Port Commission
City and County of San Francisco
Port of San Francisco

Independent Auditor's Report,
Management's Discussion and Analysis, and
Financial Statements

For the Years Ended
June 30, 2021 and 2020

Certified
Public
Accountants

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
PORT OF SAN FRANCISCO
For the Years Ended June 30, 2021 and 2020

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Independent Auditor's Report

The Port Commission, the Honorable Mayor, and
the Board of Supervisors of the City and County
of San Francisco, California

Report on the Financial Statements

We have audited the accompanying financial statements of the Port Commission, City and County of San Francisco (City), Port of San Francisco (Port), an enterprise fund of the City, as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Port as of June 30, 2021 and 2020, and the changes in its financial position, and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Macias Gini & O'Connell LLP
101 California Street, Suite 3910
San Francisco, CA 94111

Emphasis of Matters

As discussed in Note 1 to the financial statements, the financial statements present only the Port enterprise fund and do not purport to, and do not, present fairly the financial position of the City as of June 30, 2021 and 2020, the changes in its financial position, or, where applicable, its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

As discussed in Note 18 to the financial statements, in March 2020, the World Health Organization declared coronavirus COVID-19 as a global pandemic. The Port expects the pandemic to adversely impact revenues and operations for future reporting periods. The Port is not able to predict the duration or magnitude of the adverse results of the pandemic. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis as listed in the accompanying table of contents be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audits of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the Port's financial statements. The supplementary combining financial schedules as listed in the accompanying table of contents are presented for purposes of additional analysis and are not a required part of the financial statements.

The supplemental combining financial schedules are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the financial statements. Such information has been subjected to the auditing procedures applied in the audits of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplemental combining financial schedules are fairly stated, in all material respects, in relation to the financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards,* we have also issued our report dated December 30, 2021 on our consideration of the Port's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Port's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Port's internal control over financial reporting and compliance.

Macias Gini & O'Connell LLP

San Francisco, California
December 30, 2021

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This discussion and analysis is a narrative overview and analysis of the financial activities of the Port of San Francisco (Port). It serves as an introduction to the audited financial statements, which can be found on pages 24 to 29 of this report. This overview should be read in conjunction with the more detailed information contained within the accompanying financial statements.

The Port is a self-supporting enterprise department of the City and County of San Francisco (City), and its financial statements are included in the City's basic financial statements. Only the accounts of the Port are included in the financial statements that follow. The Port Commission is responsible for seven and one-half miles of waterfront property, which was transferred in trust from the State of California to the City in 1969. The Port's revenue is derived primarily from property rentals to commercial and industrial enterprises and from maritime operations, which include cargo, ship repair, fishing, harbor services, cruise, and other maritime activities. Additional information concerning the Port's organization and the basis of presentation for this financial report is contained in Note 1 and Note 2 to the financial statements (pages 31 to 36).

Financial Statement Overview

The statements of net position present information on all the Port's assets, deferred outflows of resources, liabilities, and deferred inflows of resources with the sum of these elements reported as "net position." Increases and decreases in net position serve as a useful indicator of the changes in financial position of business enterprise entities like the Port.

The statements of revenues, expenses and changes in net position present information that shows how the Port's net position changed during the most recent two years. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. This statement also reports revenues and expenses for some items that will result in cash flows in future fiscal periods (e.g., uncollected rents from tenants and earned and unused vacation leave).

The statements of cash flows present information about the cash receipts and cash payments of the Port during the most recent two fiscal years. This statement shows the changes in cash and cash equivalents as a result of operating, investing, capital, and financing transactions. When used with related disclosures and information in the other financial statements, the information in the statements of cash flows helps readers assess the Port's ability to generate net cash flows, its ability to meet its obligations as they come due, and its need for external funding.

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the financial statements. The notes follow the financial statements and can be found on pages 31 to 80 of this report. The supplemental combining schedules of this report provide additional information about South Beach Harbor (SBH).

Certain reclassification has been made to prior year amounts to conform to current year presentation. The following is a presentation of condensed financial information derived from the financial statements.

Condensed Financial Information – Port of San Francisco

Comparative Net Position (in thousands)

	June 30,			2021-2020	2020-2019
	2021	2020	2019	Change	Change
Current and other assets	$ 252,502	$ 265,363	$ 227,819	$ (12,861)	$ 37,544
Capital assets	448,457	461,777	464,272	(13,320)	(2,495)
Total assets	700,959	727,140	692,091	(26,181)	35,049
Deferred outflows of resources	19,218	18,491	14,547	727	3,944
Current liabilities	32,860	36,373	31,925	(3,513)	4,448
Noncurrent liabilities	236,982	228,157	234,166	8,825	(6,009)
Total liabilities	269,842	264,530	266,091	5,312	(1,561)
Deferred inflows of resources	6,432	9,809	9,909	(3,377)	(100)
Net position:					
Net investment in capital assets	328,291	334,472	334,188	(6,181)	284
Restricted	31,063	42,371	14,467	(11,308)	27,904
Unrestricted	84,549	94,449	81,983	(9,900)	12,466
Total net position	$ 443,903	$ 471,292	$ 430,638	$ (27,389)	$ 40,654

Changes in Net Position (in thousands)

	Year Ended June 30,			2021-2020	2020-2019
	2021	2020	2019	Change	Change
Revenues:					
Operating revenues	$ 94,330	$ 108,863	$ 122,033	$ (14,533)	$ (13,170)
Nonoperating revenues	18,180	10,843	27,860	7,337	(17,017)
Capital contributions	2,259	43,895	1,909	(41,636)	41,986
Total revenues	114,769	163,601	151,802	(48,832)	11,799
Expenses:					
Operating expenses	138,297	118,278	112,108	20,019	6,170
Nonoperating expenses	3,861	4,669	11,008	(808)	(6,339)
Total expenses	142,158	122,947	123,116	19,211	(169)
Change in net position	(27,389)	40,654	28,686	(68,043)	11,968
Net position, beginning of year	471,292	430,638	401,952	40,654	28,686
Net position, end of the year	$ 443,903	$ 471,292	$ 430,638	$ (27,389)	$ 40,654

Financial Analysis

Fiscal year 2020-21 was a challenging year for the Port of San Francisco, highlighted by the continued impacts of the COVID-19 pandemic, which included a $14,533,000 decline in operating revenues and a $20,019,000 increase in operating expenses primarily due to increases in salaries, contractual services, and pollution remediation expenses. The Port responded to this challenge by implementing economic recovery initiatives, a rent relief program for its tenants, and a Micro-Local Business Enterprise emergency loan program. The Port also advanced important capital projects such as Crane Cove Park, 19th & Georgia Street Roadway, Port security improvements, Mission Bay Ferry Landing, and the Heron's Head Park Improvement project. Despite the pandemic, the Port and its partners continued to build two major mixed use development projects at Pier 70 and Mission Rock. Finally, the Port completed its first-ever Racial Equity Action Plan to support the Port's vision to become a more equitable organization.

Total net position on June 30, 2021, of $443,903,000 was ($27,389,000) lower than the net position on June 30, 2020. Comparatively, in 2020 net position increased $40,654,000 and in 2019 net position increased $28,686,000. The net investment in capital assets represents the largest portion of the Port's net position: 74% on June 30, 2021, 71% on June 30, 2020, and 78% on June 30, 2019. This net position component consists of capital assets net of accumulated depreciation/amortization, and it is reduced by the outstanding balances of debt attributable to the acquisition, construction, and improvement of those assets. The total net investment in capital assets ($328,291,000 on June 30, 2021) represents funds that are not accessible for future spending. The resources needed to pay outstanding debt used to acquire capital assets must be provided from other sources (i.e., other Port assets or operating revenues). The remaining portion of net position on June 30, 2021, consists of $31,063,000 restricted for specific capital project expenditures and $84,549,000 that is unrestricted and available to meet future capital requirements and ongoing obligations. Capitalized project expenditures have fluctuated in recent years. There was a net decrease to capital assets in 2021 of $13,320,000, and a net decrease of $2,495,000 in 2020, which compares to a net increase of $29,570,000 in 2019. The funding for the acquisition and construction of capital assets (largely facility improvements) is reflected in the sources and uses of working capital and changes to liabilities and other obligations. Grants and other capital contributions also fund certain capital projects.

In 2021, a few events affected the decrease in net position and largely explained the $27,389,000 change in the net position. First, pollution remediation obligation increased by $8,595,000 compared to the prior year due to a more recent evaluation and re-estimation of the costs (Note 16). Second, the Port's parking revenue and cruise revenue decreased by $8,548,000 and $4,935,000, respectively, due to the impact of the COVID-19 pandemic. To support its tenants during the pandemic, the Port implemented a tenant relief program including expected rent forgiveness. The tenant relief program, combined with expected uncollectible accounts receivable, contributed to the net position decrease. Third, interest and investment income were $4,709,000 less than last year due to lower interest rates and changes in fair value of the investments. In addition to current year events, a prior year nonrecurring event contributed to the decrease of net position in 2021. In 2020, the Port received a capital contribution of $49,548,000 from the City's first sale of a general obligation bond issuance of to support the planning and preliminary design phases of the Embarcadero Seawall Program (Seawall Program). In November 2018, City voters approved Proposition A, a $425 million General Obligation Bond known as the 2018 Embarcadero Seawall Earthquake Safety Bond (Seawall Bond), to support the Waterfront Resilience Program. These decreases to net position were offset by an increase in insurance settlement in 2021. The Port received insurance proceeds totaling $18,856,000 to pay for costs related to a fire at Pier 45 that occurred in May 2020. These insurance proceeds, net of the clean-up, demolition, and restoration costs, resulted in a net gain from insurance settlement of $16,442,000, adding to the net position.

The net decrease in current assets of $12,861,000 in 2021 is due principally to a decrease of $14,358,000 in restricted cash and investment held in the City Treasury due to capital project spending. There was also a net decrease of $3,795,000 in unrestricted cash and investment held in the City Treasury primarily due to a decline in cash collected from tenants, which was partially offset by an increase in net insurance proceeds related to the Pier 45. These decreases were offset by an increase in receivables of $5,673,000. Comparatively, in 2020, current assets increased by $37,544,000 principally due to the capital contribution from the City's first sale of the Seawall Bond of $49,548,000 for planning and preliminary design phases of the Seawall Program and $3,081,000 in proceeds from the City's Series 2019C issuance of the 2012 Park Bond for waterfront projects.

The $3,513,000 decrease in current liabilities as of June 30, 2021, is due to a $3,386,000 decrease in accounts payable and accrued expenses as the prior year experienced more accruals related to the Pier 45 fire clean-up costs, restoration services, and seawall and marginal wharf repair costs. Also, there was a $2,735,000 decrease in payables due to other City funds primarily related to Seawall project expenditures accrued in the prior year and reimbursed in the current year. These decreases were offset by an increase of $1,670,000 in the current portion of the pollution remediation liabilities, including remediation to contaminated soil located at the Pier 70 Undeveloped Upland area and the petroleum seep and on-water sheen observed at the shoreline near the Hyde Street Harbor office (Note 16).

The $8,825,000 increase in noncurrent liabilities in 2021 is primarily due to changes in several accounts, including an increase of $9,379,000 in net pension liability and an increase of $5,718,000 in long-term pollution remediation liability primarily related to the Mission Bay Ferry Landing project and former Pier 64 Marine Terminal sediment site investigation and remediation (Note 16). The increases were offset by a $3,708,000 decrease in long-term obligations from scheduled debt repayments, $1,841,000 in rent credits due to tenants, $656,000 in net OPEB liabilities and $603,000 in prepaid rents as a result of amortization.

Unlike 2020, operating revenues in 2021 did not support current year operation and maintenance expenses before depreciation and amortization. Nonoperating revenues include investment income, operating grants, and gain from the Pier 45 fire insurance settlement.

Capital contribution revenues fluctuate with the level of capital grant revenues realized from grant-funded construction activities. Historically, capital contribution revenues have also included the City's direct contributions for certain projects and general obligation bond proceeds allocated to fund the Port's open space and park improvement projects. Capital contributions decreased significantly in 2021 due to a one-time prior year allocation of $49,548,000 in proceeds from the first issuance of the Seawall Bond. Nonoperating expenses are costs outside of normal operations and are reported in the nonoperating revenues and expenses section. Examples include any costs for pier removal, demolition work, asset disposition costs, any associated gains and losses from those capital events, insurance settlements, bond issuance costs, and arbitrage expenses.

In 2021, nonoperating expenses also included loans to Micro-Local Business Enterprises (LBE) to eligible Port's contractors, subcontractors, subconsultants or tenants harmed by the COVID-19 pandemic, and administrative fees associated with the program. Information concerning significant variances and nonrecurring items are included in the more detailed discussion that follows.

The statements of revenues, expenses, and changes in net position on page 27 present the Port's operating revenues in more detail by industry revenue types. Operating revenues for the year ended June 30, 2021, decreased by $14,533,000 or 13.3%. The decrease is principally due to a $8,548,000 decrease in parking revenue from parking rents and parking fines, and a $4,935,000 decrease in cruise revenue, reflecting the economic impacts of the COVID-19 pandemic in 2021. The remaining decrease is explained by a decrease of $3,264,000 in other revenues principally due to reduced permit fees and expense recoveries from Port development projects. These declines were offset by a $3,414,000 increase in commercial and industrial services revenue. In 2020, operating revenues decreased by $13,170,000 or 10.8%. This decrease is principally due to one-time participation income of $10,300,000 from the sale and transfer of the Ferry Building master lease in the prior year. The remaining decrease is explained by a $4,301,000 decrease in commercial and industrial, a $3,253,000 decrease in parking, and a $2,720,000 decrease in cruise revenue impacted by the COVID-19 pandemic in 2020. These declines were offset by a $3,851,000 increase in harbor services revenue, representing a full year of revenue from South Beach Harbor operations.

Parking revenue decreased significantly by $8,548,000 from $18,540,000 to $9,992,000 primarily as a result of reduced tourism and other activity on the waterfront due to COVID-19 pandemic. This reduction included fluctuations in overage rents (percentage rent obligation in excess of an agreed minimum) from decreased attendance at Oracle Park and fewer special events this year as well as reductions to parking meter revenue and fines. In addition, the commencement of the Mission Rock development project at Seawall Lot 337, formerly a parking lot for Oracle Park attendees, reduced parking rent for the Port. In addition, certain parking lots including Piers 30-32 were used by the City as COVID-19 testing facilities.

Cruise revenue, primarily generated from the James R. Herman Cruise Terminal at Pier 27, was $5,227,000 in 2020. In 2021, cruise revenue decreased by $4,935,000 to $292,000 due to the cancellation of all cruise calls and significantly fewer special events as a result of the pandemic. In 2020, cruise revenue was $2,720,000 lower than 2019 revenue also due to impacts of the pandemic on the fourth quarter of fiscal year 2020. There were 57 and 83 passenger cruise calls in 2020 and 2019, respectively and no cruise calls in 2021. Cruise passenger counts were 186,000 in 2020, and 280,000 in 2019. Prior to the onset of the pandemic, the Port received participation income for special events, parking, and other activities occurring at the cruise terminal.

Other operating revenues include construction and event permit fees, additional one-time transaction fees, and expense recoveries realized or realizable from significant development projects. These revenues fluctuate from year to year since they are primarily derived from construction activities on Port property and subject to the timing of specific project transactions. In 2021, other operating revenues decreased by $3,264,000, principally due to less permit fees and expense recovery from development projects. In 2020, other operating revenues decreased by $8,240,000 due primarily to a prior year $10,300,000 one-time receipt from the sale and transfer of the Ferry Building master lease, offset by increases in current year developer revenues.

Other decreases in operating revenues included fishing revenue and cargo revenue. Fishing revenue decreased by $835,000 or 38%, due to rent relief granted to qualified tenants in 2021. Cargo revenue decreased by $257,000 due to less cargo activities and a one-time rent catch-up in the prior year. Comparatively, cargo revenue increased by $600,000 between 2020 and 2019, primarily due to an increase in automobile cargo from 77,000 units in 2019 to 119,000 units in 2020.

These decreases in operating revenues were offset by an increase of $3,414,000 in commercial and industrial revenue. This is due to the Port's entering into several lease agreements with other City departments for office, storage, and paved land, which became effective during the last quarter of fiscal year 2020. In addition, income generated from the rental of Piers 30-32 as a testing facility and rental of Pier 94 Backlands as a humanitarian shelter in response to COVID-19 also contributed to the increase in commercial and industrial revenue.

Capital grants and other contributions usually consist of funds from federal, state, and local grant agencies, which provide funding for several of the Port's capital projects. This revenue source fluctuates based on available grant funds and the capital work in progress at the Port. Overall, capital grants and contributions decreased by $41,636,000 in 2021. As mentioned earlier, this results from the allocation of proceeds from City general obligation bonds to support the waterfront projects in the Seawall Earthquake Safety and Disaster Prevention Program in the prior year.

Total expenses of $142,158,000 (condensed summary on page 6) for 2021 represent a $19,211,000 increase from 2020. Comparatively, 2020 was $169,000 lower than total expenses in 2019. The statements of revenues, expenses, and changes in net position on page 27 present the Port's operating and nonoperating expenses in greater detail. Information concerning significant variances and nonrecurring items are presented in the more detailed discussion that follows. Operating expense changes in 2021 and 2020 are highlighted below:

	Increase / (Decrease)	
	2021	**2020**
Personal services	$ 8,385,000	$ 4,745,000
Contractual services	3,275,000	772,000
Utilities	(465,000)	(78,000)
Materials and supplies	(611,000)	275,000
Depreciation and amortization	(2,900,000)	1,771,000
General and administrative	1,394,000	558,000
Services provided by other City departments	2,129,000	1,387,000
Pollution remediation	8,595,000	(2,312,000)
Other	217,000	(948,000)

Personal services increased by $8,385,000, primarily due to a $6,122,000 increase in pension expense, $770,000 increase in OPEB expense, and a collectively bargained wage increase in December 2020. Pursuant to collective bargaining agreements, mandatory fringe benefits also continue to rise. More detailed information concerning pension and OPEB are in Note 10 beginning on page 52 and Note 12 beginning on page 61, respectively. Year-to-year cost fluctuations can be attributed to various factors including headcount change, retirement, temporary salaries, and amount of labor capitalized as capital assets. In 2020, personal services increased by $4,745,000, primarily due to increased hiring, wage increases pursuant to collective bargaining agreements and increases in temporary salaries. These increases occurred before the City's COVID-19 shelter-in-place orders began on March 16, 2020. This was partially offset by a $1,277,000 decrease in pension expense. Also, OPEB expense increased by $244,000 in 2020.

The level of contractual services recorded as operating expense fluctuates with the volume of project-related activities and those projects' work phase. Preliminary conceptual design work, feasibility analyses, environmental investigations, hazardous material removal, and demolition costs are generally expensed when incurred. The Real Estate and Development Division continues to drive several major development projects in various stages of negotiation, entitlement, early implementation, and horizontal construction. The Waterfront Resilience Program is also currently performing significant planning work. Contractual services increased $3,275,000 or 16.5%, primarily due to increases in spending from the Waterfront Resilience Program, Mission Bay Ferry Landing project, and 19th & Georgia Street Roadway project.

Utility cost continued to decrease by $465,000 or 16%, due primarily to lower electricity usage related to the pandemic. Materials and supplies fluctuate with the type and volume of maintenance and repair work that the Port performs during the fiscal year. In 2021, materials and supplies decreased by $611,000 or 38% due to reduced purchases of construction materials, building maintenance supplies and minor furnishings. Comparatively, in 2020, the Port experienced a $275,000 increase in materials and supplies including higher electrical supply costs due to the Port's response to COVID-19, and the purchase of minor furnishings, and construction materials. Depreciation and amortization expense in 2021 decreased by $2,900,000 or 11%, due largely to no capital additions for maintenance dredging and no related depreciation expense. Comparatively, depreciation and amortization in 2020 increased due to fixed assets additions from project completion. The increase of $1,394,000 in general and administrative expense in 2021 is principally due to increased overhead costs allocated by other City departments, which is slightly offset by cost savings from promotional expenses.

Total service reimbursements to other City departments were $22,234,000 in 2021, a net increase of $2,129,000 from 2020 or an 11% increase, largely attributable to an increase in insurance expense. Other interdepartmental expenses fluctuate with the volume of project-related activities.

The Port finished construction of a sediment cap to mitigate contaminated soils at Crane Cove Park in 2020. Completion of this work reduced the year-end pollution remediation obligation and created a ($1,207,000) negative expense in 2020. Combined with the $7,388,000 of pollution remediation expense estimated in 2021, the change between 2021 and 2020 was a $8,595,000 increase. The Port continues to review, evaluate, and re-estimate its obligations to remediate pollution annually. Details of the obligations are covered in the environmental matter section of the Contingencies footnote (Note 16).

Other expenses increased by $217,000 in 2021 reflecting the change in volume of small equipment purchases and the level of transaction activities that require printing, permits, software licenses, judgment claims, and sales tax. Other expenses decreased by $948,000 in 2020, including a $293,000 decrease in software licensing fees and a $406,100 decrease in contractual expenses for a shipyard operator. The remaining decrease in other expenses in 2020 was attributed to various costs such as credit card processing, judgment and claims, advertising, and printing.

Nonoperating revenues and expenses, other than interest expense, tend to fluctuate widely based on largely nonrecurring transaction activities or events. Investments are reported at fair value, and the corresponding change in fair value is reported along with interest and investment income. Nonoperating revenues increased by $7,337,000 in 2021 primarily due to an increase of $13,061,000 in net gain from the Pier 45 fire insurance settlement. The increase was offset by a $4,709,000 decrease in interest and investment income as a result of lower interest rates and unrealized losses reported on the investments. Operating grants fluctuate year over year and consist of financial assistance received from various agencies for noncapital purposes, access improvements, environmental investigations, and COVID-19 cost recoveries from the Federal Emergency Management Agency. Nonoperating expenses decreased by $808,000, including a decrease of $606,000 in bond issuance costs from the Series 2020AB refunding bond issuance in the prior year, and a decrease of $1,010,000 in interest expense from lower bond and loan principal balances. The decreases were offset by an increase of $808,000 related to loans made through the Micro-LBE Emergency Loan Program and the administrative fees associated with the program.

