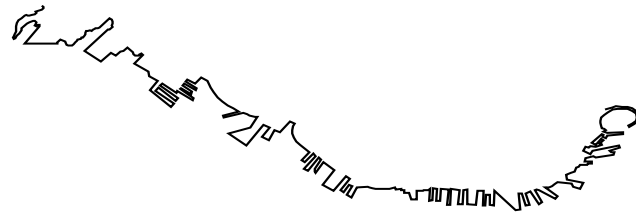


Port of San Francisco



10-Year Capital Plan

FY 2009-18 Update

Table of Contents

I.	Executive Summary	3
II.	Summary of Changes	5
III.	Schedule of Expenses / Needs Assessment	6
IV.	Proposed Funding – Port Maps	8
V.	Unfunded (Deferred) and Emerging Needs	20
VI.	Conclusions	21
	Appendix A - 10 Year Need Summary, By Facility	23

I. Executive Summary

All of the piers currently in use by the Port or Port tenants were originally constructed around 100 years ago. Of those, only nine have been rehabilitated since 1950, including AT&T Ballpark, the Ferry Building, Pier 1, Piers 1½, 3 & 5, Pier 27, Pier 39, Pier 45, Pier 48, and Pier 80. Most of the buildings atop the Port’s piers are 40 to 100 years old, making many of them historically significant structures. In recognition of this significance, the National Park Service designated the northeast waterfront, from Pier 45 in the north to Pier 48, as the Embarcadero National Register Historic District. This district includes 20 historic piers as well as eight other structures of historic significance. The Pier 70 area also includes 35 buildings and many other features recognized to be of historical significance. The Port is in conversation with the National Park Service regarding the designation of a portion of the Pier 70 area as a National Register Historic District.

The southern approach to the Illinois Street Bridge was completed in the spring of 2008. The bridge provides added rail access to allow the Port to better market cargo facilities at Pier 80 to prospective clients. Additionally, construction of the Rincon Restaurants, located south of Rincon Park near Pier 22½, was completed in January 2008. Finally, the Port completed the Public Boat Ramp project at Pier 52 in June 2008.

The FY 2009-18 update of the Port’s 10-year capital plan identifies a total need of approximately \$2 billion, primarily for deferred maintenance and seismic upgrade work required on Port facilities (see chart at right). This is approximately \$140 million greater than the approximately \$1.86 billion identified in the Port’s FY 2008-09 update. This increase is primarily the result of the 6% annual cost escalation used by the City and County of San Francisco (CCSF), which has been incorporated into this plan.

The City Charter requires all Departments of CCSF to generate a 10-year Capital Plan and update it annually. The City’s capital planning program collates the submission of all departments annually into the City’s Capital Plan. As required by City law, the Port submitted a draft FY 2009-18 Capital Plan update to the City in December of 2008. This report is a more detailed version of that submission.

A summary of the changes over the last year is as follows:

<u>Changes in Dollars</u>	
FY 08-17 Total	\$1,865,000,000
6% Cost Escalation	112,000,000
Revised / Updated Cost Estimates	<u>30,000,000</u>
	\$2,007,000,000

Of the \$2 billion in total need, the Port has identified a total of \$650 million in funding including: Port tenant obligations, the Port’s annual operating budget, revenue bonds, development projects, Infrastructure Financing District bonds, and General Obligation bonds. The largest element of the Port’s Plan is the rehabilitation and redevelopment of

the heavily blighted Pier 70 area, with an estimated need of approximately \$650 million for that area. These costs include upgrading salvageable buildings, demolition of unsalvageable ones, environmental remediation, improvements to street and utility infrastructure, and construction of an open space park area near the water's edge. While Port staff hope that much of this work can be completed through private development, much of it must be completed with other sources of funding in order to attract private development interest and funding.

The Port has developed policy options to address the unfunded portion of its plan including use of grant funds, tax increment financing and potential private development options. In November 2008, San Francisco's voters approved Proposition D which provides an option for the Board of Supervisors to capture 75% of the payroll and hotel tax increment generated by future Pier 70 development to help fund Pier 70's immense public infrastructure and improvements. As a precondition to accessing that funding, the Port must demonstrate that its lease revenues and property tax increment are insufficient to fund all public costs. Proposition D will also facilitate developing Pier 70 by reducing the entitlement risk associated with the number of discretionary approvals the Port's development projects must currently secure. Specifically, Proposition D allows the Board of Supervisors to waive the final approval of the Pier 70 lease if it approves the Pier 70 development plan and zoning at the outset of the project(s). However, each of these options will require significant staff time to develop and implement, and each will require support from City's policymakers.

At this time, the Port's revenue projections are based on the assumption that new private development at SWL 337 will result 1) in new lease revenues which will allow the Port to issue revenue bonds, as well as 2) an increased value to the property, which will allow the Port to issue IFD bonds. These assumptions would provide the Port with up to \$130 million in bond funds.

In conclusion, the Port's newfound ability to utilize the public resources of Infrastructure Finance Districts and other tax increment financing facilitated by Proposition D, a SWL 337 disencumbered by SB 815 from public-trust restrictions, and inclusion in a City General Obligation Bond constitutes a beginning to a more financially sound and sustainable Port of San Francisco.

II. Summary of Changes

A summary of the changes over the last year is as follows:

Changes in Dollars

FY 08-17 Total	\$1,865,000,000
6% Cost Escalation	112,000,000
Revised / Updated Cost Estimates	<u>30,000,000</u>
	\$2,007,000,000

Broken down by Port region, capital need increased across the Port as follows:

<u>Port Region</u>	<u>2008 Total</u>	<u>2009 Total</u>	<u>Difference</u>	<u>Increase</u>
China Basin	\$127,474	\$134,827	\$7,353	5.77%
Ferry Building	82,437	90,827	8,390	10.18%
Fishermans Wharf	104,718	107,810	3,092	2.95%
Northeast Waterfront	363,562	391,914	28,352	7.80%
Portwide	284,960	323,658	38,698	13.58%
Southbeach	292,709	310,296	17,587	6.01%
Southern Waterfront	<u>610,111</u>	<u>647,990</u>	<u>37,879</u>	6.21%
	\$1,865,971	\$2,007,322	\$141,351	7.58%

As of last year, the Port has been treating piers and wharves collectively as infrastructure. The treatment of these structures then, as a group, is similar to how a city would treat a system of utility mains. Instead of maintaining each piece of the system individually, an amount of funding is programmed each year to repair or replace elements that become damaged by external events, as well as elements that become the weakest part of the overall system. This is in part because infrastructure elements, unlike building subsystems (electrical systems, HVAC systems) are not mechanical in nature, and thus have a much longer lifespan. In addition, because of these long life spans, differential wear-and-tear of the Port's substructure elements is difficult to predict.

As the Port was not able to commit any capital funds to pier and wharf substructure renewal over the past year, the schedule this year reflects the 2008 investment amount, \$21.6 million, as part of the 2009 backlog. Until such time as the Port is in a position to commit funding to this line item, that backlog will continue to grow in successive years. This movement of foregone capital expenditure into backlog is reflected in the increase of 13.58% in the "Portwide" line item above.

