference, and any overpayments inadvertently paid by STATE shall be reimbursed to STATE by ADMINISTERING AGENCY on demand.

16. ADMINISTERING AGENCY agrees to comply with California Government Code 4525-4529.14. Administering Agency shall undertake the procedures described in California Government Code 4527(a) and 4528(a). Administering Agency shall also comply with 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards, excluding 2 CFR Part 200.318-200.326.

17. ADMINISTERING AGENCY agrees and will assure that its contractors and subcontractors will be obligated to agree that Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual PROJECT cost items. Every recipient and sub-recipient receiving PROJECT funds under this AGREEMENT shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards, excluding 2 CFR Part 200.318-200.326 Governments. ADMINISTERING AGENCY agrees to comply with the provisions set forth in 23 CFR Parts 140, 645 and 646 when contracting with railroad and utility companies.

18. Every recipient and sub-recipient receiving PROJECT funds under this AGREEMENT shall comply with 2 CFR 200 excluding 2 CFR Part 200.318-200.326, 48 CFR Chapter 1, Part 31, LAPM, Public Contract Code (PCC) 10300- 10334 (procurement of goods), PCC 10335-10381 (non-A&E services), California Government Code 4525-4529.5 including 4527(a) and 4528(a), and other applicable STATE regulations.

19. Any PROJECT costs for which ADMINISTERING AGENCY has received payment or credit that are determined by subsequent audit to be questioned, disallowed, or unallowable under 2 CFR, Part 200, 48 CFR, Chapter 1, Part 31, 23 CFR Parts 140, 645 and 646, LAPM, Public Contract Code (PCC) 10300-10334 (procurement of goods), PCC 10335-10381 (non-A&E services), California Government Code 4525-4529.5 including 4527(a) and 4528(a), and other applicable STATE regulations are subject to repayment by ADMINISTERING AGENCY to STATE and may result in STATE imposing sanctions on ADMINISTERING AGENCY as described in Chapter 20 of the Local Assistance Procedures Manual.

20. Should ADMINISTERING AGENCY fail to refund any moneys due upon written demand by STATE as provided herein or should ADMINISTERING AGENCY breach this AGREEMENT by failing to complete PROJECT without adequate justification and approval by STATE, then, within thirty (30) days of demand, or within such other period as may be agreed to in writing between the PARTIES hereto, STATE, acting through the State Controller, the State Treasurer, the CTC or any other public entity or agency, may intercept, withhold and demand the transfer of an amount equal to the amount paid by or owed to STATE for each PROJECT, from future apportionments, or any other funds due ADMINISTERING AGENCY from the Highway Users Tax Fund or any other sources of funds, and/or may also withhold approval of future STATE FUNDED projects proposed by ADMINISTERING AGENCY.

21. Should ADMINISTERING AGENCY be declared to be in breach of this AGREEMENT or otherwise in default thereof by STATE, and if ADMINISTERING AGENCY is constituted as a joint powers authority, special district, or any other public entity not directly receiving funds through the State Controller, STATE is authorized to obtain reimbursement from whatever sources of funding are available, including the withholding or transfer of funds, from those constituent entities comprising a joint powers authority or by bringing of an action against ADMINISTERING AGENCY or its constituent member entities, to recover all funds provided by STATE hereunder.

22. ADMINISTERING AGENCY acknowledges that the signatory party represents the ADMINISTERING AGENCY and further warrants that there is nothing within a Joint Powers Agreement, by which ADMINISTERING AGENCY was created, if any exists, that would restrict or otherwise limit STATE's ability to recover STATE FUNDS improperly spent by ADMINISTERING AGENCY in contravention of the terms of this AGREEMENT.

ARTICLE V

AUDITS, THIRD PARTY CONTRACTING, RECORDS RETENTION AND REPORTS

1. STATE reserves the right to conduct technical and financial audits of PROJECT work and records and ADMINISTERING AGENCY agrees, and shall require its contractors and subcontractors to agree, to cooperate with STATE by making all appropriate and relevant PROJECT records available for audit and copying as required by paragraph three (3) of Article V.

2. ADMINISTERING AGENCY, its contractors and subcontractors shall establish and maintain a financial management system and records that properly accumulate and segregate reasonable, allowable, and allocable incurred PROJECT costs and matching funds by line item for the PROJECT. The financial management system of ADMINISTERING AGENCY, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles, enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices sent to or paid by STATE.

3. ADMINISTERING AGENCY, ADMINISTERING AGENCY's contractors and subcontractors, and STATE shall each maintain and make available for inspection and audit by STATE, the California State Auditor, or any duly authorized representative of STATE or the United States, all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts, and ADMINISTERING AGENCY shall furnish copies thereof if requested. All of the above-referenced parties shall make such AGREEMENT and PROGRAM SUPPLEMENT materials available at their respective offices at all reasonable times during the entire PROJECT period and for three (3) years, or 35 years for Prop 1B funds, from the date of final payment to ADMINISTERING AGENCY.

4. ADMINISTERING AGENCY shall not award a construction contract over \$25,000 on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of STATE. All contracts awarded by ADMINISTERING AGENCY intended or used as local match credit must meet the requirements set forth in this AGREEMENT regarding local match funds.

5. ADMINISTERING AGENCY shall comply with Chapter 10 (commencing with Section 4525) Division 5 of Title 1 of the Government Code and shall undertake the procedures described in California Government Code 4527(a) and 4528(a). Administering Agency shall comply with Chapter 10 of the LAPM for AE Consultant Contracts.

6. ADMINISTERING AGENCY shall comply with Government Code Division 5 Title 1 sections 4525-4529.5 and shall undertake the procedures described in California Government Code 4527(a) and 4528(a) for procurement of professional service contracts. Administering Agency shall follow Public Contract Code Section 10335-10381 for other professional service contracts.

7. Any subcontract entered into by ADMINISTERING AGENCY as a result of this AGREEMENT shall contain all of the provisions of Article IV, FISCAL PROVISIONS, and this ARTICLE V, AUDITS, THIRD-PARTY CONTRACTING, RECORDS RETENTION AND REPORTS and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as PROJECT costs only after those costs are incurred and paid for by the subcontractors.

8. To be eligible for local match credit, ADMINISTERING AGENCY must ensure that local match funds used for a PROJECT meet the fiscal provisions requirements outlined in ARTICLE IV in the same manner that is required of all other PROJECT expenditures.

9. Except as provided in this Article, this AGREEMENT is solely between and for the benefit of the PARTIES and there are no third-party beneficiaries.

ARTICLE VI - MISCELLANEOUS PROVISIONS

1. ADMINISTERING AGENCY agrees to use all PROJECT funds reimbursed hereunder only for transportation purposes that are in conformance with Article XIX of the California State Constitution and other California laws.

2. ADMINISTERING AGENCY shall conform to all applicable State and Federal statutes and regulations, and the Local Assistance Program Guidelines and Local Assistance Procedures Manual as published by STATE and incorporated herein, including all subsequent approved revisions thereto applicable to PROJECT unless otherwise designated in the project-specific executed PROJECT SUPPLEMENT.

3. This AGREEMENT is subject to any additional restrictions, limitations, conditions, or any statute enacted by the State Legislature or adopted by the CTC that may affect the provisions, terms, or funding of this AGREEMENT in any manner.

4. ADMINISTERING AGENCY and the officers and employees of ADMINISTERING AGENCY, when engaged in the performance of this AGREEMENT, shall act in an independent capacity and not as officers, employees or agents of STATE.

5. Each project-specific PROGRAM SUPPLEMENT shall separately establish the terms and funding limits for each described PROJECT funded under this AGREEMENT and that PROGRAM SUPPLEMENT. No STATE FUNDS are obligated against this AGREEMENT.

6. ADMINISTERING AGENCY certifies that neither ADMINISTERING AGENCY nor its principals are suspended or debarred at the time of the execution of this AGREEMENT, and ADMINISTERING AGENCY agrees that it will notify STATE immediately in the event a suspension or a debarment occurs after the execution of this AGREEMENT.

7. ADMINISTERING AGENCY certifies, by execution of this AGREEMENT, that no person or selling agency has been employed or retained to solicit or secure this AGREEMENT upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by ADMINISTERING AGENCY for the purpose of securing business. For breach or violation of this warranty, STATE has the right to annul this AGREEMENT without liability, pay only for the value of the PROJECT work actually performed, or in STATE's discretion, to deduct from the price of PROGRAM SUPPLEMENT consideration, or otherwise recover, the full amount of such commission, percentage, brokerage, or contingent fee.

8. In accordance with Public Contract Code section 10296, ADMINISTERING AGENCY hereby certifies under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against ADMINISTERING AGENCY within the immediate preceding two (2) year period because of ADMINISTERING AGENCY's failure to comply with an order of a federal court that orders ADMINISTERING AGENCY to comply with an order of the National Labor Relations Board.

9. ADMINISTERING AGENCY shall disclose any financial, business, or other relationship with STATE that may have an impact upon the outcome of this AGREEMENT or any individual PROJECT encompassed within a PROGRAM SUPPLEMENT. ADMINISTERING AGENCY shall also list current contractors who may have a financial interest in the outcome of a PROJECT undertaken pursuant to this AGREEMENT. These disclosures shall be delivered to STATE in a form deemed acceptable by the STATE prior to execution of this AGREEMENT.

10. ADMINISTERING AGENCY hereby certifies that it does not have, nor shall it acquire, any financial or business interest that would conflict with the performance of any PROJECT initiated under this AGREEMENT.

11. ADMINISTERING AGENCY certifies that this AGREEMENT was not obtained or secured through rebates, kickbacks or other unlawful consideration either promised or paid to any STATE employee. For breach or violation of this warranty, STATE shall have the right, in its sole discretion, to terminate this AGREEMENT without liability, to pay only for PROJECT work actually performed, or to deduct from a PROGRAM SUPPLEMENT price or otherwise recover the full amount of such rebate, kickback, or other unlawful consideration.

12. Any dispute concerning a question of fact arising under this AGREEMENT that is not disposed of by agreement shall be decided by the STATE's Contract Manager, who shall be identified to ADMINISTERING AGENCY at the time of execution of this AGREEMENT and, as applicable , any time that Contract Manager changes during the duration of this AGREEMENT who may consider any written or verbal evidence submitted by ADMINISTERING AGENCY. The decision of the Contract Manager, issued in writing, shall be conclusive and binding on the PARTIES on all questions of fact considered and determined by the Contract Manager.

13. Neither the pendency of a dispute nor its consideration by the Contract Manager will excuse the ADMINISTERING AGENCY from full and timely performance in accordance with the terms of this AGREEMENT and each PROGRAM SUPPLEMENT.

14. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority or jurisdiction of ADMINISTERING AGENCY arising under this AGREEMENT. It is understood and agreed that ADMINISTERING AGENCY shall fully defend, indemnify and save harmless STATE and all of its officers and employees from all claims and suits or actions of every name, kind and description brought forth under, including but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by ADMINISTERING AGENCY under this AGREEMENT.