Capital Asset and Debt Administration

Capital Assets

The Port's capital assets as of June 30, 2021 and 2020, respectively, were $448,457,000 and $461,777,000, net of accumulated depreciation/amortization. Principal capital assets include land, certain street and road improvements, pier promenades, pier substructure, buildings and related improvements, vehicles, equipment, and furniture. More information concerning the Port's capital assets can be found in Note 6 on pages 40-41 of this report.

Significant project appropriations cover capital projects planned and in progress, including the pending expenditure of the debt issuances discussed below and the general obligation bond proceeds allocated to the Waterfront Resilience Program and open space and park projects along the waterfront. As of June 30, 2021, the budget file indicates over $172,559,000 in appropriations for Port capital projects. The Port had firm purchase and contract commitments on June 30, 2021, of approximately $11,292,000 for various capital projects.

Major capital asset related events of 2021 included the following:

- ***19th & Georgia Street Roadway*** **-** The 19th Street extension and Georgia Street project is located within the Crane Cove Park project site and adjacent to the Pier 70 Shipyard and Orton Historic Core along 20th Street. The scope of work included the construction of approximately 950 feet of new roadway and sidewalk, along with streetlights, fire hydrants, and a combined sewer. Funding is from a $1 million federal grant and the Port capital budget. The project will provide vehicle, pedestrian, and bicycle access to the Pier 70 Shipyard, the greater Pier 70 development area, and primary access to the new 19th Street parking lot currently under construction. Construction began in August 2020 and was substantially complete in July 2021.

- ***Crane Cove Park*** **-** Crane Cove Park, one of the Port's Blue Greenway projects, is a new open space in the Union Iron Works National Historic District located at Pier 70. This site was part of an operating shipyard for more than 100 years and is being transformed into public open space, using multiple construction contracts. In November 2018, the Port awarded a contract to complete the majority of park construction and improvements and the park opened in September 2020. Construction of public restrooms in Crane Cove Park's Building 49 began in June 2021 and is scheduled to be complete by the end of 2021. See the development activities section below for more information.

- ***Mission Bay Ferry Landing Terminal*** **-** Mission Bay Ferry Landing will provide regional ferry service to and from San Francisco's Mission Bay, Dogpatch, Potrero Hill, Pier 70, and Central Waterfront neighborhoods. The ferry landing will have the capacity to berth two ferry boats simultaneously, with the ability to handle up to 6,000 passengers per day. The terminal is essential to alleviate current regional transportation overcrowding and provide transportation resiliency in the event of an earthquake, BART or Bay Bridge failure, or other unplanned events. The Port is leading the project in collaboration with the Water Emergency Transportation Authority (WETA), with the support of the City's Office of Economic and Workforce Development, and consulting design teams. The project design and environmental permitting are complete. Dredging and site preparation (Phase 1) was completed in 2020. Due to the financial impact of COVID-19 and project funding limitations, the Port has revised the project timetable. However, as a short-term solution, the Port and WETA constructed an interim ferry landing at Pier 48½ with financial support from Golden Gate Transit. The interim facility opened in fall 2019. The Port currently expects primary project construction to begin in 2023 with completion in 2024.

- ***Port Security Grant Project*** **-** The Port's Security Grant Project created secure and dedicated berths for the San Francisco Police Department's (SFPD) marine vessels at Hyde Street Harbor. The project consisted of manufacturing and installing two main floats and four finger floats. The project also included installation of a JetDock system, installation of a security gate, light poles with a battery backup, and electrical wiring to facilitate future installation of security cameras. The new floats allow the SFPD to relocate its vessels from finger piers that are designated for commercial fishermen and into a secured area. The Port can now rent the vacant finger piers to commercial fishermen, generating additional revenue. Construction began in January 2021. The project was substantially complete in June 2021 and is expected to be completed in November 2021.

- ***Heron's Head Park Improvement*** **-** This project improves the Port's open spaces at Heron's Head Park and upgrades the amenities at the EcoCenter. The scope of work includes the construction of an Americans with Disabilities Act (ADA) compliant pathway from Heron's Head Park to the adjacent shoreline area; repaving a portion of the main path with asphalt; building a habitat protection fence to protect the southern shoreline; installation of electrical upgrades at the EcoCenter; and construction of irrigation. Construction began in March 2021 and is scheduled to be substantially complete in September 2021.

Debt Administration

Detailed information concerning the Port's long-term obligations can be found in Note 8 on pages 44-50 of this report. As of June 30, 2021, the Port had long-term debt obligations excluding bond premiums of $76,596,000, including $3,491,000 that is due during the next fiscal year. Total debt outstanding consists of $41,940,000 in revenue bonds, $27,515,000 in certificates of participation, and $7,141,000 in loans payable that is secured by specified revenue sources.

The Port issued refunding revenue Series 2020AB Bonds in 2020. The 2020 revenue bonds were issued with long-term credit ratings of "Aa3", "A" and "A" from Moody's Investor Services, Standard & Poor's Rating Services (S&P), and Fitch Ratings, respectively. The 2014 revenue bonds were issued with long-term credit ratings of "A1", "A-" and "A" from Moody's Investors Services, Standard & Poor's Ratings Services (S&P), and Fitch Ratings, respectively.

In May 2020, Moody's affirmed the Port's "Aa3" bond credit rating and revised its outlook to negative. In March 2020, Standard &Poor's revised its outlook to negative on nearly all long-term debt ratings in the U.S. Transportation sector. In January 2021, Fitch affirmed the 'A' rating and stable outlook.

Economic and Other Factors

Economy
The Port considers general economic conditions when preparing budgets and forecasts. The COVID-19 pandemic continues to have a tremendous impact on the national, state, local economies and on the Port, its tenants and customers. The Port's operating revenues declined significantly in 2021 largely due to significant declines in parking, cargo and fishing revenues.

Emergency use of various COVID-19 vaccines in December 2020 and the FDA's approval of the Pfizer-BioNTech vaccine in August 2021, have provided relief and hope for an economic recovery. However, recovery remains uncertain as the pandemic continues to evolve. While certain key industries that impact the Port, such as the hospitality[1] industry (e.g., food and beverage, recreation, travel, tourism), appear to be recovering and unemployment rates in San Francisco County have declined from 12.0% in June 2020 to 5.50 %[2] in June 2021, the Port is planning for a five-year economic recovery due to the uncertainty of future COVID-19 variants and vaccine acceptance.

Other factors
Amidst the COVID-19 pandemic, the Port remains focused on economic recovery and resiliency. The Port's 7.5 miles of waterfront is susceptible to both sea-level rise and damage from earthquakes. In the last three years, the Port has begun to actively address these issues with the creation of a Waterfront Resilience Program, which includes Proposition A (2018), the $425 million Seawall Earthquake Safety Bond, the Seawall Program, and a partnership with the U.S. Army Corps of Engineers under a general investigation approved by Congress to conduct the San Francisco Waterfront Coastal Flood Study. Proposition A is a down payment on the multi-generational and multi-billion-dollar project to improve the City and the Port assets and infrastructure along the Embarcadero Seawall for greater resilience in the face of earthquakes, floods, sea-level rise, and climate hazards. It will focus on making improvements to protect life safety, support regional disaster response and recovery efforts, and help protect the historic waterfront. The Waterfront Resilience Program will use Proposition A and other early program funding to implement the most immediate life safety upgrades to the Embarcadero Seawall at select locations and plan for additional work to ensure a resilient waterfront for 2100 and beyond.

Waterfront Resilience Program. The Waterfront Resilience Program is a major City and Port effort to improve the Port's 7.5-mile Embarcadero shoreline to provide increased seismic performance, provide near-term flood protection improvements, and plan for long-term resilience and sea-level rise adaptation. In 2018, the Port estimated that the cost of this work for the Embarcadero Seawall zone (approximately 3.5 miles) was up to $5 billion. The Port is now developing updated estimates of these costs for the entire 7.5 mile Port waterfront. The Port will implement the Waterfront Resilience Program over several decades and will require federal, state, and local permitting and funding to complete the effort. In 2017, the City convened a Seawall Finance Working Group to analyze sources and recommend a funding plan for the Program. The funding plan included a $425 million General Obligation Bond, which was overwhelmingly approved by voters in November 2018. Additionally, in February 2019, the Port secured a $5 million appropriation from the State of California. In August 2020, the Port released a multi-hazard seismic and flood risk assessment of Port and City infrastructure along the Embarcadero Seawall which is being used

[1] Office of Economic Analysis, Controller's Office, September 2021
[2] Labor Market,Information, Employment Development Department, State of California

as a guide to inform project planning. The City and the Port continue to seek other sources of revenue to fully fund the Waterfront Resilience Program.

Flood Study. The Port has also partnered with the United States Army Corps of Engineers (USACE) for the San Francisco Waterfront Coastal Flood Study, where the Port and USACE each committed $1.5 million to study flood risk along San Francisco's 7.5-mile waterfront. This USACE appropriation represents the beginning of the General Investigation process that will culminate in a recommendation to Congress regarding additional federal funding to design and construct a system of coastal flood defenses along the Port's jurisdiction to defend downtown San Francisco, Mission Bay and the Bayview from coastal flooding. The Port is also pursuing state and federal support as well as private contributions through special taxes to ensure a safe and inspiring waterfront for generations to come. To date, the Port has secured approvals of shoreline special taxes for the Pier 70 and Mission Rock projects to address sea-level rise and flood risk on Port property.

Ten-year capital plan. City Administrative Code Section 3.20 requires the City to produce a Ten-Year Capital Plan (Capital Plan) that is updated every two years, alternating with the City's current biennial budget process. The Capital Plan distinguishes between renewal work and enhancements. Renewal work returns an existing facility to its original state of good repair, whereas enhancements improve or increase asset performance. The most recent version of the Capital Plan, adopted by the Port Commission in February 2021 (2021-2031 Capital Plan), identifies $3.9 billion in capital investments, including $2.0 billion needed to fund deferred maintenance and subsystem renewals on Port facilities. This amount represents the anticipated cost over the next ten years to maintain Port facilities in a state-of-good-repair. The Port uses facility condition surveys to identify and prioritize maintenance projects that preserve and extend the economic life of the Port's productive assets. The 2022-2031 Capital Plan identifies an additional $1.9 billion for enhancement projects. The enhancement category includes $592.9 million for the Seawall Program, $605.0 million for conditional seismic work, and $733.1 million for other improvements.

The Port's need for capital investments has historically outpaced available funding. The Port has applied a multi-pronged approach to this challenge, including dedicating funding to capital, securing new external sources of funding, and targeting available funds to strategic projects. The 2021-2031 Capital Plan identifies $1.7 billion in available funding sources during the ten-year period. The anticipated sources include a mix of Port capital funds, private sector development project funding, City general obligation bond proceeds for parks and open space and the Seawall Program, tenant contributions pursuant to improvement and maintenance obligations required under existing leases, and federal, state, and local grants.

Development projects continue to be a significant driver for certain waterfront improvements. The current capital plan projects $796.8 million in development project funding over the ten-year period supported by a mix of public and private sources.

The Port has worked to increase the resources it allocates to address capital requirements. In 2012, the Port Commission adopted a capital budget expenditure funding policy that both designates a minimum percentage set aside of annual operating revenues to fund capital projects and allocates one-time and surplus revenues to capital expenditures. Pursuant to this, the Port has designated a minimum of 25% of operating revenue in its operating budget to fund capital expenditures. The Port's budget met or exceeded its capital funding target every year between 2012 and 2020 until COVID-19 revenue impacts forced reductions to the FY 2020-21 and FY 2021-22 capital expenditures below the required target. Once revenues return to normal levels, the Port anticipates meeting the specified threshold funding level in the remaining years of the Capital Plan.

The plan projects that at the end of the ten-year period, the Port will have invested $1.7 billion to fund both renewals and enhancements, leaving a backlog of $1.5 billion for renewal work. The backlog consists of projects for which the Port (1) does not currently have sufficient funds to cover the estimated costs to repair and renew the facility, and (2) has not issued a request for proposals (RFP) or entered negotiations with a developer to finance the upgrades. The Port has several options available to fund unmet needs: new public-private partnership development projects, new Port debt, general obligation bonds, grant opportunities, and infrastructure financing districts. Each new funding option requires substantial staff time to develop and implement and support from policy makers. These financing tools may also require the support of regulatory bodies such as the California State Lands Commission and the San Francisco Bay Conservation and Development Commission.

Legislative efforts. Since 2005, the Port has pursued state and local legislative changes to increase the options available to fund the Port's future capital requirements and to expand the range and profitability of uses on Port property. The Port's current federal and state legislative program focuses on securing funding for the Waterfront Resilience Program and shoreline improvements to enhance resilience and address sea-level rise. The Port has successfully obtained authority to: (1) capture the state and local share of certain property tax increment revenues that would otherwise be paid to the state and local entities, (2) form Infrastructure Finance Districts (IFDs) and issue IFD bonds against incremental property tax revenues, and (3) form Community Facility Districts to finance the public portion of several public-private development projects. Legislative efforts to support the Waterfront Resilience Program include the approval of the Seawall Bond in November 2018 and the award of a $5 million grant from the California Department of Natural Resources in February 2019.

In 2005, the California Legislature approved Senate Bill 1085, allowing the City and the Port to create IFDs in the Port area. IFDs help public agencies finance public infrastructure improvements by capturing and bonding against tax increment revenue generated in a district after it is established. Among other things, the State authorized the use of an IFD for urban waterfront areas in addition to undeveloped or underdeveloped areas; specifically clarified that publicly-owned property subject to tidelands trust for commerce, navigation and fisheries (the public trust), including filled tidelands, may be included in such districts; and enumerated additional examples of infrastructure improvements that qualify for IFDs, including seismic upgrades, historic renovation, environmental remediation, utility improvements, and structural repair or construction of seawalls, piers and wharves.

In June 2012, the Board of Supervisors approved an amended Resolution of Intention to establish Infrastructure Financing District No. 2, consisting of the entire waterfront area under Port jurisdiction, called the Port Area, and designated eight initial proposed project areas within this IFD. In June 2013, the Board of Supervisors adopted by resolution the "Guidelines for the Establishment and Use of Infrastructure Financing Districts on Project Areas on Land under Jurisdiction of the San Francisco Port Commission." In November 2015, the Board of Supervisors adopted a second amendment to the Resolution of Intention to Establish IFD under which the City declared its intention to establish Sub-Project Area G-1 (Pier 70 - Historic Core) within the Pier 70 district. Following all the necessary public processes and proceedings and by the passage of Ordinance No. 27-16 in March 2016, the Board of Supervisors formed and established the IFD and approved the related Infrastructure Financing Plan for the City and County of San Francisco Infrastructure Financing District No. 2 (Port of San Francisco). The activation of project or sub-project areas within the contemplated Port IFD will occur as entitled development activities progress. The following have been activated: Sub-Project Area G-1 (Pier 70 – Historic Core) by Ordinance No. 27-16; Project Area I (Mission Rock) and Sub-Project Areas I-1 through I-13 by Ordinance No. 34-18; and Sub-Project Areas G-2, G-3 and G-4 (Pier 70) by Ordinance No. 220-18.

The Port and its development partners seek to take full advantage of special use district financing tools to fund necessary public infrastructure and make development projects feasible. In addition to IFDs, the infrastructure financing plans for certain Port development projects contemplate the formation and implementation of community facility districts (CFDs), which are special tax districts established by local governments in California and commonly referred to as Mello-Roos.

In September 2019, the Board of Supervisors approved an Ordinance amending the City and County's Administrative Code Special Tax Financing Law, constituting Article 43.10, to authorize special tax financing of certain facilities and services related to the Pier 70 and Mission Rock Developments. The Board of Supervisors then approved Resolutions of Formation of the City and County of San Francisco Special Tax Districts 2019-1 (Pier 70 Condominiums) and 2019-2 (Pier 70 Leased Properties) in January 2020. Subsequently, it approved ordinances levying special taxes in the districts in February 2020. The Board of Supervisors approved a Resolution of Formation of the City and County of San Francisco Special Tax District 2020-1 (Mission Rock Facilities and Services) in April 2020 and subsequently approved an ordinance levying special taxes in the district in May 2020. The City, on behalf of the City's Special Tax District No. 2020-1 (Mission Rock Facilities and Services), issued Development Special Tax Bonds, Series 2021A in the amount of $43,300,000 in May 2021. The City anticipates issuing additional Mission Rock Facilities and Services CFD Bonds in fiscal year 2021-22.

In Fall 2021 the Port submitted a $56,600,000 request for American Recovery Plan Act (ARPA) stimulus funding to the California State Lands Commission. This amount reflects the revenue losses the Port incurred in 2020 as a direct result of the COVID-19 pandemic. The State Lands Commission has indicated that the Commission will make ARPA allocation decisions in December 2021.

Referendum and initiative processes. In the last ten years, San Francisco voters have approved several local ballot measures that affect waterfront development. In November 2013, City voters passed a referendum overturning a June 2012 decision of the Board of Supervisors to allow the construction of a proposed high-rise residential development along the Embarcadero, including the Port's Seawall Lot 351. A referendum is a petition protesting an ordinance passed by the Board of Supervisors and asking that the Board of Supervisors reconsider the matter. If the Board does not repeal the ordinance, it is submitted to the voters at the next general municipal election or a special election. The 2013 referendum reversed an increase in building height granted to the development by earlier City approvals. As a result of the referendum and litigation related to the project's certification under the California Environmental Quality Act (CEQA), the project at Seawall Lot 351 did not occur. The Port continues to operate Seawall Lot 351 under a license agreement to provide parking for the Ferry Building and other visitors to the waterfront. City voters may also use the initiative process, whereby a proposal for a new ordinance or charter amendment is placed on the ballot by a petition with the required number of signatures. The Port's properties were the subject of Proposition B passed by the San Francisco electorate on June 3, 2014. Proposition B requires voters' approval prior to any development on Port property that exceeds the height limits in effect as of January 1, 2014. Proposition B applies to property currently under the control of the Port Commission, and any property that the Port may acquire in the future. Proposition B requires that any future ballot question to increase height limits on Port property must specify both the existing and proposed height limits. The Pier 70 Waterfront Site and Mission Rock development projects on Port property have become subject to the requirements of Proposition B. The developer of the Pier 70 Waterfront Site, through ballot measure Proposition F, received voter approval for its project's increase in height limits on November 4, 2014. The developer Mission Rock also received voter approval for its project's increase in height limits through Proposition D on November 3, 2015. Both projects have secured entitlements and are currently under construction. See the development activities section below for more information.

Waterfront Land Use Plan. The Port of San Francisco's Waterfront Land Use Plan (Waterfront Plan) establishes land use and urban design policies applicable to the waterfront properties under the Port's jurisdiction. The Port Commission initially adopted the Waterfront Plan in 1997. The plan has enabled the Port Commission, the City and the community to jointly define locations for new public-private partnership projects along the waterfront. The Port commenced a three-year public process to update the Waterfront Plan in 2015. A Waterfront Plan Working Group developed 161 Port-wide policy recommendations concerning how the Port should update its policies on land use, open space, maritime, transportation, environmental and waterfront resilience. Many recommendations call for new goals and policies and revisions to the 1997 Waterfront Plan. The Port published the Draft Waterfront Plan in June 2019. The Draft Plan is a comprehensive update that will guide the Port's work to make the waterfront more resilient and promote improvements, including pier rehabilitation development projects in the Embarcadero Historic District. More information, including the Waterfront Plan Working Group's full report, can be found at https://sfport.com/waterfront-plan-update. The Waterfront Plan is undergoing an environmental review pursuant to the California Environmental Quality Act. Port staff anticipates completion of an Environmental Impact Report by spring 2022.

The Port is working with the San Francisco Bay Conservation and Development Commission (BCDC) to amend BCDC's San Francisco Waterfront Special Area Plan to create consistent planning policies for the waterfront area under the Port's jurisdiction, from Fisherman's Wharf to India Basin. This work is underway and will be coordinated with the Waterfront Plan EIR.

The 1997 Waterfront Plan identified several locations where mixed-use developments, including maritime, open space, and public access uses are encouraged. Such projects are generally undertaken as public-private partnerships, in which the Port enters into a development agreement and a long-term lease with a private developer, usually selected through a request for proposal process. Active development activities include:

Pier 70 Area
Pier 70 is approximately 69 acres, located on San Francisco's Central Waterfront, generally between 18th and 22nd Streets, east of Illinois Street. In April 2014, the National Park Service approved the Port's nomination for the Union Iron Works Historic District at Pier 70 and listed the district in the National Register of Historic Places. As discussed in more detail in Note 16, the Port has completed an environmental investigation and risk assessment of the project area. Findings from the completed risk assessment do not indicate any immediate need for soil or groundwater remediation. The Port Commission endorsed the Pier 70 Master Plan in May 2010. The plan balances sustained ship repair, historic preservation, new waterfront parks, and new development. It identifies over three million square feet of new building potential and 700,000 square feet of buildings to be rehabilitated.

Historic Core - In February 2012, the Port Commission selected a developer, and in May 2012, entered into an exclusive negotiation agreement (ENA) for the lease, rehabilitation, and development of the Pier 70 20th Street Historic Buildings. The developer defined a use program of office, light industrial, and commercial uses to revitalize the eight buildings in this project. In October 2012, the Port Commission endorsed a non-binding term sheet describing the fundamental deal terms. The Board of Supervisors added its endorsement of the term sheet and found the proposed development fiscally feasible under Chapter 29 of the Administrative Code in December 2012. The Port and the developer executed the lease in July 2015. Construction of core and shell improvements commenced in August 2015, and the first completed building became available for occupancy in June 2017. Building 101 is the final building under construction with completion anticipated in September 2021. All the project buildings have been subleased, and all but one is now occupied.

Waterfront Site - This project area requires significant infrastructure investment and land use approvals to redeploy a largely vacant portion of Pier 70 for new uses in new buildings, alongside three historic buildings that will be rehabilitated and adaptively reused. In May 2013, the Port Commission endorsed a non-binding term sheet describing the fundamental deal terms for the project. The Board of Supervisors endorsed the term sheet in June 2013 and determined the proposed development to be fiscally feasible under Chapter 29 of the Administrative Code. The passage of Proposition F in 2014 allowed a 90-foot height limit for the site. The land use program for the 28-Acre Waterfront Site, as defined within the proposed Pier 70 Special Use District amendments to the Planning Code, allows for the development of approximately 1,100 to 2,150 new residential units, and between one million and two million gross square feet of commercial and office space, as well as small-scale manufacturing, retail, neighborhood services, waterfront parks and public infrastructure. The developer secured necessary project entitlements, including certification of the Final Environmental Impact Report, in fall 2017.