III. Schedule of Expenses / Needs Assessment

Port Facilities and Infrastructure

	Projected 10-Year Additional Need							Total 10-Year Need
	Backlog	2010	2011	2012	2013	2014	2015-19	
Facility / Program Needs								
Facilities, by Region								
Fisherman's Wharf	82,149	996	256	652	2,076	10,102	11,579	107,810
Northeast Waterfront	343,249	7,199	498	363	0	11,503	29,102	391,914
Ferry Building Area	77,447	654	248	0	681	4,724	7,073	90,827
South Beach	298,627	2,534	0	653	3,394	230	4,859	310,297
China Basin	127,820	1,755	0	0	0	1,685	3,567	134,827
Southern Waterfront	589,863	6,236	25	2,188	0	950	48,728	647,990
Portwide Misc.(Equipment, ADA Plan)	13,354	0	0	0	0	0	0	13,354
Subtotal:	1,532,509	19,374	1,027	3,856	6,151	29,194	104,908	1,697,019
Portwide Annual Programs								
Dredging		3,000	3,000	3,000	3,000	3,000	15,000	30,000
Facility Condition Survey		339	339	339	339	339	1,696	3,392
Emergency Facility Repair		1,129	1,129	1,129	1,129	1,129	5,644	11,288
Special Area Plan		1,065	1,065	1,065	1,065	1,065	5,324	10,647
Pier/Wharf Substructure Reinvestment	21,600	22,680	22,680	22,680	22,680	23,814	118,844	254,978
Subtotal:		28,213	28,213	28,213	28,213	29,347	146,507	310,304
Total Additional Need:		47,587	29,240	32,069	34,364	58,541	251,415	
Total Cumulative Need:	1,554,109	1,601,696	1,630,935	1,663,004	1,697,367	1,755,908	2,007,323	
Funding Sources								
Port Tenant Responsibility							71,014	71,014
Port Funds		25,078	20,000	7,478	7,478	7,478	37,390	104,902
Port Revenue Bonds		60,000	39,000				65,000	164,000
Development Projects			75,796					75,796
Infrastructure Finance District							205,000	205,000
General Obligation Bonds		12,400	17,200					29,600
Total Additional Funding:		97,478	151,996	7,478	7,478	7,478	378,404	
Total Cumulative Funding:		97,478	249,474	256,952	264,430	271,908	650,312	
Balance:		(1,504,218)	(1,381,461)	(1,406,052)	(1,432,937)	(1,484,000)	(1,357,011)	

Just over \$1 billion, or approximately 50% of the overall need identified in the Port's 10-year capital plan, addresses renewal and repair of existing facilities or deferred maintenance. Of the \$650 million that the Port proposes to fund in the 10-year capital plan, approximately \$333 million are allocated to renewal projects.

Much of this consists of funds to address the Port's facility-specific backlog, largely non-seismic substructure pier and building repairs. Also included are street resurfacing and sewer repair projects. Some of these repairs will be funded by Port tenants as required in their leases. Other repairs will be covered by the Port through its annual operating budget. Some of the balance will be covered by development projects and Port revenue bonds, discussed in detail in the subsequent Enhancement Program sections.

The Portwide Annual Programs that are funded in the Port's annual capital budgets include (1) dredging of the bay floor along the waterfront, which maintains the depth of the berths at the Port's piers so that they remain suitable for water traffic, (2) facility condition surveys, which allow the Port to evaluate the state of the Port's structures on a continuous basis and in an organized manner, and (3) emergency facility repair, a set-aside of funds for unforeseen situations, available for the most pressing capital needs in subsequent years if the programmed year remains emergency-free.

The Port funds various open space improvements or mandated mitigations (such as the Brannan Street Wharf at Pier 36) under the Special Area Plan Open Space program as funding opportunities become available. The Port proposes to fund part of these projects with land sale proceeds, Port operating revenues, and General Obligation bond funds.

Because of the sheer magnitude of the Port's remaining Annual Program, the Pier/Wharf Substructure Reinvestment program, for the moment, receives little, if any, funding. The Port should reinvest back into the Port's pier substructures 0.75% of the value of those substructures, each year¹. Unfortunately, because of the cost to do so, the Port has been unable to make the necessary investments to maintain the Port's substructures in good repair.

For a detailed breakdown of costs in the schedule above, see Appendix A to this report. A further breakdown of projects within each building is available upon request.

It is important to note that, as with prior reports and in keeping with capital planning convention, the backlog costs have been estimated in 2009 dollars, and are not escalated to the anticipated project date.

¹ The level of need is calculated based on the cyclical replacement of portions of pier substructures, based on construction type and exposure to tidal action. For example, Port engineers estimate that the Port should rehabilitate 15% of the Port's pre-1920's era concrete piers every 20 years.

IV. Proposed Funding

Port staff proposes --and the Port Commission will eventually make decisions regarding-- a total investment of \$650 million in the ten-year capital plan. These investments consist of \$164 million in Port Revenue Bonds, \$205 million in Infrastructure Finance District (IFD) Bonds, \$29.6 million in General Obligation Bonds, funds from the Port’s operating budget, and private funds from Port tenant obligations and proposed development partners. These sources will fund improvements, including many seismic upgrades, to the following Port facilities: the Agriculture Building; Piers 15 & 17, where the Exploratorium is planning to relocate, pending major renovation; Piers 19 and 23; Piers 9, 33 & 35; Pier 27, which will house the Port’s cruise terminal; rail and tunnel improvements; Pier 50, home to the Port’s Maintenance Division; Pier 70; Pier 80, the Port’s primary cargo facility; the seawall and Backlands area at Piers 90-96; and various open space improvements along the waterfront. The proposed \$650 million in funding over the next ten years is \$154 million less than the \$804 million proposed in the Port’s FY 2008-09 10-year Capital Plan. The \$154 million difference is due to the developer withdrawing from the Piers 27-31 project thus leaving the repair and seismic upgrade work unfunded for Piers 29 and 31. As noted above and discussed in more detail below, the Port intends to repair and upgrade Pier 27 to reuse it as the Port’s primary cruise terminal.

Port Revenue Bond Projects

The Port anticipates issuing up to \$164 million in revenue bonds by FY 2018-19. Structures were selected by Port staff for Revenue Bond funding based on whether or not the facility (1) is currently profitable, (2) has the potential to be more profitable, because it is under-utilized, (3) has potential to be more profitable, because it has a lease set to expire in the next 10-years, allowing the Port to improve the property and increase rents once the property is ready to be re-leased, or (4) is critical to supporting the Port’s operations. The \$99 million in projects to be funded under Base Port Revenues reflects an optimal level of revenue bond financing. The actual revenue bond will depend on the amount of Port revenues available at the time of issuance to repay the debt, interest rates, and on policies adopted by the Port Commission.

Based on these criteria, subject to approval of policy makers, Port staff propose to make improvements to the following Port facilities with Port revenue bond funds:

Port Revenue Bond Projects*

<u>Project</u>	<u>Bond – Base Port Revenues</u>	<u>Bond – Additional SWL337 Lease Revenues</u>	<u>Total Revenue Bond Funding</u>
Agriculture Building	\$5,000,000	-	\$5,000,000
Pier 9	-	\$21,420,000	21,420,000
Piers 19-23	27,000,000	18,580,000	45,580,000
Pier 27 Cruise Terminal	20,000,000		20,000,000
Piers 33 and 35	2,000,000	25,000,000	27,000,000

Pier 50	20,000,000	-	20,000,000
Pier 80 & Rail Improvements	7,500,000	-	7,500,000
Pier 90-96 Seawall & Backlands Improvements	8,000,000	-	8,000,000
Wharf J9	5,000,000	-	5,000,000
Fisherman's Wharf Fuel Dock Repairs	1,500,000		1,500,000
Misc. Utilities	3,000,000	-	3,000,000
Total	\$99,000,000	\$65,000,000	\$164,000,000

*Subject to actual debt capacity, as well as Port Commission, Mayor and Board of Supervisors approval.