15. Neither ADMINISTERING AGENCY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or

jurisdiction arising under this AGREEMENT. It is understood and agreed that STATE shall fully defend, indemnify and save harmless the ADMINISTERING AGENCY and all of its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including but not limited to, tortious, contractual, inverse condemnation and other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this AGREEMENT.

16. In the event of (a) ADMINISTERING AGENCY failing to timely proceed with effective PROJECT work in accordance with the project-specific PROGRAM SUPPLEMENT; (b) failing to maintain any applicable bonding requirements; and (c) otherwise materially violating the terms and conditions of this AGREEMENT and/or any PROGRAM SUPPLEMENT, STATE reserves the right to terminate funding for that PROJECT upon thirty (30) days' written notice to ADMINISTERING AGENCY.

17. No termination notice shall become effective if, within thirty (30) days after receipt of a Notice of Termination, ADMINISTERING AGENCY either cures the default involved or, if the default is not reasonably susceptible of cure within said thirty (30) day period the ADMINISTERING AGENCY proceeds thereafter to complete that cure in a manner and time line acceptable to STATE.

18. Any such termination shall be accomplished by delivery to ADMINISTERING AGENCY of a Notice of Termination, which notice shall become effective not less than thirty (30) days after receipt, specifying the reason for the termination, the extent to which funding of work under this AGREEMENT and the applicable PROGRAM SUPPLEMENT is terminated and the date upon which such termination becomes effective, if beyond thirty (30) days after receipt. During the period before the effective termination date, ADMINISTERING AGENCY and STATE shall meet to attempt to resolve any dispute. In the event of such termination, STATE may proceed with the PROJECT work in a manner deemed proper by STATE. If STATE terminates funding for PROJECT with ADMINISTERING AGENCY for the reasons stated in paragraph sixteen (16) of ARTICLE VI, STATE shall pay ADMINISTERING AGENCY the sum due ADMINISTERING AGENCY under the PROGRAM SUPPLEMENT and/or STATE-approved finance letter prior to termination, provided, however, ADMINISTERING AGENCY is not in default of the terms and conditions of this AGREEMENT or the project-specific PROGRAM SUPPLEMENT and that the cost of any PROJECT completion to STATE shall first be deducted from any sum due ADMINISTERING AGENCY.


19. In the case of inconsistency or conflicts with the terms of this AGREEMENT and that of a project-specific PROGRAM SUPPLEMENT and/or Cooperative Agreement, the terms stated in that PROGRAM SUPPLEMENT and/or Cooperative Agreement shall prevail over those in this AGREEMENT.

20. Without the written consent of STATE, this AGREEMENT is not assignable by ADMINISTERING AGENCY either in whole or in part.

21. No alteration or variation of the terms of this AGREEMENT shall be valid unless made in writing and signed by the PARTIES, and no oral understanding or agreement not incorporated herein shall be binding on any of the PARTIES.

IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officer.

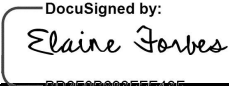
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By Darlene Wulff


For: Chief, Office of Project Management
Oversight
Division of Local Assistance

Date 07/26/2024

Port of San Francisco

By 
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Elaine Forbes

Executive Director, Port of San Francisco

Port of San Francisco

Representative Name & Title
(Authorized Governing Body
Representative)

Date 7/17/2024

EXHIBIT A - FAIR EMPLOYMENT PRACTICES ADDENDUM

1. In the performance of this Agreement, ADMINISTERING AGENCY will not discriminate against any employee for employment on account of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. ADMINISTERING AGENCY will take affirmative action to ensure that employees are treated during employment without regard to their race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. Such action shall include, but not be limited to, the following: employment; upgrading; demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. ADMINISTERING AGENCY shall post in conspicuous places, available to employees for employment, notices to be provided by STATE setting forth the provisions of this Fair Employment section.

2. ADMINISTERING AGENCY, its contractor(s) and all subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code, 12900 et seq.), and the applicable regulations promulgated thereunder (Cal. Code Regs., Title 2, 11000, et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code section 12900(a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations are incorporated into this AGREEMENT by reference and made a part hereof as if set forth in full. Each of the ADMINISTERING AGENCY'S contractors and all subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreements, as appropriate.

3. ADMINISTERING AGENCY shall include the nondiscrimination and compliance provisions of this clause in all contracts and subcontracts to perform work under this AGREEMENT.

4. ADMINISTERING AGENCY will permit access to the records of employment, employment advertisements, application forms, and other pertinent data and records by STATE, the State Fair Employment and Housing Commission, or any other agency of the State of California designated by STATE, for the purposes of investigation to ascertain compliance with the Fair Employment section of this Agreement.

5. Remedies for Willful Violation:

(a) STATE may determine a willful violation of the Fair Employment provision to have occurred upon receipt of a final judgment to that effect from a court in an action to which ADMINISTERING AGENCY was a party, or upon receipt of a written notice from the Fair Employment and Housing Commission that it has investigated and determined that ADMINISTERING AGENCY has violated the Fair Employment Practices Act.

(b) For willful violation of this Fair Employment Provision, STATE shall have the right to terminate this Agreement either in whole or in part, and any loss or damage sustained by STATE in securing the goods or services thereunder shall be borne and paid for by ADMINISTERING AGENCY and by the surety under the performance bond, if any, and STATE may deduct from any moneys due or thereafter may become due to ADMINISTERING AGENCY, the difference between the price named in the Agreement

and the actual cost thereof to STATE to cure ADMINISTERING AGENCY's breach of this Agreement.

**PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. 24-13

- WHEREAS, In October 2021, Governor Newsom signed Executive Order N-19-21 to address global disruptions to the goods movement supply chain and directed California state agencies to take near and long-term actions to address national port congestion and supply chain challenges; and
- WHEREAS, Governor Newsom proposed a \$2.3 billion supply chain resilience budget package, in January 2022, including one-time funding totaling \$1.2 billion for port and freight infrastructure; and
- WHEREAS, In January 2023, the Port submitted a grant application for funding consideration through the California State Transportation Agency Port and Freight Infrastructure Program (CalSTA PFIP) 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, and to develop a plan to mitigate air emissions while promoting equity and environmental justice; and
- WHEREAS, In July 2023, CalSTA PFIP announced a \$21,582,000 award to the Port for specific projects that include modernizing Pier 80 to accommodate larger oceangoing vessels with higher cargo volumes, supporting the rebuilding of Amador Street, and studying the development of a 100-vehicle electric truck fleet at Pier 96 to reduce carbon emissions and build a battery or hydrogen refueling station; and
- WHEREAS, Under the City Administrative Code Section 10.170-1, the Port must obtain the Board of Supervisors' approval to accept and expend grant funds of \$100,000 or more; and the Grant Agreement is subject to the Board of Supervisors' approval under Charter Section 9.118; and now, therefore be it
- RESOLVED, The Port Commission hereby authorizes the Port to accept and expend \$21,582,000, to improve the Port's Maritime Eco-Industrial Complex to conduct all negotiations, and execute and submit all documents, including, but not limited to applications, agreements, amendments, and payment requests, which may be necessary to secure the aforementioned grant funds; and be it further
- RESOLVED, The Port Commission authorizes its Executive Director to seek the Board of Supervisors' authorization to accept and expend the funds; and be it further
- RESOLVED, Upon the Board of Supervisors' approval, the Port Commission authorizes its Executive Director or her designee to act as a representative of the Port and to negotiate and execute a grant agreement and all other agreements and

instruments necessary to obtain and expend the grant monies on behalf of Port, in such form approved by the City Attorney.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of February 27, 2024.

DocuSigned by:

Jenica Lin

Secretary

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04-6169S21_Port of San Francisco

Final Audit Report

2024-07-26

Created:	2024-07-22
By:	Alberta Snowden (s140573@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAAN33iLTvd-NSneNvEKqFe4_vue5d1r_IW

"04-6169S21_Port of San Francisco" History

-  Document created by Alberta Snowden (s140573@dot.ca.gov)
2024-07-22 - 8:52:28 PM GMT- IP address: 149.136.17.249
-  Document emailed to Darlene Wulff (darlene.wulff@dot.ca.gov) for signature
2024-07-22 - 8:53:06 PM GMT
-  Email viewed by Darlene Wulff (darlene.wulff@dot.ca.gov)
2024-07-24 - 6:41:28 PM GMT- IP address: 149.136.17.247
-  Document e-signed by Darlene Wulff (darlene.wulff@dot.ca.gov)
Signature Date: 2024-07-26 - 5:51:32 PM GMT - Time Source: server- IP address: 149.136.17.251
-  Agreement completed.
2024-07-26 - 5:51:32 PM GMT



Port of San Francisco

MARITIME ECO-INDUSTRIAL COMPLEX

Submittal Date: January 13, 2023



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-INDUSTRIAL 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



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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/transformational/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.

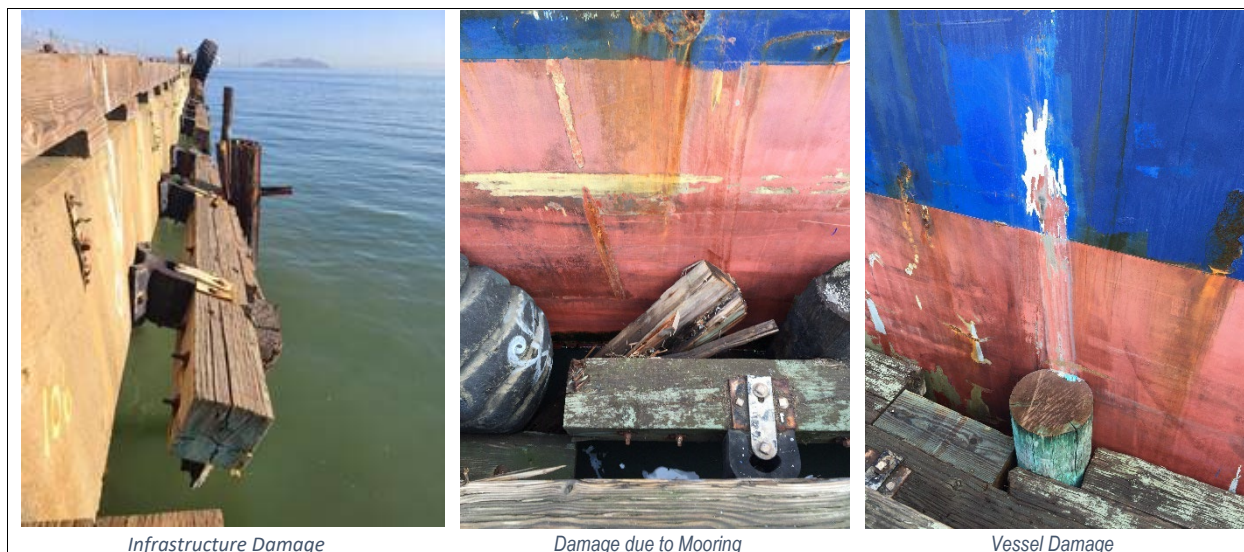


Figure 1: Typical Damage at Pier 80

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.