Development of the Waterfront Site, which will occur in three phases, is governed by the Disposition and Development Agreement, Development Agreement, and Master Lease with the master developer. Following the close of the master lease, the master developer commenced site preparation in May 2018 for Phase 1 of the project, which includes the development of three acres of parks and backbone infrastructure to support an anticipated 588 residential units, more than 50,000 square feet of maker/PDR/retail space, and up to 460,000 square feet of office. In March of 2019 construction of horizontal infrastructure including installation of utilities, including auxiliary water supply main, low-pressure water main, combined sewer main, integrated sewer storage, and non-potable water main along 20th Street, Maryland Street, Louisiana Street, 21st Street, and 22nd Street, as well as surface improvements began. Phase 1 horizontal improvements have been substantially completed, excluding parks which will be constructed on a schedule that coincides with the delivery of adjacent vertical development. The master developer is completing the rehabilitation of historic Building 12 but has not yet exercised its options for any of the Phase 1 development parcels, primarily due to the unprecedented economic impacts and uncertainties caused by the COVID-19 pandemic.

Crane Cove Park - Crane Cove Park is a significant new Blue Greenway waterfront park located in the Central Waterfront, generally between 19th and Mariposa Streets east of Illinois Street, in the Union Iron Works National Historic District at Pier 70. Park features include interpretation of the historic slipway and gantry cranes, a grand entrance plaza, a large green, a public beach with access for human-powered boats, landscaping, historical artifacts, and renovations to Building 49, including restrooms. The park opened to the public in September 2020 and the 19th Street parking lot and 19th and Georgia Street construction were completed in July 2021. The final piece of the project is a partial renovation of Building 49, including public restrooms. Construction on that phase began in June 2021 and is anticipated to be completed by the end of 2021.

Seawall Lot 337 and Pier 48 ("Mission Rock")

In 2010, the Port entered into an Exclusive Negotiation Agreement (ENA) with Seawall Lot 337 Associates, LLC, for the mixed-use development of Seawall Lot No. 337 (SWL 337) and the adjacent Pier 48. Pursuant to the ENA, in 2012 the developer submitted its revised proposal for a flexible mixed-use development at the site, balancing residential, office, retail, exhibition, and parking use. The Port Commission and the Board of Supervisors endorsed a non-binding term sheet describing the fundamental negotiated elements and proposed financial terms for the lease and development of the project site in 2013. The Board of Supervisors also found the proposed development fiscally feasible under Chapter 29 of the Administrative Code. In 2014, the Port Commission approved an Amended and Restated ENA affording the developer additional time to accomplish the additional steps required due to Proposition B (June 2014). With the passage of Proposition D in 2015, the developer obtained voter approval of the project's proposed maximum building heights. The project secured necessary approvals in 2018 from the Port Commission, the Board of Supervisors, and the State Lands Commission and received Bay Conservation and Development Commission permit approval in June 2018. Transaction documents, including the disposition and development agreement and financing plan for the fully entitled project, were executed in August 2018, and the Port Commission approved the Phase 1 budget in September 2019. Horizontal construction on parcels A, B and G began in 2021 and in May 2021, the Mission Rock Community Facilities District (CFD), issued $43,300,000 of City & County of San Francisco Facilities & Services Development Special Tax Bonds, Series 2021A to fund horizontal construction. These are not the Port's revenue bonds, but debt of the Mission Rock CFD. The developer anticipates that construction on parcel F will begin in early 2022.

Fire Station #35 Expansion at Pier 22½

The Pier 22½ Fire Station #35 (FS 35) expansion project will improve the City's capacity for meeting current and future fire service demands, including water-oriented emergency response. The project concept consists of the construction of a new two-level, approximately 15,000 square feet fireboat station on a new floating pier behind the existing historic fire station. The new pier will provide berths for three fireboats and multiple small watercrafts. The 2014 Earthquake Safety and Emergency Response bond provides funding for construction of this new and expanded facility. Construction commenced in the fall of 2019 and is expected to be completed in the winter of 2021.

Alcatraz Embarkation

The Pier 31½ marginal wharf is currently the embarkation point for visitors to Alcatraz Island, a major tourist destination run by the National Park Service (NPS). NPS, its partner, the Golden Gate National Parks Conservancy and the Port are working together to transform the site, which was constructed for relatively short-term use, into a first-class embarkation site leasable for up to 50 years. The long-term designation of the site as the entry to Alcatraz facilitates a significant investment to create high-quality visitor amenities and interpretation. The proposed project includes: (1) renovation of the interiors of the Piers 31 and 33 bulkheads (approximately 18,000 square feet of gross leasable area); (2) improvements to 43,000 square feet of marginal wharf for a pedestrian-only area with public open space, passenger queueing, and site circulation; (3) addition of a second float to increase ferry capacity; (4) improvements to 13,200 square feet of support, storage, and parking area within the Pier 31 and Pier 33 sheds; and (5) repairs to the substructure of the Pier 31½ marginal wharf. The Port Commission and the Board of Supervisors endorsed a term sheet for the project in 2016. The Port Commission approved entitlements and transaction documents in June 2018, and the Board of Supervisors approved the project in September 2018. Construction will be phased, with multiple parties performing the work under different leases with different start dates. Repairs and improvements to the substructure of Pier 31½ and adjacent apron structures were completed in 2019. Due to the economic effects of the pandemic, construction on the tenant-led improvements has been delayed. While this delay was unforeseen, the lease requires that improvements be completed by 2024.

Seawall Lot 322-1 Development for Affordable Housing (88 Broadway)
In 2014, the Port Commission approved a memorandum of understanding between the Port and the Mayor's Office of Housing and Community Development (MOHCD) to explore the feasibility of developing Seawall Lot 322-1 with affordable housing. After securing approvals from the Port Commission, the Board of Supervisors and the state, project construction commenced in May 2019. Occupancy of the project which includes approximately 124 affordable housing units and one manager unit occupying 137,100 building gross square feet and a nonresidential space occupying 8,700 building gross square feet commenced in May 2021. A Final Certificate of Completion and Occupancy is expected to be issued for this project in the second half of 2021. MOHCD paid the Port approximately $15 million for the opportunity to use this seawall lot for affordable housing for the next 75 years.

Seawall Lots 323 and 324
In 2015, the Port Commission approved an ENA with Teatro ZinZanni and a financial partner, operating together as TZK Broadway, LLC, for the lease and development of Seawall Lots 323 and 324. The project includes a dinner-theater, a maximum 200-room, 40-foot-high boutique hotel, an approximately 14,000-square foot privately-financed public park, and ancillary uses. This project has been further refined through the entitlement process and its hotel component room count is now 192. The Port Commission and the Board of Supervisors both endorsed a non-binding term sheet for the project in 2016. On September 10, 2019, pursuant to Resolution 19-36, the Port Commission approved the proposed lease for this project. On January 14, 2020, the Board of Supervisors adopted Resolution No. 05-20, approving the proposed lease as well. The developer has secured project entitlements, and it is currently seeking building permit and construction financing. Due to the impact of the pandemic on the hospitality industry, the project timeline now anticipates construction to start by early 2022 with completion by 2023 or 2024.

Mission Bay Ferry Landing Terminal
The Mission Bay Ferry Landing will provide regional ferry service to and from San Francisco's Mission Bay, Dogpatch, Potrero Hill, Pier 70, and Central Waterfront neighborhoods. The ferry landing will provide the capability to berth two ferry boats simultaneously with the capacity to handle up to 6,000 passengers per day. The terminal is essential to alleviate current regional transportation overcrowding and provide transportation resiliency in an earthquake, BART or Bay Bridge failure, or other unplanned events. The Port is leading the project in collaboration with WETA, with the support of the Mayor's Office, Office of Economic and Workforce Development, and consulting design teams. The project design and environmental permitting are complete. Dredging and site preparation (Phase 1) was completed in 2020. Due to the financial impact of COVID-19 and project funding limitations, the Port has revised the project timetable. However, as a short-term solution, the Port and WETA constructed an interim ferry landing at Pier 48½ with financial support from Golden Gate Transit. The interim facility opened in fall 2019. The Port currently expects primary project construction to begin in 2023 with completion in 2024.

Potrero Power Station Project and Development Agreement
In February 2020, the Port Commission authorized a 66-year lease between California Barrel Company (CBC) and the Port for 1.6 acres of waterfront property within the Potrero Power Station Project larger Development Project. CBC is the project sponsor of the Potrero Power Station project, a 5.4 million square-foot development managed by the City's Office of Economic and Workforce Development through a Development Agreement. The project is situated adjacent to the Port on City land, will include over 2,500 dwelling units, 1.6 million square feet of commercial space, and over 75,000 square feet of community and assembly uses. Through the approved lease and development agreement, CBC will construct approximately seven acres of public parks and open space, including 1.6 acres on Port property. The lease for the Port land is one dollar a year for 66 years. CBC prepaid the lease in its entirety.

Park Projects

Since 2008 the Port has received funding from two parks bond issues, $34.5 million from the 2012 bond measure and $33.5 million from the 2008 measure. Port projects funded by the 2012 bond issue include the Cruise Terminal Plaza fronting the James R. Herman Cruise Terminal at Pier 27, Agua Vista Park, Crane Cove Park, and improvements to Islais Creek and Heron's Head Park. The 2008 bond issue funded projects including a promenade at Pier 43½ in Fisherman's Wharf, the Brannan Street Wharf Park, Bayfront Park, Crane Cove Park, Islais Creek, Bayview Gateway, and improvements to Heron's Head Park. Through June 30, 2021, the Port has expended approximately $97.6 million for park projects, including $63.6 million from the park bonds and $34 million from other funds. The Port expects to substantially complete the improvements to Heron's Head Park in September 2021. Potential improvements include an ADA compliant pathway, habitat protection fencing, electrical upgrades, irrigation, stairways, and a ramp on the northside of the picnic area.

Requests for Information

This report is designed to provide a general overview of the Port of San Francisco's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Public Information Officer at Port of San Francisco, Pier 1, San Francisco, California, 94111. Additional information concerning the Port can also be found at www.sfport.com. Questions concerning the City and County of San Francisco or requests for a copy of the City's Comprehensive Annual Financial Report should be addressed to: Office of the Controller, City and County of San Francisco, City Hall, Room 316, 1 Dr. Carlton B. Goodlett Place, San Francisco, California 94102. Additional information concerning the City may also be found at www.sfgov.org.

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

Statements of Net Position
June 30, 2021 and 2020
(dollar amounts in thousands)

	2021	2020
Assets		
Current assets:		
Unrestricted:		
Cash and investments held in City Treasury (Note 3)	$ 180,959	$ 184,754
Cash held outside of City Treasury (Note 3)	5	5
Receivables, net (Note 4)	19,264	13,591
Due from other City funds (Note 13)	642	60
Accrued interest receivable	126	591
Materials and supplies	1,609	1,583
Prepaid charges and advances (Note 5)	11	48
Total unrestricted current assets	202,616	200,632
Restricted:		
Cash and investments held in City Treasury (Note 3)	41,600	55,958
Cash and investments held outside of City Treasury (Note 3)	5,282	5,691
Total restricted current assets	46,882	61,649
Total current assets	249,498	262,281
Noncurrent assets:		
Capital assets (Note 6):		
Nondepreciable	115,877	139,258
Depreciable, net	332,580	322,519
Capital assets, net	448,457	461,777
Unrestricted other noncurrent assets (Note 7)	2,635	2,713
Advance to other City Fund (Note 13)	369	369
Total noncurrent assets	451,461	464,859
Total assets	700,959	727,140
Deferred outflows of resources		
Deferred outflows of resources from refunding of debt (Note 8)	166	175
Deferred outflows of resources related to pension (Note 10)	13,884	13,835
Deferred outflows of resources related to other postemployment benefits (OPEB) (Note 12)	5,168	4,481
Total deferred outflows of resources	19,218	18,491

The accompanying notes are an integral part of these financial statements.

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

Statements of Net Position (Continued)
June 30, 2021 and 2020
(dollar amounts in thousands)

	2021	2020
Liabilities		
Current liabilities:		
Accounts payable and accrued expenses	$ 4,669	$ 8,055
Due to other City funds (Note 13)	667	3,402
Accrued interest payable	1,281	1,338
Accrued payroll	2,128	2,059
Accrued vacation and sick leave pay (Note 8)	1,862	1,587
Accrued workers' compensation (Notes 8 and 17)	472	450
Estimated claims payable (Notes 8 and 17)	425	100
Current maturities of long-term obligations (Note 8)	3,491	3,367
Pollution remediation obligations (Notes 8 and 16)	1,670	-
Prepaid rents and advance payments	3,727	3,345
Rent credits due to tenants	1,842	1,951
Lessee and other deposits	10,626	10,719
Total current liabilities	32,860	36,373
Noncurrent liabilities:		
Accrued vacation and sick leave pay (Note 8)	1,850	1,259
Accrued workers' compensation (Notes 8 and 17)	2,052	2,107
Estimated claims payable (Notes 8 and 17)	350	350
Long-term obligations - net of current maturities (Note 8)	77,432	81,140
Pollution remediation obligations (Notes 8 and 16)	8,660	2,942
Net pension liability (Note 10)	46,503	37,124
Net OPEB liability (Note 12)	30,792	31,448
Prepaid rents, advance payments and other liabilities	27,360	27,963
Rent credits due to tenants	41,983	43,824
Total noncurrent liabilities	236,982	228,157
Total liabilities	269,842	264,530
Deferred inflows of resources		
Deferred inflows of resources related to pensions (Note 10)	1,947	7,547
Deferred inflows of resources related to OPEB (Notes 12)	4,485	2,262
Total deferred inflows of resources	6,432	9,809
Net position		
Net investment in capital assets	328,291	334,472
Restricted for capital projects	31,063	42,371
Unrestricted	84,549	94,449
Total net position	$ 443,903	$ 471,292

The accompanying notes are an integral part of these financial statements.

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

Statements of Revenues, Expenses and Changes in Net Position
For the Years Ended June 30, 2021 and 2020
(dollar amounts in thousands)

	2021	**2020**
Operating revenues (Note 9):		
Commercial and industrial	$ 59,147	$ 55,733
Parking	9,992	18,540
Cruise	292	5,227
Cargo	8,186	8,443
Fishing	1,383	2,218
Harbor services	6,585	6,523
Other maritime	3,337	3,507
Other	5,408	8,672
Total operating revenues	94,330	108,863
Operating expenses:		
Personal services	51,035	42,650
Contractual services	23,176	19,901
Utilities	2,418	2,883
Materials and supplies	1,017	1,628
Depreciation and amortization	23,479	26,379
General and administrative	5,799	4,405
Services provided by other City departments (Note 13)	22,234	20,105
Pollution remediation (Note 16)	7,388	(1,207)
Other	1,751	1,534
Total operating expenses	138,297	118,278
Operating loss	(43,967)	(9,415)
Nonoperating revenues (expenses):		
Interest and investment income	597	5,306
Operating grants and transfers	1,136	2,141
Gain from insurance settlement (Note 6)	16,442	3,381
Gain from dispositions, net	5	15
Bond issuance costs	-	(606)
Interest expense	(3,053)	(4,063)
Other	(808)	-
Total net nonoperating revenues	14,319	6,174
Change in net position before capital contributions	(29,648)	(3,241)
Capital contributions:		
Grants from government agencies and other contributions	2,259	43,895
Change in net position	(27,389)	40,654
Net position, beginning of the year	471,292	430,638
Net position, end of the year	$ 443,903	$ 471,292

The accompanying notes are an integral part of these financial statements.

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

Statements of Cash Flows
For the Years Ended June 30, 2021 and 2020
(dollar amounts in thousands)

	2021	2020
Cash flows from operating activities:		
Cash received from tenants for rent	$ 71,109	$ 76,592
Cash received from customers and others	33,302	28,510
Deposits received from tenants and customers	416	1,444
Cash paid to employees for services	(46,040)	(44,885)
Cash paid to suppliers for goods and services	(51,252)	(29,323)
Cash paid to the City for services	(21,717)	(19,209)
Customer deposits returned	(472)	(459)
Net cash provided by (used in) operating activities	(14,654)	12,670
Cash flows from noncapital financing activities:		
Contributions and receipts from other City Departments	250	14,900
Operating grants	998	2,846
Loan distributions	(808)	-
Payment for demolition and other costs funded by insurance proceeds	(4,436)	-
Insurance proceeds	18,856	6,100
Net cash provided by noncapital financing activities	14,860	23,846
Cash flows from capital and related financing activities:		
Acquisition and construction of facilities and equipment	(11,971)	(24,930)
Dredging	-	(574)
Payments of long-term debt	(3,367)	(2,084)
Payment to bond refunding escrow	-	(4,101)
Interest payments on long-term debt	(3,445)	(3,673)
Capital grants and contributions received	1,849	775
Capital contributions received from the City	7,886	46,029
Capital contributions paid to the City	(10,826)	-
Refunding bond issuance costs	-	(606)
Repayment from ODI loan	60	-
Proceeds from sale of equipment and materials	5	15
Net cash provided by (used in) capital and related financing activities	(19,809)	10,851
Cash flows from investing activities:		
Interest and investment income	1,041	6,007
Change in cash and cash equivalents	(18,562)	53,374
Cash and cash equivalents, beginning of year	246,135	192,761
Cash and cash equivalents, end of year	$ 227,573	$ 246,135

The accompanying notes are an integral part of these financial statements.

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

Statements of Cash Flows (Continued)
For the Years Ended June 30, 2021 and 2020
(dollar amounts in thousands)

	2021	2020
Reconciliation of operating loss to net cash provided by operating activities:		
Operating loss	$ (43,967)	$ (9,415)
Adjustments to reconcile operating loss to net cash provided by operating activities:		
Depreciation and amortization	23,479	26,379
Increase in allowance for doubtful accounts	12,556	6,176
Net effects of (increase) decrease in:		
Receivables	(18,041)	(6,456)
Materials and supplies	84	(235)
Prepaid charges, advances and other assets	76	150
Receivable from other City funds	-	(21)
Net effects of increase (decrease) in:		
Accounts payable and accrued expenses	575	(486)
Payable to other City funds	(377)	(183)
Accrued payroll	69	405
Accrued vacation and sick leave pay	866	527
Accrued workers' compensation	(33)	9
Estimated claims payable	325	-
Pollution remediation obligations	7,388	(1,207)
Net OPEB liability and related deferred outflows/inflows of resources	880	112
Rent credits, prepaid rent and other liabilities	(2,264)	(693)
Net pension liability and related deferred outflows/inflows of resources	3,730	(2,392)
Net cash provided by (used in) operating activities	$ (14,654)	$ 12,670
Noncash capital and related financing activities:		
Acquisition of capital assets in accounts payable and accrued expenses	$ 900	$ 2,840
Demolition and other costs funded by insurnace proceeds in accounts payable and accrued expenses	5	2,027
Capitalized interest	128	22
Asset disposals and abandoned capital improvement projects	-	(692)
Proceeds of refunding bonds deposited into refunding escrow	-	26,689
Pier 70 and Mission Rock CFDs promissiory notes and accrued interest	38,382	40,949
Allowance for CFDs promissiory notes and accrued interest	(38,382)	(40,949)
Reconciliation of cash and equivalents to the statement of net position:		
Cash and investments held in City Treasury		
Unrestricted	$ 180,959	$ 184,754
Restricted	41,600	55,958
Cash and investments held outside City Treasury		
Unrestricted	5	5
Restricted	5,282	5,691
Cash and equivalents	227,846	246,408
Less: Investment outside of City Treasury not meeting the definition of cash equivalents	(273)	(273)
Total cash and cash equivalents	$ 227,573	$ 246,135

The accompanying notes are an integral part of these financial statements.

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1. Organization

The Port of San Francisco (Port) is an enterprise fund of the City and County of San Francisco (City). Only the accounts of the Port are included in these financial statements. There are no component units that should be considered for inclusion in the Port's financial reporting entity. A five-member Port Commission is responsible for the organization's operation, development, and maintenance. Commission members are appointed by the Mayor and confirmed by the Board of Supervisors for fixed terms of four years. The Port is a department of the City, and the accompanying financial statements are included in the City's basic financial statements.

Prior to February 1969, the Port was owned and administered by a state agency, the San Francisco Port Authority. In February 1969, the State of California (State) transferred the Port in trust to the City under the terms and conditions specified in the State statutes of 1968, Chapter 1333 (Burton Act), as amended, and ratified by the City's voters in November 1968. Under the terms of the Burton Act, the State Legislature reserves the right to amend, modify, or revoke, in whole or in part, the transfer of lands in trust, provided that the State would then assume all lawful obligations related to such lands.

The Port's revenue is derived primarily from property rentals to commercial and industrial enterprises and from maritime operations, which include cargo, ship repair, fishing, harbor services, cruise and other maritime activities. Substantially all of the Port's property rental customers are located within the boundaries of the City. Port revenues are held in a separate fund (Harbor Fund) and are appropriated for expenditure pursuant to the budget and fiscal provisions of the City Charter, consistent with trust requirements. Under public trust doctrine, the Burton Act, and the transfer agreement between the City and the State, these revenues may be spent only for uses and purposes of the public trust.

2. Significant Accounting Policies

Basis of Accounting

The Port's financial statements are prepared using the economic resources measurement focus and the accrual basis in accordance with generally accepted accounting principles as promulgated by the Governmental Accounting Standards Board (GASB). Under the accrual basis of accounting, revenues are recorded when earned and expenses are recorded when a liability is incurred. The statement of net position presents the residual difference between (a) assets and deferred outflows of resources and (b) liabilities and deferred inflows of resources as the net position. Net position is reported in three broad components, as applicable – net investment in capital assets; restricted; and unrestricted. Under the all-inclusive approach to presenting the changes in net position, all Port revenues, including capital contributions, are reported in the statement of revenues, expenses and changes in net position.

Cash Equivalents

The Port considers highly liquid investments with a maturity of three months or less when purchased to be cash equivalents. The Port's cash and investments in the City Treasury are, in substance, demand deposits and are considered cash equivalents.