Project Descriptions:

- ***Agriculture Building:*** Located in the Ferry Building Area of the Port, the brick building south of the Ferry Building is currently leased through short-term leases for office space and Amtrak's San Francisco ticketing office. The Port is developing a plan to determine possible new uses for the Agriculture Building, as well as costs to renovate the facility to accommodate the new uses. The Port proposes to allocate \$5 million in revenue bonds to help cover repairs and seismic upgrades.
- ***Northeast Waterfront Piers - Piers 9, 33 and 35:*** In 2007, the State legislature adopted legislation (SB 815) that allows for more varied development on some of the Port's seawall lots, and allows the Port to enter into lease terms of up to 75 years (the prior maximum had been 66 years). The legislation also restricts the use of new revenue growth generated by seawall lot leases to 1) repair and seismic upgrades of historic facilities and 2) construction of open spaces required by the Special Area Plan. Seawall Lot 337 is the first development affected by the new legislation. The additional annual income associated with SWL 337 development will help the Port to leverage up to, roughly, \$65 million in revenue bonds. Piers 9, 33 and 35 will be the recipient of some of these Revenue Bond funds (Piers 19-23 to receive the balance), which will go toward seismic upgrades and long-deferred repairs.
- ***Pier 27 Cruise Terminal Project -*** On September 27, 2007, the Port Commission accepted the Cruise Terminal Advisory Panel's recommendation to re-locate the Port's primary cruise terminal from Pier 35 to Pier 27 because it is the most cost-effective location. The Port currently has \$19.3 million available to make the necessary improvements at Pier 27 to accommodate a cruise terminal which is substantially less than the estimated \$60 million project cost estimate. The Port proposes to allocate \$20 million in Port revenue bond proceeds to help cover the shortfall for a total of \$39.3 million available for the cruise terminal project. The Port is also undergoing an engineering evaluation to evaluate project cost alternatives and phasing opportunities based on detailed design and engineering plans. Finally, the Port is studying the possibility of using the cruise terminal as

event space during non-cruise days to generate revenues that could be used to help cover funding shortfalls.

- ***Piers 19 and 23:*** These piers are located near one another in the northern waterfront. They require repairs and seismic upgrades and are currently without any long-term leases. The Port will allocate revenue bonds to the piers to attract tenants willing to make tenant improvements in return for 10-year leasing for non-public trust uses and longer leases for public trust uses. The Port proposes to allocate a total of approximately \$45.6 million in revenue bond funds toward improving these facilities with the end-goal of generating increased lease revenues.
- ***Pier 50:*** Located in China Basin, on Terry Francois Blvd south of AT&T Ballpark, Pier 50 houses the Port's maintenance facility. The estimated need over the next 10 years totals \$50 million; the Port proposes to allocate \$20 million in revenue bond funds to seismically upgrade and repair the areas of the pier's substructure in the worse condition.
- ***Pier 80 and Rail Improvements:*** located in the southern waterfront near Cesar Chavez Street, Pier 80 is the Port's cargo facility, which is presently focused on bulk and break-bulk cargo operations. It is currently under-utilized. The cost of needed repairs could be covered by increased revenues if the Port is better able to market this facility. As noted earlier, the Port recently constructed the Illinois Street Bridge, which will improve freight rail access to Pier 80, improving the marketability of the facility to prospective clients. The complete cost of repairs and seismic work to Pier 80 as well as the industrial buildings at Pier 80 is estimated at \$105 million; the Port proposes to allocate \$7.5 million in revenue bond funds to cover some repairs to the pier and rail improvements required to improve cargo operations.
- ***Wharf J9 Repairs:*** The Port needs to replace the Wharf J-9 seawall that is required to continue use of the adjoining leased facilities for which the Port proposes to allocate \$5 million in revenue bonds.

General Obligation Bond Projects

In February 2008 San Francisco voters approved a \$185 million General Obligation bond for park and open space improvements, of which \$33.5 million has been allocated to fund or partially fund Port open space improvements across the Port's waterfront. Port projects include: a promenade at Pier 43½ in Fisherman's Wharf; the Brannan Street Wharf Park in Southbeach; Bayfront Park in the Port's China Basin region; and, in the Port's Southern Waterfront, Crane Cove Park, Warm Water Cove Park, Islais Creek, and an entrance to Heron's Head Park. In FY 2008-09, using \$3.1 million of the first bond issuance the Port initiated planning and design efforts for these projects. The 10-year

Capital Plan includes the balance of \$29.6 million to complete design efforts and to fully construct these projects.

Total G.O. Bond Park Funding Allocated to Port Projects

Port Area	Proposed Park	Project	G.O. Bond Funding
Fisherman’s Wharf	Pier 43½ Park	Pier 43½	\$9,000,000
Southbeach	Brannon Street Wharf Park	Brannon St. Wharf	3,000,000
China Basin	Bayfront Park	Blue Greenway Project	21,000,000
Southern Waterfront	Crane Cove Park		
	Warm Water Cove Park		
	Islais Creek		
	Heron’s Head Park Entrance		
		Total:	\$33,500,000

Development Projects

The Port’s development projects are public-private partnership projects in which a developer enters into a lease of up to 66 years with the Port for property, secures financing and is responsible for project delivery. The Port expects the Pier 15-17 development project to begin construction in the next five years. As previously noted, cost estimates included in this Plan include only repair and replacement costs and seismic upgrades the Port would need to conduct in order to continue operating these facilities for current uses. The description below includes enhancements The Exploratorium is making to facilities to change their use; these changes go beyond the repairs, replacements, and seismic upgrades identified in the Port’s 10-year capital plan, and so their costs are not included below:

- **Piers 15–17:** The Port entered into an Exclusive Negotiating Agreement (ENA) with the Exploratorium to renovate Piers 15-17 and relocate the Exploratorium museum there from its current location at the Palace of Fine Arts. During the past several years, the museum has been looking for a new home to accommodate its expanding needs. The Exploratorium proposes to lease Pier 15 under a long-term lease and develop it for museum and ancillary uses, with the idea of expanding into Pier 17 in later years. Piers 15 and 17 are located in the Northeast Waterfront on The Embarcadero at Green Street. The Port’s 10-year capital plan estimates the cost of the rehabilitation and seismic upgrade of Piers 15 and 17 to be approximately \$65 million.

Port Infrastructure Financing District (IFD)

The State recently adopted legislation that allows the City to create an Infrastructure Financing District (IFD) within the Port’s jurisdiction. This alternative method of collecting property tax increment is a useful financing tool for the Port. The Port

anticipates having a total of \$205 million in IFD Bond funds available for a variety of projects, including Pier 70 improvements and other southern waterfront improvements. While some IFD Bond funding will be used by the Port for independent rehabilitation of facilities, other IFD Bond funds will be used as the Port’s investment in larger public-private developments. Port staff have identified the Agriculture Building, and Piers 33 and 35 as candidates for IFD Bond funding.

Infrastructure Finance District Bond Projects*

<u>Project</u>	<u>Tax Increment</u> <u>IFD Bond</u>	<u>Additional</u> <u>SWL337 Tax</u> <u>Increment IFD</u> <u>Bond</u>	<u>Total IFD</u> <u>Bond Funding</u>
Pier 70 – Infrastructure	40,000,000	-	40,000,000
Pier 70 – Environmental	30,000,000	-	30,000,000
Pier 70 – Open Space	20,000,000	-	20,000,000
Pier 70 – Piers and Wharves	50,000,000	-	50,000,000
Pier 70 – UIW Building	-	\$45,000,000	45,000,000
Islais Creek	-	4,000,000	4,000,000
Blue Greenway	-	16,000,000	16,000,000
Total	\$140,000,000	\$65,000,000	\$205,000,000

*Subject to actual debt capacity, as well as Port Commission, Mayor and Board of Supervisors approval.

Pier 70 Improvements (Southern Waterfront): The Capital Plan identifies a total of approximately \$525 million related to the Pier 70 complex including: environmental remediation, constructing and reconstructing streets, sidewalks, street lighting, and sewer and water system, open space development, historic building preservation and reuse of a portion of the site, principally along the main 20th Street stretching to the waterfront. Long a ship-building and ship-repair site, Pier 70 now houses the most important collection of historic industrial buildings west of The Mississippi. Unfortunately, owing to age, type of construction, deterioration, lack of code compliance and absence of site utilities and other infrastructure, most of the 35 buildings on the site are not used; only a few are leased.

The Port is creating a master plan that includes: 1) a survey of the historic resources and development of preservation options, and 2) an economic and planning feasibility analysis with development options for Pier 70. We expect to complete this master plan by Spring 2009 and to issue a development RFP for Pier 70 in the Summer 2009.