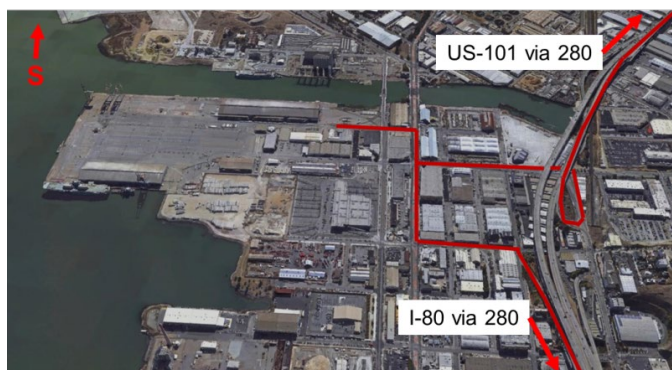


Figure 2: Pier 80 and connections to transportation infrastructure – Location Map

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.

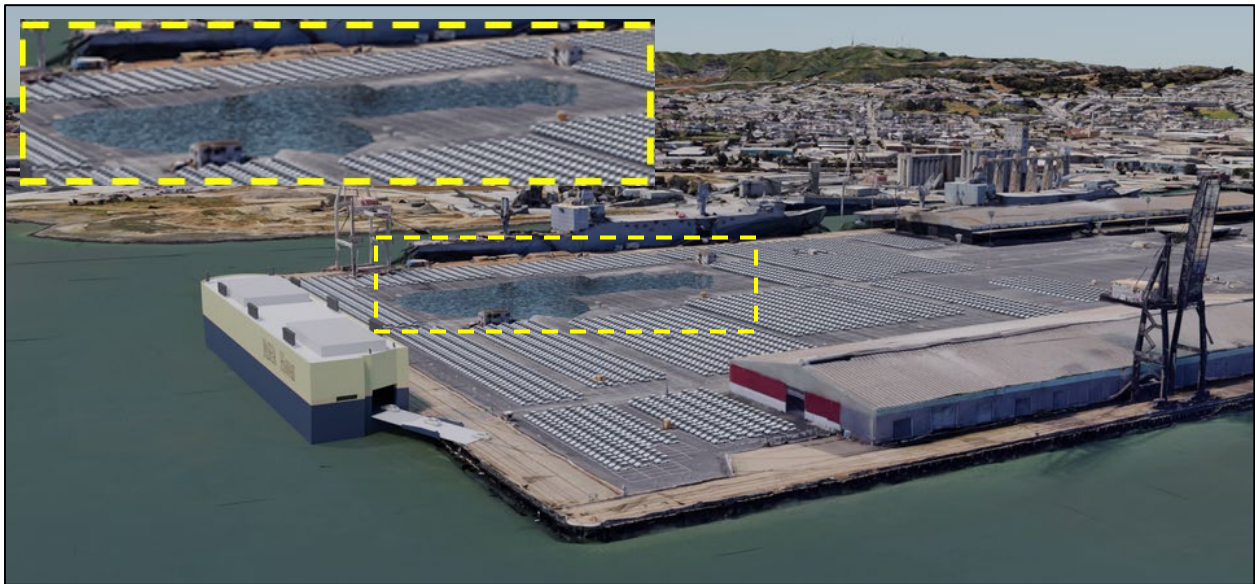


Figure 3. Rendering of Terminal Experiencing Subsidence and Flooding – Existing Condition



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

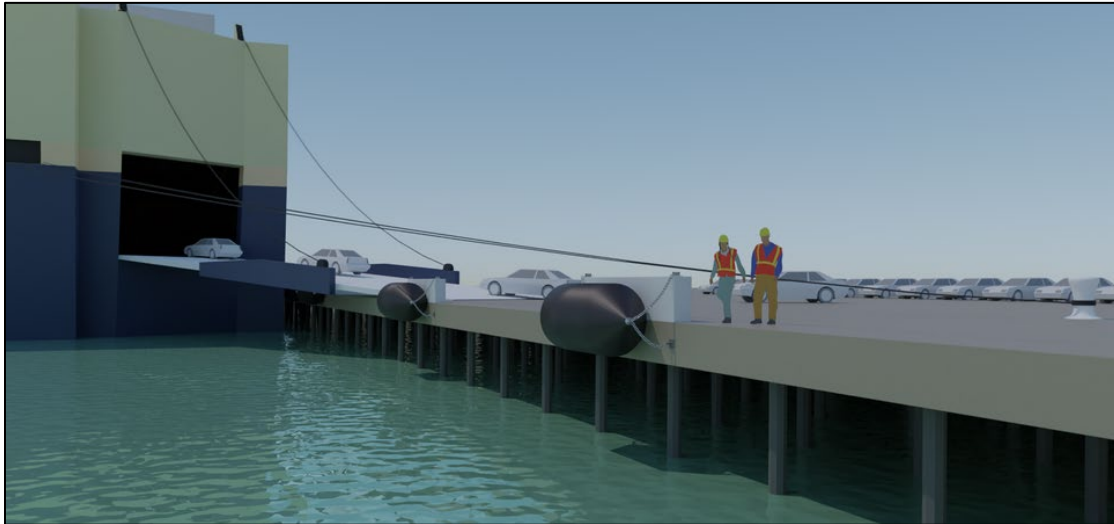


Figure 6. Fendering and Mooring Points Post-Project

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	<ul style="list-style-type: none"> Removes barriers due to flooding and provides a reliable transportation hub 	<ul style="list-style-type: none"> Increases reliability of loading operations and allows for larger vessels to call at the terminal
Reduce GHG emissions and environmental impacts	<ul style="list-style-type: none"> Reduces airborne emissions and injuries for both truck drivers and the surrounding communities 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Creates employment opportunities for the adjacent, economically disadvantaged Bayview neighborhood 	<ul style="list-style-type: none"> Creates employment opportunities for the adjacent, economically disadvantaged Bayview neighborhood
Maintain, enhance and modernize multimodal freight transportation	<ul style="list-style-type: none"> Provides additional staging area for RO/RO cargo operations 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 dwell¹ 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Makes Pier 80 more resilient to flooding 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The port is providing a 20% local match to CalSTA's investment 	<ul style="list-style-type: none"> The port is providing a 20% local match to CalSTA's investment
Construction readiness priority and innovative/transformational/pilot projects	<ul style="list-style-type: none"> This project is shovel-ready with 100% design completed 	<ul style="list-style-type: none"> Design is 90% completed; final design anticipated December 2023
Provide local community workforce development and labor benefits	<ul style="list-style-type: none"> Local design and construction labor will be utilized 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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/transformational/pilot projects	<ul style="list-style-type: none"> This project is shovel-ready with over 90% design completed
Provide local community workforce development and labor benefits	<ul style="list-style-type: none"> 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, employs 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/transformational/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
<i>Pre-Design & Permitting Total</i>	\$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
<i>Design & Construction Admin Support</i>	\$70,000	\$280,000	\$350,000
<i>Construction</i>	\$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
<i>Design-Build Total</i>	\$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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Reduction of criteria pollutants, greenhouse gas emissions, and other environmental impacts
Promote transportation equity and environmental justice	<ul style="list-style-type: none"> Improvement of transportation equity and environmental justice from the reduction of freight-related deaths and injuries
Maintain, enhance and modernize multimodal freight transportation	<ul style="list-style-type: none"> Improved system resilience by addressing infrastructure vulnerabilities associated with security threats, climate change, and natural disasters
Grow economic competitiveness of California's freight sector	<ul style="list-style-type: none"> Growth in the economic competitiveness of California's freight sector through overall increased system efficiency and productivity
Reduce freight-related deaths and injuries	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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/transformational/pilot projects	<ul style="list-style-type: none"> The project is shovel-ready
Provide local community workforce development and labor benefits	<ul style="list-style-type: none"> 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

Need for Break-bulk and Project Cargo Capacity

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.

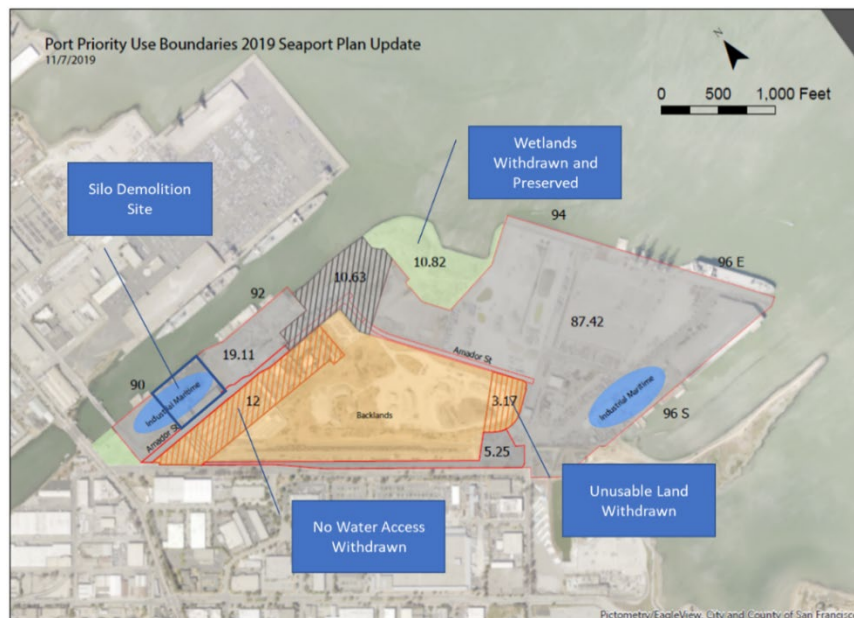


Figure 14: Port of San Francisco Land Use Plan

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.

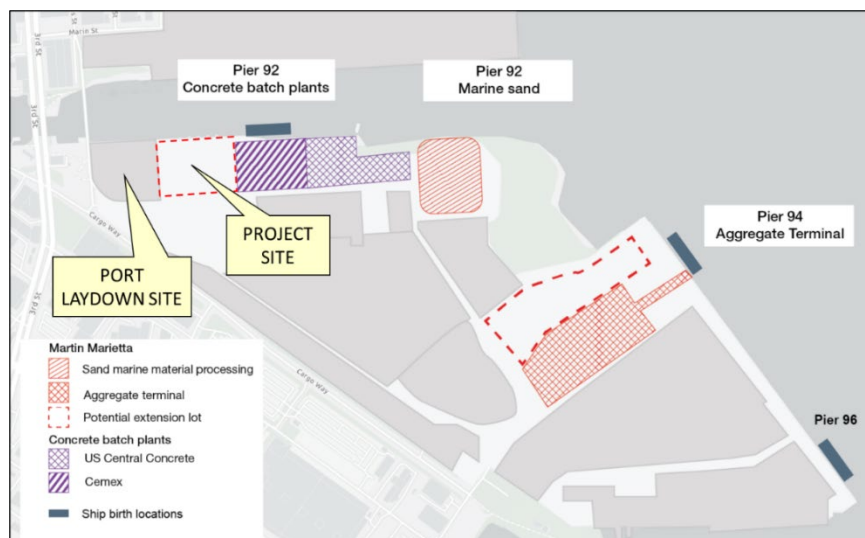


Figure 15: Port of San Francisco Dry Bulk Operations

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/transformational/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.