2. Significant Accounting Policies (Continued)

Investments

The Port reports its investments at fair value in the accompanying financial statements and the corresponding change in fair value of investments is reported in the year in which the change occurs. Money market investments with a remaining maturity at the time of purchase of one year or less are valued at amortized cost.

Fair Value

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value is a market-based measurement, using observable market transactions or available market information.

Restricted Cash and Investments

Assets whose use is restricted to specific purposes by bond indenture or otherwise are segregated on the statement of net position. These assets are primarily restricted for construction and debt service purposes. Bond interest and redemption represent funds accumulated for debt service payments due in the next twelve months and reserve funds set aside to make up potential future deficiencies. A bond trustee holds these funds.

Cash security deposits received by the Port pursuant to lease agreements are held in the City Treasury. Other lessee deposits are renewable certificates of deposit tendered by tenants in lieu of cash and held by banks as third-party certificates in the name of the Port.

Capital outlay funds are restricted for use in construction and acquisition of equipment, due to restrictions from grant agreements and bond resolutions. It is the Port's policy to first apply restricted resources when both restricted and unrestricted resources are available to cover the expenditure.

Materials and Supplies

Materials and supplies are used for construction and maintenance of Port facilities and are stated at average cost. The Port, at various times, receives donated materials and supplies and recognizes the donations in the period received, at fair value.

Capital Assets

Land transferred to the City in February 1969 is stated at an amount which includes an increase over the historical cost of $56,063,000. This amount was recorded by the State to reflect appraised values in 1929 and carried forward in the accounting records transferred to the City.

Capital assets purchased are stated at cost. It is the policy of the Port to capitalize all expenditures of more than $100,000 for infrastructure and facilities and improvements and $5,000 for equipment and vehicles with an estimated useful life in excess of one year. Donated surplus equipment received from the federal government is carried at an acquisition value determined in accordance with federal guidelines. Interest paid on bond funds used for construction purposes, less interest earned on the temporary investment of the proceeds of such tax-exempt borrowings, if applicable, is capitalized from the date of borrowing through the construction period.

2. Significant Accounting Policies (Continued)

Capital Assets (continued)

Depreciation and amortization expense are calculated using the straight-line method over the following estimated useful lives of the assets:

Facilities and improvements	5 to 65 years
Machinery and equipment	2 to 30 years
Infrastructure	15 to 40 years
Intangible assets	Varies with type

Tenant improvements are amortized using the straight-line method over the shorter of the estimated life of the asset or the remaining term of the related lease. Maintenance and repairs are expensed as incurred. Dredging costs are amortized using the straight-line method over the estimated useful period ranging from one to seven years.

Bond Premiums, Discounts and Issuance Costs

Bond premiums and discounts are amortized using the straight-line method over the life of the bonds. Bonds payable are recorded net of the applicable bond premium or discount. Bond issuance costs are expensed when incurred.

Gains or losses from Refunding of Debt

Gains or losses from refunding of debt prior to maturity are reported as deferred outflows and deferred inflows of resources from refunding of debt. The balances are amortized and recorded as a component of interest expense using straight line method over the remaining life of the old debt or the life of the new debt, whichever is shorter.

Rent Credits

Rent credits are issued to certain tenants to finance certain facility improvements that are beneficial to the Port. Rent credits are recognized in accordance with the lease agreements by those tenants. Port facility improvements and related rent credit obligations, which apply against tenant minimum rents, are recorded by the Port and amortized over the leasehold period using the straight-line method.

Pollution Remediation Obligations

Pollution remediation obligations represent the accrued costs to address current or potential detrimental effects of existing pollution. These obligations are measured at their current value using a cost-accumulation approach, based on the pollution remediation outlays expected to be incurred to settle those obligations. Each obligation or obligating event is measured as the sum of probability-weighted amounts in a range of possible estimated amounts. Some estimates of ranges of possible cash flows may be limited to a few discrete scenarios or a single scenario, such as the amount specified in a contract for pollution remediation services.

2. Significant Accounting Policies (Continued)

Restricted Net Position

Restricted net position consists of restricted assets and deferred outflows of resources reduced by liabilities and deferred inflows of resources related to those assets. A liability relates to restricted assets if the asset results from a resource flow that also results in recognition of a liability or if the liability will be liquidated with the restricted assets reported. Assets are considered restricted when constraints on consumption or use are imposed by third parties or enabling legislation.

Operating Revenues and Expenses

The Port distinguishes operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from real estate leasing, maritime and other principal ongoing activities of the Port's normal business operations. Real estate revenues consist principally of rentals of Port property to industrial, commercial, retail, office and other business enterprises. Parking revenues include parking lot operations, metered on-street parking and parking fine revenue. Maritime revenues are derived from vessel operations, warehousing, harbor services and other maritime activities. Vessel operations include roll-on/roll-off ships for automobiles, dry, liquid bulk, and break-bulk cargoes, cruise, and other berthing. Other operating revenues include building permit and inspections fees. Operating expenses include facility maintenance, the cost of operations, administrative expenses, and depreciation and amortization on capital assets. Revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Minimum base rental revenue is recognized on the straight-line basis over related lease terms. Most term leases provide rents to be payable to the Port in equal monthly installments on the first day of each month until the termination of the lease. Contingent rentals are recorded or accrued only for periods in which thresholds for gross sales or revenues are met by the tenant. Use fees are recorded when the fee is earned, based on actual occupancy or use. Use fees are assessed by a measuring unit (e.g. lineal feet of the vessel for dockage) or measured time (e.g. per twenty-four-hour day). Maritime activity or use fees may be based on a standardized tariff schedule or covered by specific contractual agreements.

Capital Contributions

The Port, at various times, receives federal and state grants, proceeds from City general obligation bonds, and other funds from external sources for the construction of waterfront facilities and improvements. The funds are reported as capital contributions on the statement of revenues, expenses and changes in net position.

Effects of New Pronouncements

In 2020, the City adopted GASB Statement No. 95, Postponement of the Effective Dates of Certain Authoritative Guidance, to provide relief to governments and other stakeholders in light of the COVID-19 pandemic.

2. Significant Accounting Policies (Continued)

In 2021, the City adopted GASB Statement No. 84, *Fiduciary Activities* (GASB 84), GASB Statement No. 90, *Majority Equity Interests, an amendment of GASB Statements No. 14 and No. 61* (GASB 90), GASB Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans—an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32* (GASB 97), and GASB Statement No. 98, *The Annual Comprehensive Financial Report* (GASB 98). GASB 84 improves guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. GASB 90 enhances the consistency and comparability of reporting a government's majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units. GASB 97 clarifies the criteria used in determining whether a fiduciary component unit exists and clarifies financial reporting for Internal Revenue Code Section 457 deferred compensation plans. GASB 98 established the term Annual Comprehensive Financial Report and its acronym ACFR and eliminates the prior name and acronym. The City's adoption of the above mentioned GASB Statements did not have a material impact on the Port's financial statements.

The City and the Port are currently analyzing their accounting practices to determine the potential impact on the financial statements of certain new accounting standards pronouncements issued by the GASB, including GASB Statement No. 87, *Leases* (GASB 87), GASB Statement No. 89, *Accounting for Interest Cost Incurred before the End of a Construction Period*, GASB Statement No. 91, *Conduit Debt Obligations*, GASB Statement No. 92, *Omnibus 2020,* GASB Statement No. 93, *Replacement of Interbank Offered Rates*, GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, and GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*.

The Port anticipates that the implementation of GASB 87 will have a material impact on the Port's financial statements. GASB 87 establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under GASB 87, a lessor (like the Port) is required to recognize, for each lease, a lease receivable and a deferred inflow of resources. The lease receivable is measured at the present value of lease payments expected to be received during the term of the lease. The deferred inflow of resources is measured at the value of the lease receivable plus any payments received at or before the commencement of the lease term that relates to future periods. Interest revenue is recognized on the lease receivable and inflow of resources (revenue) is recognized from the deferred inflows of resources in a systematic and rational manner over the term of the lease. Lessors do not derecognize the asset underlying the lease. To allow adequate time for financial statement preparers to plan for the transition and its implementation, the accounting change for leases is required by the year ending December 31, 2022. For the transition, leases should be converted ("recognized and measured") using the facts and circumstances that exist at the beginning of the period of implementation, or the beginning of the earliest period restated.

2. Significant Accounting Policies (Continued)

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, and deferred inflows of resources, disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Reclassification

Certain reclassification has been made to prior year amounts to conform to current year presentation.

3. Cash and Investments

The Port's cash and investments at June 30, 2021 and 2020 are as follows (in thousands):

	2021	2020
Cash and investments in City Treasury	$ 180,959	$ 184,754
Cash outside of City Treasury - imprest fund	5	5
Restricted assets:		
Cash and investments in City Treasury	41,600	55,958
Cash and investments outside of City Treasury:		
Cash and investments held by fiscal agents	5,009	5,418
Lessee deposits	273	273
	$ 227,846	$ 246,408

City Treasurer's Pool

The Port maintains its operating fund cash and investments and a portion of its restricted asset cash and investments as part of the City's pool of cash and investments. The notes to the basic financial statements of the City provide more detailed information concerning deposit and investment risks and fair value hierarchy disclosure associated with the City's pool of cash and investments at June 30, 2021 and 2020. The City's pool is invested pursuant to investment policy guidelines established by the City Treasurer, subject to review by the Treasury Oversight Committee. The Treasury Oversight Committee, established under California Government Code Sections 27130 to 27137, is composed of various City officials and representatives of agencies with large cash balances. The objectives of the policy are, in order of priority, preservation of capital, liquidity, and yield. The policy addresses soundness of financial institutions in which the City will deposit funds, types of investment instruments as permitted by the California Government Code, and the percentage of the portfolio which may be invested in certain instruments with longer terms to maturity. The provisions of the City's investment policy also address interest rate risk, credit risk, and concentration of credit risk and provides for additional restrictions related to investments.

3. Cash and Investments (Continued)

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity period of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the City Treasurer manages its exposure to interest rate risk is by purchasing a combination of shorter-term and longer-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations. The City's investment policy specifies authorized investment types and sets parameters for maximum maturity.

Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The City's pool is not registered with the SEC as an investment company and is not rated.

Custodial credit risk for investments is the risk that, in the event of the failure of the counterparty to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in possession of another party. The California Government Code, and the City's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for investments; however, it is the practice of the City Treasurer that all investments are insured, registered or held by the City Treasurer's custodial agent in the City's name.

To address concentration of credit risk, the City's investment policy sets parameters pertaining to the maximum percentage of the total portfolio which may be invested in specific investment types and the maximum investment to one issuer for certain investment types. U.S. Treasury and Agency securities are not subject to this limitation.

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the City will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the City's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits. The California Government Code requires California banks and savings and loan associations to secure the City's deposits not covered by federal deposit insurance by pledging authorized securities as collateral. The market value of pledged securities must equal at least 110 percent of the City's deposits. The collateral must be held at the pledging bank's trust department or another bank, acting as the pledging bank's agent, in the City's name. The investment policy states that mortgage-backed collateral will not be accepted. At June 30, 2021 and 2020, all of the banks with funds deposited by the Treasurer secure those deposits with sufficient collateral.

3. Cash and Investments (Continued)

The following table shows the maturity of the City's pooled investments:

	Investment maturities (in months)			
	Under 1	1-6	6-12	12-60
FY 2021	14.5%	27.6%	29.7%	28.2%
FY 2020	30.1%	32.4%	15.6%	21.9%

At June 30, 2021 and 2020, the City's pooled investments have a weighted average maturity of 1.12 years and 0.68 year, respectively.

Cash and Investments Outside of City Treasurer's Pool

Cash and investments outside of the City Treasurer's Pool consist of cash, cash equivalents, money market mutual funds. The Port categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The fair value hierarchy is based on the valuation inputs used to measure the fair value of the assets. Level 1 inputs are quoted prices in an active market for identical assets; Level 2 inputs are significant other observable inputs, and; Level 3 inputs are significant unobservable inputs. The money market mutual funds are recorded at net asset value and seek to provide daily liquidity while maximizing current income. Commercial paper at the time of purchase is within one year of their maturity dates and are recorded using the amortized cost method.

Investment classified in Level 2 of the fair value hierarchy is valued using prices determined by the use of matrix pricing techniques maintained by the various pricing vendors for these securities. Investments are priced based on evaluated prices, and such evaluated prices may be determined by factors which include, but are not limited to, market quotations, yields, maturities, call features, ratings, institutional size trading in similar groups of securities and developments related to specific securities.

At June 30, 2021 and 2020, cash equivalents and investments held by fiscal agents consisted of (in thousands):

	2021	2020
Reserve accounts:		
Cash equivalents - U.S. Bank commercial paper	$ 1,237	$ 1,236
Money market mutual fund	2,646	2,937
Project account:		
Money market mutual fund	1,123	1,143
Debt service and other accounts:		
Cash equivalents - U.S. Bank commercial paper	3	98
Money market mutual fund	-	4
	$ 5,009	$ 5,418

3. Cash and Investments (Continued)

Investment of all funds and accounts held by trustees are governed by underlying trust documents, like the Bond Indenture and trust agreement for the Certificates of Participation, rather than the general provisions of the California Government Code or the City's investment policy.

A portion of the investments held by the bond trustee consists of the trustee bank's commercial paper (no term). The trustee bank's commercial paper has a Standard & Poor's rating of A-1+ and a Moody's rating of P-1 at June 30, 2021 and 2020. The money market mutual fund has a Standard & Poor's rating of AAAm and a Moody's rating of Aaa-mf at June 30, 2021 and 2020.

Certain lessee security deposits are held on behalf of the Port by third party trustees and invested in renewable certificates of deposit. Deposits that are made by tenants directly to banks are held outside of the City Treasury and are not collateralized as public agency deposits.

4. Receivables

Receivables consisted of the following June 30, 2021 and 2020 (in thousands):

	2021	2020
Accounts receivable from tenants and customers	$ 30,244	$ 14,321
Grants receivable	2,303	2,115
Other	8,222	6,104
Subtotal	40,769	22,540
Less allowance for doubtful accounts	(21,505)	(8,949)
Receivables, net	$ 19,264	$ 13,591

Other receivables consist principally of cost recoveries due from others pursuant to development or other agreements.

5. Prepaid Charges and Advances

The Port and the United States Army Corps of Engineers (USACE) periodically enter into cost-sharing agreements for the USACE to carry out local work that is in the federal interest. Under these cost-sharing arrangements, the Port is typically required to pay an estimated cost share in advance to the USACE. Unexpended advances available to the USACE for the San Francisco Waterfront Flood Risk Resiliency Study were $11,000 and $48,000 as of June 30, 2021 and 2020.

6. Capital Assets

A summary of changes in capital assets for years ended June 30, 2021 and 2020 are as follows (in thousands):

	Balance July 1, 2020	Increases	Decreases	Balance June 30, 2021
Capital assets, not being depreciated/amortized:				
Land	$ 103,981	$ -	$ -	$ 103,981
Construction in progress	35,277	9,740	33,121	11,896
Total capital assets, not being depreciated/ amortized	139,258	9,740	33,121	115,877
Capital assets, being depreciated/amortized:				
Facilities and improvements	648,250	32,475	-	680,725
Machinery and equipment	30,162	310	54	30,418
Intangible assets	2,264	-	-	2,264
Dredging	13,916	-	-	13,916
Infrastructure	30,682	755	-	31,437
Total capital assets, being depreciated/ amortized	725,274	33,540	54	758,760
Less accumulated depreciation/amortization for:				
Facilities and improvements	350,646	19,133	-	369,779
Machinery and equipment	18,759	1,548	54	20,253
Intangible assets	2,264	-	-	2,264
Dredging	14,017	1,335	1,436	13,916
Infrastructure	17,069	1,463	(1,436)	19,968
Total accumulated depreciation/amortization	402,755	23,479	54	426,180
Total capital assets, being depreciated/amortized, net	322,519	10,061	-	332,580
Capital assets, net	$ 461,777	$ 19,801	$ 33,121	$ 448,457

6. Capital Assets (Continued)

	Balance July 1, 2019	Increases	Decreases	Balance June 30, 2020
Capital assets, not being depreciated/amortized:				
Land	$ 103,981	$ -	$ -	$ 103,981
Construction in progress	28,768	22,061	15,552	35,277
Total capital assets, not being depreciated/ amortized	132,749	22,061	15,552	139,258
Capital assets, being depreciated/amortized:				
Facilities and improvements	635,755	14,893	2,398	648,250
Machinery and equipment	29,314	1,283	435	30,162
Intangible assets	2,264	-	-	2,264
Dredging	12,025	1,891	-	13,916
Infrastructure	30,682	-	-	30,682
Total capital assets, being depreciated/ amortized	710,040	18,067	2,833	725,274
Less accumulated depreciation/amortization for:				
Facilities and improvements	333,200	19,150	1,704	350,646
Machinery and equipment	17,690	1,504	435	18,759
Intangible assets	2,266	-	2	2,264
Dredging	9,728	4,289	-	14,017
Infrastructure	15,633	1,436	-	17,069
Total accumulated depreciation/amortization	378,517	26,379	2,141	402,755
Total capital assets, being depreciated/amortized, net	331,523	(8,312)	692	322,519
Capital assets, net	$ 464,272	$ 13,749	$ 16,244	$ 461,777

On May 23, 2020, a four-alarm fire destroyed parts of Pier 45, including the Shed C warehouse, resulting in a write down of net capital assets in the amount of $692,000 as of June 30, 2020. For the year ended June 30, 2021, the Port recovered $18,856,000 from its insurance policies and incurred $2,414,000 in demolition and other costs resulting in a $16,442,000 gain from insurance settlement. For the year ended June 30, 2020, the Port recovered $6,100,000 from its insurance policies and incurred $2,027,000 in clean-up and other costs resulting in a $3,381,000 gain from insurance settlement.

Facilities and improvements include pier substructures, which have an estimated useful life greater than 50 years. The cost of such long-lived assets totaled $21,915,000 as of June 30, 2021 and 2020. Total interest expense was $3,181,000 and $4,085,000 for fiscal years 2021 and 2020, of which $128,000 and $22,000 was capitalized, respectively.

7. Other Noncurrent Assets

At June 30, 2021 and 2020, other noncurrent assets were $2,635,000 and $2,713,000, respectively. Other noncurrent assets include the long-term portion of the lease or other agreement obligations from tenants and customers. During fiscal year 2017, the Port and a developer entered into a promissory note for $1,500,000 to cover the cost of seismic and structural repairs to Building 113 at Pier 70. As of June 30, 2021, remaining principal balance was $1,440,000. At June 30, 2021 and 2020, account balance includes interest receivable of $222,000 and $201,000, respectively, on the principal balance disbursed and outstanding at the rate of 4.41% per annum, simple interest.

In fiscal year 2021, the Port launched a Micro-LBE Emergency Loan Program to support its diverse and local contracting community. The program allocated $1 million for loans up to $40,000 each to eligible Port contractors, subcontractors, subconsultants or tenants harmed by the COVID-19 pandemic. As of June 30, 2021, the Port recorded a receivable of $726,000, and a full allowance as the Port does not expect repayment in the near term and the specific timing of repayment is uncertain.

Community Facilities Districts

In September 2019, the Board of Supervisors approved an ordinance amending the City and County's Administrative Code Special Tax Financing Law, constituting Article 43.10, to authorize special tax financing of certain facilities and services related to the Pier 70 and Mission Rock developments.

In January 2020, the Board of Supervisors approved Resolutions of Formation of the City and County of San Francisco Special Tax Districts 2019-1 (Pier 70 Condominiums) and 2019-2 (Pier 70 Leased Properties) and subsequently approved ordinances levying special parcel taxes in the districts, which established the Pier 70 Condominium Community Facilities District and the Pier 70 Leased Properties Community Facilities District (collectively Pier 70 CFDs).

In April 2020, the Board of Supervisors approved a Resolution of Formation of the City and County of San Francisco Special Tax District 2020-1 (Mission Rock Facilities and Services) and subsequently approved an ordinance levying special taxes in the district, which established the Mission Rock Community Facilities District (Mission Rock CFD).

The City (acting through the Port) and the Pier 70 CFDs executed the following two promissory notes.

- Pier 70 Promissory Note LP and its companion Promissory Note X, effective February 2019, with a principal balance $24,230,000 at a quarterly compounded interest rate of 3.89%. As of June, 30, 2021 and 2020, the Port accrued interest receivable in the amount of $2,342,000 and $1,308,000, respectively.

- Pier 70 Promissory Note PC and its companion Promissory Note PCX, effective December 2018, with a principal balance $6,500,000 at an annual interest rate of 10%. As June 30, 2021 and 2020, the Port accrued interest receivable in the amount of $1,756,000 and $1,006,000, respectively.

7. Other Noncurrent Assets (Continued)

While the City and the Pier 70 CFDs expect full satisfaction of the notes, repayment by the Pier 70 CFDs is not expected in the near term and the specific timing of repayment is uncertain. As such the Port has recorded an allowance against the note receivable balance and related accrued interest.

The City (acting through the Port) and the Mission Rock CFD executed the following promissory note.

- Mission Rock Promissory Note, related to ground leases for parcels A, B, F, and G, has an outstanding balance of $43,000,000 at June 30, 2021, with an annual interest rate of 4.48%. In the prior fiscal year, the promissory note balance was $7,900,000 related to the ground lease for parcel G. In October 2020, ground leases for parcels A, B, and F were executed, increasing the value of the promissory note to $43,000,000. As June 30, 2021 and 2020, the Port accrued interest receivable in the amount of $1,502,000 and $4,700, respectively.

  Under the Mission Rock Disposition and Development Agreement (DDA), the horizontal developer can ground lease all parcels. The ground leases for parcels A, B, F, and G were between the Port and vertical developer affiliates of the horizontal developer. Under the DDA, vertical developers leasing the initial parcels at the project prepay rent to the Port. Vertical developers that are affiliates of the horizontal developer can prepay in the form of a credit bid, which is a credit reducing a balance owed. The Port then lends the prepaid rent (whether in cash or as credit bid) to the Mission Rock CFD. The Mission Rock CFD credits or transfers in cash the prepaid rent to the horizontal developer to acquire facilities and, in turn, owes the Port the appraised value ($43,000,000) of the parcels evidenced by the above-mentioned promissory note. As of June 30, 2021, the Mission Rock CFD credited the balance owed to the horizontal developer in the amount of $43,000,000.