The project envisions bringing most, but not all, of the historic buildings and artifacts (fences, cranes) up to current code, repairing or replacing all building utilities and building systems, but not adding new square footage. Work would be done to meet the standards of the U.S. Secretary of the Department of Interior in keeping with the buildings' eligibility for the National Register of Historic Places.

The Port’s 10-year capital plan programs \$140 million in IFD Bond funds to cover Pier 70 campus infrastructure costs, which consist of \$40 million to construct streets, sewers,

water mains, sidewalks, and street lighting, approximately \$30 million to conduct environmental clean-up, \$20 million to make needed open space improvements, and \$50 million to repair and upgrade wharves and piers. The Port should be better able to redevelop Pier 70 to viable reuses if it can invest public funds in the project.

The Port is anticipating programming an additional \$45 million in IFD bond funding from the tax increment generated by Seawall Lot (SWL) 337 to restore Pier 70's flagship structure, the Union Iron Works Building, for a future public use. As previously noted, the Port recently received a proposal to develop SWL 337 as a mixed use development that will allow the Port to issue IFD bonds at some point in the future.

INSERT MAP 1

INSERT MAP 2

INSERT MAP 3

INSERT MAP 4

INSERT MAP 5

INSERT MAP 6

V. Unfunded (Deferred) and Emerging Needs

The Port’s proposed ten-year capital plan defers a total of \$1.2 billion in needs. The most significant deferred projects include the following Port facilities:

Unfunded Projects

Region	Port Facility	Unfunded Portion to Repair & Seismically Upgrade
Northeast Waterfront	Pier 31, office and warehouse space, pier substructure	\$22,500,000
South Beach	Pier 26, office and warehouse space, pier substructure	46,300,000
	Pier 28, office and warehouse space, pier substructure	31,000,000
	Pier 38, maritime recreation facility near South Beach Harbor	46,900,000
China Basin	Pier 50, Shed D, the Port’s Maintenance Facility, pier substructure	17,200,000
	Pier 54, office and warehouse space, pier substructure	38,400,000
Southern Waterfront	Pier 70 Campus, contains a vast array of historic structures	297,000,000
	Pier 80 Cargo Facility	69,700,000

Funding Options for Deferred Projects

- (a) **Grant Funds** – The Port may be able to secure grant funding for its open space and transportation projects.
- (b) **Public/Private Partnerships** – The Port believes Pier 33, Pier 35, Pier 26, and Pier 70 are good candidates for future development projects. However, it has not issued RFPs nor has it secured approvals from various state agencies such as the State Lands Commission and San Francisco Bay Conservation and Development Commission (BCDC) for project scopes. Thus, while the Port has identified these facilities as potential development projects, it is premature to conclude that they will be repaired and upgraded by a developer.
- (c) **No Identified Funding Options** – If the Port is unable to identify a funding source or a developer to repair and seismically upgrade these facilities, it will eventually need to close the facilities and demolish them (if it can secure funds for demolition) or allow them to deteriorate and fall into the bay.

VI. Conclusions

The Port's first 10-Year Capital Plan, issued in the spring of 2006, demonstrated the magnitude of the Port's financial challenges and that dramatic, new strategies will be required to allow the Port to fulfill its maritime and land use missions.

Since that time, it has become increasingly clear that the major source of funding to reconnect the City with its waterfront envisioned by the Waterfront Land Use Plan – private equity – is insufficient to the task. Without new public sources of funding, private sector investment alone in the Port will not succeed in revitalizing the Port and its historic structures.

However, since 2006, Port staff and the Port Commission, with support of Mayor Gavin Newsom and the Board of Supervisors, have been laying the groundwork for an enhanced approach to financing waterfront improvements.

In 2005, the Port won passage of SB 1085, permitting the establishment of Infrastructure Financing Districts on Port property, allowing the capture of future property tax increment. And in 2007, the Port won passage of SB 815, lifting “public trust” use restrictions on four of the Port's seawall lots (337, 328, 330, and 347S), the largest of which – Lot A, SWL 337, in Mission Bay – is approximately 14 acres.

Development of a portion of SWL 337 free of public trust use restrictions promises to yield the most significant increase in rental income and capital investment the Port has seen in many years. SB 815 requires that net proceeds from leasing at this site be spent on preservation of historic resources on Port property or waterfront open space pursuant to the San Francisco Bay Conservation and Development Commission (BCDC) Special Area Plan for the San Francisco Waterfront.

The combination of these tools (SB 1085 and SB 815) will allow the Port to leverage development of SWL 337 into improvements throughout the waterfront. Consensus regarding the final development plan for SWL 337 and an expenditure plan for a Southern Waterfront Infrastructure Financing District (including SWL 337) will yield these improvements by 2021-22.

In an historic, first time ever contribution of public tax dollars to the Port, Proposition A on the February 2008 San Francisco Ballot was approved by a margin of 71.66% (Yes) to 28.34% (No). As a result, \$33.5 million in waterfront open space projects –projects that serve the public good– will be moving forward.

Finally, in November 2008, the City's voters approved Proposition D that provides two new tools to develop Pier 70: (1) an option for the Board of Supervisors to approve a Pier 70 plan in lieu of individual lease approvals; and (2) an optional new financing tool that allows the Port to capture 75% of the payroll and hotel tax increment generated by the Pier 70 development to help fund waterfront parks, marine terminals, environmental remediation, historic rehabilitation, and utility infrastructure.

In 2006, the Port's Capital Plan seemed like (at best) a decades-long partial solution to a waterfront problem that developed over decades or (at worst) an exercise in futility. It now appears that the Port is poised to pursue dramatic new open space improvements and new strategies to preserve historic piers and buildings over the next ten years.

There are still issues to be addressed in the Pier 70 area and other areas within the City's waterfront. However, the Port's newfound ability to utilize these new public resources constitutes a beginning to a more financially sound and sustainable Port of San Francisco.

However, further changes to law and the Port's financing strategy are required: the City and the Port need to fully develop plans for financing a new Cruise Terminal. The State of California can further contribute to its interests through allocating some or all of its share of possessory tax increment associated with developing Port property, as defined by the public trust and the BCDC Special Area Plan, along the San Francisco waterfront. The federal government, likewise, has an interest in removing threats to navigation posed by rotting Port facilities near navigation channels.

The Port needs the continued support of the City's elected family to enact some of the financing strategies described in the Port's 10-year Capital Plan. While these changes may be difficult to achieve, Port staff are energized to pursue these and other solutions that will eliminate waterfront blight and create a 21st century waterfront.

APPENDIX A - 10 YEAR NEED SUMMARY, BY FACILITY (In Thousands)