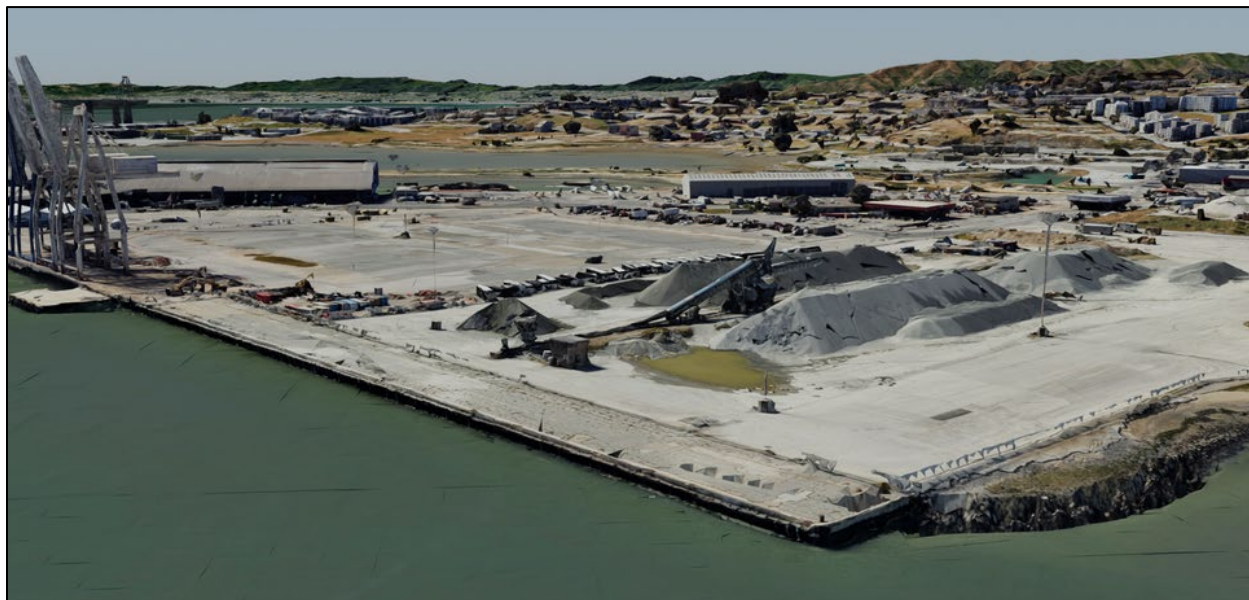


Figure 18: Pier 94 Mooring and Fendering – Current Condition

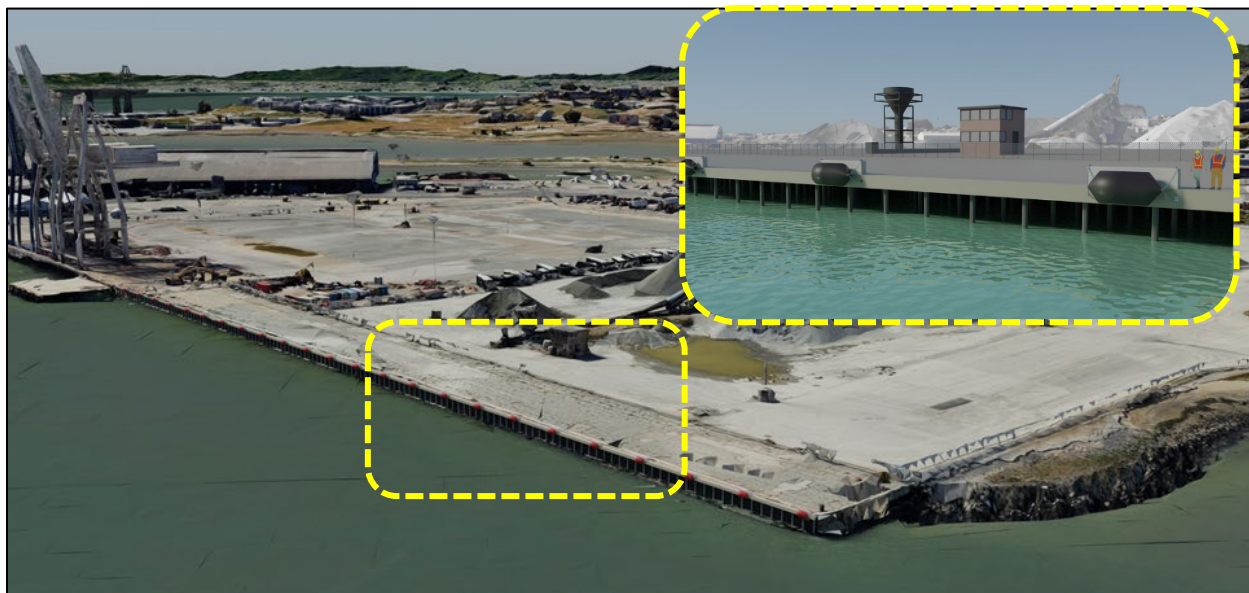


Figure 19: Pier 94 Mooring and Fendering – Post-Project

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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Reduction of criteria pollutants, greenhouse gas emissions, and environmental impacts
Promote transportation equity and environmental justice	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Reduction of current operational constraints of the terminal and providing flexibility for additional vessel classes
Reduce freight-related deaths and injuries	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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/transformational/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

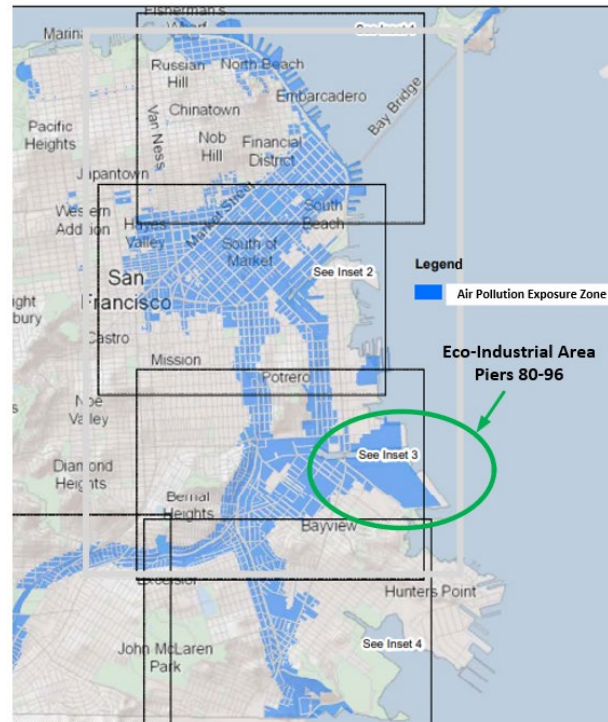


Figure 21. Air Pollution Impacts at Port

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.

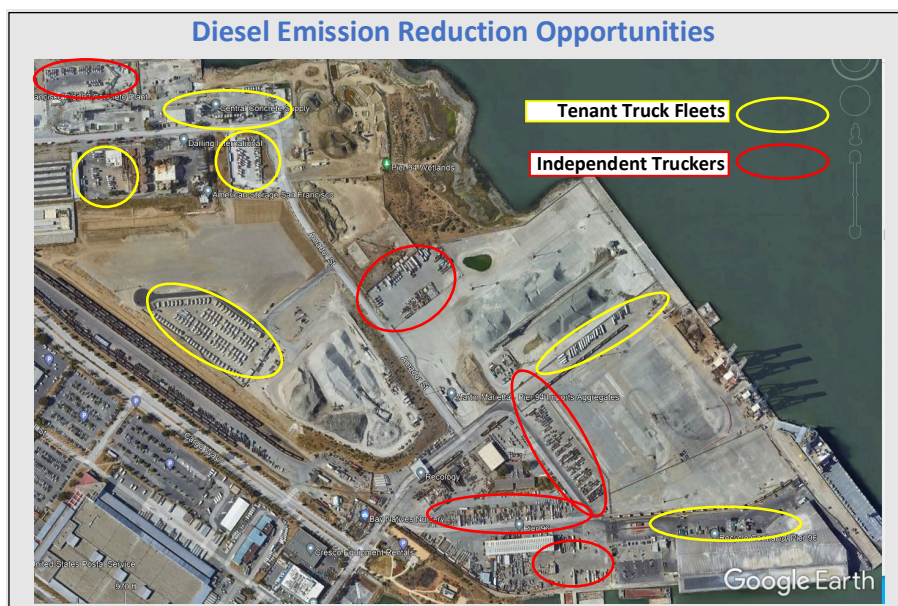


Figure 22. Diesel Emissions Reduction Opportunities

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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The port will provide a local match of 20% to CalSTA's investment
Construction readiness priority and innovative/transformational/pilot projects	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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-INDUSTRIAL 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,

A handwritten signature in blue ink, appearing to read "Elaine Forbes".

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



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,

A handwritten signature in blue ink, reading "London N. Breed". The signature is fluid and cursive, with the first name "London" and last name "Breed" clearly visible.

London N. Breed
Mayor

CAPITOL OFFICE
STATE CAPITOL, ROOM 5100
SACRAMENTO, CA 95814
TEL (916) 651-4011
FAX (916) 651-4911

DISTRICT OFFICE
455 GOLDEN GATE AVENUE
SUITE 14800
SAN FRANCISCO, CA 94102
TEL (415) 557-1300
FAX (415) 557-1252

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,

A handwritten signature in blue ink that reads "Scott Wiener".

Scott Wiener
Senator, 11th District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0017
(916) 319-2017
FAX (916) 319-2117

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



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

STATE CAPITOL
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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,

A handwritten signature in blue ink, appearing to read "Matt Haney", with a stylized flourish at the end.

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

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,

A handwritten signature in blue ink, appearing to read 'Shamann Walton', with a long horizontal stroke extending to the right.

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

MEMBERS

Humboldt Bay Harbor District
Port of Hueneme
Port of Long Beach
Port of Los Angeles
Port of Oakland
Port of Redwood City
Port of Richmond
Port of San Diego
Port of San Francisco
Port of Stockton
Port of West Sacramento



CALIFORNIA ASSOCIATION OF PORT AUTHORITIES
CaliforniaPorts.org

OFFICERS

Danny Wan
President
Kristine Zortman
Vice President
Wei Chi
Treasurer
Martha Miller
Executive Director

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,

A handwritten signature in purple ink, appearing to read 'Martha Miller', is written over a light blue horizontal line.

Martha Miller
Executive Director, California Association of Port Authorities



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.

CALIFORNIA STATE UNIVERSITY MARITIME ACADEMY

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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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INTERNATIONAL LONGSHORE & WAREHOUSE UNION



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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
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,

A handwritten signature in black ink, appearing to read 'Emily Loper'.