While the City and the Mission Rock CFD expect full satisfaction of the note, repayment by the Mission Rock CFD is not expected in the near term and the specific timing of repayment is uncertain. As such, the Port has recorded an allowance against the note receivable balance and related accrued interest.

8. Bonds, Loans and Other Payables

The changes in bonds, loans, and other payables for the years ended June 30, 2021 and 2020 are as follows (in thousands):

	July 1, 2020	Additional Obligations and Net Increases	Retirements and Net Decreases	June 30, 2021	Amounts Due Within One Year
Long-term debt:					
Revenue bonds	$ 43,600	$ -	$ 1,660	$ 41,940	$ 1,705
Certificates of participation	28,795	-	1,280	27,515	1,340
Net of premiums/discounts:					
For issuance premiums	4,544	-	217	4,327	-
Total bonds payable	76,939	-	3,157	73,782	3,045
Other payables:					
Loan payables	7,568	-	427	7,141	446
Accrued vacation and sick leave pay	2,846	1,884	1,018	3,712	1,862
Accrued workers' compensation (Note 17)	2,557	384	417	2,524	472
Estimated claims payable (Note 17)	450	332	7	775	425
Pollution remediation obligations (Note 16)	2,942	7,482	94	10,330	1,670
Long-term obligations	$ 93,302	$ 10,082	$ 5,120	$ 98,264	$ 7,920

	July 1, 2019	Additional Obligations and Net Increases	Retirements and Net Decreases	June 30, 2020	Amounts Due Within One Year
Long-term debt:					
Revenue bonds	$ 50,145	$ 23,780	$ 30,325	$ 43,600	$ 1,660
Certificates of participation	30,010	-	1,215	28,795	1,280
Net of premiums/discounts:					
For issuance premiums	1,755	2,909	120	4,544	-
For issuance discounts	(183)	-	(183)	-	-
Total bonds payable	81,727	26,689	31,477	76,939	2,940
Other payables:					
Loan payables	7,977	-	409	7,568	427
Accrued vacation and sick leave pay	2,319	1,781	1,254	2,846	1,587
Accrued workers' compensation (Note 17)	2,548	673	664	2,557	450
Estimated claims payable (Note 17)	450	1	1	450	100
Pollution remediation obligations (Note 16)	4,149	-	1,207	2,942	-
Long-term obligations	$ 99,170	$ 29,144	$ 35,012	$ 93,302	$ 5,504

8. Bonds, Loans and Other Payables (Continued)

Annual debt service requirements for all bonds and loans outstanding as of June 30, 2021 are as follows (in thousands):

Fiscal Year Ending June 30	Revenue Bonds Principal	Revenue Bonds Interest	Certificates of Participation Principal	Certificates of Participation Interest	State Loan Payables Principal	State Loan Payables Interest	Total Principal	Total Interest
2022	$ 1,705	$ 1,569	$ 1,340	$ 1,391	$ 446	$ 322	$ 3,491	$ 3,282
2023	1,745	1,529	1,410	1,324	466	301	3,621	3,154
2024	1,785	1,482	740	1,253	487	281	3,012	3,016
2025	1,840	1,433	780	1,216	509	258	3,129	2,907
2026	1,890	1,381	815	1,177	532	235	3,237	2,793
2027-2031	9,785	5,990	4,755	5,209	2,569	806	17,109	12,005
2032-2036	9,340	4,143	6,135	3,829	2,108	272	17,583	8,244
2037-2041	10,170	1,927	7,830	2,129	24	1	18,024	4,057
2042-2044	3,680	307	3,710	281	-	-	7,390	588
Total	$ 41,940	$ 19,761	$ 27,515	$ 17,809	$ 7,141	$ 2,476	$ 76,596	$ 40,046
Remaining interest rates		1.67% - 5.00%		4.75% - 5.25%		4.5%		

8. Bonds, Loans and Other Payables (Continued)

The Port Commission issued its Revenue Bonds under a Master Indenture ("Master Indenture") and a First Supplement to Indenture of Trust dated February 1, 2010, a Second Supplement to Indenture of Trust dated May 1, 2014, and a Third Supplement to Indenture of Trust dated February 1, 2020, which provide for, among other things, the issuance of one or more series of bonds, the general terms and conditions of the bonds, and certain covenants made by the Port Commission for the benefit of the bondholders. The Revenue Bonds are special limited obligations of the Port Commission secured by and payable solely from the net revenues of the Port and are not an obligation of the City.

In February 2020, the Port issued $23,780,000 in refunding revenue bonds in two series; a non-AMT tax-exempt series (Series 2020A) and a taxable series (Series 2020B). The purpose of the issuance of the Series 2020A and Series 2020B Bonds was to refund all outstanding Series 2010A and Series 2010B in the aggregate principal amount of $29,865,000. Series 2020A, original issued total of $10,885,000, has serial bonds of $10,885,000 outstanding at June 30, 2021 and 2020 with remaining coupon rates from 4.000% to 5.000% and remaining maturities from March 2031 through March 2040. Series 2020B, original issue total of $12,895,000, has serial bonds of $11,710,000 and $12,895,000 outstanding at June 30, 2021 and 2020, respectively, with remaining coupon rates from 1.670% to 2.408% and remaining maturities from March 2021 through March 2030. The Series 2020A and Series 2020B Bonds are not secured by a debt service reserve fund. The refunding resulted in a net present value savings (economic gain) of $9,084,000 and an accounting loss from refunding of debt of $175,000 at June 30, 2020. Deferred outflows of resources from refunding of debt was $166,000 as of June 30, 2021.

In May 2014, the Port issued $22,675,000 in revenue bonds in two series; an AMT tax-exempt series (Series 2014A) and a taxable series (Series 2014B). Series 2014A included serial and term bonds totaling $19,880,000 with coupon rates ranging from 3.00% to 5.00% and maturities from March 2020 to March 2044. Series 2014A bonds with scheduled maturities on or after March 2025 are subject to redemption as a whole or in part at the sole option of the Port at any time on or after March 2024 at redemption prices specified in the Indenture. Bonds with scheduled maturities on or before March 2024 are not subject to optional redemption prior to their maturity. Under the terms of the indenture, the Port is required to deposit in a debt service reserve fund with a bond trustee, amounts equal to the Series 2014A reserve requirement. The Series 2014A reserve requirement is an amount equal to the lesser of: a) the maximum annual debt service with respect to the Series 2014A bonds, b) 125% of the average annual debt service on the Series 2014A bonds, c) 10% of the initial principal amount of the Series 2014A bonds, or d) the sum of $651,000, which is the initial deposit into the reserve fund, plus any amounts available to be transferred from the Series 2014B reserve account pursuant to the Indenture. Funds on deposit in the Series 2014A reserve fund are only for the benefit of the Series 2014A bondholders. At June 30, 2021, the Port was in compliance with the Series 2014A reserve requirement. As of March 2020, the Series 2014B Bond was fully repaid.

8. Bonds, Loans and Other Payables (Continued)

In February 2010, the Port issued $36,650,000 in revenue bonds in two series; a non-AMT tax-exempt series (Series 2010A) and a taxable series (Series 2010B). The Series 2010A and Series 2010B Bonds were fully refunded by Series 2020A and Series 2020B Bonds during fiscal year 2020.

The Port has pledged future net revenues to repay the Revenue Bonds. As of June 30, 2021, the total principal and interest remaining to be paid on the bonds is $61,701,000. The principal and interest payments made in fiscal year 2021 were $3,275,000 and a net revenue deficit (total net operating losses calculated in accordance with the bond Indenture) was $9,227,000. The principal and interest payments made in fiscal year 2020 were $4,173,000 and pledged revenues (total net revenues calculated in accordance with the bond Indenture) were $14,532,000.

While revenue bonds are outstanding, the Port may not create liens on its property essential to its operations or dispose of any property essential to maintaining operating activity at a level necessary for it to meet its covenants, including its covenant to maintain net revenue coverage. The Port also is required to maintain specified insurance or qualified self-insurance. The Port is not required to carry earthquake insurance. Covenants of the Indenture include that the Port will manage its business operations, establish and maintain rentals, fees and charges for the use of Port property and for services provided by the Port so that the net revenue, as defined in the Indenture, in each fiscal year will be at least equal to 130% of aggregate annual debt service for such fiscal year. At June 30, 2021, the Port was in compliance with all such covenants except the debt service coverage covenant. Due to the COVID-19 pandemic, and as forecasted in a voluntary disclosure issued on August 6, 2020, the Port's revenues declined below the levels required by the covenant. Despite the revenue losses, the Port expects to pay all required debt service on time and in full.

The revenue bonds contain an acceleration provision that in an event of default, the trustee may, upon written request from the credit provider or holders of not less than fifty-one percent of the aggregate principal amount then outstanding, by written notice to the Commission, shall declare the principal amount of all bonds outstanding and the interest accrued becomes due and payable immediately.

The revenue bonds are subject to an arbitrage rebate requirement. Under U.S. Treasury Department regulations, all government tax-exempt debt issued after August 21, 1986 is subject to arbitrage rebate requirements. The requirements stipulate, in general, that earnings from the investment of tax-exempt bond proceeds that exceed related interest costs on the bonds must be remitted to the federal government on the fifth anniversary of each bond issue. There was no cumulative arbitrage liability with respect to the revenue bonds as of June 30, 2021 and 2020.

In September 2019, the Port executed documents, pursuant to Section 2.14 of the Port's Revenue Bond Master Indenture, which made effective the Port Commission's earlier designation of the Pier 70 Special Use District (SUD) and Mission Rock Project Site as Special Facilities under Section 2.14 of the Revenue Bond Master Indenture. The revenues from the Pier 70 SUD and Mission Rock Project Site constitute Special Facility Revenues and are not included in the Net Revenues pledged to the Revenue Bonds.

8. Bonds, Loans and Other Payables (Continued)

In May 2012, the Board of Supervisors authorized the City to issue $45 million in certificates of participation (COPs) to finance various facilities and improvements under the jurisdiction of the Port, including the construction of a primary cruise terminal at Pier 27. The public sale of $37,700,000 in COPs was completed in October 2013. The COPs were issued in two series, consisting of Series 2013B (Non-AMT) in the amount of $4,830,000 and Series 2013C (AMT) in the amount of $32,870,000. Series 2013B certificates will mature March 2036 and March 2038, and carry coupon rates of 5.25% and 4.75%, respectively. Series 2013C certificates mature March 2014 through March 2043 and carry coupon rates between 4.00% and 5.25%. The COPs with scheduled maturities on or after March 2023 are subject to redemption at specified prices at the option of the City. Those COPs with scheduled maturities before March 2023 are not subject to optional redemption prior to their maturity.

A memorandum of understanding between the City and the Port governs the terms of repayment for the City COPs. The Port is required to make payments to the City equal to annual debt service on the COPs. These payment obligations are subordinate to any Port revenue bond obligations. The Port has agreed, during the term of the COPs, to annually budget amounts necessary for direct payment of obligations or for reimbursement by the Port to the City for costs incurred on behalf of the Port in connection with the COPs. While the completed cruise terminal serves as the leased asset for the COPs to secure the City's covenants and obligations under the lease, there is no remedy under the COPs for the purchasers thereof to take possession of the leased property. In an event of default, the trustee may enforce all of its rights and remedies under the project lease, including the right to recover base rental payments as they become due under the project lease by pursuing any remedy available in law or in equity, other than by terminating the project lease or re-entering and reletting the leased property, or except as expressly provided in the project lease.

The Port has entered into a loan agreement with the California Division of Boating and Waterways (Cal Boating) for $3,500,000 to finance certain Hyde Street Harbor improvements. The loan is subordinate to all bonds payable by the Port and interest accrues at a rate of 4.5% per annum on the unpaid balance over 30 years. The project was completed in 2002, and annual payments commenced on August 1, 2002. The loan is secured by gross revenues as defined in the loan agreement. As of June 30, 2021, total principal and interest remaining to be paid on this loan are $1,853,000. Annual principal and interest payments were $232,000 in 2021 and 2020 and pledged harbor revenues were $119,000 and $179,000 for the years ended June 30, 2021 and 2020, respectively. The loan contains a provision that in an event the Port fails, in whole or in part, to make any payment due under the loan contract, then such a deficiency shall be added to and become part of the principal of the loan and a provision that if any annual loan installment payment made by the Port is less than the amount required under the terms of the contract, then such payment shall first be applied to reduce any accrued unpaid interest due on the loan while any remaining part of the payment shall be used to reduce the principal of the loan.

Effective May 1, 2019, the Port assumed the operations and corresponding balances of the South Beach Harbor (SBH) from the Office of Community Investment and Infrastructure, including three loans provided by Cal Boating, which totaled $6,144,000 and accrues interest at a rate of 4.5% per annum. As of June 30, 2021, total principal and interest remaining to be paid on the loans are $7,764,000.

8. Bonds, Loans and Other Payables (Continued)

These loans are secured by net revenues as defined in the loan agreements. Annual principal and interest payments were $536,000 in 2021 and 2020 and pledged net revenues were $1,807,000 and $2,531,000 for the year ended June 30, 2021 and 2020. Cal Boating may take possession of the operations if after ninety days written notice, the Port remains in breach of any of the provisions of Small Craft Harbor loans and operation contract. Cal Boating shall operate or maintain the operations for the account of the Port until the loan is repaid in full.

Also, in conjunction with the receipt of SBH, the Port designated SBH as a Special Facility and the Cal Boating loans as Special Facility Bonds as provided under the Port's Revenue Bond Master Indenture. Pursuant to Section 2.14 of the Revenue Bond Master Indenture, the Commission is authorized to designate an existing or planned facility, structure, equipment or other property, real or personal property that is located within the Port Area as a Special Facility. The Port Commission may designate revenue earned by the Port from or with respect to a Special Facility as "Special Facility Revenue". Special Facility Revenue is not included in revenue as defined in the Revenue Bond Master Indenture, and, consequently, is not included in the Net Revenues that is pledged as security for the Revenue Bonds under the Revenue Bond Master Indenture.

Segment information

Summary financial information with individual activities for the Port as of June 30, 2021 and 2020 is presented below. Additional details are included in the supplemental schedules on page 82 to 84.

Condensed statements of net position (in thousands)

	June 30, 2021			June 30, 2020		
	Port (excluding SBH)	South Beach Harbor (SBH)	Total	Port (excluding SBH)	South Beach Harbor (SBH)	Total
Assets:						
Current and other assets	$ 242,597	$ 9,905	$ 252,502	$ 257,525	$ 7,838	$ 265,363
Capital assets	429,796	18,661	448,457	442,393	19,384	461,777
Total assets	672,393	28,566	700,959	699,918	27,222	727,140
Deferred outflows of resources	19,218	-	19,218	18,491	-	18,491
Liabilities:						
Current liabilities	31,715	1,145	32,860	35,282	1,091	36,373
Noncurrent liabilities	231,624	5,358	236,982	222,536	5,621	228,157
Total liabilities	263,339	6,503	269,842	257,818	6,712	264,530
Deferred inflows of resources	6,432	-	6,432	9,809	-	9,809
Net position:						
Net investment in capital assets	315,243	13,048	328,291	320,972	13,500	334,472
Restricted	31,063	-	31,063	42,371	-	42,371
Unrestricted	75,534	9,015	84,549	87,439	7,010	94,449
Total net position	$ 421,840	$ 22,063	$ 443,903	$ 450,782	$ 20,510	$ 471,292

8. Bonds, Loans and Other Payables (Continued)

Condensed statements of revenues, expenses, and changes in fund net position (in thousands)

	Year Ended June 30, 2021			Year Ended June 30, 2020		
	Port (excluding SBH)	South Beach Harbor (SBH)	Total	Port (excluding SBH)	South Beach Harbor (SBH)	Total
Revenues:						
Operating revenues	$ 89,137	$ 5,193	$ 94,330	$ 103,148	$ 5,715	$ 108,863
Nonoperating revenues	18,180	-	18,180	10,843	-	10,843
Capital contributions	2,259	-	2,259	43,895	-	43,895
Total revenues	109,576	5,193	114,769	157,886	5,715	163,601
Expenses:						
Operating expenses	134,911 *	3,386	138,297	115,072 *	3,206	118,278
Nonoperating expenses	3,607	254	3,861	4,403	266	4,669
Total expenses	138,518	3,640	142,158	119,475	3,472	122,947
Change in net position	(28,942)	1,553	(27,389)	38,411	2,243	40,654
Net position, beginning of year	450,782	20,510	471,292	412,371	18,267	430,638
Net position, end of the year	$ 421,840	$ 22,063	$ 443,903	$ 450,782	$ 20,510	$ 471,292

* *Includes SBH pension and OPEB expenses.*

Condensed statements of cash flows (in thousands)

	Year Ended June 30, 2021			Year Ended June 30, 2020		
	Port (excluding SBH)	South Beach Harbor (SBH)	Total	Port (excluding SBH)	South Beach Harbor (SBH)	Total
Net cash provided by (used in):						
Operating activities	$ (17,311)	$ 2,657	$ (14,654)	$ 9,509	$ 3,161	$ 12,670
Noncapital financing activities	14,860	-	14,860	23,846	-	23,846
Capital and related financing activities	(19,145)	(664)	(19,809)	11,612	(761)	10,851
Investing activities	1,041	-	1,041	6,007	-	6,007
Increase/(decrease) in cash and cash equivalents	(20,555)	1,993	(18,562)	50,974	2,400	53,374
Cash and cash equivalents						
Beginning of year	238,591	7,544	246,135	187,617	5,144	192,761
End of year	$ 218,036	$ 9,537	$ 227,573	$ 238,591	$ 7,544	$ 246,135

9. Operating Revenues – Property Rentals

Certain property rental agreements specify rental payments based on a percentage of tenant sales, subject to a minimum amount. For the years ended June 30, 2021 and 2020, property rental revenues were comprised as follows (in thousands):

	2021	**2020**
Minimum rentals, all revenue types	$ 74,429	$ 69,739
Percentage rentals	4,759	13,544
Total	$ 79,188	$ 83,283

The future minimum rent revenues under noncancelable operating leases having terms in excess of one year as of June 30, 2021 are as follows (in thousands):

Year Ending June 30	
2022	$ 55,121
2023	45,563
2024	35,973
2025	30,910
2026	28,991
2027-2031	125,403
2032-2036	106,826
2037-2041	73,833
2042-2046	50,814
2047-2051	36,184
2052-2056	15,515
2057-2061	13,449
2062-2066	13,449
2067-2071	6,648
2072-2076	5,399
2077	370
Total	$ 644,448

Property subject to operating leases and property held for lease at June 30, 2021 and 2020 consisted of the following (in thousands):

	2021	**2020**
Land	$ 61,656	$ 60,130
Facilities and improvements at cost, net of accumulated depreciation	132,116	135,477
Total	$ 193,772	$ 195,607

9. Operating Revenues – Property Rentals (Continued)

Under the terms of some long-term leases, certain minimum rent obligations are fulfilled by the completion of major tenant-financed rehabilitation and improvement work that benefits the Port. The Port records these improvements and the related obligation for tenant improvement credits upon the certified completion and acceptance of the agreed work.

10. Retirement Plan

The Retirement System Plan - The City participates in a cost-sharing multiple-employer defined benefit pension plan (the Retirement System Plan). The Retirement System Plan is administered by the San Francisco City and County Employees' Retirement System (the Retirement System). For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, pension expense, information about the fiduciary net position of the Retirement System Plan, and additions to/deductions from the Retirement System Plan's fiduciary net position have been determined on the same basis as they are reported by the Retirement System. Benefit payments (including refunds of employee contributions) are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value.

Replacement Benefits Plan **–** The Replacement Benefits Plan (RBP) is a qualified excess benefit plan established in October 1989. Internal Revenue Code Section 415(m) provides for excess benefit arrangements that legally permit benefit payments above the Section 415 limits, provided that the payments are not paid from the Retirement System Plan. The RBP allows the City to pay the Retirement System retirees any portion of the Charter-mandated retirement allowance that exceeds the annual Section 415(b) limit. The RBP plan does not meet the criteria of a qualified trust under GASB Statement No. 73 because RBP assets are subject to the claims of the employer's general creditors under federal and state law in the event of insolvency.

GASB Statement No. 68 and 73 require that the reported results must pertain to liability and asset information within certain defined timeframes. For this report, the following timeframes are used.

	2021	2020
Valuation Date	June 30, 2019 updated to June 30, 2020	June 30, 2018 updated to June 30, 2019
Measurement Date	June 30, 2020	June 30, 2019
Measurement Period	July 1, 2019 to June 30, 2020	July 1, 2018 to June 30, 2019

The Retirement System Plan - The City is an employer of the Retirement System Plan with a proportionate share of 94.39% as of the June 30, 2020 measurement date and 94.13% as of the June 30, 2019 measurement date. The Port's allocation percentage was determined based on the Port's employer contributions divided by the City's total employer contributions for each measurement period. The Port's net pension liability, deferred outflows/inflows of resources related to pensions, amortization of deferred outflows/inflows and pension expense are based on the Port's allocated percentage. The Port's allocation of the City's proportionate share was approximately 0.91% as of the June 30, 2020 measurement date and 0.88% as of the June 30, 2019 measurement date.

10. Retirement Plan (Continued)

Replacement Benefits Plan – The Port allocation percentage was determined based on the Port's headcount (both active members and retirees) divided by the City's total headcount for fiscal year 2020. The Port's total pension liability, deferred outflows/inflows of resources related to pensions, amortization of deferred outflows/inflows and pension expense is based on the Port's allocated percentage. The Port's allocation of the City's proportionate share was 0.13% as of the June 30, 2020 measurement date.

Plan Description - The Retirement System Plan provides basic service retirement, disability, and death benefits based on specified percentages of defined final average monthly salary and provides annual cost-of-living adjustments (COLA) after retirement. The Retirement System Plan also provides pension continuation benefits to qualified survivors. The San Francisco City and County Charter and the Administrative Code are the authorities which establish and amend the benefit provisions and employer obligations of the Retirement System Plan. The Retirement System issues a publicly available financial report that includes financial statements and required supplementary information for the Retirement System Plan. That report may be obtained on the Retirement System's website http://mysfers.org or by writing to the San Francisco Employees' Retirement System, 1145 Market Street, 5th Floor, San Francisco, CA 94103 or by calling (415) 487-7000.