Fac ID No.	Building Name	Building Type	Backlog	10 Year Renewals	Code & Safety	Total
5470H	Blue Shed Bldg (Wharf J-11)	Simple	\$71	\$0	\$1,350	\$1,421
1840	Copra Crane	Basic	\$748	\$0	\$0	\$748
1001	Downtown Ferry Terminal	Basic	\$621	\$0	\$33,076	\$33,697
0000	Equipment	Basic	\$0	\$0	\$8,721	\$8,721
2740	Fac. 200 - World Trade Club Restaurant	Basic	\$277	\$1,627	\$722	\$2,626
2000	Fac. 2000 - Ferry Plaza	Piers	\$518	\$319	\$3,692	\$4,529
2750	Fac. 274-175 - Ferry Building Clock Tower	Basic	\$0	\$308	\$294	\$602
2750	Fac. 274-275 Ferry Building	Basic	\$0	\$7,515	\$7,173	\$14,688
2780	Fac. 278 Agriculture Bldg Substructure	Piers	\$4,635	\$0	\$2,541	\$7,176
2780	Fac. 278 Agriculture Building	Basic	\$2,515	\$654	\$533	\$3,702
2750	Ferry Building: Fac. 274 - 275	Piers	\$0	\$0	\$0	\$0
6020	Freight Yard - Intermodal Container Transfer Facility	Street	\$3,273	\$0	\$26,275	\$29,548
4000	Harbor Office at Hyde Street	Small	\$0	\$0	\$492	\$492
1980	Hérons Head Park	Basic	\$164	\$0	\$185	\$349
2500	Hyde Street Pier	Piers	\$0	\$0	\$0	\$0
2500	Hyde Street Pier - Storage Buildings (3)	Small	\$0	\$0	\$0	\$0
		Port				
000	Leased Piers	Wide	\$0	\$38,160	\$0	\$38,160
1010	Pier 1	Piers	\$0	\$72	\$0	\$72
1010	Pier 1 - Office Building	Basic	\$0	\$2,304	\$0	\$2,304
1015	Pier 1 1/2	Piers	\$0	\$0	\$0	\$0
1015	Pier 1 1/2 - Bulkhead/Shed Building	Basic	\$0	\$0	\$0	\$0
1005	Pier 1/2	Piers	\$715	\$0	\$1,980	\$2,695
1140	Pier 14 (Public Pier)	Piers	\$0	\$0	\$0	\$0
1150	Pier 15	Piers	\$14,508	\$116	\$13,573	\$28,197
1150	Pier 15 - Bulkhead/Shed Building (contains trailer)	Simple	\$2,309	\$911	\$3,351	\$6,572
1155	Pier 15/17 - Office on Marginal Wharf	Small	\$0	\$0	\$0	\$0
1155	Pier 15/17 Valley - demolition	Piers	\$7,791	\$0	\$0	\$7,791
1170	Pier 17	Piers	\$7,027	\$86	\$9,293	\$16,406
1170	Pier 17 - Shed Building	Simple	\$2,533	\$704	\$2,812	\$6,049
1175	Pier 17 1/2	Piers	\$1,269	\$0	\$417	\$1,686
1190	Pier 19	Piers	\$7,762	\$0	\$8,349	\$16,111
1190	Pier 19 - Bulkhead/Shed Building	Simple	\$1,491	\$377	\$2,356	\$4,223
1195	Pier 19 1/2	Piers	\$4,549	\$0	\$2,493	\$7,042
1195	Pier 19 1/2 - Bulkhead/Shed	Simple	\$454	\$316	\$1,054	\$1,824
1020	Pier 2	Piers	\$3,787	\$0	\$1,807	\$5,594
2770	Pier 2 - Sinbads	Basic	\$112	\$581	\$153	\$845
1225	Pier 22 1/2	Piers	\$2,030	\$7	\$879	\$2,917
1225	Pier 22 1/2 - Fire Station	Basic	\$442	\$157	\$120	\$719
1225	Pier 22 1/2 - Maintenance / Recreation	Small	\$0	\$0	\$0	\$0
1230	Pier 23	Piers	\$5,404	\$0	\$8,889	\$14,293
1230	Pier 23 - Bulkhead/Shed Building	Simple	\$1,187	\$605	\$2,417	\$4,209
1235	Pier 23 1/2	Piers	\$2,509	\$0	\$412	\$2,921
1235	Pier 23 1/2 Pier 23 Cafe	Small	\$0	\$0	\$0	\$0
1245	Pier 24 1/2	Piers	\$3,862	\$0	\$3,027	\$6,889
1245	Pier 24 1/2 -Bulkhead/Shed Building	Simple	\$541	\$0	\$673	\$1,214
1260	Pier 26	Piers	\$13,204	\$0	\$30,143	\$43,347

APPENDIX A - 10 YEAR NEED SUMMARY, BY FACILITY (In Thousands)

Fac ID No.	Building Name	Building Type	Backlog	10 Year Renewals	Code & Safety	Total
1260	Pier 26 - Bulkhead/Shed	Simple	\$1,113	\$1,525	\$3,096	\$5,734
1265	Pier 26 1/2	Piers	\$2,910	\$0	\$2,346	\$5,256
1265	Pier 26.5 - Bulkhead	Basic	\$1,064	\$1,158	\$656	\$2,878
1270	Pier 27	Piers	\$443	\$382	\$38,950	\$39,776
1270	Pier 27 - Office Annex	Small	\$536	\$0	\$0	\$536
2275	Pier 27 - Office/Admin Building	Basic	\$652	\$208	\$294	\$1,153
1270	Pier 27 Shed Building	Simple	\$2,262	\$2,626	\$2,449	\$7,337
1280	Pier 28	Piers	\$8,481	\$0	\$20,363	\$28,844
1280	Pier 28 - Bulkhead/Shed Building	Simple	\$1,825	\$307	\$1,853	\$3,985
1285	Pier 28 1/2	Piers	\$578	\$0	\$317	\$895
1285	Pier 28 1/2 - Hivive Restaurant	Small	\$0	\$197	\$0	\$197
1290	Pier 29	Piers	\$15,512	\$0	\$16,173	\$31,685
1290	Pier 29 - *Bulkhead/Shed Building	Simple	\$3,782	\$374	\$3,732	\$7,887
1295	Pier 29 1/2	Piers	\$0	\$0	\$0	\$0
1295	Pier 29 1/2 - Bulkhead Building	Simple	\$1,140	\$127	\$1,265	\$2,532
1030	Pier 3	Piers	\$6,931	\$0	\$5,362	\$12,293
1030	Pier 3 - Bulkhead/Shed Building	Basic	\$0	\$0	\$0	\$0
1320	Pier 30 and 32	Piers	\$22,060	\$309	\$55,839	\$78,208
1310	Pier 31	Piers	\$10,001	\$0	\$14,236	\$24,237
1310	Pier 31 - Bulkhead/Shed Building	Simple	\$2,514	\$999	\$2,290	\$5,803
1315	Pier 31 1/2	Piers	\$3,135	\$0	\$2,578	\$5,713
1325	Pier 32 1/2 Marginal Wharf (Brannon St)	Piers	\$0	\$0	\$24,385	\$24,385
1330	Pier 33	Piers	\$5,562	\$0	\$9,271	\$14,833
1330	Pier 33 - Bulkhead/Shed Building	Simple	\$2,425	\$1,363	\$2,142	\$5,930
1335	Pier 33 1/2	Piers	\$0	\$0	\$405	\$405
1335	Pier 33 1/2 - Bulkhead Building	Basic	\$1,033	\$544	\$395	\$1,973
1345	Pier 34 1/2 Marginal Wharf	Piers	\$0	\$0	\$0	\$0
1350	Pier 35 - Bulkhead/Shed Building	Basic	\$3,397	\$13,420	\$4,393	\$21,210
1355	Pier 35 1/2	Piers	\$0	\$0	\$4,418	\$4,418
1350	Pier 35 Cruise Terminal	Piers	\$12,927	\$119	\$15,297	\$28,343
1360	Pier 36 (to be demolished)	Piers	\$119	\$0	\$0	\$119
1360	Pier 36 - Bulkhead Building/Shed	Simple	\$838	\$87	\$866	\$1,791
1380	Pier 38	Piers	\$30,754	\$0	\$13,847	\$44,601
1380	Pier 38 - Bulkhead/Shed Building	Simple	\$268	\$2,009	\$2,673	\$4,949
1385	Pier 38 1/2	Piers	\$537	\$0	\$441	\$978
1390	Pier 39	Piers	\$0	\$0	\$0	\$0
1390	Pier 39 - Retail Shops	Basic	\$3,546	\$10,462	\$6,296	\$20,304
1390	Pier 39 - Underwater World	Basic	\$0	\$430	\$0	\$430
1395	Pier 39 1/2 Marginal Wharf	Piers	\$0	\$0	\$0	\$0
1400	Pier 40	Piers	\$18,053	\$0	\$8,903	\$26,956
1400	Pier 40 - Shed Building	Simple	\$229	\$152	\$1,106	\$1,488
1405	Pier 40 1/2 (S Beach Harbor Wharf)	Piers	\$2,370	\$0	\$390	\$2,760
1405	Pier 40 1/2 - Java House	Small	\$0	\$0	\$0	\$0
1400	Pier 40 Restaurant & Robert Steck Chandelry	Basic	\$0	\$226	\$193	\$419
1410	Pier 41	Piers	\$0	\$0	\$2,761	\$2,761
1415	Pier 41 1/2	Piers	\$0	\$0	\$0	\$0
1415	Pier 41 1/2 - Blue&Gold Bldg.	Basic	\$0	\$437	\$356	\$793