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,

A handwritten signature in dark ink, appearing to read 'Shawn Bennett', with a stylized flourish at the end.

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,

Capt. John Carlier
Port Agent/President



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

PUGET SOUND
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Seattle, WA 98119
(206) 284-5040
FAX: (206) 284-5043

REGION 37
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FAX: (503) 223-2556

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HAWAII
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FAX: (808) 944-8051

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ALASKA
211 4th Street, Ste. 108
Juneau, AK 99801
(907) 790-9644
FAX: (907) 790-9646

KETCHIKAN
317 Stedman St., #C
Ketchikan, AK 99901
(907) 225-6360

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



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.

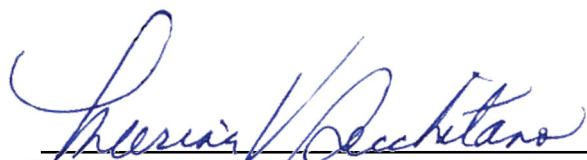
The Port's grant application includes prioritized essential projects to modernize the industrial maritime complex. A project for marine fendering and mooring improvements at Piers 80 and 94 will accommodate larger ocean-going vessels for greater goods movement while providing for more safe and efficient 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 Johnek, Co-chair
Maritime Commerce Advisory Committee

Marina Secchitano, Co-chair
Maritime Commerce Advisory Committee



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

January 9, 2023

Alfredo Pedroza, Chair
Napa County and Cities

Nick Josefowitz, Vice Chair
San Francisco Mayor's Appointee

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Nate Miley
Alameda County

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

James P. Sperling
Solano County and Cities

Vacant
Cities of Contra Costa County

Vacant
Marin County and Cities

Vacant
Oakland Mayor's Appointee

Vacant
San Jose Mayor's Appointee

Vacant
U.S. Department of Housing
and Urban Development

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

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

Secretary Omishakin
Support for Port of San Francisco
January 9, 2023
Page 2

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
Section Director
Funding Policy and Programs



Pacific Transportation Association

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

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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.

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.



11 January 2023
page 2 of 2

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
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, 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.

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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,

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,

A handwritten signature in black ink, appearing to read "Rodney Fong".

Rodney Fong
President & CEO
The San Francisco Chamber of Commerce



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,

A handwritten signature in black ink, appearing to read 'M. B. Quillen', with a stylized flourish at the end.

Maurice B. Quillen
VP & General Manager
Recology San Francisco



SAN FRANCISCO AFRICAN AMERICAN CHAMBER OF COMMERCE

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Parker Pennington Enterprises

Myles C. Stevens, AIA, LA
Stevens + Associates Architect

Adoubou Traore
President, African Immigrants Network

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.

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SAN FRANCISCO AFRICAN AMERICAN CHAMBER OF COMMERCE

The Honorable Toks Omishakin

January 10, 2023

Page 2

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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,

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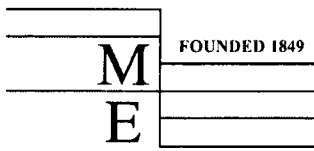
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The San Francisco waterfront is a vitally important regional resource that supports and bolsters the resiliency of the goods movement supply chain. Thank you for your consideration and we look forward to your response.

Sincerely,

Capt. John Carlier
Port Agent/President



MARINE EXCHANGE OF THE SAN FRANCISCO BAY REGION

10 Commodore Drive
Emeryville, CA 94608

phone: (415) 441-6600
fax: (415) 441-1025

website: www.sfmex.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:

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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



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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,

A handwritten signature in black ink, appearing to read "Kate Sofis".

Kate Sofis

Executive Director

Office of Economic and Workforce Development

CONTACT



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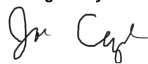
SILVERADO CONTRACTORS, INC.
2855 MANDELA PARKWAY 2ND FLOOR, OAKLAND, CA 94608
TEL: (510) 658-9960 – FAX: (510) 658-9961 – LICENSE #782547



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

PORT AND FREIGHT INFRASTRUCTURE (PFIP) PROJECT DETAILS FUNDING
07/06/2023

Project Name <u>70% Support</u> <u>LA/Long Beach</u>	Lead Agency	Key Project Elements	PFIP Funds Recommended	Total Project Cost
High Desert Corridor Operational Efficiency Project	Caltrans	The project will construct two freight rail staging tracks and add a third main track to extend the existing triple track by 11 miles on the BNSF Cajon Subdivision in San Bernardino County between railroad control points (CP) Martinez and CP Thorn.	\$100,467,000	\$150,467,000
Hobart/Commerce IMF Leads Project	Caltrans	PFIP will provide requested PA&ED and PS&E funding to support construction of improvements to the shared-use (both passenger and freight rail operations) rail corridor and to the lead tracks (connecting the mainline to the rail yard) and staging tracks in the adjacent Hobart Intermodal Facility (IMF), Commerce IMF, as well as staging tracks at C-Yard.	\$15,000,000	\$1,200,000,000
System-Wide Investment in Freight Transport (SWIFT)	City of Long Beach Harbor Department (Port of Long Beach)	The SWIFT proposal touches every part of the goods movement logistics chain in the Port of Long Beach by building a new rail facility that maximizes on-dock rail capacity and reduces the need for local truck trips and by deploying new human-operated zero-emission equipment and permanent infrastructure. PFIP will fund elements of three related SWIFT projects: 1. Rail Efficiency and Advancement Project, including Pier B On-Dock Rail Support Facility (\$158.4 million) and Zero-Emission Locomotive Demonstration Program (\$50 million)), 2. Terminal Efficiency and Zero-Emission Transformation Project, including zero-emission terminal equipment demonstration projects (LBCT Equipment Replacement/Charging, SSA Fuel-Cell Top Handlers, SSA Heavy Forklifts – Total: \$73 million), 3. Vessel Continuity and Anchorage-Reduction Project, including zero-emission harbor craft and shore power demonstration projects (Crowley Battery Hybrid Tug Boat, Tesoro T121, LBT and T2 Shore Power Demonstrations – Total: \$44.5 million). PFIP will also partially fund a Zero-Emission Terminal Transformation / Harbor Craft Emission Reduction port-administered program (\$57.4 million).	\$383,346,997 (Total Request: \$914,920,783)	\$2,167,673,910
Maritime Support Facility (MSF) Improvement and Expansion Project	Port of Los Angeles	The MSF is an existing important container terminal support facility located on Terminal Island, at the centroid of the Ports of Los Angeles-Long Beach (POLA-POLB). The existing MSF currently provides up to 30 acres of chassis and empty container storage, on a temporary surface that is inadequate for long-term use. The MSF will be improved and expanded to provide 71 net acres of chassis/empty container storage for all twelve container terminals located in the POLA-POLB. These terminals, combined, handle 35% of all waterborne containers entering and exiting the entire United States (U.S.). The MSF has been critical in mitigating the recent U.S. supply chain crisis since mid-2020, and is also important for accommodating future cargo growth.	\$149,330,000	\$198,250,000

Port of Los Angeles Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge	Port of Los Angeles	This project will construct a pedestrian bridge to connect the Wilmington community, which has eight schools within one mile, to the POLA's Wilmington Waterfront area and Banning's Landing Community Center. Currently, two freight mainline tracks in the POLA bifurcate the Wilmington Waterfront with the Wilmington community itself. The rail tracks being grade separated move six percent of all US waterborne containers. The project will provide a dedicated pedestrian/cycling bridge over these freight rail tracks and connect to the State designated California Coast Trail.	\$42,080,000	\$57,910,000
State Route 47-Seaside Avenue & Navy Way Interchange Improvement Project	Port of Los Angeles	The project augments an existing partial interchange at SR 47/Seaside Avenue/Navy Way and entails the following: removal of last traffic signal and at-grade intersection on Terminal Island/SR 47, between I-110 and I-710, which is at the apex of largest port complex in the Western Hemisphere; new westbound auxiliary lane on SR 47, between Pier S Avenue and Navy Way; new eastbound, 2-lane collector-distributor road, all within the existing facility and ROW, between Ferry Street interchange eastbound on-ramp and Pier S Avenue interchange eastbound off-ramp; channelization improvements at Navy Way/Terminal Way intersection, and new 5th leg/westbound off-ramp termini. The project will improve safety, reduce emissions, and increase cargo flow through the port complexes.	\$41,790,000	\$62,980,000
Freight Air Quality Solutions (FAQS)	South Coast Air Quality Management District	This project includes the deployment of Direct Current Fast Chargers (DCFC) and hydrogen refueling dispensers at seven (7) locations to support ZE drayage fleets. A total of 376 DCFC ports will be installed, as well as 19 hydrogen refueling dispensers, all with Battery Electric Storage Systems (BESS) and on-site linear power generation. The project also includes a short line hydrogen fuel cell locomotive demonstration operating in and around Southern California that will support the largest container Ports in the U.S. and use the development of the locomotive to later demonstrate this technology in long haul operations.	\$76,250,003	\$240,394,401
Merced County Inland Port	Merced County	This project contains three distinctive elements: development of 70 acres within Castle Commerce Center to support pre-shipment processing and intermodal crossdocking for Central Valley Growers; Project I(b): Rail expansion to a new staging and container laydown area, replacing the former "Alert Area" on the Center airport tarmac to support cross-docking and processing. Examples of proposed uses for this area include the decommissioning of wind blades, transloading of intermodal containers and container laydown space; and Project II: Evaluation, engineering, and planning for further expansion on existing land inside the Center. This will include identifying targeted inbound industries, additional unit train staging and cross-docking areas, a larger storage area for containers, and exploration of emerging opportunities to merge rail-air using Castle's existing active runway.	\$14,936,000 (Total Request: \$49,600,000, fully funded by PFIP)	\$115,674,000
TOTAL			\$823,200,000	

Project Name <u>30% Support Other State Areas</u>	Lead Agency	Key Project Elements	PFIP Funds Recommended	Total Project Cost
Merced County Inland Port	Merced County	This project contains three distinctive elements: development of 70 acres within Castle Commerce Center to support pre-shipment processing and intermodal crossdocking for Central Valley Growers; Project I(b): Rail expansion to a new staging and container laydown area, replacing the former "Alert Area" on the Center airport tarmac to support cross-docking and processing. Examples of proposed uses for this area include the decommissioning of wind blades, transloading of intermodal containers and container laydown space; and Project II: Evaluation, engineering, and planning for further expansion on existing land inside the Center. This will include identifying targeted inbound industries, additional unit train staging and cross-docking areas, a larger storage area for containers, and exploration of emerging opportunities to merge rail-air using Castle's existing active runway.	\$34,664,000 (Total Request: \$49,600,000, fully funded by PFIP)	\$115,674,000
Port Action, Climate, and Environment Development (PACED)	Oxnard Harbor District (Port of Hueneme)	The Port of Hueneme's Port Action, Climate, and Environment Development (PACED) program serves as the overarching long-term capital development plan for the Port. This program consists of multiple components, each of which will be executed over the coming five years and beyond. Eight of the components will enhance the Port's container line of business. Four of the components will enhance the Port's automobile import/export line of business. The final three components will position the Port for an even more sustainable future by improving the Port's ability to manage stormwater, developing a port-wide programmatic Environmental Impact Report (EIR) and enhancing Port-led workforce development and training efforts.	\$79,820,475 (Total Request: \$118,632,628)	\$216,592,920
Arterial Roadway Improvements Project	Port of Oakland	The project will improve aging roadway infrastructure serving the Port and improve the capacity and resiliency to meet the growing demand for freight movement in the region. PFIP will fund two components of the project to improve arterial streets serving the Port: improvements to and near Adeline Street and the 3rd Street Truck Corridor. These project components will rehabilitate Adeline Street between 3rd Street and 7th Street, rehabilitate 5th Street between Union Street and Adeline Street and rehabilitate 3rd Street between Market Street and Broadway. The project will better accommodate heavy duty freight vehicles and improve bike and pedestrian safety.	\$17,343,178 (Total Request: \$31,172,711)	\$38,965,889