Benefits - Benefits and refunds are recognized when due and payable in accordance with the terms of the Retirement System Plan. The Retirement System pays benefits according to the category of employment and the type of benefit coverage provided by the City and County. The four main categories of Plan members are:

- Miscellaneous Non-Safety Members – staff, operational, supervisory, and all other eligible employees who are not in special membership categories.
- Sheriff's Department and Miscellaneous Safety Members – sheriffs assuming office on and after January 7, 2012, and undersheriffs, deputized personnel of the sheriff's department, and miscellaneous safety employees hired on and after January 7, 2012.
- Firefighter Members – firefighters and other employees whose principal duties are in fire prevention and suppression work or who occupy positions designated by law as firefighter member positions.
- Police Members – police officers and other employees whose principal duties are in active law enforcement or who occupy positions designated by law as police member positions.

The membership groups and the related service retirement benefits are included in the Notes to the Basic Financial Statements of the Retirement System.

All members are eligible to apply for a disability retirement benefit, regardless of age, when they have 10 or more years of credited service and they sustain an injury or illness that prevents them from performing their duties. Safety members are eligible to apply for an industrial disability retirement benefit from their first day on the job if their disability is caused by an illness or injury that they receive while performing their duties.

10. Retirement Plan (Continued)

All retired members receive a benefit adjustment each July 1, which is the Basic COLA. The majority of adjustments are determined by changes in CPI with increases capped at 2%. The Retirement System Plan provides for a Supplemental COLA in years when there are sufficient "excess" investment earnings in the Retirement System Plan. The maximum benefit adjustment each July 1 is 3.5% including the Basic COLA. Effective July 1, 2012, voters approved changes in the criteria for payment of the Supplemental COLA benefit, so that Supplemental COLAs would only be paid when the Retirement System Plan is also fully funded on a market value of assets basis (Proposition C). Certain provisions of this voter-approved proposition were challenged in the Courts. A decision by the California Courts modified the interpretation of the proposition. Effective July 1, 2012, members who retired before November 6, 1996 will receive a Supplemental COLA only when the Retirement System Plan is also fully funded on a market value of assets basis. However, the "full funding" requirement does not apply to members who retired on or after November 6, 1996 and were hired before January 7, 2012. For all members hired before January 7, 2012, all Supplemental COLAs paid to them in retirement benefits will continue into the future even where an additional Supplemental COLA is not payable in any given year. For members hired on and after January 7, 2012, a Supplemental COLA will only be paid to retirees when the Retirement System Plan is fully funded on a market value of assets basis and in addition for these members, Supplemental COLAs will not be permanent adjustments to retirement benefits. That is, in years when a Supplemental COLA is not paid, all previously paid Supplemental COLAs will expire.

Funding and Contribution Policy

The Retirement System Plan - Contributions are made by both the City and participating employees. Employee contributions are mandatory as required by the Charter. Employee contribution rates for fiscal year 2021 and 2020 varied from 7.5% to 13.0% as a percentage of gross covered salary. Most employee groups agreed through collective bargaining for employees to contribute the full amount of the employee contributions on a pretax basis. The City is required to contribute at an actuarially determined rate. Based on the July 1, 2019 actuarial report, the required employer contribution rate for fiscal year 2021 was 22.40% to 26.90% and based on the July 1, 2018 actuarial report, the required employer contribution rate for fiscal year 2020 was 20.69% to 25.19%.

Employer contributions and employee contributions made by the employer to the Retirement System Plan are recognized when due and the employer has made a formal commitment to provide the contributions. The City's proportionate share of employer contributions recognized by the Retirement System in fiscal years ended June 30, 2020 and 2019 (measurement years) were $701.3 million and $607.4 million, respectively. The Port's allocation of employer contributions for fiscal year 2020 and 2019 were $6,179,000 and $5,731,000, respectively.

Replacement Benefits Plan - The RBP is and will remain unfunded and the rights of any participant and beneficiary are limited to those specified in the RBP. The RBP constitutes an unsecured promise by the City to make benefit payments in the future to the extent funded by the City. The City paid $3.6 million replacement benefits in the year ended June 30, 2021.

10. Retirement Plan (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions – As of June 30, 2021, the City reported a net pension liability for its proportionate share of the net pension liability of the Retirement System Plan and RBP of $5.29 billion. The City's net pension liability for the Retirement System Plan is measured as the proportionate share of the net pension liability. The net pension liability of the Retirement System Plan is measured as of June 30, 2020 (measurement date), and the total pension liability for the Retirement System Plan and RBP used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2019 rolled forward to June 30, 2020 using standard update procedures. As of June 30, 2020, the City reported a net pension liability for its proportionate share of the net pension liability of the Retirement System Plan of $4.21 billion. The net pension liability of the Retirement System Plan is measured as of June 30, 2019 (measurement date), and the total pension liability for the Retirement System Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2018 rolled forward to June 30, 2019 using standard update procedures. The City's proportion of the net pension liability was based on a projection of the City's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. The Port's allocation of the City's proportionate share of the net pension liability for the Retirement System Plan as of June 30, 2021 and 2020 were $46,268,000 and $37,124,000, respectively. The Port's allocation of the total pension liability for the RBP as of June 30, 2021 was $235,000.

For the years ended June 30, 2021 and 2020, the City's recognized pension expense, including amortization of deferred outflows/inflows related pension items, were $962,576,000 and $883,395,000, respectively. The Port's allocation of pension expense, including amortization of deferred outflows/inflows related pension items for fiscal years 2021 and 2020, were $10,903,000 and $3,787,000, respectively. Pension expense increased from the prior year, largely due to the amortization of deferrals.

At June 30, 2021, the Port reported deferred outflows of resources and deferred inflows of resources related to pension were the following (in thousands):

	June 30, 2021			
	The Retirement System Plan		Replacement Benefits Plan	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	$ 7,173	$ -	$ -	$ -
Differences between expected and actual experience	1,571	145	22	-
Change in assumptions	2,540	801	63	3
Net difference between projected and actual earnings on pension plan investments	969	-	-	-
Change in employer's proportionate share	1,502	933	44	65
	$ 13,755	$ 1,879	$ 129	$ 68

10. Retirement Plan (Continued)

At June 30, 2020, the Port reported deferred outflows of resources and deferred inflows of resources related to pension for the Retirement System Plan were the following (in thousands):

	June 30, 2020	
	Deferred Outflows of Resources	**Deferred Inflows of Resources**
Pension contributions subsequent to measurement date	$ 6,180	$ -
Differences between expected and actual experience	275	409
Change in assumptions	5,279	-
Net difference between projected and actual earnings on pension plan investments	-	6,841
Change in employer's proportionate share	2,101	297
	$ 13,835	$ 7,547

The pension contributions made subsequent to the measurement date will be applied to the net pension liability in the next period. All other deferred outflows and deferred inflows of resources will be amortized annually and recognized as pension expense as follows (in thousands):

	Deferred Outflows/(Inflows) of Resources	
Year Ending June 30	**The Retirement System Plan**	**Replacement Benefits Plan**
2022	$ (553)	$ 42
2023	1,128	4
2024	2,471	2
2025	1,657	13

Actuarial Assumptions – A summary of the actuarial assumptions and methods used to calculate the total pension liability for both the Retirement System Plan and RBP as of June 30, 2020 and 2019 (measurement years) is provided below. This includes any assumptions that differ from those used in the July 1, 2019 actuarial valuation. Refer to the July 1, 2019 and 2018 actuarial valuation reports for a complete description of all other assumptions, which can be found on the Retirement System's website http://mysfers.org.

	The Retirement System Plan 2021	The Retirement System Plan 2020	Replacement Benefits Plan 2021
Valuation Date	June 30, 2019 updated to June 30, 2020	June 30, 2018 updated to June 30, 2019	June 30, 2019 updated to June 30, 2020
Measurement Date	June 30, 2020	June 30, 2019	June 30, 2020
Actuarial Cost Method	Entry-Age Normal Cost	Entry-Age Normal Cost	Entry-Age Normal Cost
Expected Rate of Return	7.4% net of pension plan investment, including inflation	7.4% net of pension plan investment, including inflation	Not Applicable
Municipal Bond Yield	2.21% as of June 30, 2020 Bond Buyer 20-Bond-GO Bond Index June 25, 2020	3.50% as of June 30, 2019 Bond Buyer 20-Bond-GO Bond Index June 27, 2019	2.21% as of June 30, 2020 Bond Buyer 20-Bond-GO Bond Index June 25, 2020
Discount Rate	7.40% as of June 30, 2020	7.40% as of June 30, 2019	2.21% as of June 30, 2020
Administrative Expenses	0.60% of payroll as of June 30, 2020	0.60% of payroll as of June 30, 2019	0.60% of payroll as of June 30, 2020
Basic COLA	June 30, 2020	June 30, 2019	June 30, 2020
Old Miscellaneous and all New Plans	2.00%	2.00%	2.00%
Old Police & Fire pre 7/1/75 Retirements	2.50%	2.50%	2.50%
Old Police & Fire, Charters A8.595 & A8.596	3.10%	3.10%	3.10%
Old Police & Fire, Charters A8.559 & A8.585	4.20%	4.20%	4.20%

10. Retirement Plan (Continued)

For healthy annuitants, the sex distinct 2009 CalPERS healthy annuitant mortality table, adjusted 1.014 for females and 0.909 for males. For active members, the sex distinct 2009 CalPERS employee mortality tables, adjusted 0.918 for females and 0.948 for males. Rates are projected generationally from the 2009 base year using a modified version of the MP-2015 projection scale.

The actuarial assumptions used at the June 30, 2020 measurement date was based upon the result of a demographic experience study for the period July 1, 2009 through June 30, 2014 and an economic experience study as of July 1, 2019.

Discount Rate

The Retirement System Plan – The beginning and end of year measurements are based on different assumptions and contribution methods that may result in different discount rates. The discount rate used to measure the total pension liability was 7.40% as of June 30, 2020 and 2019 (measurement dates). The projection of cash flows used to determine the discount rate assumed that plan member contributions will continue to be made at the rates specified in the Charter. Employer contributions were assumed to be made in accordance with the contribution policy in effect for July 1, 2019 and 2018 actuarial valuations. That policy includes contributions equal to the employer portion of the Entry Age normal costs for members as of the valuation date, a payment for the expected administrative expenses, and an amortization payment on the unfunded actuarial liability.

The amortization payment is based on closed periods that vary in length depending on the source. Charter amendments prior to July 1, 2014 are amortized over 20 years. After July 1, 2014, any Charter changes to active member benefits are amortized over 15 years and changes to inactive member benefits, including Supplemental COLAs, are amortized over 5 years. The remaining Unfunded Actuarial Liability not attributable to Charter amendments as of July 1, 2013 is amortized over a 19-year period commencing July 1, 2014. Experience gains and losses and assumption or method changes on or after July 1, 2014 are amortized over 20 years. For the July 1, 2016 valuation, the increase in the Unfunded Actuarial Liability attributable to the Supplemental COLAs granted on July 1, 2013 and July 1, 2014 are amortized over 17 years and 5 years, respectively. All amortization schedules are established as a level percentage of payroll, so payments increase 3.50% each year. The Unfunded Actuarial Liability is based on an Actuarial Value of Assets that smooths investment gains and losses over five years and a measurement of the Actuarial Liability that excludes the value of any future Supplemental COLAs.

While the contributions and measure of Actuarial Liability in the valuation do not anticipate any future Supplemental COLAs, the projected contributions for the determination of the discount rate include the anticipated future amortization payments on future Supplemental COLAs for current members when they are expected to be granted. For members who worked after November 6, 1996 and before Proposition C passed (Post 97 Retirees), a Supplemental COLA is granted if the actual investment earnings during the year exceed the expected investment earnings on the Actuarial Value of Assets. For members who did not work after November 6, 1996 and before Proposition C passed, the Market Value of Assets must also exceed the actuarial liability at the beginning of

10. Retirement Plan (Continued)

the year for a Supplemental COLA to be granted. When a Supplemental COLA is granted, the amount depends on the amount of excess earnings and the basic COLA amount for each membership group. The large majority of members receive a 1.50% Supplemental COLA when granted.

Because the probability of a Supplemental COLA depends on the current funded level of the Retirement System for certain members, an assumption was developed as of June 30, 2020 for the probability and amount of Supplemental COLA for each future year. There were no excess earnings during the fiscal year ending June 30, 2020; consequently, no Supplemental COLA will be paid effective July 1, 2020.

The table below shows the net assumed Supplemental COLA for members with a 2.00% Basic COLA for sample years.

Assumed Supplemental COLA for Members with a 2.00% Basic COLA

	June 30, 2020 Valuation			June 30, 2019 Valuation	
	1996 - Prop C	Before 11/06/96 or after Prop C		1996 - Prop C	Before 11/06/96 or after Prop C
2022	0.75%	0.19%	2021	0.75%	0.27%
2024	0.75%	0.27%	2023	0.75%	0.34%
2026	0.75%	0.30%	2025	0.75%	0.36%
2028	0.75%	0.33%	2027	0.75%	0.37%
2030	0.75%	0.35%	2030 and thereafter	0.75%	0.38%
2032	0.75%	0.37%			
2034 and thereafter	0.75%	0.38%			

The projection of benefit payments to current members for determining the discount rate includes the payment of anticipated future Supplemental COLAs.

Based on these assumptions, the Retirement System's fiduciary net position was projected to be available to make projected future benefit payments for current members for all future years. As of June 30, 2020 and 2019 (measurement periods), projected benefit payments are discounted at the long-term expected return on assets of 7.40%, to the extent the fiduciary net position is available to make the payments and at the municipal bond rate of 2.21% and 3.50%, respectively, to the extent they are not available. The single equivalent rate used to determine the total pension liability as of June 30, 2020 and 2019 (measurement date) were 7.40% and 7.50%, respectively.

The long-term expected rate of return on pension plan investments was 7.40%, as of June 30, 2020 and 2019 (measurement periods). It was set by the Retirement Board after consideration of both expected future returns and historical returns experienced by the Retirement System. Expected future returns were determined by using a building-block method in which best-estimate ranges of expected future real rates of return were developed for each major asset class. These ranges were combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

10. Retirement Plan (Continued)

Target allocation and best estimates of geometric long-term expected real rates of return (net of pension plan investment expense and inflation) for each major asset class as of June 30, 2020 and 2019 (measurement periods) are summarized in the following table.

	June 30, 2020 Valuation		June 30, 2019 Valuation	
Asset Class	**Target Allocation**	**Long-Term Expected Real Rate of Return**	**Target Allocation**	**Long-Term Expected Real Rate of Return**
Global Equity	31.0%	4.9%	31.0%	5.3%
Treasuries	6.0%	-0.5%	6.0%	0.9%
Liquid Credit	3.0%	2.7%	3.0%	3.6%
Private Credit	10.0%	4.8%	10.0%	5.2%
Private Equity	18.0%	7.9%	18.0%	8.3%
Real Assets	17.0%	5.7%	17.0%	5.4%
Hedge Funds/Absolute Returns	15.0%	3.0%	15.0%	3.9%

Replacement Benefits Plan – The beginning and end of year measurements are based on different assumptions that result in different discount rates. The discount rate was 2.21% as of June 30, 2020. This reflects the yield for a 20-year, tax-exempt general obligation municipal bond with an average rating of AA/Aa or higher. The Municipal Bond Yields are the Bond Buyer 20-Year GO Index as of June 27, 2019 and June 25, 2020. These are the rates used to determine the total pension liability as of June 30, 2020.

The inflation assumption of 2.75% compounded annually was used for projecting the annual IRC Section 415(b) limitations. However, the actual IRC Section 415(b) limitations published by the IRS of $230,000 for 2020 was used for the 2020 measurement date.

The Retirement System Plan assumptions about Basic and Supplemental COLA previously discussed also apply to the RBP, including the impact of the State Appeals Court determination that the full funding requirement for payment of Supplemental COLA included in Proposition C was unconstitutional and the impact is accounted for as a change in benefits.

On June 30, 2021, City's membership in the RBP had a total of 683 active members and 105 retirees and beneficiaries currently receiving benefits. The Port has one active member and no retirees and beneficiaries currently receiving benefits.

10. Retirement Plan (Continued)

Sensitivity of Proportionate Share of the Net Pension Liability (NPL) to Changes in the Discount Rate – The following presents the Port's allocation of the employer's proportionate share of the net pension liability for the Retirement System Plan, calculated using the discount rate, as well as what the Port's allocation of the employer's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1% lower or 1% higher than the current rate.

June 30, 2020 (Measurement Year) ($000's)			June 30, 2019 (Measurement Year) ($000's)		
1% Decrease @ 6.40%	Measurement Date @ 7.40%	1% Increase @ 8.40%	1% Decrease @ 6.40%	Measurement Date @ 7.40%	1% Increase @ 8.40%
$ 81,807	$ 46,268	$ 16,906	$ 70,076	$ 37,124	$ 9,899

The following presents the Port's allocation of the employer's proportionate share of the total pension liability for the RBP, calculated using the discount rate, as well as what the Port's allocation of the employer's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1% lower or 1% higher than the current rate.

June 30, 2020 (Measurement Year) ($000's)		
1% Decrease @ 1.21%	Measurement Date @ 2.21%	1% Increase @ 3.21%
$ 284	$ 235	$ 198

11. Health Service System

Health care benefits for Port employees, retired employees, and surviving spouses are financed by beneficiaries and by the City principally through the City and County of San Francisco Health Service System. The annual contribution to the City health plan is determined by Charter provision based on similar contributions made by the ten most populous counties in California.

The City Health Service System issues a publicly available financial report that includes financial statements and required supplementary information for the health care benefits. That report can be found on its website http://www.myhss.org or may be obtained by writing to the San Francisco Health Service System, 1145 Market Street, Suite 200, San Francisco, CA 94103 or by calling (800) 541-2266.

12. Other Postemployment Benefits (OPEB)

Plan Descriptions – Port participates in a single-employer defined benefit other postemployment benefits plan (the OPEB Plan), which is administered through the City's Health Service System in the Retiree Healthcare Trust Fund. It provides postemployment medical, dental and vision insurance benefits to eligible employees, retired employees, surviving spouses, and domestic partners. Health benefit provisions are established and may be amended through negotiations between the City and the respective bargaining units. The City does not issue a separate report on its other postemployment benefit plan.

GASB Statement No. 75 requires that reported results must pertain to liability and asset information within certain defined timeframes. For this report, the following timeframes are used.

San Francisco Health Service System Retiree Plan

	2021	**2020**
Valuation Date	June 30, 2020	June 30, 2019
Measurement Date	June 30, 2020	June 30, 2019
Measurement Period	July 1, 2019 and June 30, 2020	July 1, 2018 and June 30, 2019

The Port's proportionate share percentage of the OPEB Plan was determined based on its percentage of citywide "pay-as-you-go" contributions for the years ended June 30, 2020 and 2019 (measurement dates). The Port's net OPEB liability, deferred outflows/inflows of resources related to OPEB, amortization of deferred outflows/inflows and OPEB expense to each department is based on the Port's allocated percentage. The Port's proportionate share of the City's OPEB elements were 0.81% and 0.80% as of June 30, 2020 and 2019 (measurement dates), respectively.

Benefits – Permanent full-time and elected employees are eligible to retire and receive postretirement health insurance benefits when they are eligible for retirement benefits from the City and County of San Francisco's Retirement System. The eligibility requirements are as follows:

Normal Retirement	Miscellaneous	Age 50 with 20 years of credited service[1]
		Age 60 with 10 years of credited service
	Safety	Age 50 with 5 years of credited service
Disabled Retirement[2]		Any age with 10 years of credited service
Terminated Vested		5 years of credited service at separation

[1] Age 53 with 20 years of credited service, age 60 with 10 years of credited service, or age 65 for Miscellaneous members hired on or after January 7, 2012.

[2] No service requirement for Safety members retiring under the industrial disability benefit or for surviving spouses / domestic partners of those killed in the line of duty.

12. Other Postemployment Benefits (OPEB) (Continued)

Retiree healthcare benefits are administered by the San Francisco Health Service System and include the following:

Medical:	PPO - City Health Plan (Self-insured) and UHC Medicare Advantage (fully-insured)
	HMO - Kaiser (fully-insured) and Blue Shield (flex-funded)
Dental:	Delta Dental, DeltaCare USA and UnitedHealthcare Dental
Vision:	Vision benefits are provided under the medical insurance plans and are adminstered by Vision Service Plan

Projections of the sharing of benefit related costs are based on an established pattern of practice.

Contributions – Benefits provided under the OPEB Plan are currently paid through "pay-as-you-go" funding. Additionally, under the City Charter, active officers and employees of the City who commenced employment on or after January 10, 2009, shall contribute to the Retiree Healthcare Trust Fund a percentage of compensation not to exceed 2% of pre-tax compensation. The City shall contribute 1% of compensation for officers and employees who commenced employment on or after January 10, 2009 until the City's GASB Actuary has determined that the City's portion of the Trust Fund is fully funded. At that time, the City's 1% contribution shall cease, and officers and employees will each contribute 50% of the maximum 2% of pre-tax compensation.

Starting July 1, 2016, active officers and employees of the City who commenced employment on or before January 9, 2009, shall contribute 0.25% of pre-tax compensation into the Retiree Healthcare Trust Fund. Beginning on July 1st of each subsequent year, the active officers and employees of the City who commenced employment on or before January 9, 2009, shall contribute an additional 0.25% of pre-tax compensation up to a maximum of 1%. Starting July 1, 2016, the City shall contribute 0.25% of compensation into the Retiree Healthcare Trust Fund for each officer and employee who commenced employment on or before January 9, 2009. Beginning on July 1st of each subsequent year, the City shall contribute an additional 0.25% of compensation, up to a maximum of 1% for each officer and employee who commenced employment on or before January 9, 2009. When the City's actuary has determined that the City's portion of the Retiree Healthcare Trust Fund is fully funded, the City's 1% contribution shall cease, and officers and employees will each contribute 50% of the maximum 1% of pre-tax compensation.

Additional or existing contribution requirements may be established or modified by amendment to the City's Charter.