APPENDIX A - 10 YEAR NEED SUMMARY, BY FACILITY (In Thousands)

Fac ID No.	Building Name	Building Type	Backlog	10 Year Renewals	Code & Safety	Total
1430	Pier 43	Piers	\$96	\$0	\$259	\$355
1430	Pier 43 - Arch	Small	\$0	\$226	\$0	\$226
1435	Pier 43 1/2	Piers	\$1,873	\$0	\$13,323	\$15,196
1435	Pier 43 1/2 - Franciscan Restaurant	Basic	\$194	\$699	\$344	\$1,237
1435	Pier 43 1/2 - Red & White Tours	Small	\$0	\$0	\$0	\$0
1435	Pier 43 1/2 - Taits/Patio Sandwich Shop	Small	\$48	\$0	\$0	\$48
1450	Pier 45	Piers	\$1,227	\$1,096	\$148	\$2,471
1450	Pier 45 - Shed A	Simple	\$458	\$1,207	\$2,237	\$3,902
1450	Pier 45 - Shed B	Simple	\$461	\$1,213	\$1,754	\$3,428
1450	Pier 45 - Shed C	Simple	\$529	\$497	\$4,761	\$5,787
1450	Pier 45 - Shed D	Simple	\$416	\$1,149	\$1,584	\$3,149
1461	Pier 46B China Basin Ferry Terminal	Piers	\$783	\$0	\$8,707	\$9,490
1470	Pier 47 - Guardinos Storage Bldg	Small	\$0	\$0	\$0	\$0
1470	Pier 47 - Scoma / Fish Prep Bldg	Small	\$0	\$48	\$0	\$48
1470	Pier 47 - Scoma Storage Bldg	Small	\$0	\$0	\$0	\$0
1470	Pier 47 - Scomas Restaurant	Basic	\$0	\$316	\$299	\$615
1470	Pier 47 - Scomas Storage Shed	Small	\$0	\$18	\$0	\$18
1470	Pier 47 - Wharf J6, J7, J8	Piers	\$1,724	\$699	\$3,733	\$6,156
1470	Pier 47 WF Albert Seafoods Proc Bldg	Simple	\$97	\$20	\$157	\$274
1480	Pier 48	Piers	\$7,172	\$1,383	\$1,307	\$9,862
1480	Pier 48 - Shed A	Simple	\$1,521	\$193	\$0	\$1,714
1480	Pier 48 - Shed B	Simple	\$1,562	\$198	\$0	\$1,760
1485	Pier 48 1/2 - Jellys restaurant	Small	\$0	\$0	\$0	\$0
1490	Pier 49 - Aliotos Restaurant (Wharf J-1)	Basic	\$0	\$348	\$291	\$639
1490	Pier 49 - Fishermans Grotto No. 9 (Wharf J-1)	Basic	\$0	\$541	\$451	\$992
1490	Pier 49 - Fishermans Memorial Chapel	Small	\$0	\$151	\$0	\$151
1490	Pier 49 - Guardinos (Wharf J-1)	Small	\$0	\$0	\$0	\$0
1490	Pier 49 - Sabella & Latorre (Wharf J-1)	Small	\$0	\$0	\$0	\$0
1490	Pier 49 - Tarantinos Restaurant (Wharf J-1)	Basic	\$0	\$211	\$172	\$383
1490	Pier 49 - The Crab Station (Wharf J-1)	Small	\$0	\$0	\$0	\$0
1490	Pier 49 Nicks Lighthouse (Wharf J-1)	Small	\$0	\$0	\$0	\$0
1050	Pier 5	Piers	\$0	\$0	\$0	\$0
1055	Pier 5 1/2 - Bulkhead Building	Basic	\$0	\$0	\$0	\$0
1500	Pier 50	Piers	\$26,308	\$1,613	\$17,045	\$44,967
1500	Pier 50 - Shed A	Simple	\$1,130	\$1,036	\$1,791	\$3,956
1500	Pier 50 - Shed B	Simple	\$1,040	\$0	\$1,816	\$2,856
1500	Pier 50 - Shed C	Simple	\$1,259	\$302	\$2,182	\$3,742
1500	Pier 50 - Shed D	Simple	\$1,048	\$1,013	\$2,791	\$4,852
1505	Pier 50 1/2	Piers	\$0	\$0	\$321	\$321
2505	Pier 50 Administration Building	Basic	\$1,190	\$505	\$468	\$2,162
1520	Pier 52	Piers	\$0	\$0	\$3,692	\$3,692
1540	Pier 54	Piers	\$27,970	\$0	\$11,084	\$39,054
1540	Pier 54 - Office Bldg	Small	\$505	\$0	\$0	\$505
1540	Pier 54 - Oil Shed	Small	\$120	\$0	\$0	\$120
1540	Pier 54 - Shed Building	Simple	\$363	\$0	\$593	\$956
1540	Pier 54 - Storage Shed	Small	\$0	\$40	\$0	\$40
1600	Pier 60 - Wharf - wood piles	Piers	\$996	\$0	\$431	\$1,427

APPENDIX A - 10 YEAR NEED SUMMARY, BY FACILITY (In Thousands)