The Port of Oakland Terminal Modernization Project	Port of Oakland	PFIP will fund PA&ED and PS&E for wharf-related infrastructure improvements (Segment 1) and fully fund the rest of the project (Segments 2-4), which will improve underutilized and dilapidated marine terminal infrastructure, promote innovative technologies (including zero-emissions equipment and infrastructure), and generally modernize marine terminal assets while furthering the Port's commitment to reduce emissions and potential adverse effects on the environment and surrounding communities.	\$102,335,929 (Total Request: \$257,924,303)	\$357,298,847
Maritime Eco-Industrial Complex Improvement Program	Port of San Francisco	PFIP funds will support marine fendering and mooring improvements at Pier 80 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. PFIP will also support roadway improvements along Amador Street to advance the flow of goods in the Port's jurisdiction and for the national supply chain. PFIP will also fund a Truck Fleets Zero Emissions Pilot Demonstration.	\$21,582,000 (Total Request: \$39,810,000)	\$58,762,500
Port of Stockton Rail Infrastructure Improvements for Sustainable Exports Project (RIISE)	Port of Stockton	The RIISE project supports building new infrastructure to enhance rail capacity, accommodate increased freight tonnage and train frequencies, mitigate potential service disruptions, and reduce long-term repair and maintenance costs. PFIP fund will elements of this project including a replacement of the San Joaquin River rail bridge; expansion of the Port's long lead track to two tracks; and procurement of a zero-emission electric railcar mover.	\$45,908,418 (Total Request: \$82,610,555)	\$371,223,580
SNR Proposal to Advance Domestic Hydrogen Rail Switcher Locomotive Conversion	Sacramento Metropolitan Air Quality Management District	The project is a public-private partnership to expand on Sierra Northern Railway's (SNR) current efforts and develop, demonstrate, and test three additional hydrogen-fueled, zero-emissions switcher locomotives on to be constructed test track in SNR's West Sacramento rail yard. The Project includes the construction of approximately 2000 feet of 10906 ancillary test trackage, conversion of three locomotives, and development of refueling infrastructure and protocols. The H2 Locomotive technology advances SNR's desire to convert 50% of its own locomotives to H2 technology in the next decade, while simultaneously commercializing the technology and encouraging other short lines to do the same.	\$15,646,000	\$19,561,000
National City Balanced Freight Project	San Diego Unified Port District	The proposed Project funding application requests funds for four critical elements within the National City Marina District Balanced Plan: 1. Berth 24-3 and 24-4 Rehabilitation; 2. Realignment of Marina Way; 3. Rail Connector Track Construction; 4. Reconfiguration of the First Point of Rest adjacent to Pepper Park; 5. Lighting Upgrade in Warehouse 24-A.	\$35,500,000	\$55,000,000
TOTAL			\$ 352,800,000	

Project Name <u>Grade Separation</u> <u>Funding</u>	Lead Agency	Key Project Elements	PFIP Funds Recommended	Total Project Cost
7th Street Grade Separation Project	Alameda County Transportation Commission	The project consists of: realignment and reconstruction of the aging substandard four-lane underpass structure that carries Union Pacific Railroad tracks over 7th Street that has been subjected to damage from repeated truck strikes; reconstruction, widening and lighting of the existing, substandard, dark and narrow multi multi-use bicycle and pedestrian path; reconstruction of the affected railroad tracks, switches and appurtenant rail infrastructure; reconstruction of all appurtenant features to the roadway, including street lighting, storm drain infrastructure, pumping plant, clean water program elements, signage and striping; installation of intelligent transportation system technology elements such as changeable message signs, radio frequency identification readers and signal synchronization; installation of video detection pedestrian/bicycle signal activators; implementation of greening of project walls by planting vines along the multi-use pathway.	\$13,500,000	\$378,000,000
Commerce Flyover Project	Caltrans	The project proposes to construct a two-track flyover (grade-separated rail bridge) on a rail corridor segment just east of downtown Los Angeles on the BNSF San Bernardino Subdivision (Commerce Corridor). The Project will construct improvements to separate two tracks to serve passenger rail service from the other main tracks, lead tracks, and staging tracks that serve the freight rail within this segment of the corridor. The award will fund final design and environmental clearance for the project.	\$12,000,000	\$939,000,000
Third Street Grade Separation Project	City of Riverside	The project proposes to construct a new four-lane underpass to replace the existing at-grade crossing along the BNSF San Bernardino Subdivision near the Third Street intersection with Commerce Street in Riverside. Commerce St will be realigned as well.	\$22,000,000	\$74,000,000
Turnbull Canyon Road Grade Separation Project	San Gabriel Valley Council of Governments	The project is the last grade separation of the comprehensive Alameda Corridor-East (ACE) Program that improves safety and mitigates the effects of growing freight rail traffic to and from the San Pedro port complex. The proposed grade separation consists of eliminating the existing at-grade crossing at Turnbull Canyon Road between Salt Lake Avenue and Clark Avenue in the City of Industry and unincorporated Los Angeles County community of Hacienda Heights by constructing a two-lane roadway overpass to carry vehicles over the railroad tracks and a separate pedestrian bridge for bicyclists and pedestrians.	\$30,000,000	\$98,000,000
Stockton South End Crossover Project	San Joaquin Regional Rail Commission	The project will construct crossovers and switches in the UPRR South Stockton Yard in order to maintain access to the BNSF Railroad and Port of Stockton during construction of the Stockton Diamond Project.	\$6,000,000	\$11,000,000

Rice Avenue Grade Separation	Ventura County Transportation Commission / City of Oxnard	The project will construct a grade separation structure at the existing Rice Avenue (SR 1) and Fifth Street (SR 34) intersection in order to eliminate an existing at-grade railroad crossing to improve safety, reduce congestion for trucks and vehicles traveling to and from the Port of Hueneme, and increase rail service reliability. Rice Avenue would be constructed over Fifth Street and the Union Pacific Railroad tracks.	\$15,000,000	\$132,500,000
TOTAL			\$ 98,500,000	

Project Name <u>Not Recommended for Funding</u>	Lead Agency	<u>Key Project Elements</u>	PFIP Funds Requested	Total Project Cost
Fix 5 Cascade Gateway	Caltrans	The F5CG project will install truck-only lanes, two (2) 350kw truck charging stations, construct auxiliary lanes between highway interchanges, and implement emergency adaptive lane management ITS system project components.	\$15,765,000	\$114,810,000
State Route 47 Adoption Project	Caltrans	SR 47 Route Adoption project supports the State's efforts to adopt the traversable segments of SR 47 into the State Highway System. PFIP funds would be used for the Project Approval & Environmental Document (PA&ED) phase of the project, serving as a route adoption Decision-Making document.	\$5,000,000	\$5,000,000
Statewide Truck Census and Weigh-In-Motion Modernization Project	Caltrans	The Project will upgrade or install new truck census or weigh-in-motion (WIM) equipment at approximately 172 sites throughout the State. The Project will also jumpstart a first-in-the-state pilot to capture truck origin-destination data that will be available to public agencies.	\$60,000,000	\$60,000,000
Pine Avenue Extension Project	City of Chino	The project provides the needed connection from Euclid Avenue to SR-71 and begin the process of developing Pine Avenue into an east-west transportation corridor between SR-71 and Interstate 15 to supplement the existing east-west freeways and roads in this area.	\$3,000,000	\$55,000,000
Blackstone & McKinley BNSF Grade Separation Project	City of Fresno	The project eliminates two existing at-grade crossings by grade separating North Blackstone Avenue and East McKinley Avenue under the BNSF Mainline Track.	\$80,000,000	\$151,900,000
County Road 32A Crossing Relocation Project	County of Yolo	The project relocates and grade separates the existing crossing with the UPRR Martinez Subdivision crossing. The current rail line carries 19 freight and 20 passenger trains daily, and the existing crossing's geometry creates safety and operational challenges. The project reduces conflicts between trains and roadway users, improves goods movement reliability, eases traffic congestion, and reduces environmental impacts.	\$14,220,000	\$45,500,000
TradePort California	Fresno Council of Governments	TradePort California (TPCA) creates a truly unique port-to-market streamlined logistics system that is anchored by a statewide clean energy cargo transportation platform. TPCA will build four TradePort Hubs and seven Satellite TradePorts. Each TradePort Hub strict is comprised of a 200-300-acre Logistics Core Zone and an adjacent large Investment Zone. The Logistics Core Zones will include truck (Truck Mobility Complex) and rail infrastructure while the Investment Zones will house an array of concentrated manufacturing and distribution investment. The Satellite TradePorts will be smaller hubs at existing business concentrations located throughout the central area of the state and will act as feeders to the main north-south logistics spine that will serve as the conduit connection to the ports.	\$49,960,587	\$76,753,087