For the fiscal years ended June 30, 2021 and 2020, the City's funding was based on "pay-as-you-go" plus a contribution of $39.6 million and $39.5 million to the Retiree Healthcare Trust Fund. The "pay-as-you-go" portions paid by the City were $206.4 million for a total contribution of $246.0 million for the year ended June 30, 2021, and $196.4 million for a total contribution of $235.9 million for the year ended June 30, 2020. The Port's proportionate share of the City's contributions for fiscal years 2021 and 2020 were $1,981,000 and $1,895,000, respectively.

12. Other Postemployment Benefits (OPEB) (Continued)

OPEB Liabilities, OPEB Expenses and Deferred Outflows/Inflows of Resources Related to OPEB – As of June 30, 2021 and 2020, the City reported net OPEB liabilities related to the OPEB Plan of $3.8 billion and $3.9 billion, respectively. The Port's proportionate share of the City's net OPEB liability as of June 30, 2021 and 2020 were $30,792,000 and $31,448,000, respectively.

For the year ended June 30, 2021, the City's recognized OPEB expense in the amount of $320.7 million. Amortization of the City's deferred outflows and inflows is included as a component of OPEB expense. The Port's proportionate share of the City's OPEB expense was $2,862,000. For the year ended June 30, 2020, the City's recognized OPEB expense in the amount of $330.7 million and the Port's proportionate share of the City's OPEB expense was $2,006,000.

As of June 30, 2021, the Port reported its proportionate share of the City's deferred outflows/inflows of resources related to OPEB from the following sources (in thousands):

	June 30, 2021	
	Deferred Outflows of Resources	**Deferred Inflows of Resources**
Contributions subsequent to measurement date	$ 1,981	$ -
Difference between expected and actual experience	1,116	4,412
Changes in assumptions	1,559	-
Net difference between projected and actual earnings on plan investments	20	-
Change in proportion	492	73
Total	$ 5,168	$ 4,485

As of June 30, 2020, the Port reported its proportionate share of the City's deferred outflows/inflows of resources related to OPEB from the following sources (in thousands):

	June 30, 2020	
	Deferred Outflows of Resources	**Deferred Inflows of Resources**
Contributions subsequent to measurement date	$ 1,895	$ -
Difference between expected and actual experience	1,336	2,213
Changes in assumptions	637	-
Net difference between projected and actual earnings on plan investments	-	49
Change in proportion	613	-
Total	$ 4,481	$ 2,262

12. Other Postemployment Benefits (OPEB) (Continued)

Amounts reported as deferred outflows, exclusive of contributions made after the measurement date, and deferred inflows of resources will be amortized annually and recognized in OPEB expense as follows (in thousands):

Year Ending June 30	Deferred Inflows of Resources	
2022	$	(253)
2023		(241)
2024		(243)
2025		(235)
2026		(49)
Thereafter		(277)

12. Other Postemployment Benefits (OPEB) (Continued)

Actuarial Assumptions – A summary of the actuarial assumptions and methods used to calculate the total OPEB liability as of June 30, 2020 (measurement date) is provided below:

Valuation Date	June 30, 2020
Measurement Date	June 30, 2020
Actuarial Cost Method	The Entry Age Actuarial Cost Method is used to measure the Plan's Total OPEB Liability
Healthcare Cost Trend Rates	Pre-Medicare trend starts at 4.00% in 2022, 7.00% in 2023, trending down to ultimate rate of 4.04% in 2075 Medicare trend starts at 1.00% in 2022, 7.50% in 2023, trending down to ultimate rate of 4.04% in 2075 10-County average trend starts at 4.5% in 2022, 5.50% in 2023, trending down to ultimate rate of 4.04% in 2075 Vision and expenses trend remains a flat 3.00% for all years
Expected Rate of Return on Plan Assets	7.00%
Salary Increase Rate	Wage Inflation Component: 3.25% Additional Merit Component (dependent on years of service): Police: 0.50% - 7.50% Fire: 0.50% - 14.00% Muni Drivers: 0.00% - 16.00% Craft: 0.50% - 3.75% Misc: 0.30% - 5.50%
Inflation Rate	Wage Inflaction: 3.25% compounded annually Consumer Price Inflation: 2.50% compounded annually
Mortality Tables	Base mortality tables are developed by multiplying a published table by an adjustment factor developed in Retirement System experience study for the period ended June 30, 2019.

Non-Annuitant

	Published Table	Adjustment Factor Male	Female
Miscellanous	PubG-2010 Employee	0.834	0.866
Safety	PubG-2010 Employee	1.011	0.979

Healthy Retirees

	Published Table	Adjustment Factor Male	Female
Miscellanous	PubG-2010 Employee	1.031	0.977
Safety	PubG-2010 Employee	0.947	1.044

Disabled Retirees

	Published Table	Adjustment Factor Male	Female
Miscellanous	PubG-2010 Employee	1.045	1.003
Safety	PubG-2010 Employee	0.916	0.995

Beneficiaries

	Published Table	Adjustment Factor Male	Female
Miscellanous	PubG-2010 Employee	1.031	0.977
Safety	PubG-2010 Employee	1.031	0.977

12. Other Postemployment Benefits (OPEB) (Continued)

A summary of the actuarial assumptions and methods used to calculate the total OPEB liability as of June 30, 2019 (measurement date) is provided below:

Valuation Date	June 30, 2019
Measurement Date	June 30, 2019
Actuarial Cost Method	The Entry Age Actuarial Cost Method is used to measure the Plan's Total OPEB Liability
Healthcare Cost Trend Rates	Pre-Medicare trend starts at 6.35% and trends down to ultimate rate of 3.93% in 2076 Medicare trend starts at 7.00% and trends down to ultimate rate of 3.93% in 2076 10-County average trend starts at 5.982% and trends down to ultimate rate of 3.93% in 2076 Vision and expenses trend remains a flat 3.50% for all years
Expected Rate of Return on Plan Assets	7.40%
Discount Rate	7.40%
Salary Increase Rate	Wage Inflation Component: 3.50% Additional Merit Component (dependent on years of service): Police: 1.50% - 8.00% Fire: 1.50% - 15.00% Muni Drivers: 0.00% - 15.00% Craft: 0.00% - 3.50% Misc: 0.00% - 5.25%
Inflation Rate	Wage Inflaction: 3.50% compounded annually Consumer Price Inflation: 2.75% compounded annually
Mortality Tables	Base mortality tables are developed by multiplying a published table by an adjustment factor developed in Retirement System experience study for the period ended June 30, 2014.

Non-Annuitant - CalPERS employee mortality tables without scale BB projection

Gender	Adjustment Factor	Base Year
Female	0.918	2009
Male	0.948	2009

Healthy Annuitants - CalPERS healthy annuitant mortality table without scale BB projection

Gender	Adjustment Factor	Base Year
Female	1.014	2009
Male	0.909	2009

Miscellaneous Disabled Annuitants - RP-2014 Disabled Retiree Tables without MP-2014 projection

Gender	Adjustment Factor	Base Year
Female	1.066	2006
Male	0.942	2006

Safety Disabled Annuitants - CalPERS industrial disability mortality table without scale BB projection

Gender	Adjustment Factor	Base Year
Female	0.983	2009
Male	0.909	2009

12. Other Postemployment Benefits (OPEB) (Continued)

The mortality rates in the base tables are projected generationally from the base year using the MP-2019 and MP-2015 for the actuarial valuation as of June 30, 2020 and 2019, respectively.

***Change in Assumptions* –** For the actuarial valuation as of June 30, 2020, assumptions including healthcare cost trend rates, expected rate of return on plan assets, salary increase rate, inflation rate, and mortality tables are changed from the actuarial valuation as of June 30, 2019.

Sensitivity of Liabilities to Changes in the Healthcare Cost Trend Rate and Discount Rate – The following presents the Port's proportionate share of the City's net OPEB liability calculated using the healthcare cost trend rate, as well as what the Port's allocation of the City's net OPEB liability would be if it were calculated using a healthcare cost trend rate that is 1% lower or 1% higher than the current rate:

	($000's)		
Measurement Year	**1% Decrease**	**Baseline**	**1% Increase**
June 30, 2020	$ 26,624	$ 30,792	$ 36,225
June 30, 2019	27,217	31,448	36,700

Discount Rate – The discount rates used to measure the total OPEB liability as of June 30, 2020 and 2019 were 7.0% and 7.4%, respectively. Based on the assumption that plan member contributions will continue to be made at the rates specified in the Charter, it was determined that the OPEB Plan's projected fiduciary net position will be greater than or equal to the benefit payments projected for each future period. As such, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

The long-term expected rate of return on OPEB plan investments were 7.0% and 7.4% based on expected future returns and historical returns experienced by the Retiree Healthcare Trust Fund as of June 30, 2020 and 2019 (measurement periods). Expected future returns were determined based on 10-year and 20-year capital market assumptions for the Retiree Healthcare Trust Fund's asset allocation.

12. Other Postemployment Benefits (OPEB) (Continued)

Target allocation as of June 30, 2020 and 2019 (measurement periods) for each major asset class and best estimates of geometric real rates of return are summarized in the following table:

	June 30, 2020 Valuation	
Asset Class	**Target Allocation**	**Long - term Expected Real Rate of Return**
Equities		
U.S. Large Cap	28.0%	8.4%
U.S. Small Cap	3.0%	9.8%
Developed Market Equity (non-U.S.)	15.0%	9.6%
Emerging Market Equity	13.0%	11.7%
Credit		
High Yield Bonds	3.0%	4.9%
Bank Loans	3.0%	4.9%
Emerging Market Bonds	3.0%	4.8%
Rate Securities		
Investment Grade Bonds	9.0%	2.2%
Long-term Government Bonds	4.0%	3.1%
Short-term Treasury Inflation-Protected	4.0%	1.9%
Private Markets		
Private Equity	5.0%	12.5%
Core Private Real Estate	5.0%	6.4%
Risk Management Strategies		
Global Macro	5.0%	4.1%
Total	100.0%	

	June 30, 2019 Valuation	
Asset Class	**Target Allocation**	**Long - term Expected Real Rate of Return**
Equities		
U.S. Equities	41.0%	8.1%
Developed Market Equity (non-U.S.)	20.0%	8.5%
Emerging Market Equity	16.0%	10.4%
Credit		
High Yield Bonds	3.0%	6.5%
Bank Loans	3.0%	6.1%
Emerging Market Bonds	3.0%	5.2%
Rate Securities		
Treasury Inflation Protected Securities	5.0%	3.6%
Investment Grade Bonds	9.0%	3.9%
Total	100.0%	

12. Other Postemployment Benefits (OPEB) (Continued)

As of June 30, 2020 (measurement period), the asset allocation targets summarized above have a 20-year return estimate of 6.90%, which was weighted against a 10-year model estimating a 6.93% return, resulting in the ultimate long-term expected rate of return of 7.00%. As of June 30, 2019 (measurement period), the asset allocation targets summarized above have a 20-year return estimate of 8.3%, which was weighted against a 10-year model estimating a 7.5% return, resulting in the ultimate long-term expected rate of return of 7.4%.

The following presents the Port's proportionate share of the City's net OPEB liability calculated using the discount rate, as well as what the Port's proportionate share of the City's net OPEB liability would be if it were calculated using a discount rate that is 1% lower or 1% higher than the current rate:

	($000's)		
Measurement Year	**1% Decrease 6.00%**	**Discount Rate 7.00%**	**1% Increase 8.00%**
June 30, 2020	$ 35,734	$ 30,792	$ 26,758

	($000's)		
Measurement Year	**1% Decrease 6.40%**	**Discount Rate 7.40%**	**1% Increase 8.40%**
June 30, 2019	$ 36,313	$ 31,448	$ 27,473

The City issues a publicly available financial report that includes the complete note disclosures and required supplementary information related to the City's postemployment health care obligations. The report may be obtained by writing to the City and County of San Francisco, Office of the Controller, 1 Dr. Carlton B. Goodlett Place, Room 316, San Francisco, California 94102, or by calling (415) 554-7500.

13. Related Party Transactions

The Port receives services from, and provides services to, various City departments that are categorized in the various operating expense line items in the statements of revenues, expenses and changes in net position. The Port continues to evaluate its payments to the City's General Fund and various City departments to ensure that they support activities within the Port area and to refine the methodologies used for the allocation of City direct and indirect costs. In fiscal year 2021, services provided by other City departments included $6,344,000 of insurance premiums and $417,000 in workers' compensation expense. In fiscal year 2020, services provided by other City departments included $3,234,000 of insurance premiums and $664,000 in workers' compensation expense.

Services provided by City departments include: fireboat operations and maintenance from the Fire Department, legal and litigation-related services from the City Attorney's Office, street cleaning, direct and contractual services from San Francisco Public Works, services provided by the City Purchaser, contract compliance services by the City Administrator's Contract Monitoring Division, security services from the Police Department, risk management consulting services through the City Risk Manager, parking enforcement and parking meter system maintenance and collection services from and through the San Francisco Municipal Transportation Agency (SFMTA), communications and network services from the Department of Technology and real estate services from the Department of Real Estate. Charges for electrical service provided by the San Francisco Public Utilities Commission (SFPUC), included in utilities on the statements of revenues, expenses and changes in net position, were $1,468,000 and $1,974,000 in fiscal years 2021 and 2020, respectively. Rental revenues from City departments included in operating revenues were approximately $10,981,000 and $4,372,000 in fiscal years 2021 and 2020, respectively.

In November 2018, City voters approved Proposition A, a $425 million General Obligation Bond known as the 2018 Embarcadero Seawall Earthquake Safety Bond to support the Seawall Earthquake Safety and Disaster Prevention Program. In 2020, the Port received $49,548,000 of proceeds from the Series 2019B sale of the Bond for planning and preliminary design phases of the Seawall Program. $9,000,000 from the proceeds were used to reimburse the City's Capital Revolving Fund for prior years Seawall project expenditures and $600,000 were used to reimburse the City for bond issuance costs. Since these bonds are a citywide obligation, the proceeds received by the Port are recorded as capital contributions net of the total reimbursement to the City and totaled to $39,947,000. As of June 30, 2020, the Port accrued the unreimbursed amount of $3,000,000 as due to other City funds. The balance was fully reimbursed as of June 30, 2021.

In November 2012, City voters approved Proposition B, a $195 million General Obligation Bond known as the 2012 San Francisco Clean and Safe Neighborhood Parks Bond. After deductions for issuance costs, this bond allocates $34.5 million for parks and open spaces on Port property. Since these bonds are a citywide obligation, the proceeds received by the Port are recorded as capital contributions. In 2020, the Port received $3,081,000 of proceeds from the Series 2019C sale of the 2012 Bond for waterfront projects.

13. Related Party Transactions (Continued)

In March 2021, the Port and the SFPUC entered into a memorandum of understanding (MOU) authorizing SFPUC to use up to an additional 3.5 megawatt of available capacity from Port's primary service location at Pier 70's Building 102 to provide temporary electrical service to the Seawall Lot 337 development project and SFPUC Mariposa Pump Station facility. Accordingly, the SFPUC will pay $1,150,000 for the use of this capacity for one year from the effective date of the MOU with an option to extend. The SFPUC will pay the Port $145,000 per month when the service period exceeds one year from the effective date. As of June 30, 2021, SFPUC has made the first installment payment of $575,000 to the Port.

In 2012, the Port and the SFPUC entered into an MOU to facilitate the installation of a shoreside power system at the Pier 70 ship repair facility. Among other things, the SFPUC committed to provide the Port a project rebate of $1.5 million, or a pro-rata amount, based on a pre-established threshold for metered electricity consumption by the shoreside power system during the first ten years of operation. At June 30, 2021 and 2020, a prorated rebate amount of $369,000 and $369,000, respectively, were accrued as an advance to other City departments.

The Port and SFPUC entered into an MOU dated September 1, 2018 to construct certain improvements to the Mariposa Pump Station and associated sewer work on the Port premises located within Seawall Lot 345. The SFPUC will use the premises for an initial term of 30 years and pay the Port rent payment of $0.45 per square foot per month with a 3% annual increase for a total rent of $1,242,000. In fiscal year 2019, SFPUC paid the Port a lump sum of $502,000 representing the unearned net present value of the total rent for the initial term of 30 years. At June 30, 2021 and 2020, the balances were $455,000 and $469,000 and reported as prepaid rents and advance payments liabilities.

On September 27, 2018, the Port and Mayor's Office of Housing and Community Development (MOHCD) entered into an MOU to implement the affordable housing development project at Seawall Lot 322-1 (88 Broadway). Under the MOU, the Port was due a total of $14,958,000 from MOHCD as of June 30, 2019. In August 2019, MOHCD paid the Port $14,996,000, including additional interest accrued since June 30, 2019. As part of the 88 Broadway project, the Port entered into a Ground Lease with a developer in March 2019. The Ground Lease has a term of fifty-seven years plus one eighteen extension option (a 75-year maximum term but with expiration no later than December 31, 2105). The lease revenues are being amortized over the 75-year maximum term of the lease. In addition to the payment by MOHCD, the developer will be required to make lease payments representing a share of any cash flow generated by commercial activities. At June 30, 2021 and 2020, the Port reported $14,105,000 and $14,304,000, respectively, of unearned revenue related to this Ground Lease as prepaid rents and advance payments liabilities.

The Port and Department of Building Inspection (DBI) entered into an MOU dated May 7, 2018 to provide plan review and field inspection in accordance with San Francisco Building Code on development projects enforced by the Port. As of June 30, 2021, no amount was due to the DBI. As of June 30, 2020, the Port accrued the amount due to DBI in the amount of $402,000, as due to other City funds.

13. Related Party Transactions (Continued)

At June 30, 2020, the Port accrued $60,000 for unreimbursed grants funds from the San Francisco Transportation Authority as due from other City funds. The balance was reimbursed as of June 30, 2021.

In December 2017, the Port and San Francisco Fire Department (SFFD) entered into an MOU for the use of water, apron, shed and office space at Pier 26 for berthing and servicing of fireboats for five years and on a month-to-month basis afterward. To facilitate these uses, SFFD repaired apron decking, replaced the fender system within the leasehold area and upgraded electrical services to Pier 26. In return, the Port allowed SFFD to apply hundred percent rent credits toward the lease payments until all required capital improvements, approximately $2.3 million, are fully offset. As of June 30, 2021 and 2020, rent credits of $651,000 and $507,000, respectively, have been provided to SFFD.

The Port and the Office of Community Investment and Infrastructure (OCII) entered into a grant agreement in November 2018, to reimburse the Port from available excess bond proceeds for the Mission Bay Ferry Terminal Landing project construction costs in the amount not-to-exceed $9.0 million. In January 2021, the OCII reimbursed $7,826,000, which was returned to the City's General Fund since the project cost was advanced by the City's General Fund. The OCII will reimburse the remaining $642,000 in 2022. As of June 30, 2021, the Port recorded a due from other City funds and due to other City funds in the amount of $642,000.

At June 30, 2021, the Port also accrued $25,000 for unpaid reimbursements to the City as due to other City funds.

14. Operating Lease Commitment

The Port has a noncancelable operating lease (sublease) for its offices at Pier 1 from the master tenant, which requires the following minimum annual payments (in thousands):

Year Ending June 30		
2022	$	3,338
2023		4,104
2024		4,104
2025		4,104
2026		4,268
2027-2031		22,486
2032-2036		22,486
2037-2041		22,486
2042-2046		22,486
2047-2051		22,486
2052-2056		22,486
2057-2061		22,486
2062-2065		16,115
Total	$	193,435

This schedule is based on the October 2021 amendment effective July 1, 2021.

The master lease, as amended in fiscal year 2016, allows the master tenant an option to extend the lease term for an additional 15 years. Among other things, the amended provisions include a grant to the Port, as sub-lessee, a one-time early termination right in 2031, and if such termination is not exercised, a 15-year extension option, for a term coterminous with the master lease, if the master lease is also extended. The Port has an option to purchase the leasehold premises at a price equal to the present value of the remaining base rent due from the Port to the master tenant, effective through the expiration date of the sublease. On February 1, 2021, the sublease anticipated a market rate adjustment, resulting in an increase in future minimum annual payments. Rental payments totaled $2,786,000 in fiscal year 2021 and $2,721,000 in fiscal year 2020.

15. Commitments

Development and Capital Projects

The Port is engaged in development and capital projects, which involve commitments to expend significant funds. Certain development plans, such as that for the Pier 70 area, require complex financing strategies including an array of public and private financing mechanisms in order to accomplish development objectives, which may include environmental remediation (see Note 16), preservation and adaptive reuse of historic buildings, and construction of new infrastructure and public open spaces.

15. Commitments (Continued)

The Port has pursued State legislative changes to increase funding options to address future capital requirements. In 2005, Senate Bill No. 1085 amended the California Government Code to enable the City and the Port to form, in the Port area, infrastructure financing districts, pursuant to Section 53395 et seq. Among other things, this legislation enumerated additional infrastructure improvements that qualify for infrastructure financing districts, including seismic upgrades, renovation, environmental remediation, utility improvements, and structural repair or construction of seawalls, piers, and wharves.

The 2012 San Francisco Clean and Safe Neighborhood Parks Bond general obligation bonds, included $34,500,000 and the 2008 Parks Bond included $33,500,000 of funding for parks and open space projects on Port property.

The 2018 Embarcadero Seawall Earthquake Safety Bond general obligation bonds included $49,548,000 of funding for planning and preliminary design phases of the Seawall Program.

Purchase Commitments
The Port had firm purchase and contract commitments at June 30, 2021 for approximately $11,292,000 for capital projects and $857,000 for general operations.

16. Contingencies

Grants
Certain grants that the Port receives are subject to audit and financial acceptance by the granting agency based upon their review of costs incurred. The Port's management does not believe that such audits will have a material impact on the financial statements.

South Beach Harbor Project Commitments
On May 1, 2019, OCII transferred South Beach Harbor operations to the Port. Under San Francisco Bay Conservation and Development Commission (BCDC) Permit Amendment No. 17 for the South Beach Harbor Project, certain public access and other improvements were to be completed by December 31, 2017. Construction estimates prepared by a Port consultant in 2014 indicate that the required uncompleted work would cost approximately $7,900,000. The Port has worked with the water recreation community to develop an alternative public access improvement proposal for BCDC consideration. Port management believes that the alternative proposal will provide significant public access improvements that are relevant to the project area and at a lower cost. On December 18, 2020, BCDC issued Amendment No. 20 for the South Beach Harbor Permit (1984.002.20) requiring amended project work to be completed by December 31, 2024, including installation of a new guest dock, kayak launch, and hoists located at Pier 40.

Pier 45 Fire
On May 23, 2020, a large fire broke out at a warehouse (Shed C) on Pier 45. The cause of the fire is undetermined. Nearly all of Shed C and its contents were lost due to the fire, including private property stored in the pier shed. Other adjacent sheds were also damaged by smoke and soot.

16. Contingencies (Continued)

The Port's property was insured at the time of the incident. The Port received many Government Code claims for lost or damaged property and lost profits, which the Port has denied. Tenant lease agreements generally contain language that protects the City from any form of property damage liability.

As of June 30, 2021, two lawsuits have been filed in this matter and the Port's insurance carrier has accepted tender for both cases. At this early stage, the extent of the Port's liability is uncertain, and the Port's estimated costs do not appear to be materially significant.

Environmental

The Port is required to comply with several federal, State, and local laws, regulations, and permits designed to protect human health, safety, and the environment. In conforming to these laws, the implementing regulations and permits, the Port has instituted a number of compliance programs and procedures. It is the Port's intent that its environmental compliance programs conform to regulatory and legal requirements while effectively managing its financial resources.

The Port's financial statements include liabilities, established and adjusted periodically, based on new information, in accordance with applicable generally accepted accounting principles in the United States of America, for the estimated costs of compliance with environmental laws and regulations and remediation of known contamination. As the Port undertakes future development planning, the Port evaluates its overall provisions for environmental liabilities in conjunction with the nature of future activities contemplated for each site and, if necessary, accrues a liability. It is, therefore, reasonably possible that in future reporting periods current estimates of environmental liabilities could materially change.

Port lands are subject to environmental risk elements typical of sites with a mix of light industrial activities dominated by transportation, transportation-related and warehousing activities. Due to the historical placement of fill of varying quality, and widespread use of aboveground and underground tanks and pipelines containing and transporting fuel, elevated levels of petroleum hydrocarbons and lead are commonly found on Port properties. Consequently, any significant construction, excavation or other activity that disturbs the soil, fill material or bay sediment may encounter hazardous materials and/or generate hazardous waste.

The Port has identified certain environmental issues related to the Port's property, including polychlorinated biphenyls (PCBs), polycyclic aromatic hydrocarbons (PAHs) and other oil contamination. The Port may be required to perform certain clean-up work if it intends to develop or lease the property, or at such time as required by the City or State. There are sites where groundwater contamination may be later identified, where the Port has primary or secondary responsibility. The potential liability for all such risk cannot be reasonably made at this time.

16. Contingencies (Continued)

Pier 70 – For over 150 years there were ironworks, steelworks, shipbuilding and repair, and other industrial operations at this 69-acre site. Between 2007 and 2010 the Port conducted a comprehensive community-based planning process for the redevelopment of Pier 70. This culminated in the Preferred Master Plan for Pier 70 involving rehabilitation and reuse of the historical buildings, preservation of ship repair facilities, new development, park and open space, and pollution remediation.

Between 2009 and 2013, with financial assistance from the U.S. Department of Commerce, the Port completed a comprehensive investigation of soil and groundwater conditions, a risk assessment and feasibility study, and a Remedial Action Plan (RAP). The RAP consists of capping site soils and establishing institutional controls to reduce or eliminate human health risks related to contamination. The Port subsequently developed a Risk Management Plan (RMP), which established institutional controls (e.g. use restrictions, soil handling requirements, health and safety plans, etc.) and engineering controls (e.g. capping contaminated soil) to protect the public and prevent an adverse impact to the environment. The RMP specifies how future development, operation, and maintenance of the area will implement the remedy, by covering existing site soil with buildings, streets, plazas, hardscape, or new landscaping, thereby minimizing or eliminating exposure to contaminants in soil. The Regional Water Quality Control Board approved the RMP in January 2014.

Previous investigation of the northeast shoreline of Pier 70, discovered near-shore sediments containing PCBs and polycyclic aromatic hydrocarbons (PAH) at concentrations that pose a potential risk to aquatic life and human health under certain exposure scenarios, and require removal or capping of sediment before the development of the area for public access and recreation. Environmental consultants to the Port prepared a preliminary cost estimate, for installation of a chemical isolation cap consisting of an activated carbon-based treatment media and gravel/rock layer over the impacted area. In 2018, the Port entered into a disposition and development agreement with a developer for the 28-acre Waterfront Site. The developer assumes substantial responsibility for capping contaminated soil in the project area in accordance with the RMP.

The Port evaluates cost estimates annually based on additional information and transaction events that may impact the pollution remediation outlays. The accrued cost for pollution remediation at Pier 70 is estimated to be $4,500,000 on June 30, 2021 and $2,942,000 on June 30, 2020. These are obligations not assumed by the Port development partners. $2,500,000 of the June 30, 2021 obligation are estimated costs to install a sediment cap offshore along the former Pier 70 Shipyard and adjacent to Crane Cove Park. The Port also estimates that it will cost $2,000,0000 to remediate contaminated soil located at the Pier 70 Undeveloped Upland area. Remediation will likely involve removing the storm drain and installing of a durable cover.

The increase in the overall obligation from the prior year is primarily due to a greater understanding of the extent of the pollution and refinements to previous costs estimates.

16. Contingencies (Continued)

Former Pier 64 Marine Terminal Investigation & Remediation **-** A 2017-2018 investigation of sediment quality in the former Pier 64 area found elevated concentrations of polycyclic aromatic hydrocarbons (PAHs) in submerged land owned by the Port. In August 2019, the San Francisco Bay Regional Water Quality Control Board (Water Board) issued a directive to conduct further investigation and evaluation of sediment contamination near the former Pier 64. This directive constitutes a regulatory order and it identified a group of potentially responsible companies. These companies or their predecessors discharged petroleum products and other hazardous chemicals into the waters of the state. The Port is named in this directive primarily because it is the past and current property owner.

In 2020, the Port entered into a Cost Sharing Agreement with the potentially responsible parties subject to the Water Board directive, under which all agreed to cooperate, and share costs related to fulfilling the directive. Under the Cost Sharing Agreement, the potentially responsible parties submitted a Sediment Investigation Work Plan designed to identify potential sources, characterize extent, and evaluate potential environmental impacts of the PAH contamination.

The Port and responsible parties performed the sediment investigation and submitted a report of its findings to the Water Board in February 2021. The Water Board's review of the report was pending as of the fiscal year end. The Port expects the Water Board to require an additional evaluation of the sediment contamination. A determination about required site remedial action is expected from the Water Board in the first half of calendar year 2022. As of the fiscal year-end, the Port has estimated the remediation obligation to be approximately $2,260,000. This estimate is not intended to reflect an admission of liability.

Mission Bay Ferry Landing **-** The Port's Mission Bay Ferry Landing (MBFL) project is located adjacent to the south side of the former Pier 64. The MBFL project consists of approximately eight acres of in-water area, dredging, ferry berths, a few hundred feet of armored shoreline.

While planning the MBFL project, the Port analyzed sediment and found elevated PAH concentrations in a portion of the proposed dredge area. As required by the regulatory and resource agencies that authorize in-water construction and dredging, the Port completed a feasibility study for remediating contaminated sediment in June 2018. The feasibility study evaluated the potential environmental impacts of dredging, construction activities, and the effect on aquatic organisms. The study proposed a sediment cap where residual PAHs would remain covered in sediment following construction. The final project engineering plans include removal of the upper portion of contaminated sediment and placement of a 1.6-acre sediment cap.

The PAH contamination may be attributable primarily to historic operations by the Pier 64 potentially responsible companies. However, the Port has proceeded to remediate the sediment contamination as part of the MBFL project. In the future, the Port may seek to recover costs incurred during the MBFL project from the Pier 64 potentially responsible companies.

The Port completed phase one of MBFL construction in November 2020, including excavating contaminated sediment and placing a clean sand layer over the exposed sediment surface to prevent aquatic organism's exposure to contaminants. A marine mattress and additional sand layer will be

16. Contingencies (Continued)

part of the phase two construction to protect the sand layer from erosion. Phase two will also include the removal of more contaminated sediment. Construction for MBFL phase two is scheduled to start in June 2023, beginning with the placement of the marine mattress and additional sand layer. As of June 30, 2021, the Port estimated this pollution remediation obligation to be $2,000,000. This estimate is not intended to reflect an admission of liability.

Hyde St. Harbor/Wharf J10 Petroleum Discharge **-** In Spring 2020, petroleum sheens were observed at the shoreline near the Hyde Street Harbor office including the Wharf J10 shoreline. In July 2020, the US Coast Guard issued a Notice of Federal Interest (NOFI).

In September 2020, the United States Environmental Protection Agency (EPA) issued a Cleanup Order to the Port, as the landowner, to investigate and mitigate the petroleum seep. The Port's investigation discovered red-dye renewable diesel fuel in soil, groundwater, and in petroleum seepage into the Bay. In March 2021, the EPA issued a Cleanup Order to the potentially responsible company, a tenant of the Port, to investigate and mitigate the release. In April 2021, the potentially responsible company performed integrity testing on underground pipelines, which supplied renewable diesel fuel to the Hyde Street Harbor Fuel Dock.

In March 2021, EPA approved a Subsurface Investigation Work plan to determine the extent of renewable diesel fuel contamination. The EPA also directed the potentially responsible company to submit a Product Recovery Work Plan for US EPA review and approval. Product recovery work is anticipated to begin in the second half of the calendar year 2021.

The Port believes the potentially responsible company is responsible for the cost of remediation. In addition, there may be other potentially responsible parties due to historical usage of the property and possible insurance coverage for those parties. The extent of the Port's potential liability cannot reasonably be made at this time. As of the fiscal year-end, the Port estimated the pollution remediation obligation to be approximately $1,570,000. This estimate is not intended to reflect an admission of liability.

A summary of environmental liabilities, included in noncurrent liabilities, at June 30, 2021 and 2020, is as follows (in thousands):

	Environmental Remediation
Environmental liabilities at July 1, 2019	$ 4,105
Current year claims and changes in estimates	(1,163)
Environmental liabilities at June 30, 2020	$ 2,942
Environmental liabilities at July 1, 2020	$ 2,942
Current year claims and changes in estimates	7,388
Environmental liabilities at June 30, 2021	$ 10,330

17. Risk Management

Litigation

The Port is a defendant in various lawsuits and claims that arise during the ordinary course of business. Most of these matters deal with personal injury or property damage resulting from an accident or fire and are covered by insurance. When the likelihood of an unfavorable outcome is probable, accrued liabilities will include, at a minimum, the aggregate amount of deductibles under applicable insurance policies. There are also pending actions filed by tenants and vendors, alleging breach of leases or contracts, and associated economic losses. The final disposition of these legal actions and certain legal claims is not determinable. However, in the opinion of management, the outcome of any litigation of these matters will not have a material effect on the financial position or changes in net position of the Port.

The estimated claims payable at June 30, 2021 and 2020 is $775,000 and $450,000, respectively. Asserted claims in litigation contribute to the Port's estimated claims liability.

Insurance – General and Workers' Compensation

The Port is subject to various risk of loss, including general liability, property and casualty, and workers' compensation. The Port carries commercial insurance for all risks of loss with the following exceptions: (i) workers' compensation; (ii) property damage to most Port owned vehicles; (iii) employee health and accident; (iv) professional liability; and (v) losses due to seismic events.

More specifically, the Port carries the following insurance (listed coverage limits and related deductible amounts are effective July 1, 2021): (i) marine general liability coverage of $100,000,000, subject to a deductible of $100,000 per occurrence; (ii) hull and machinery liability coverage of $1,000,000, subject to a deductible of $100,000 per occurrence; (iii) commercial property insurance for Port facilities, subject to a maximum coverage of $140,000,000 and a deductible of $10,000,000 per occurrence (increased from a maximum of $100,000,000 and a deductible of $5,000,000 per occurrence before July 1, 2021); and (iv) public officials and employee liability coverage of $5,000,000, subject to a deductible of $50,000 per occurrence. The Port also carries insurance coverage for employee dishonesty, auto liability, property damage for certain high-value Port vehicles, water pollution, and data processing equipment. In addition to the above, the Port requires most of its tenants, licensees, and contractors on all contracts to carry commercial general liability insurance in various amounts naming the Port Commission and the City as additional insured parties. Tenants whose operations pose a significant environmental risk are also required to post an environmental oversight deposit and an environmental performance deposit.

Losses from workers' compensation claims of Port employees, the deductible portion of insured losses, and losses from other uninsured risks must be funded by current revenues or reserves. The administration of workers' compensation, including estimates of recorded and incurred but not reported claims, is provided by the City. The workers' compensation liability as of June 30, 2021 and 2020 has been evaluated by an independent actuary.

17. Risk Management (Continued)

With respect to the general liability accrual, the Port has various unsettled lawsuits filed, or claims asserted against it as of June 30, 2021 and 2020. The Port's General Counsel and management have reviewed these claims and lawsuits in order to evaluate the likelihood of an unfavorable outcome to the Port and to arrive at an estimate of the amount or range of potential loss to the Port.

Claims liabilities are reported when it is probable that a loss has occurred, and the amount of the loss can be reasonably estimated. The estimate for claims liability depends on complex factors, such as inflation, changes in legal doctrines, newly discovered information and historical damage awards. Claims are reevaluated periodically to consider such factors and recent claims settlement trends (including frequency and amount of pay-outs). The estimate of the claims liability also includes increases or decreases to previously reported unsettled claims. The general liability reserve is included in estimated claims payables.

Changes in the reported liability reserves for June 30, 2021 and 2020 resulted from the following activity (in thousands):

	General Liability		Workers' Compensation	
	2021	2020	2021	2020
Beginning of year	$ 450	$ 450	$ 2,557	$ 2,548
Current year claims & changes in estimate	332	1	384	673
Settlements	(7)	(1)	(417)	(664)
End of year	$ 775	$ 450	$ 2,524	$ 2,557

18. Uncertainties

The COVID-19 was declared as a global pandemic in March 2020 by the World Health Organization and continued into the current fiscal year. The Port's revenues declined significantly due to the COVID-19 pandemic and expects the pandemic to adversely impact revenues and operations for future reporting periods. The Port responded in many ways, including implementing economic recovery initiatives, a rent relief program for its tenants, and a Micro-Local Business Enterprise emergency loan program. While the Port is planning for a five-year economic recovery, it is not possible to predict the duration or magnitude of the pandemic and how long it will take for the economy to recover.

Supplemental Schedules

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

Supplemental Schedule - Combining Statements of Net Position

June 30, 2021 and 2020

(dollar amounts in thousands)

	Port (excluding South Beach Harbor) 2021	South Beach Harbor 2021	Total 2021	Port (excluding South Beach Harbor) 2020	South Beach Harbor 2020	Total 2020
Assets						
Current assets:						
Unrestricted:						
Cash and investments held in City Treasury	$ 171,737	$ 9,222	$ 180,959	$ 177,410	$ 7,344	$ 184,754
Cash held outside of City Treasury	5	-	5	5	-	5
Receivables, net	18,896	368	19,264	13,416	175	13,591
Due from other City funds	642	-	642	60	-	60
Accrued interest receivable	126	-	126	591	-	591
Materials and supplies	1,609	-	1,609	1,583	-	1,583
Prepaid charges and advances	11	-	11	48	-	48
Total unrestricted current assets	193,026	9,590	202,616	193,113	7,519	200,632
Restricted:						
Cash and investments held in City Treasury	41,285	315	41,600	55,639	319	55,958
Cash and investments held outside of City Treasury	5,282	-	5,282	5,691	-	5,691
Total restricted current assets	46,567	315	46,882	61,330	319	61,649
Total current assets	239,593	9,905	249,498	254,443	7,838	262,281
Noncurrent assets:						
Capital assets:						
Nondepreciable	115,338	539	115,877	138,847	411	139,258
Depreciable, net	314,458	18,122	332,580	303,546	18,973	322,519
Capital assets, net	429,796	18,661	448,457	442,393	19,384	461,777
Unrestricted other noncurrent assets	2,635	-	2,635	2,713	-	2,713
Advance to other City Fund	369	-	369	369	-	369
Total noncurrent assets	432,800	18,661	451,461	445,475	19,384	464,859
Total assets	672,393	28,566	700,959	699,918	27,222	727,140
Deferred outflows of resources						
Deferred outflows of resources from refunding of debt	166	-	166	175	-	175
Deferred outflows of resources related to pension	13,884	-	13,884	13,835	-	13,835
Deferred outflows of resources related to other postemployment benefits (OPEB)	5,168	-	5,168	4,481	-	4,481
Total deferred outflows of resources	19,218	-	19,218	18,491	-	18,491

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

Supplemental Schedule - Combining Statements of Net Position (Continued)

June 30, 2021 and 2020

(dollar amounts in thousands)

	Port (excluding South Beach Harbor) 2021	South Beach Harbor 2021	Total 2021	Port (excluding South Beach Harbor) 2020	South Beach Harbor 2020	Total 2020
Liabilities						
Current liabilities:						
Accounts payable and accrued expenses	$ 4,603	$ 66	$ 4,669	$ 8,008	$ 47	$ 8,055
Due to other City funds	667	-	667	3,402	-	3,402
Accrued interest payable	1,049	232	1,281	1,095	243	1,338
Accrued payroll	2,046	82	2,128	1,993	66	2,059
Accrued vacation and sick leave pay	1,847	15	1,862	1,581	6	1,587
Accrued workers' compensation	472	-	472	450	-	450
Estimated claims payable	425	-	425	100	-	100
Current maturities of long-term obligations	3,208	283	3,491	3,096	271	3,367
Pollution remediation obligations	1,670	-	1,670	-	-	-
Prepaid rents and advance payments	3,575	152	3,727	3,206	139	3,345
Rent credits due to tenants	1,842	-	1,842	1,951	-	1,951
Lessee and other deposits	10,311	315	10,626	10,400	319	10,719
Total current liabilities	31,715	1,145	32,860	35,282	1,091	36,373
Noncurrent liabilities:						
Accrued vacation and sick leave pay	1,822	28	1,850	1,251	8	1,259
Accrued workers' compensation	2,052	-	2,052	2,107	-	2,107
Estimated claims payable	350	-	350	350	-	350
Long-term obligations - net of current maturities	72,102	5,330	77,432	75,527	5,613	81,140
Pollution remediation obligations	8,660	-	8,660	2,942	-	2,942
Net pension liability	46,503	-	46,503	37,124	-	37,124
Net OPEB liability	30,792	-	30,792	31,448	-	31,448
Prepaid rents, advance payments and other liabilities	27,360	-	27,360	27,963	-	27,963
Rent credits due to tenants	41,983	-	41,983	43,824	-	43,824
Total noncurrent liabilities	231,624	5,358	236,982	222,536	5,621	228,157
Total liabilities	263,339	6,503	269,842	257,818	6,712	264,530
Deferred inflows of resources						
Deferred inflows of resources related to pensions	1,947	-	1,947	7,547	-	7,547
Deferred inflows of resources related to OPEB	4,485	-	4,485	2,262	-	2,262
Total deferred inflows of resources	6,432	-	6,432	9,809	-	9,809
Net position						
Net investment in capital assets	315,243	13,048	328,291	320,972	13,500	334,472
Restricted for capital projects	31,063	-	31,063	42,371	-	42,371
Unrestricted	75,534	9,015	84,549	87,439	7,010	94,449
Total net position	$ 421,840	$ 22,063	$ 443,903	$ 450,782	$ 20,510	$ 471,292

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

Supplemental Schedule - Combining Statements of Revenues, Expenses, and Changes in Net Position

For the Years Ended June 30, 2021 and 2020
(dollar amounts in thousands)

	Port (excluding South Beach Harbor) 2021	South Beach Harbor 2021	Total 2021	Port (excluding South Beach Harbor) 2020	South Beach Harbor 2020	Total 2020
Operating revenues:						
Commercial and industrial	$ 59,039	$ 108	$ 59,147	$ 55,617	$ 116	$ 55,733
Parking	9,898	94	9,992	18,418	122	18,540
Cruise	292	-	292	5,227	-	5,227
Cargo	8,186	-	8,186	8,443	-	8,443
Fishing	1,383	-	1,383	2,218	-	2,218
Harbor services	2,122	4,463	6,585	2,041	4,482	6,523
Other maritime	3,084	253	3,337	3,263	244	3,507
Other	5,133	275	5,408	7,921	751	8,672
Total operating revenues	89,137	5,193	94,330	103,148	5,715	108,863
Operating expenses:						
Personal services	49,637	1,398	51,035	41,191	1,459	42,650
Contractual services	22,579	597	23,176	19,722	179	19,901
Utilities	2,107	311	2,418	2,591	292	2,883
Materials and supplies	963	54	1,017	1,589	39	1,628
Depreciation and amortization	22,628	851	23,479	25,528	851	26,379
General and administrative	5,788	11	5,799	4,390	15	4,405
Services provided by other City departments	22,124	110	22,234	19,803	302	20,105
Pollution remediation	7,388	-	7,388	(1,207)	-	(1,207)
Other	1,697	54	1,751	1,465	69	1,534
Total operating expenses	134,911	3,386	138,297	115,072	3,206	118,278
Operating income (loss)	(45,774)	1,807	(43,967)	(11,924)	2,509	(9,415)
Nonoperating revenues (expenses):						
Interest and investment income	597	-	597	5,306	-	5,306
Operating grants and transfers	1,136	-	1,136	2,141	-	2,141
Gain from insurance settlement	16,442	-	16,442	3,381	-	3,381
Gain from dispositions, net	5	-	5	15	-	15
Bond issuance costs	-	-	-	(606)	-	(606)
Interest expense	(2,799)	(254)	(3,053)	(3,797)	(266)	(4,063)
Other contributions	(808)	-	(808)	-	-	-
Total net nonoperating revenues (expenses)	14,573	(254)	14,319	6,440	(266)	6,174
Change in net position before capital contributions	(31,201)	1,553	(29,648)	(5,484)	2,243	(3,241)
Capital contributions:						
Grants from government agencies and other contributions	2,259	-	2,259	43,895	-	43,895
Change in net position	(28,942)	1,553	(27,389)	38,411	2,243	40,654
Net position, beginning of the year	450,782	20,510	471,292	412,371	18,267	430,638
Net position, end of the year	$ 421,840	$ 22,063	$ 443,903	$ 450,782	$ 20,510	$ 471,292