Fac ID No.	Building Name	Building Type	Backlog	10 Year Renewals	Code & Safety	Total
1600	Pier 60 - Wharf Carmens Restaurant	Small	\$117	\$0	\$0	\$117
1640	Pier 64	Piers	\$2,461	\$0	\$1,596	\$4,057
1645	Pier 64 1/2 Kelly Mission Rock Resort Restnt	Basic	\$0	\$167	\$0	\$167
1680	Pier 68	Piers	\$6,476	\$35,249	\$23,516	\$65,241
1075	Pier 7 - The Waterfront Restaurant	Basic	\$115	\$265	\$146	\$525
1075	Pier 7 1/2	Piers	\$0	\$0	\$0	\$0
1070	Pier 7 Public Pier	Piers	\$0	\$0	\$0	\$0
1700	Pier 70	Piers	\$45,270	\$0	\$87,277	\$132,547
1680	Pier 70 - Pier 68 - Bathrooms Bldg. #141	Small	\$0	\$0	\$0	\$0
1680	Pier 70 - Pier 68 - Beth Street Substation #2, Bldg. #50	Small	\$91	\$0	\$0	\$91
1680	Pier 70 - Pier 68 - Beth Street Warehouse Bldg. #30	Small	\$0	\$708	\$0	\$708
1680	Pier 70 - Pier 68 - Blast Shed Bldg. #150	Small	\$0	\$0	\$0	\$0
1680	Pier 70 - Pier 68 - Boiler/Steam Power House - #103	Small	\$0	\$281	\$197	\$478
1680	Pier 70 - Pier 68 - Building #149	Small	\$0	\$0	\$0	\$0
1680	Pier 70 - Pier 68 - Cable/Electric Shop - Bldg.#38	Simple	\$738	\$0	\$5,479	\$6,217
1680	Pier 70 - Pier 68 - Checkhouse #1, Bldg. #122	Small	\$0	\$0	\$161	\$161
1680	Pier 70 - Pier 68 - Checkhouse #2, Bldg. #123	Small	\$0	\$0	\$78	\$78
1680	Pier 70 - Pier 68 - Equipment Building #36	Simple	\$245	\$92	\$2,234	\$2,571
1680	Pier 70 - Pier 68 - Machine Shop - Bldg. #105	Simple	\$454	\$41	\$3,600	\$4,095
1680	Pier 70 - Pier 68 - near checkhouse #2, Building #51	Small	\$60	\$0	\$0	\$60
1680	Pier 70 - Pier 68 - Office Bldg (#127)	Small	\$0	\$0	\$0	\$0
1680	Pier 70 - Pier 68 - Office Bldg Annex to #101, Bldg. #40	Basic	\$1,315	\$0	\$284	\$1,599
1680	Pier 70 - Pier 68 - Office Building #101	Basic	\$5,519	\$558	\$25,057	\$31,135
1680	Pier 70 - Pier 68 - Office Building #104	Basic	\$3,843	\$0	\$16,983	\$20,826
1680	Pier 70 - Pier 68 - Office/Warehouse Bldg.- Bldg #111	Basic	\$5,361	\$1,223	\$9,564	\$16,148
1680	Pier 70 - Pier 68 - Ops. Bldg #102	Basic	\$752	\$162	\$815	\$1,729
1680	Pier 70 - Pier 68 - Pipe Rack, Bldg. #120	Small	\$0	\$0	\$42	\$42
1680	Pier 70 - Pier 68 - Pipe Storage Bldg #107	Small	\$0	\$195	\$0	\$195
1680	Pier 70 - Pier 68 - Sheet Metal/Tools Bldg #109	Simple	\$831	\$928	\$459	\$2,218
1680	Pier 70 - Pier 68 - Shipwright Building -#108	Basic	\$5,438	\$231	\$9,762	\$15,432
1680	Pier 70 - Pier 68 - Steel Shop Office (bldg #121)	Small	\$0	\$93	\$0	\$93
1680	Pier 70 - Pier 68 - Substation #4 (bldg #58)	Small	\$0	\$0	\$128	\$128
1680	Pier 70 - Pier 68 - Substation #6, Bldg. #64	Small	\$302	\$0	\$919	\$1,221
1680	Pier 70 - Pier 68 - Substation #7 (bldg #68)	Small	\$0	\$217	\$71	\$288
1680	Pier 70 - Pier 68 - Warehouse & 6-ton crane, Bldg. #49	Simple	\$86	\$117	\$22	\$224
1680	Pier 70 - Pier 68 - Yard Washroom, Bldg. #110	Small	\$593	\$0	\$695	\$1,288
1680	Pier 70 - Pier 68 - Yard Washroom, Bldg. #119	Small	\$217	\$0	\$0	\$217
3450	Pier 70 - SWL 345 - Kneass Boatworks, Main Office/boat storage	Simple	\$0	\$0	\$1,523	\$1,523
3450	Pier 70 - SWL 345 - Kneass, Pier 66 Boatyard Office	Small	\$302	\$0	\$0	\$302
3490	Pier 70 - SWL 349 - Auto Yard Shop Bldg #19	Simple	\$178	\$0	\$1,016	\$1,194
3490	Pier 70 - SWL 349 - Beth Street Stress Relieving, Bldg. #16	Simple	\$250	\$0	\$1,131	\$1,381
3490	Pier 70 - SWL 349 - Beth Street Warehouse, Bldg. #32	Simple	\$323	\$0	\$1,393	\$1,716
3490	Pier 70 - SWL 349 - Beth Street Washroom & Locker, Bldg. #24	Small	\$518	\$0	\$646	\$1,164
3490	Pier 70 - SWL 349 - Beth Street Washroom & Locker, Bldg. #25	Small	\$0	\$225	\$49	\$274

APPENDIX A - 10 YEAR NEED SUMMARY, BY FACILITY (In Thousands)

Fac ID No.	Building Name	Building Type	Backlog	10 Year Renewals	Code & Safety	Total
3490	Pier 70 - SWL 349 - Beth Street Washroom & Locker, Bldg. #29	Small	\$558	\$0	\$767	\$1,325
3490	Pier 70 - SWL 349 - Brass Foundry, Bldg. #115	Simple	\$486	\$0	\$5,035	\$5,521
3490	Pier 70 - SWL 349 - Foundry, Bldg. #116	Simple	\$486	\$0	\$5,035	\$5,521
3490	Pier 70 - SWL 349 - Test Room, Bldg. #23	Small	\$658	\$0	\$230	\$888
3490	Pier 70 - SWL 349 - UIW Machine Shop, Bldg. #114	Simple	\$243	\$0	\$2,295	\$2,538
3490	Pier 70 - SWL 349 Building #6 (condemned)	Simple	\$1,039	\$0	\$6,258	\$7,297
3490	Pier 70 - SWL 349 Equipment Bldg - Bldg #14	Simple	\$435	\$0	\$4,825	\$5,260
3490	Pier 70 - SWL 349 Heavy Machine Shop - Bldg #113	Simple	\$2,322	\$0	\$26,575	\$28,897
3490	Pier 70 - SWL 349 Office Building - Bldg. #11 Noonan	Basic	\$3,564	\$467	\$7,422	\$11,453
3490	Pier 70 - SWL 349 SF Shipyard Training Bldg 117	Simple	\$606	\$195	\$9,390	\$10,191
3490	Pier 70 - SWL 349 Shop Building - Bldg #21	Simple	\$226	\$0	\$3,321	\$3,547
3490	Pier 70 - SWL 349 Traffic Department Bldg. #12 & #15	Basic	\$7,463	\$0	\$15,753	\$23,216
3490	Pier 70 - SWL 349 Traffic Dept. Shed - Bldg #66	Simple	\$618	\$0	\$531	\$1,149
3490	Pier 70 - SWL 349 Warehouse - Bldg.2	Simple	\$2,226	\$179	\$18,276	\$20,682
1800	Pier 80	Piers	\$8,208	\$2,400	\$55,447	\$66,055
1800	Pier 80 - Entry Canopy	Simple	\$220	\$0	\$266	\$486
1800	Pier 80 - Gear & Maintenance Building	Simple	\$884	\$198	\$938	\$2,020
1800	Pier 80 - Office Bldg #2	Small	\$0	\$95	\$0	\$95
1800	Pier 80 - Service Building	Simple	\$987	\$1,151	\$745	\$2,883
1800	Pier 80 - Shed A	Simple	\$835	\$4,707	\$21,019	\$26,561
1800	Pier 80 - Shed D	Simple	\$630	\$3,205	\$4,065	\$7,900
1800	Pier 80 - Terminal Office	Small	\$240	\$0	\$0	\$240
2800	Pier 80 Administration Building	Basic	\$2,303	\$2,457	\$1,888	\$6,648
1800	Pier 80 Office Bldg #1	Small	\$0	\$95	\$0	\$95
1090	Pier 9	Piers	\$10,538	\$0	\$8,660	\$19,198
1095	Pier 9 1/2	Piers	\$683	\$0	\$562	\$1,245
1090	Pier 9 Bulkhead/Shed Building	Basic	\$8,048	\$2,953	\$3,091	\$14,093
1900	Pier 90	Piers	\$9,598	\$0	\$0	\$9,598
1900	Pier 90 - Fire Department Building	Basic	\$67	\$45	\$150	\$261
1900	Pier 90 - Maintenance Bldg	Small	\$0	\$85	\$0	\$85
1900	Pier 90 - Old Powerhouse	Small	\$0	\$0	\$0	\$0
1900	Pier 90 - Storage Bldg	Small	\$0	\$32	\$0	\$32
1900	Pier 90 - Truck Pits	Small	\$0	\$88	\$0	\$88
1920	Pier 92	Piers	\$3,666	\$0	\$0	\$3,666
1940	Pier 94 - 96 wharf area	Piers	\$4,565	\$0	\$13,627	\$18,192
1940	Pier 94 - Wharfside Building	Small	\$0	\$0	\$0	\$0
1960	Pier 96 - Administration Building	Basic	\$543	\$395	\$374	\$1,312
1960	Pier 96 - Bounty Restaurant	Basic	\$715	\$0	\$141	\$856
1960	Pier 96 - Entry Canopy	Simple	\$54	\$122	\$240	\$416
1960	Pier 96 - Exit Canopy	Simple	\$28	\$91	\$142	\$261
1960	Pier 96 - Gatehouse Bldg	Small	\$0	\$0	\$0	\$0
1960	Pier 96 - Maintenance Building	Basic	\$737	\$446	\$728	\$1,911
1960	Pier 96 - Office/Restroom	Small	\$0	\$116	\$0	\$116
1960	Pier 96 - Recycling/LASH Terminal	Simple	\$1,453	\$1,074	\$4,484	\$7,010
1960	Pier 96 - Storage	Small	\$0	\$130	\$0	\$130
1960	Pier 96 - Truck Scales	Small	\$0	\$34	\$0	\$34

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Fac ID No.	Building Name	Building Type	Backlog	10 Year Renewals	Code & Safety	Total
0000	Port-wide Projects	Port Wide	\$21,600	\$250,544	\$4,633	\$276,777
4036	Street - 20th east of Illinois	Street	\$392	\$0	\$0	\$392
4038	Street - 24th from Michigan to Maryland	Street	\$545	\$0	\$488	\$1,033
4043	Street - Amador and extension	Street	\$1,731	\$0	\$15,360	\$17,091
4022	Street - Broadway btw Embarcadero & Vallejo	Street	\$431	\$0	\$62	\$493
4008	Street - Embarcadero from Taylor to Powell	Street	\$0	\$0	\$0	\$0
4020	Street - Green between Davis and Front	Street	\$143	\$0	\$0	\$143
3030	Street - Hyde Alley, Fish Alley	Street	\$253	\$0	\$185	\$438
4001	Street - Hyde N of Jefferson to Hyde St Pier	Street	\$205	\$0	\$0	\$205
4004	Street - Jefferson btw Jones and Leavenworth	Street	\$106	\$0	\$0	\$106
4002	Street - Jefferson from Leavenworth to Hyde	Street	\$111	\$0	\$826	\$937
4017	Street - Lombard btw Sansome and Embarcadero	Street	\$153	\$0	\$0	\$153
4040	Street - Marin east of Michigan	Street	\$143	\$0	\$492	\$635
3020	Street - Pier 47, Fish Alley, Al Scoma Way	Street	\$341	\$0	\$0	\$341
4003	Street - R.H. Dana Dr. (Leavenworth) N of Jefferso	Street	\$126	\$0	\$0	\$126
4033	Street - T. Francois along China Basin	Street	\$429	\$0	\$0	\$429
4034	Street - T. Francois btw China Basin and Mission R	Street	\$4,493	\$0	\$0	\$4,493
4006	Street - Taylor Street btw. Jefferson and Embarcadero	Street	\$261	\$0	\$246	\$507
4041	Street - TN, IN, MN btw Tulare and Marin	Street	\$751	\$0	\$0	\$751
3010	SWL 301 - Andre Boudin Pavilion	Small	\$0	\$0	\$1,477	\$1,477
3010	SWL 301 - Andre Boudin Restaurant	Basic	\$0	\$135	\$0	\$135
3020	SWL 302 - Alioto Fish Co.	Basic	\$0	\$445	\$381	\$826
3020	SWL 302 - Castagnola/Storage Bldg	Small	\$0	\$0	\$0	\$0
3020	SWL 302 - Crab Boat Owners Asso.	Basic	\$459	\$0	\$65	\$524
3020	SWL 302 - Firewood Cafe	Basic	\$0	\$113	\$96	\$209
3020	SWL 302 - Pompeis Grotto	Basic	\$0	\$101	\$99	\$200
3020	SWL 302 - Port Harbor Office	Small	\$0	\$0	\$0	\$0
3020	SWL 302 - Scomas (Smoke House)	Basic	\$0	\$0	\$115	\$115
3020	SWL 302 - United Shellfish Warehouse	Small	\$0	\$156	\$0	\$156
3030	SWL 302 Cal Shell Fish Shed	Small	\$0	\$0	\$0	\$0
3020	SWL 302 Castagnola Rest.	Basic	\$0	\$426	\$356	\$782
3020	SWL 302 Coast Marine Supply Mat. Storage Bldg	Simple	\$0	\$177	\$503	\$680
3020	SWL 302 Costal Marine Retail Space	Small	\$0	\$0	\$0	\$0
3020	SWL 302 D&G Co. d.b.a. Lou Blues	Small	\$0	\$0	\$0	\$0
3020	SWL 302 Franks Fisherman Supply	Basic	\$0	\$325	\$197	\$522
3020	SWL 302 Substructure (Wharf J-9)	Piers	\$4,439	\$331	\$1,681	\$6,451
3020	SWL 302 United Shellfish Processing	Simple	\$0	\$15	\$41	\$56
3030	SWL 303 - Alioto Fish Co,	Basic	\$0	\$317	\$177	\$494
3030	SWL 303 - Cal Shell Fish	Basic	\$0	\$268	\$117	\$385
3030	SWL 303 - Cioppinos/(Hoppe)	Basic	\$0	\$558	\$275	\$833
3030	SWL 303 - Franceschis Restaurant	Basic	\$0	\$110	\$89	\$199
3030	SWL 303 - GP Resources	Small	\$0	\$28	\$0	\$28
3030	SWL 303 - SP Trantino/Martell Ins	Small	\$0	\$0	\$0	\$0
3030	SWL 303 - The Bay Company, Hoppe, Arthur N.	Basic	\$0	\$246	\$201	\$447
3110	SWL 311 Pier 39 Garage	Simple	\$0	\$738	\$5,823	\$6,561
3130	SWL 313 Embarcadero Triangle Lot Assn.	Simple	\$0	\$583	\$2,761	\$3,344

APPENDIX A - 10 YEAR NEED SUMMARY, BY FACILITY (In Thousands)

Fac ID No.	Building Name	Building Type	Backlog	10 Year Renewals	Code & Safety	Total
3150	SWL 315 Office Building (HHC Investment limited)	Basic	\$0	\$4,151	\$3,180	\$7,331
3150	SWL 315 Parking Structure	Simple	\$0	\$489	\$3,700	\$4,189
3160	SWL 316 Houstons Restaurant	Basic	\$0	\$475	\$303	\$778
3170	SWL 317 Office Building	Basic	\$0	\$6,720	\$3,490	\$10,210
3180	SWL 318 Roundhouse One	Basic	\$0	\$624	\$484	\$1,108
3180	SWL 318 Roundhouse Two	Basic	\$1,216	\$699	\$657	\$2,571
3180	SWL 318 Sandhouse	Small	\$0	\$0	\$0	\$0
3190	SWL 319 Fog City Diner	Basic	\$0	\$286	\$112	\$398
3220	SWL 322 ABC TV	Basic	\$0	\$8,726	\$4,076	\$12,802
3300	SWL 330 Restaurant and Apts. at Townsend	Basic	\$0	\$1,706	\$1,803	\$3,509
3310	SWL 331 & 332 Delancey Street Foundation	Basic	\$0	\$3,827	\$3,942	\$7,769
3430	SWL 343 Bluepeter Building	Simple	\$322	\$62	\$466	\$850
3450	SWL 345 - SF Boat Works Office/Shop	Basic	\$0	\$419	\$186	\$605
3450	SWL 345 - SF Boat Works Storage/The Ramp	Simple	\$67	\$76	\$154	\$297
3520	SWL 352 - Backlands Redevelopment	Basic	\$2,247	\$0	\$0	\$2,247
1620	Third Street Bridge House	Small	\$0	\$0	\$0	\$0
5470H	Wharf J-11	Piers	\$401	\$0	\$0	\$401
5470	Wharf J-4	Piers	\$965	\$78	\$0	\$1,043
1490	Wharfs J-1 and J-3 (Pier 49)	Piers	\$0	\$741	\$2,850	\$3,591
PORT TOTAL			\$543,510	\$453,211	\$1,010,602	\$2,007,323