Mojave Inland Port	Mojave Air and Space Port	The project proposes to build at Mojave the handling infrastructure required to manage the transloading of up to 2.6 million TEUs per year including: a regional container train-truck transload facility including a 3-track rail yard, 12,000 feet in length, parallel to and along the west side of UP's line, with triple truck loading / unload / bypass lanes and nine electric-powered overhead gantries; two 6,500+ feet long rail spurs providing electric locomotive charging positions and supporting rail freight movements; A 150-acre completed yard with perimeter fencing and lighting, along with secured entrance and exit kiosks intended for short-duration and empty container storage of up to 35,000 units, and truck and chassis parking and charging; A rail/truck/air freight direct link between the Mojave Inland Port and the Mojave Air & Space Port, with capacity for heavy-lift air freight service, making use of 12,500-foot Runway 12-30, and an airfreight transload center on over 50 secured acres within the airport; electric semi-truck parking and charging area; and Master-planned infrastructure improvements to support the entire development including vehicle and rail access; enhanced connections to Highways 14 and 58 along with improvements to adjacent perimeter roads; existing water, sanitary sewer, and storm drainage facilities; utility-grade electrical power via micro-grid, supported by alternate energy backup units.	\$59,044,824	\$118,089,648
Berth 300 Wharf Expansion/Vessel Emission Reduction Project	Port of Los Angeles	The project entails constructing 1,250 lineal feet of container terminal wharf and supporting backland for the new berth. This would add 1.053 million twenty-foot equivalent units (TEU)/year of terminal capacity. The project also includes electrical infrastructure to operate ship-to-shore cranes and shoreside power to operate all necessary vessel systems, which will reduce about 80 percent of emissions while at berth. This project is critical for obviating vessel queues that occurred between the fall of 2020 and mid-2022 (with corresponding emissions) and accommodating expected future cargo volume increases. If the expanded wharf had been available, 100 out the total 166 vessels destined for Pier 300 throughout 2021 would not have had to anchor (an average of about 8 days).	\$185,328,000	\$246,040,000
Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation Project	Port of Los Angeles	The remaining funds needed to fully fund this project were awarded in the California Transportation Commission's 2022 Trade Corridor Enhancement Program. The project entails constructing a four-lane, rail-roadway grade separation that eliminates a significant truck access impediment to an important container terminal support facility located on Terminal Island, at the centroid of the Ports of Los Angeles-Long Beach (POLA-POLB). The MSF provides chassis and empty container storage for all twelve container terminals located in the POLA-POLB. These terminals, combined, handle 35% of all waterborne containers entering and exiting the entire United States. The MSF is also important for accommodating expected future cargo growth.	\$14,936,000	\$39,670,000

Tenth Avenue Marine Terminal Heavy-Ready Project	San Diego Unified Port District	<p>The TAMT Heavy-Ready Project would resurface cargo handling areas of the Tenth Avenue Marine Terminal, replacing asphalt with concrete capable of supporting stacked, loaded containers, heavy lift cargo, military cargo, and two all-electric heavy lift cargo cranes. The project would also provide match funding for Caltrans TCEP application to complete the Design and Right of Way phases of the Harbor Drive 2.0 project and advance the redesign of on-terminal rail tracks to the 30% milestone, to prepare for the elimination of severe curvatures and overhead obstructions.</p>	\$32,500,000	\$67,200,000
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MEMORANDUM

February 23, 2024

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Gail Gilman, Vice President
Hon. Willie Adams
Hon. Ed Harrington
Hon. Steven Lee

FROM: Elaine Forbes
Executive Director 

SUBJECT: Request authorization to accept and expend a \$21,582,000 grant from the Port and Freight Infrastructure Program implemented by the California State Transportation Agency for the Maritime Eco-Industrial Complex Improvement Project to fund pier, roadway, and utility upgrades and to develop a plan for mitigating air emissions from the fleet of trucks utilizing Port property.

DIRECTOR'S RECOMMENDATION: Approve the Attached Resolution No. 24-13

EXECUTIVE SUMMARY

The Port submitted a \$36.5 million project to improve the Maritime Eco-Industrial Complex in the Southern Waterfront. As required through the Program guideline, the Port will provide a \$5.3 million match or 20% to fund a total of \$36.5 million in infrastructure improvements. Port staff seeks Port Commission authorization to accept and expend a grant in the amount of \$21,582,000 from CalSTA's Port and Freight Infrastructure Program for the Maritime Eco-Industrial Complex Improvement Project.

The Piers 80-96 Maritime Eco-Industrial Complex is located on piers and upland properties within the Port's Southern Waterfront. The Port defines the Maritime Eco-Industrial Complex as an area that co-locates maritime industrial uses to enable product exchange, optimize the use of resources, incorporate green design and green technologies on-site, foster resource recovery and reuse, to provide economic opportunities that employ local

residents, minimize environmental impacts and incorporate public open space for enjoyment and habitat.

In January 2023, the Port submitted a grant application for funding consideration through the California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. The Port developed the grant application to improve the Port's Maritime Eco-Industrial Complex to increase service offerings to cargo shippers, boost the utilization of cargo facilities, create a safer workplace for the maritime workforce, and develop a plan to mitigate air emissions while promoting equity and environmental justice.

In July 2023, CalSTA announced a \$21.5 million award to the Port for projects valued over \$36.5 million that include modernizing Pier 80 to accommodate larger oceangoing vessels with higher cargo volumes, supporting the rebuilding of Amador Street, the major vehicle artery into the Maritime Eco-Industrial Complex, and studying the development of a 100-vehicle electric truck fleet at Pier 96 to reduce carbon emissions and build a battery or hydrogen refueling station that will move Port operations closer toward zero-emission goals.

STRATEGIC OBJECTIVES

The proposed Maritime Eco-Industrial Complex Improvement Projects support the Port's 2021-2025 Strategic Plan through the following goals:

Economic Recovery:

Develop and implement strategies to stabilize the Port's financial position.

Productivity:

Attract and retain tenants to build an economically successful and vibrant waterfront.

Sustainability:

Advance environmental stewardship to limit climate change and protect the Bay.

Evolution:

Evolve the waterfront to respond to changing public and Port needs.

BACKGROUND

The Port submitted a \$36.5 million project to improve the Maritime Eco-Industrial Complex in the Southern Waterfront. As required through the Program guideline, the Port will provide a \$5.3 million match or 20% to fund a total of \$36.5 million in infrastructure improvements. If approved by the Port Commission, Port staff will seek final authorization to accept and expend these funds from the Board of Supervisors.

In October 2021, Governor Newsom signed Executive Order N-19-21 to address global disruptions to the goods movement supply chain and directed California state agencies to take near and long-term actions to address national port congestion and supply chain challenges.

Governor Newsom proposed a \$2.3 billion supply chain resilience budget package, in January 2022, including one-time funding totaling \$1.2 billion for port and freight infrastructure.

The California State Legislature enacted Governor Newsom's Port and Freight Infrastructure proposal through Senate Bill 198, in June 2022, which also provides policy direction for CalSTA to implement the Port and Freight Infrastructure Program. CalSTA announced Port and Freight Infrastructure Program (PFIP or Program) awards on July 6, 2023, including \$21,582,000 to the Port of San Francisco to improve facilities in and around the Port's Maritime Eco-Industrial Complex. The award focuses on projects that will help the Port modernize Pier 80 to accommodate larger oceangoing vessels with higher cargo volumes; support the rebuilding of Amador Street, the major vehicle artery into the Port's Maritime Eco-Industrial Complex; and study the development of a 100-vehicle electric truck fleet at Pier 96 to reduce carbon emissions and build a battery or hydrogen refueling station that will move the Port closer toward zero-emission goals.

MARITIME ECO-INDUSTRIAL COMPLEX IMPROVEMENT PROJECTS

The CalSTA award will fund three priority projects to modernize and improve the Port's Maritime Eco-Industrial Complex. The selected projects will allow for the optimal use of Port facilities to ensure the future of San Francisco as a major maritime contributor to the Bay Area, state, and nation. The projects are described in detail below.

Pier 80 Improvements

The Pier 80 improvements include two separate components; rehabilitating the 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 upgrades will enhance maritime commerce at Pier 80 by reducing the likelihood of damage to vessels, vehicles, and cargo at the terminal and by increasing trade and the rapid export of domestically produced automobiles.

Pier 80 Subsidence Project:

Scope of work:

- Raise storm drains to match new grade
- Install a new pump station
- Install lightweight concrete fill
- Install asphalt concrete over newly filled area
- Restriping of auto export parking spaces
- Utility repairs

Proposed Schedule and Funding:

Source	Amount
CalSTA PFIP Award	\$12,420,000
Port Harbor Fund Match	\$3,105,000
Total	\$15,525,000

Action	Date
Advertise for Bids	November 2024
Notice to Proceed	February 2025
Substantial Completion	February 2026

Pier 80 Fendering Project:

Scope of work:

- Demolition of existing fendering system along 2285 linear feet of berthing space
- Install 17 new 225 metric ton mooring bollards
- Install 34 new foam fenders
- Concrete repair and deck strengthening to support new mooring bollards

Proposed Schedule and Funding:

Source	Amount
CalSTA PFIP Award	\$6,320,000
Port Harbor Fund Match	\$1,580,000
Total	\$7,900,000

Action	Date
Advertise for Bids	April 2024
Notice to Proceed	August 2024
Substantial Completion	May 2025

Amador Street Improvement Project

This project will address the aging roadway, utilities, and pump station infrastructure located on Amador Street.

In 2022, the Port applied for a grant in the amount of \$9,607,500 from the U.S. Department of Transportation, Maritime Administration Port Infrastructure Development Program (PIDP) and was selected for an award. In December 2023, the Port Commission approved the acceptance and expenditure of the MARAD grant. The CalSTA grant will be used as part of the Port's match to qualify for the MARAD grant.

Scope of work:

- Replace existing pump station to upgrade capacity
- Replace concrete foundation to support new pump station layout
- Replace the gravity sewer and force the main sewer
- Reconstruct roadway to meet City standards
- Replace SFPUC's waterline
- Remove abandoned rail track and ties in the roadway
- Install new landscaping with stormwater retention planters
- Install trash capture devices

Proposed Schedule and Funding:

Source	Amount
MARAD PIDP Grant	\$9,607,500
CalSTA PFIP Award	\$2,562,000
Port Harbor Fund Match	\$640,500
Total	\$12,810,000

Action	Date
Advertise for Bids	March 2024
Notice to Proceed	August 2024
Substantial Completion	April 2026

3. Truck Fleet Zero Emission Study Project

The truck fleet zero emission study will develop a blueprint for mitigating air emissions from the truck (100+) fleet utilizing Port property including an assessment of Pier 96 and its infrastructure, specifying options to enhance electrification of the pier, and development of both a battery recharging station, or hydrogen refueling station.

Proposed Schedule and Funding:

Source	Amount
CalSTA PFIP Award	\$280,000
Port Harbor Fund Match	\$70,000
Total	\$350,000

Action	Date
Advertise for Bids	April 2024
Notice to Proceed	July 2024
Substantial Completion	February 2025

RECOMMENDATION

Port staff recommend that the Port Commission approve the attached resolution authorizing staff to accept and expend \$21,582,000 from the Port and Freight Infrastructure Program implemented by the California State Transportation Agency for the Maritime Eco-Industrial Complex Improvement Project to fund pier, roadway, and utility upgrades and to develop a plan for mitigating air emissions from the truck fleet utilizing Port property and contributing to the City's zero-emission goals.

Prepared by:	Boris Delepine Legislative Affairs Manager
	Noel Aquino Project Manager
Prepared for:	Wendy Proctor Acting Deputy Director, Engineering

**PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. 24-13

- WHEREAS, In October 2021, Governor Newsom signed Executive Order N-19-21 to address global disruptions to the goods movement supply chain and directed California state agencies to take near and long-term actions to address national port congestion and supply chain challenges; and
- WHEREAS, Governor Newsom proposed a \$2.3 billion supply chain resilience budget package, in January 2022, including one-time funding totaling \$1.2 billion for port and freight infrastructure; and
- WHEREAS, In January 2023, the Port submitted a grant application for funding consideration through the California State Transportation Agency Port and Freight Infrastructure Program (CalSTA PFIP) 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, and to develop a plan to mitigate air emissions while promoting equity and environmental justice; and
- WHEREAS, In July 2023, CalSTA PFIP announced a \$21,582,000 award to the Port for specific projects that include modernizing Pier 80 to accommodate larger oceangoing vessels with higher cargo volumes, supporting the rebuilding of Amador Street, and studying the development of a 100-vehicle electric truck fleet at Pier 96 to reduce carbon emissions and build a battery or hydrogen refueling station; and
- WHEREAS, Under the City Administrative Code Section 10.170-1, the Port must obtain the Board of Supervisors' approval to accept and expend grant funds of \$100,000 or more; and the Grant Agreement is subject to the Board of Supervisors' approval under Charter Section 9.118; and now, therefore be it
- RESOLVED, The Port Commission hereby authorizes the Port to accept and expend \$21,582,000, to improve the Port's Maritime Eco-Industrial Complex to conduct all negotiations, and execute and submit all documents, including, but not limited to applications, agreements, amendments, and payment requests, which may be necessary to secure the aforementioned grant funds; and be it further
- RESOLVED, The Port Commission authorizes its Executive Director to seek the Board of Supervisors' authorization to accept and expend the funds; and be it further
- RESOLVED, Upon the Board of Supervisors' approval, the Port Commission authorizes its Executive Director or her designee to act as a representative of the Port and to negotiate and execute a grant agreement and all other agreements and

instruments necessary to obtain and expend the grant monies on behalf of Port, in such form approved by the City Attorney.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of February 27, 2024.

DocuSigned by:

Jenica Liu

Secretary

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DEPARTMENT OF TRANSPORTATION



Division of Local Assistance
1120 N STREET
P.O. BOX 942874, MS# 1
Sacramento, CA 94274-0001
TTY 711

File : 04-SF-0-PTSF
PFIPSL-6169(015)
Port of San Francisco Priority
1B: Pier 80 Drainage and
Subsidence

June 23, 2025

Mr. Noel Aquino
Project Manager
Port of San Francisco
Pier 1
San Francisco, CA 94111

Project: Port of San Francisco Priority 1B: Pier 80 Drainage and Subsidence

Dear Mr. Aquino:

Your letter dated June 05, 2025 requested an allocation of State funds from the Port and Freight Infrastructure Program (PFIP) for this project. The State hereby makes the allocation in the amount of \$12,420,000.00 of State funds for Construction phase of this project effective June 19, 2025. You may now proceed with the Construction phase of the project. Any work for the Construction phase that has been approved for funding and is performed after this date will be eligible for reimbursement.

Please refer to the Finance Letter for the complete approved funding of all phases for this project.

All projects require a Master Agreement and Program Supplement Agreement to be in place prior to the payment of project invoices. If one has not already been executed, this office will soon send you a Program Supplement Agreement and Master Agreement for execution. Please do not submit invoices for this project until the agreements are fully executed by both you and the State.

Invoices are to be submitted at a minimum of every six (6) months in order to remain active.

If you have any questions, please contact your District Local Assistance Engineer.

Sincerely,

Qasid Mehirdel

Qasid Mehirdel, HQ Sr. AE
for Tanzeeba Kishwar, Chief
Office of Project Management Oversight - North
Division of Local Assistance

c: DLA AE Project Files
(04) DLAE - Ephrem Meharena
Local Program Accounting
HQ PFIP Manager - Samir Barot

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

EXECUTIVE ORDER N-19-21

WHEREAS the world is experiencing global disruptions to the goods movement supply chain, which have been exacerbated by changes in the practices of numerous industry sectors during the COVID-19 pandemic and by changes in consumer demand during the ensuing economic recovery; and

WHEREAS California is the Nation's preeminent global goods movement gateway: The Ports of Los Angeles and Long Beach move roughly 35 percent of all containers in the United States (U.S.) and approximately 40 percent of U.S. imports and 25 percent of U.S. exports pass through the San Pedro Bay; and

WHEREAS California's nationally significant regional supply chains and goods movement networks have also felt the impact of global disruptions as reflected by dozens of ships waiting to enter San Pedro Bay ports, shipping container dwell times and street dwell times for container chassis more than double the normal average, and bottlenecks further downstream in the supply chain such as warehouses; and

WHEREAS while goods movement and supply chain management challenges are largely within the purview of the federal government and industry, the state can take action to reduce the congestion in California's ports to ensure people in California and across the country and world can access goods and supplies; and

WHEREAS the State has near- and long-term actions under way, in partnership with the Supply Chain Disruptions Task Force established by the Biden-Harris Administration – to strengthen the resilience of California's and the Nation's supply chain; and

WHEREAS the Governor's Office of Business and Economic Development and the California State Transportation Agency launched the California Supply Chain Success Initiative in August 2021 - a partnership with the Port of Long Beach and the California State University, Long Beach Center for International Trade and Transportation - to engage the diverse network of stakeholders along the supply chain to discuss key challenges and identify creative solutions; and

WHEREAS the Governor's Office of Business and Economic Development, the California State Transportation Agency, the California Department of Food and Agriculture, and the California Labor and Workforce Development Agency are crafting and driving solutions focused on key issues impacting the supply chain including, but not limited to, workforce and job training, data and technology, port and truck operations, infrastructure, and warehousing; and

WHEREAS the State has bolstered near-term solutions with longer-term investments, including \$250 million to help ports offset COVID-19 related losses; \$280 million for port infrastructure projects at and around the Port of Oakland; and \$1.3 billion over three years for zero-emission trucks, transit buses and school buses, including the deployment of over 1,000 zero-emission port drayage trucks; and

WHEREAS state agencies own parcels of land throughout the state, some of which exceed those agencies' foreseeable needs, and are frequently used to support broad public benefits and alleviate state-wide challenges such as housing crisis efforts, natural disasters, and health emergencies; and

WHEREAS the movement of goods and health of supply and distribution chains across California is a matter of vital statewide importance; and

WHEREAS the Governor's Office of Business and Economic Development has engaged with the ports and industry to determine space requirements and other specifications to screen properties for potential offsite container storage; and

WHEREAS California's port workers and other essential workers throughout the supply chain, including longshore workers, marine clerks, truck drivers and warehouse workers, have made unprecedented efforts to process and transport record cargo volumes throughout the crisis; and

WHEREAS California is committed to fostering high road training partnerships that harness worker and employer voices to develop industry-based training programs that deliver job equity, sustainability, and quality while tackling urgent questions of income inequality, economic competitiveness, and climate change; and

WHEREAS I signed AB 639 in September 2020, which requires the California Labor and Workforce Development Agency and the California Workforce Development Board to convene stakeholders to develop recommendations on how best to mitigate the employment impacts of automation and transitioning to a lower carbon economy at the Port of Los Angeles and the Port of Long Beach; and

WHEREAS this fiscal year's budget funds the industry panel AB 639 established to consider such impacts; and

WHEREAS the State's comprehensive response can be further accelerated and bolstered with concerted interagency and intergovernmental action, as well as investment to strengthen our transportation system and support improved goods movement.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and statutes of the State of California, do hereby issue this Order to become effective immediately:

IT IS HEREBY ORDERED THAT:

1. The Department of Transportation, in partnership with the California State Transportation Agency, within 30 days of this Order, shall, in collaboration with industry stakeholders, evaluate and identify priority freight routes to be considered for a temporary exemption to current gross vehicle weight limits.
2. The Governor's Office of Business and Economic Development shall identify non-state sites, including private, locally owned, and federally owned parcels, that could be available to address short-term storage needs to address the supply and distribution chain crisis.

3. The Department of General Services shall complete its review of state-owned property in proximity to impacted ports that may be made available to address short-term storage needs to address the supply and distribution chain crisis by no later than December 15, 2021. To meet this deadline, all agencies under my direct executive authority shall support this effort by timely responding to all inquiries made by the Department of General Services.
4. The Department of General Services shall collaborate with other state agencies to expedite leasing for the purpose of storing cargo containers on state-owned parcels identified pursuant to the Department of General Services' review.
5. The California Labor and Workforce Development Agency shall use existing resources to identify potential high road training partnerships to increase education, career technical education, job training, and workforce development opportunities for port workers and other workers across the supply chain. In identifying such opportunities, the California Labor and Workforce Development Agency shall first consider whether such partnerships can be funded through existing sources, such as the federal Workforce Innovation and Opportunity Act.
6. By December 31, 2021, the California Labor and Workforce Development Agency shall take all necessary actions to constitute and announce the membership of the industry panel required by AB 639 and codified at Government Code section 12893.1(a). The Secretary of Labor shall convene the panel for its first meeting by March 1, 2022.
7. The Department of Finance shall work with state agencies and departments to develop longer term proposals that support port operations and goods movement for consideration in the January 10 Governor's Budget. Proposals may include port and transportation infrastructure improvements, electrification of the goods movement system from port to delivery, workforce development, and other actions to support goods movement.
8. The Department of General Services, California Department of Food and Agriculture, the Governor's Office of Business and Economic Development, California State Transportation Agency, Department of Transportation, and the California Labor and Workforce Development Agency shall use all existing legal and financial authority to expedite and prioritize these activities, including by giving them preference in the award of state funding, pursuant to my further direction. Agencies not under my direct executive authority are requested to do the same.
9. The California State Transportation Agency, the California Department of Food and Agriculture, the Governor's Office of Business and Economic Development, and the California Labor and Workforce Development Agency shall continue to execute actions in coordination with the Biden-Harris Administration Supply Chain Disruptions Task Force.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of October 2021.



GAVIN NEWSOM
Governor of California

ATTEST:

SHIRLEY N. WEBER, PH.D.
Secretary of State

Introduction Form

(by a Member of the Board of Supervisors or the Mayor)

I hereby submit the following item for introduction (select only one):

- ☐ 1. For reference to Committee (Ordinance, Resolution, Motion or Charter Amendment)
- ☐ 2. Request for next printed agenda (For Adoption Without Committee Reference)
(Routine, non-controversial and/or commendatory matters only)
- ☐ 3. Request for Hearing on a subject matter at Committee
- ☐ 4. Request for Letter beginning with "Supervisor inquires..."
- ☐ 5. City Attorney Request
- ☐ 6. Call File No. from Committee.
- ☐ 7. Budget and Legislative Analyst Request (attached written Motion)
- ☐ 8. Substitute Legislation File No.
- ☐ 9. Reactivate File No.
- ☐ 10. Topic submitted for Mayoral Appearance before the Board on

The proposed legislation should be forwarded to the following (please check all appropriate boxes):

- ☐ Small Business Commission ☐ Youth Commission ☐ Ethics Commission
- ☐ Planning Commission ☐ Building Inspection Commission ☐ Human Resources Department

General Plan Referral sent to the Planning Department (proposed legislation subject to Charter 4.105 & Admin 2A.53):

- ☐ Yes ☐ No

(Note: For Imperative Agenda items (a Resolution not on the printed agenda), use the Imperative Agenda Form.)

Sponsor(s):

Subject:

Long Title or text listed:

Signature of Sponsoring Supervisor: