Port of San Francisco

Climate Action Plan

Fiscal Year 2011-2012

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TABLE OF CONTENTS

TABLES

EXECUTIVE DIRECTOR'S MESSAGE

The Port of San Francisco is pleased to submit this Climate Action Plan for 2011-2012 and proud to join the entire City family in its efforts to mitigate the municipal carbon footprint. This year we commemorate the Port's 150th anniversary. It is a time of great celebration, but also a time of reflection. The Port began as a cornerstone of settlement for the City of San Francisco and, indeed, the entire watershed that feeds the Bay. Today we are among the most diverse ports on the west coast of the Americas with activities such as ship repair, excursion and commuter ferries, commercial fishing and fish processing, cargo, and recreational marinas. We are also the only city department whose core function lies at the land/water interface. In that role lies one of our least visible, yet most important functions, maintaining the seawall that protects the downtown from the Bay. Projected sea level rise will affect the Port directly and significantly, demanding major capital investment in the sea wall, but also alternative strategies to managing our finger piers and development overall. It is with great awareness to the issue of climate change and appreciation to staff from the Department of the Environment that the entire Port family is working diligently to reduce its carbon footprint.

Monique Moyer

1.0 INTRODUCTION

In accordance with the requirements of Chapter 9 of the Environment Code, this Climate Action Plan has been prepared to document the carbon footprint of the Port of San Francisco for FY 2009/2010 and to identify opportunities to reduce the impacts from activities at the Port that might contribute to climate change.

Carbon footprint data includes the emissions associated with energy, water, liquid fuel use and waste generation. This data is expressed as greenhouse gas (GHG) emissions and standardized as carbon dioxide equivalent (CO2e). Emissions at the Port have been calculated for Port operations, and when possible, for Port tenants, although relevant data is not always available. Once GHG emissions have been assessed it is possible to consider ways to reduce these emissions, a goal that the Port thoroughly embraces.

2.0 DEPARTMENT PROFILE

2.1 Port Mission

The Port of San Francisco is a public enterprise agency committed to promoting a balance of maritime, recreational, industrial, transportation, public access and commercial activities on a safe, secure, and self-supporting basis through appropriate management and development of the waterfront for the benefit of the people of the State of California. This core mandate is stipulated in the Burton Act that entrusted the Port to the City and County of San Francisco.

The Port of San Francisco owns and operates commercial real estate and maritime facilities and manages most of San Francisco's waterfront property from Fisherman's Wharf in the north to India Basin in the south. The Port oversees a broad range of commercial, maritime and public activities and is involved in a diverse range of businesses, including cargo shipping, ship repair, excursion boats, ferry boats, commercial real estate, fishing and fish processing/distribution, tourism, filming, and harbor services and cruise-shipping. Tourism is San Francisco's No. 1 industry, and many of the city's leading tourist attractions are located at the Port, including the Hyde Street Pier, Fisherman's Wharf, Pier 39 and access to Alcatraz. These attractions draw more than 15 million visitors annually to the Port's northern waterfront.

In addition to being a visitor attraction, Fisherman's Wharf is also the center of Northern California's commercial fishing industry. Pier 45 is one of the nation's most modern fish-processing centers. Recognized as the Gateway to the Pacific and as one of the world's most popular cities, San Francisco is also a major cruise ship destination. Almost seventy cruise ships are expected to call at the Port in 2013 with itineraries including Alaska, Mexico, and around-the-world cruises.

2.2 Departmental Budget

The Port of San Francisco is an enterprise department of the City and County of San Francisco. The expenditure budget is used to operate and maintain 7 ½ miles of waterfront property that are held in public trust by the Port for the citizens of California. The annual operating is about $65 million.

2.3 Number of Employees

The Port has close to 240 employees in several locations (see Table 1). Pier 1 and Pier 50 are the two primary employee locations. Several divisions are located at Pier 1 and these include Executive, Maritime, Finance and Administration, Planning and Development, Real Estate, and Engineering. The Maritime staff manages a wide array of maritime industries: cruise and cargo shipping, ship repair, commercial and sport fishing, ferry and excursion operations and other harbor services. The Real Estate Division is responsible for all asset management, property and lease management, marketing and leasing for the Port's commercial and industrial property. With almost 500 commercial and industrial tenants, representing 20.6 million square feet of occupied space, the division generates about $55 million in annual revenue. The Port's Planning and Development Division is responsible for developing and maintaining planning and land use policies adopted by the Port Commission. These policies are contained in the Waterfront Land Use Plan. Within the policy framework of the Waterfront Plan, the division often works with the community to develop detailed planning studies for specific projects. In addition, the Planning and Development Division has regulatory review responsibilities to ensure that new construction, alterations and public improvements comply with applicable use, design review, environmental and other government regulations. Engineering staff include civil, structural, electrical and mechanical engineers, as well as surveyors. The division also enforces the Port Building Code based on the San Francisco Building Code, the California Building Code and the 2010 edition of the CALGreen Code. The Building Permit Group (BPG) processes and files all Code Enforcement cases and Building Permit records. The Finance and Administration Division is responsible for the management of Port operations and support services including Human Resources, Accounting, Finance, Information Systems and Business Services. Human Resources includes labor and employee relations, payroll, training programs, employee recruitment and hiring, and contract compliance. The Port's Executive Office reports directly to the Port Executive Director and includes the Communications Department, Homeland Security, Special Projects, Port Commission Secretary and the Port's General Counsel.

Pier 50 is the primary location for the Port’s Maintenance Division. The Maintenance Division is comprised of a diverse group of trades that include: ironworkers-welders, sheet metal workers, machinists, gardeners, pile workers, divers, stationary engineers, asphalt paving crews,

carpenters, crane maintenance workers, electricians, painters, plumbers, roofers, truck drivers, and general laborers as well as a health/safety team. More than 100 skilled craft persons are responsible for the preservation and improvement of the Port's fishing harbors, ferry landings, public parks, cargo terminals, and piers.

TABLE – 1: Port Operations

LOCATIONS	***FUNCTION***	***# Employees***
Pier 1	*Executive, etc.*	*120*
Pier 50 Shed D	*Maintenance*	*99*
2951 Hyde Street Fisherman's Wharf	*Harbormaster*	*3*
Pier 45 Shed A	*Laborers*	*5*
Pier 80	*Crane Shop*	*3*
Pier 50 Shed A	*Pile Driver 4**	*5*
Mobile	*Pile Driver 1**	*5*
7	***TOTAL***	***240***

* *These operations are mobile*

2.4 Facilities

Most of the Port's 7 ½ miles of waterfront property (over 25 million square feet) consists of former tidelands, which are held in 'public trust' for the people of California. As trustee of the property, the Port is obligated to promote maritime commerce, navigation and fisheries, as well as to protect natural resources and develop recreational facilities for public use.

The Port's property is a complex mix of piers, structures, open land, and almost 500 tenants. Most of the piers, bulkhead buildings and waterfront structures along the Embarcadero were built before World War II and have been either listed on or determined to be eligible for listing on the National Register of Historic Places (National Register). Separate from the resources in the Embarcadero Historic District, the Port's Pier 70 is endowed with the west coast's oldest collection of resources associated with the historic ship building, steel manufacturing and ship repair industries . These buildings and artifacts date from the 1850's through the heyday of the World War II ship building era.

As noted in Table 1, Port operations are based at just a few facilities. Most of Port property is either open space or occupied by maritime tenants and traditional commercial tenants.

Collecting and analyzing meaningful climate data such as building energy, water, waste management, and the urban forest is a challenge with such extensive and complex property.

The Port climate action data and analysis will be based on the Facility Identification Number (FIN) system. The FIN system is flexible and allows for reporting energy use and waste management at the building or structure level and allows for an approximate distinction between emissions from Port operations and those from Port tenants.

Although the Port owns its facilities, the majority are operated by private entities under the commercial and maritime leasing programs and these agreements vary significantly. Some utility accounts are paid by tenants and some by the Port. The responsibility for utilities is also affected by the nature of the infrastructure, such as the location of meters and sub-meters for electricity usage. Utilities at some facilities are sub-metered, but many are metered in common. Furthermore, some routine Port Operations occur at some facilities (see Table 1), but not at all. These variables of who pays for a utility, the level of metering and sub-metering, the distribution of Port operations, and who the utility provider is, make it challenging to precisely determine the environmental impact of activities on Port property. Nonetheless, the Port's adopted approach is methodical and is considered a reasonable approximation. [For a list of Port facilities, see ***Appendix I***.]

2.5 Vehicles

The Port utilizes a diverse fleet of vehicles and equipment (see Table 2) that is maintained by Central Shops staff. These include cars and vans, several types of trucks, and one boat. Uses for the light-duty fleet include management of the harbor, regulatory oversight, Fire Code and Port Building Code implementation, planning and community outreach, and traditional property management. Most of the light-duty fleet is utilized by the Pier 1 staff and parked at Pier 3.

The Maintenance Division is operated from Pier 50 and includes a wide array of trucks and heavy-equipment. The Pier 50 trade groups have maintenance responsibilities throughout the 7 ½ miles of Port property. Vehicles are equipped specifically for each trade and assigned to individual crews, which allows for separate and efficient assignments.

TABLE – 2: Vehicles / Equipment

VEHICLE TYPE	COUNT
Cars	14
Carts	3
Light Duty Pickup Trucks	22
Light Duty Vans	1
SUV	1
Boats	1
Heavy Duty Pickup Trucks	33
Heavy Duty Vans	5
Trailers	8
Trucks	25
Heavy Equipment	9
TOTAL	**122**

2.6 Departmental Contact Information

The Climate Liaison for the Port of San Francisco is Richard Berman, Utility Specialist and Zero Waste Coordinator.

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Additional Port staff whose work contributes to the Climate Action Plan include:

George Onyemem	Purchaser
Tom Carter	Director of Maintenance
David Deasy	Sr. Administrative Analyst
Mabal Bhat	Utilities Manager
Arnel Prestoa	Electrical Engineer
Rip Malloy	Property Manager
Jay Edwards	Senior Property Manager
Susan Kearny	IT Manager

It is important to note, however, that Climate Action Plan directive is a bold initiative that aspires to complete GHG emissions accounting. Such an effort requires the cooperation and participation of all Port staff.

3.0 CARBON FOOTPRINT

The Port of San Francisco's total carbon footprint includes consumption of energy from Port operations and some tenant operations at most of the Port facilities and buildings. It also includes consumption of fuels for the Port fleet. See Table 3.

TABLE – 3: Port Carbon Footprint

FY 2008-2009 to FY 2011-2012 Emissions by Energy Source ANNUAL Port CO2 EMISSIONS (mt)				
Emission Source Detail	**FY08/09**	**FY09/10**	**FY10/11**	**FY11/12**
GHG Emissions (mt) from Electricity	535.25	852	374	33.37
Natural Gas	486	541	478	504.23
Total Building Energy CO2 (mt)	1,021	1,393	851.52	537.6
Gasoline	23.41	239.29	236	250
B20	77	84	6	0
B5	0	0	84.91	141.75
CNG	18.61	16.56	12.62	10.99
Propane	0.64	0.6	0.11	0.13
Total Mobile Fuel CO2 (mt)	**119.87**	**340.79**	**339.1**	**402.86**
Total CO2 (mt)	**1,141.08**	**1,733.62**	**1,190.63**	**940.46**

Fluctuations across fiscal year are functions of several factors. The GHG emissions factor for electricity has changed considerably and in gasoline purchases in FY08/09 were from outside vendors and the data is not included in this summary. These and other factors are discussed throughout the report.

3.1 Building Energy

Facilities Verification

Port staff has verified that the list of facilities used by SF Environment to calculate the Port's Fiscal Year 2011/2012 carbon footprint is the most accurate and complete available. As noted elsewhere, the Port's property is extensive and complex. The inventory in Google Docs includes PG&E data for several facilities that are billed directly to the Port.

FY2011/12 Carbon Footprint: Electricity / Natural Gas

In FY11/12 electrical consumption on Port property was 47,373, 255 kWh, with associated greenhouse gas (GHG) emissions of 33.37 metric tons (mt). Natural gas consumption on Port property was 95,012 therms, with associated GHG emissions of 504.23 mt. Port facilities do not use steam.

As shown in Table 4a, electricity consumption has been stable over the last four years, increasing by about 4% since FY08/09. Despite this, the corresponding GHG emissions at the Port have fluctuated, reaching a peak of more than 800 mt in FY09/10 to less than 100 mt in FY11/12 (Table 4b). The fluctuation is due to the annual variation in the factors to convert electricity kWh into GHG mt.

The San Francisco Public Utilities Commission (SFPUC) is the electricity provider for municipal facilities and converts consumption into GHG emissions. Although the primary source of SFPUC electricity is hydro-electric power, droughts and other factors can require that the supply of electricity be supplemented by other sources. The SFPUC's generation portfolio also includes in-city solar and biogas generation, among others, all of which have different GHG emission rates per kWh. This GHG conversion factor is a complex function that reflects the annual variation in these sources of SFPUC electricity. This varying source profile of SFPUC electricity can result in a varying profile of departmental GHG emissions, even if actual electricity consumption is nearly constant. In the FY11/12 the emission factor for SFPUC electricity is almost zero.

Natural gas consumption has varied by about 10% over the last four years (see Table 5a), which is slightly more than electricity consumption. Unlike electricity, the corresponding GHG emissions for natural gas closely reflect the variations in consumption (Table 5b).

TABLE – 4a: Electricity Consumption (kWh)

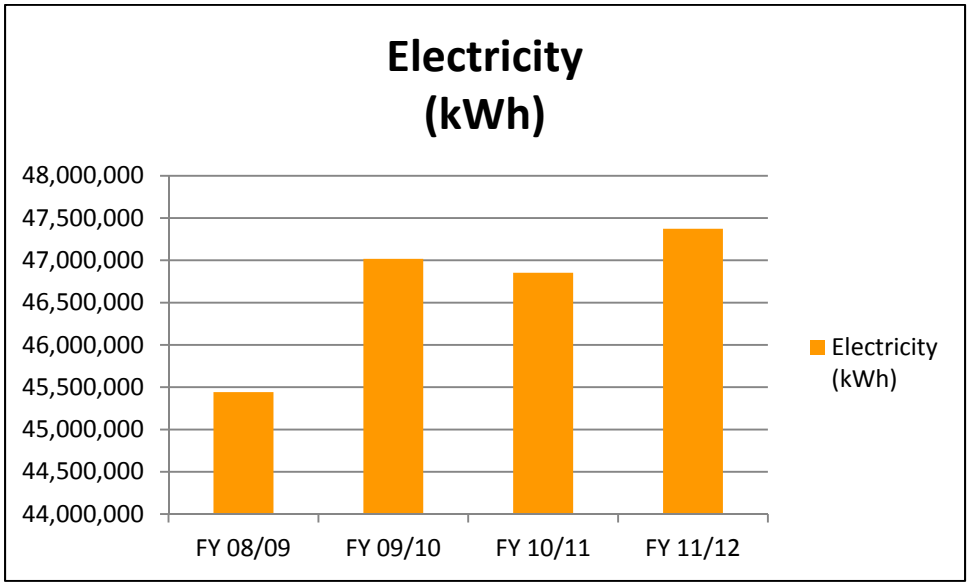


TABLE – 4b: GHG Emissions from Electricity (mt)

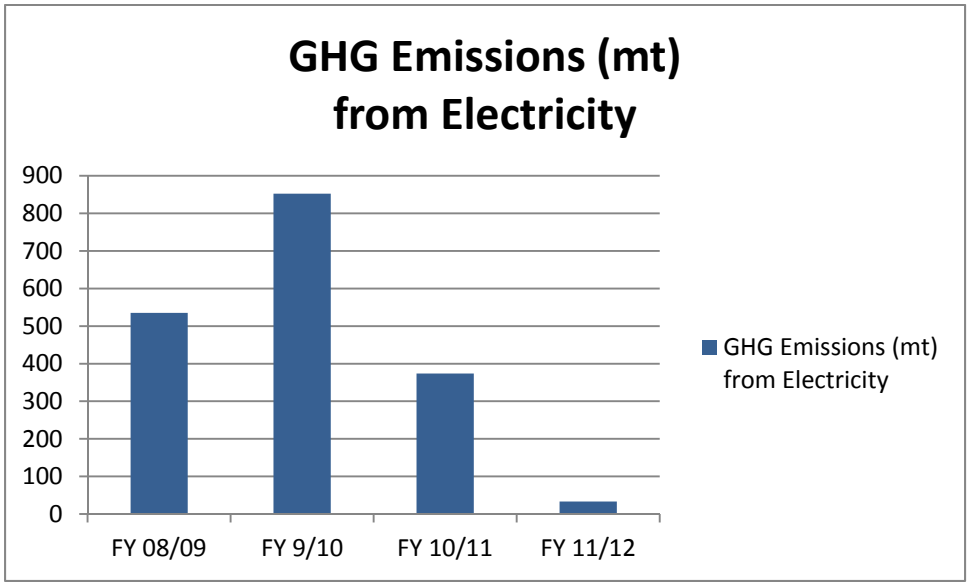


TABLE – 5a: Natural Gas Consumption (therms)

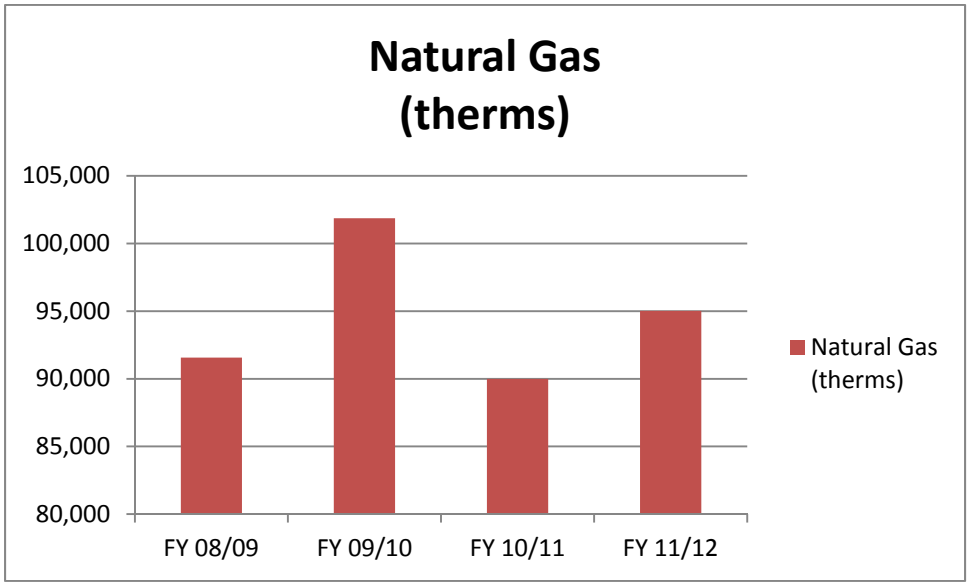
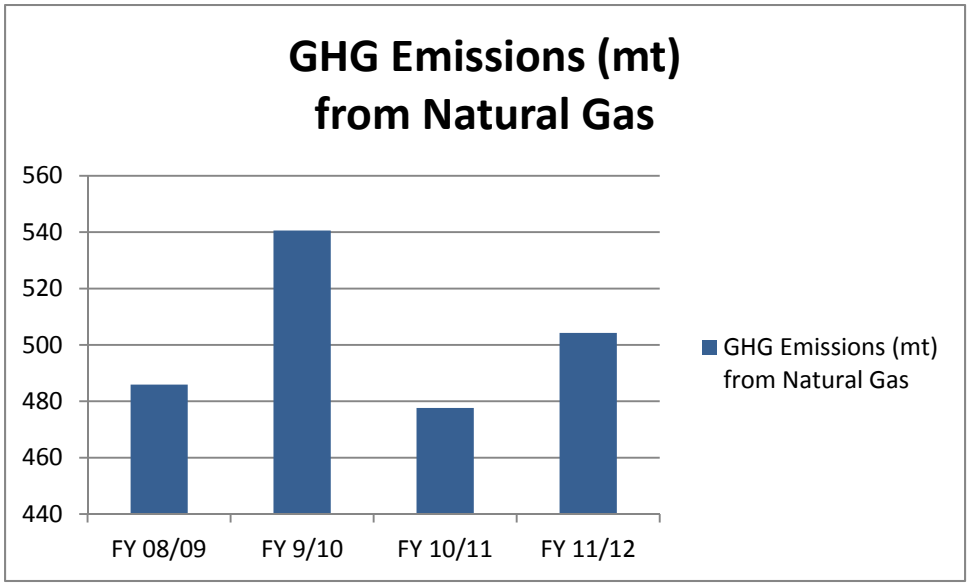


TABLE – 5b: GHG Emissions from Natural Gas (mt)



SFPUC has not yet reported its Power Content Label for calendar year 2012. However, the GHG emissions associated with SFPUC-supplied electricity in 2012 are currently expected to be zero.

3.2 Energy Efficiency

Energy used in buildings contributes greenhouse gas emissions through the consumption of electricity and natural gas, or steam, although steam is not used to supply energy to Port facilities. Natural gas is a potent greenhouse gas, meaning that it can contribute significantly to climate change when compared to other forms of energy. The greenhouse gas potential of electricity is dependent on its form of production.

Energy Efficiency and Retrofit Projects

The Port did not initiate any new energy efficiency or retrofit projects in FY11/12. Staff was fully committed to other projects. The Port did make extensive progress in the boiler maintenance program. Recognizing that natural gas consumption accounted for more than 50% of the Port's GHG emissions in FY09/10, Port staff developed this program to ensure efficiencies in the consumption of natural gas, reduce the Port's CO2e emissions, and save money.

There are twenty-two (22) facilities that receive natural gas from thirty-one (31) meters, with up to three meters per facility. In 2011 the Port initiated upgrades to several of the larger units (see Table 6). The building known as the Roundhouse 2 received a temporary replacement boiler and in 2011 and upgrades were completed in 2012. The boiler in the Pier 50 Administration Building (401 Terry Francois Blvd.) was replaced in 2011. The Agriculture Building received a new boiler in 2012.

TABLE – 6: Boiler Upgrades

BUILDING	STATUS	WORK
Roundhouse 2	Completed in FY12/13	Upgrade to cooling tower, boiler, pumps, tanks, air separator, associated piping, control panels and instrumentation.
Agriculture Building	Completed in FY12/13	New boiler installed.
401 Terry Francois BL.	Completed in FY11/12	Maintenance only
Pier 50 Admin Bldg.	Completed in FY11/12	New boiler installed.

Compliance With Existing Commercial Buildings Energy Performance Ordinance

In order to comply with the Existing Commercial Buildings Energy Performance Ordinance (Ord 17-11, SF Environment Code Chapter 20), city departments assisted the SFPUC in producing the

2011 Energy Benchmarking Report for San Francisco Municipal Buildings. As noted in that report, the Port of San Francisco maintains its own facility records and natural gas use data, and is independently reporting its energy performance data. The ordinance requires owners of nonresidential buildings to conduct Annual Energy Benchmark Summaries for their buildings meeting the size criteria of 10,000 square feet or more.

The Port currently has 166 buildings, most of which have been screened with respect to this Ordinance. Buildings have been determined to be either the responsibility of the Port or its tenants. Consideration has been given to the area threshold of 10,000 sq. ft. and the status of tenancy. This includes the assignment of responsibility for electricity and natural gas service, maintenance of the building, and the configuration of meters. In some cases a single meter serves more than one building and this can create scenarios of blended responsibilities. Buildings that have been benchmarked by the Port are listed in Table 7. Several Port tenants were informed by mail and in person of their responsibility to comply with the energy ordinance, and were advised to report directly to the San Francisco Department of the Environment department for any required assistance. Port staff will initiate follow up with these tenants.

TABLE – 7: Port Buildings – Benchmarking Completed

FACILITY/BUILDING	AREA	FACILITY TYPE	YR. BUILT
PIER 80 - SERVICE BLDG	31,000	Crane Repair Shop	1969
PIER 50 - SHED D	104,826	Factory Industrial	1925
PIER 45 - SHED B	71,833	Fish Processing	1928
PIER 45 - SHED D	64,628	Fish Processing	1928
PIER 35 - SHED	169,841	Marine Terminal	1933
PIER 48 - SHED A	83,852	Mixed	1928
PIER 48 - SHED B	86,784	Mixed	1928
PIER 2 - AGRICULTURAL BLDG	34,394	Office	1914
PIER 50.5 - ADMIN. BLDG	16,535	Office	1951
PIER 80 - ADMINISTRATION BLDG	41,390	Office	1963
PIER 96 - ADMINISTRATION BLDG	14,914	Office	1970
Sea Wall Lot (SWL) 318 - ROUNDHOUSE 2	27,454	Office	1983
PIER 45 - SHED A	71,455	Parking	1928
PIER 50 - SHED C	90,806	Parking	1925
SWL349 - BLDG 21	15,415	Utilities	1900
PIER 19 - SHED	97,641	Warehouse	1935
PIER 23 - SHED	96,521	Warehouse	1900
PIER 26 - SHED	123,133	Warehouse	1912
PIER 28 - SHED	77,784	Warehouse	1912
PIER 29 - SHED	138,008	Warehouse	1916
PIER 33 - SHED	89,728	Warehouse	1918
PIER 50 - SHED A	74,516	Warehouse	1925
PIER 50 - SHED B	75,605	Warehouse	1925
PIER 50 - SHED B & D	180,431	Warehouse	1925
PIER 70/SWL 349 - BLDG 12	59,798	Warehouse	1941
Pier 70/SWL349 - BLDG 2	96,804	Warehouse	1941
PIER 80 - MAINTENANCE & REPAIR BLDG.	39,000	Warehouse	1966
PIER 96 - MAINTENANCE BLDG	24,220	Warehouse	1970

Compliance With Commercial Lighting Efficiency Ordinance

In 2007 the SFPUC published a detailed investment-grade energy audit (the Audit) of Port facilities that addressed energy use in the areas of lighting, heating/ventilating/air conditioning (HVAC) and refrigeration systems. The Audit focused on several areas for which the Port directly pays the energy bills (see Table 8 for audit locations from North to South).

TABLE – 8: Investment-Grade Energy Audit Locations

FACILITY NAME (from North to South)
Pier 45 East
Pier 45 West
Pier 35
Pier 33
Piers 27-31
SWL 318 (Roundhouse Plaza)
Pier 15
Pier 9
Pier 1
Ferry Terminal Plaza
Agriculture Building
Pier 26
Pier 28
Pier 50
Pier 50 Administration (401 Terry Francois Blvd.)
Pier 70
Pier 80
Pier 96

Based on the Audit, the Port implemented energy efficient lighting upgrades at 18 Port facilities listed in Table 7. The work involved retrofitting existing lighting fixtures; replacement of older fixtures with new fixtures; and installation of lighting controls. Incandescent and halogen fixtures were replaced with screw-in compact fluorescent lamps and high efficiency halogen lamps. The following specific energy efficiency measures were implemented:

- T-12 fixtures and older T-8 fixtures were retrofitted with T-8 lamps and electric ballasts;
- Quartz incandescent fixtures were retrofitted with linear fluorescent fixtures;
- Light-emitting diode (LED) exit signs were installed;
- Metal halide lamps were retrofitted with high-lumen, long-life fluorescent lamps;

- Daylighting controls were installed; and
- Occupancy sensors were installed.

A subsequent light retrofit survey was performed for Port staff on November 1, 2011. This focused on Piers 19, 19.5, 23, 26, 28, and 29.5 and the findings are summarized in Table 9.

TABLE – 9: Light Retrofit Survey - November 2011

BUILDING	FLOOR	LOCATION	AREA TYPE	FIXTURE	TOTAL FIXTURES
Pier 19	1	Entire Pier	Common Area	8'Fixture w/ 2x12 Lamps	86
Pier 19.5	1	Entire Pier	Common Area	8'Fixture w/ 2x12 Lamps	42
Pier 23	1	Entire Pier	Common Area	8'Fixture w/ 2x12 Lamps	104
Pier 23		S. Bulkhead	Office	4'Fixture w/ 2x12 Lamps	44
Pier 23	1	S. Bulkhead	Office	Incandescent	1
Pier 26	1	S. Bulkhead	Office / Storage	4'Fixture w/ 2x12 Lamps	11
Pier 26	1	S. Bulkhead	Office / Storage	8'Fixture w/ 2x12 Lamps	3
Pier 26	1	S. Bulkhead	Common Area	4'Fixture w/ 2x12 Lamps	3
Pier 26	1	S. Bulkhead	Common Area	4'Fixture w/ 2x12 Lamps	1
Pier 26	1	N. Bulkhead	Office	Incandescent	1
Pier 26	1	N. Bulkhead	Office	8'Fixture w/ 2x12 Lamps	9
Pier 26	1	Bay 85	Restroom	Incandescent	2
Pier 28	1	Bay 3	Storage	4'Fixture w/ 2x12 Lamps	4
Pier 28	1	Bay 5	Storage	4'Fixture w/ 2x12 Lamps	4
Pier 28	2	Bulkhead	Office	4'Fixture w/ 2x12 Lamps	1
Pier 28	2	S. Bulkhead	Office	Incandescent	5
Pier 28	2	N. Bulkhead	Office	4'Fixture w/ 2x12 Lamps	31
Pier 29.5	1	NE Office	Office	4'Fixture w/ 2x12 Lamps	4

Information Technology

Port IS staff continues to incorporate energy efficiency in infrastructure and equipment procurement decisions. With one exception, all desktop PC and laptop purchases are certified for EPEAT Gold (Electronic Product Environmental Assessment Tool); this is standard purchasing policy at the Port. The exception applies to a few workstations, mostly in Engineering, that are dependent on Autodesk CAD applications. EPEAT certified workstations are not available for this application. The entire server infrastructure is virtual and compliant with Energy Star. Individual computers have not been labeled with 'energy conservation reminders' or automatic hibernation limits of 20 minutes. The barrier to the hibernation limit has been the inconvenience of waiting for the computer to 'wake up'. Port staff have identified a new

technology called ‘solid state disks’ that are more efficient and, therefore, much faster during the ‘wake up’ phase. The intention is to specify this feature for replacement computers. Additional future specifications will also include ‘energy efficient power supply’ which is 90% efficient in delivering energy to the computer.

3.3 Renewable Energy

The Port has a fully integrated and operational solar photovoltaic (PV) renewable energy plant with 1292 solar PV panels on the roof of the Pier 96 Recology Recycling Center. The solar PV system size is 186 kilowatts (AC) equivalent to the power used by about 155 average single-family homes in San Francisco. The system included the installation of a DC-AC Inverter and Data Acquisition System on top of the ground floor storage room. Construction started in September 2007 and was completed in January 2007. The solar PV system provides 333,057 kWh of energy the 1st year and a 5-year total energy output of 1,648,720 kWh.

The Port has partnered with its master tenant at Pier 1, Prologis, to utilize the city's Property Assessed Clean Energy (PACE) bond financing program to conduct an extensive energy efficiency upgrade at the Pier 1 building facility. 90% of the retrofit will be covered by PACE bonds. The retrofit will include 1,500 lighting fixtures, a 200 kilowatt rooftop solar PV array and improvements to the building's heating, ventilation and air-conditioning systems.

The Port had a team of engineers examine the potential to establish a solar re-roofing template, based upon structural need, that can be used on most roof. A fundamental barrier was the cost of upgrading the structural strength of the roofs to accommodate the additional weight of solar panels. The Port has also contemplated a few pilot locations for the installation of wind-turbines. Recent demands on the Engineering staff have, however, been extraordinary and further consideration of these efforts have been deferred.

The Port’s standard lease agreement is used to emphasize specific local ordinances, such as mandatory recycling, as well as Port specific requirements. The following standard lease item reserves the Port’s opportunities to develop On-Site Renewable Energy:

At any time during the Term, Port shall have the right, at its sole and absolute discretion, to install, or cause another party to install, a renewable energy system, using sources such as solar (photovoltaic or solar thermal power), wind, tidal or biofuel power ("Renewable Energy System") on the roof of the Facility or otherwise on or near the Premises for the purpose of supplying power to the Facility or other locations. Unless the cost per kilowatt of power to Tenant from such Renewable Energy System is greater than the cost per kilowatt Tenant would otherwise pay for power, Tenant shall purchase all or a portion of its power needs from the operator of the Renewable Energy System.

3.4 Green Building

The Port maintains its own building code and issues building permits for work on Port property. In 2010, the Port building code was updated with incorporation of the 2010 CALGreen Code. Three Port buildings are registered for LEED certification. These are the Pier 27 James R. Herman Cruise Terminal (certification goal: LEED Silver), the Pier 15/17 Exploratorium (certification goal: LEED Gold), and the Ferry Building.

3.5 Water

Fiscal Year 2011/2012 Water Consumption

Water consumption at Port facilities varies with the nature of the facility operations and changes are best understood with respect to changes to specific facilities and operations. Water consumption at the Port decreased from 51.1 million gallons in FY09/10 to 35.9 million gallons in FY11/12 (see Table 10). This was an overall decrease of almost 30%, yet the explanations lie within each facility complex. For example, in FY09/10 Piers 15/17 consumed more than 9 million gallons of water. In FY11/12 these facilities were under construction for redevelopment as the new home of the Exploratorium and water consumption plummeted. A similar decline occurred at Pier 27 which, in FY09/10, was home to a tenant with a fleet of buses that were washed on the premises. Water consumption was 1.4 million gallons. During FY11/12 this tenant relocated to accommodate the construction of a new cruise terminal and water consumption at Pier 27 declined to less than 800,000 gallons. Conversely, consumption at Piers 30/32 in FY 11/12 were almost 400% of the amount in FY09/10. Though notable, it is explained by the arrival of more ships that berthed for longer periods the earlier year.

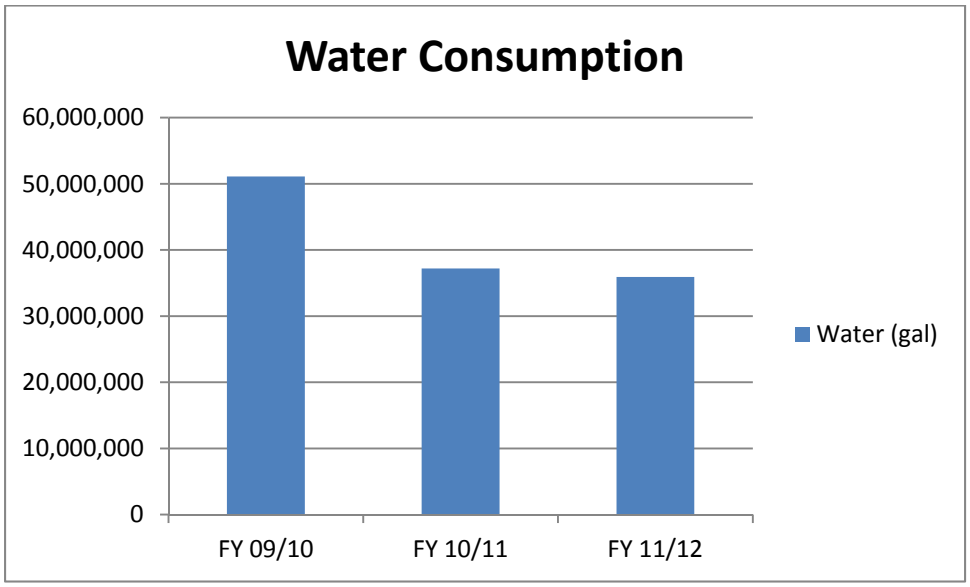
Water Efficiency and Conservation

Port staff have been working on several fronts to introduce greater efficiencies in the use of water and to improve overall conservation of water. The Port has worked with the SFPUC to implement the Automated Water Meter Program throughout Port property. This allows for highly accurate data collection and timely leak detection. The ability to identify consumption spikes as they occur also enables Port staff to investigate potential water leaks, stop discharges, and make repairs in a matter of hours. More than 300 automated water meters were installed during 2012.

Many Port piers extend almost 1,000 feet over the bay. As originally constructed, the water supply and waste water lines were located underneath the pier deck. This is a harsh environment due to tidal action, debris, and corrosion. Port Maintenance has been diligent about repairing leaks when they are found. A more strategic approach, when possible, is to move these utilities above the pier deck and away from the damaging forces underneath the

pier deck. The Port just completed the complete re-piping of the water supply lines for Piers 26 and 28 in which these lines were relocated above deck.

TABLE – 10: Water Consumption



3.6 Transportation and Fuel

The Port maintains an inventory of 100 vehicles and more than 100 other types of equipment (see Table 2) that run on various fuels. This inventory in Google Docs was reviewed and some adjustments were requested by Port staff. Central Shops provides maintenance and fueling services to the Port for all vehicles. The Port manages the vehicle replacement schedule and procurement specifications in conjunction with Central Shops. When possible, newer equipment is selected to operate with fuels such as biodiesel that minimize GHG emissions.

Fuel and Vehicle Verification

Fuel consumption and emissions for the Port fleet in FY 11/12 is summarized in Table 11. The fuel profile is dominated by gasoline and B5 diesel. B5 accounts for about half that of gasoline in both consumption and emissions. The Port does not use petroleum-only diesel.

TABLE – 11: Fuels and Emissions

Emission Source	FY11/12 Consumption	CO2e Emissions (metric tons)
Gasoline (gallons)	28,385	250
B20 diesel (gallons)	0	0
B5 diesel (gallons)	14,704	141.75
CNG (GGE)	1,801	10.99
Propane (gallons)	22	0.13
TOTAL	**44,912**	**402.87**

Fiscal Year 2011/2012 Carbon Footprint from Mobile Combustion of Fuel

The historical trend in consumption is detailed in Table 12a. (Note: propane levels are so low that they do not register on the chart.) The apparent rise in gasoline consumption after FY08/09 is a function of where the Port purchased fuel. FY08/09 was the last year that the Port purchased gasoline from a private vendor. The data presented here is from purchases made directly through Central Shops. Also notable is the use of B20 in the two earlier years and its decline and absence in FY11/12. The Port understands that this is due to regulatory prohibitions to storing B20 in underground storage tanks (USTs) until the compatibility of tank materials and B20 is properly demonstrated. B5 does not present regulatory issues of compatibility. Consequently an inverse pattern is evident, showing an increased use of B5 in the last two years.

Table 12b shows the historical trends in GHG emissions associated with the Port's fleet. These trends mirror the fluctuation in consumption as shown in Table 12a.

TABLE – 12a: Vehicle Fuel Consumption

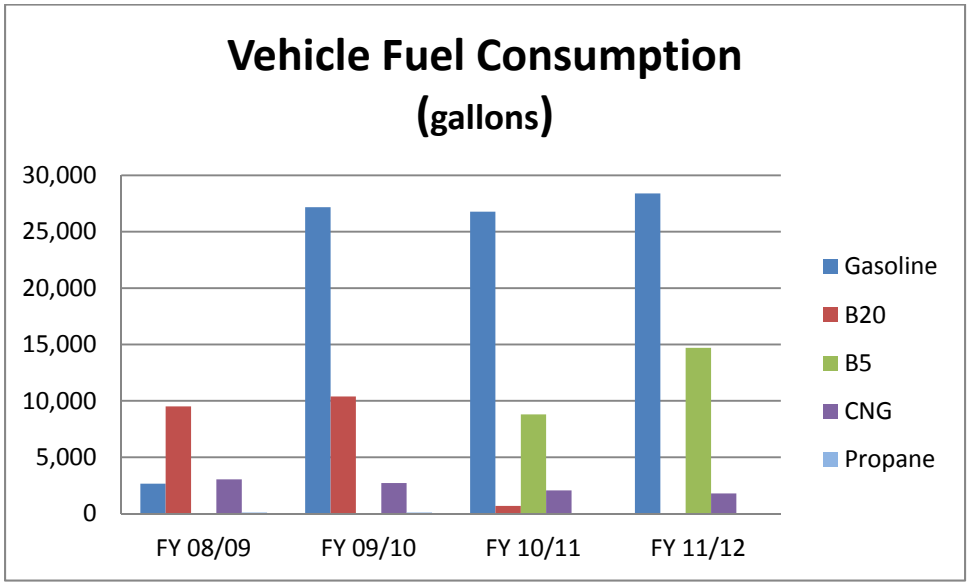
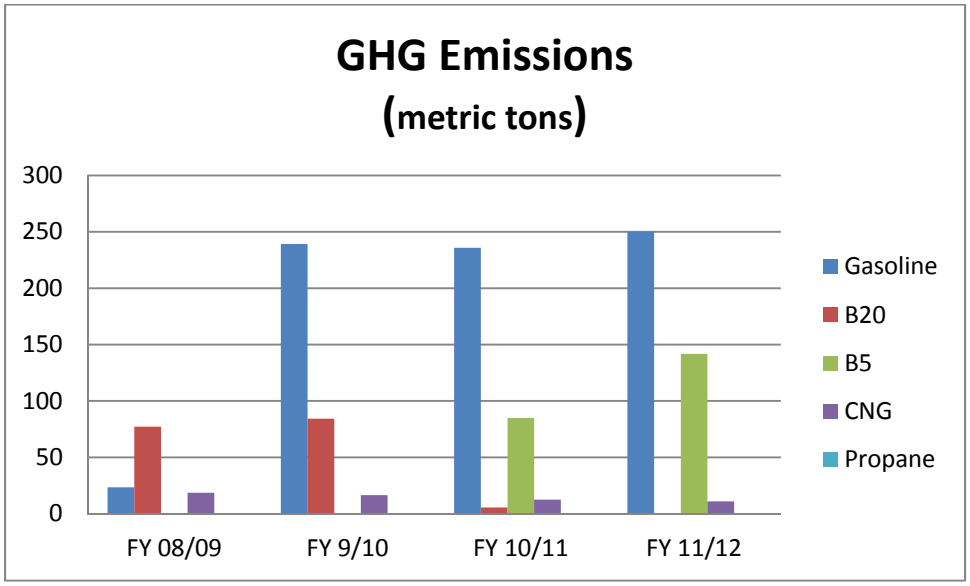


TABLE – 12b: GHG Emissions from Vehicles



Health Air Clean Transportation Ordinance

The Healthy Air Clean Transportation Ordinance (HACTO) addresses:

- Transit First – At Work
- Transit First – Commuting
- Vehicle Reduction

The Port encourages and provides resource for Transit First at work. The Port's Transit First Policy is outlined in section 19.1.3 of the Port Policy and Procedure manual:

> *Employees are encouraged to make Public transit their first choice for travel on City/Port business whenever it is reasonable walk, bike, take muni, BART or carpool.*

These manuals are distributed to all employees. The Port's Human Resources group also distributes to all staff related communications from the Department of the Environment in department-wide email and bulletin board postings. The Port provides Muni tokens to employees for travel on public transportation within the City and the Port maintains a fleet of bicycles for use by employees in the effort to promote the City's transit first policy. In addition to promoting the Pre-Tax Commuter Benefits Program, the Port also encourages Transit First Commuting by providing secure bike parking and showers. Finally, we have reduced the number of pool vehicles over the years as part of this effort to encourage the use of public transportation by Port staff.

The Port's HACTO Report for FY11/12 is attached as **Appendix II**. The Port also submitted a waiver request (**Appendix III**), but has not received a determination on this request. The Port has determined that the size of its fleet that is subject to HACTO, as of the baseline date of June 30, 2010, consisted of thirty-nine vehicles. (Google Docs identifies thirty-six vehicles. The Port requested that three vehicles be added.) The fleet has been segmented to identify those vehicles that are essential to the performance of core functions at the Port. The Port is requesting a waiver for these twenty-one vehicles. Of the remaining eighteen vehicles, the Port is prepared to return one vehicle (5%) in each of the specified fiscal years: FY11/12, FY 12/13, FY13/14, FY14/15. For a more thorough discussion of the Port's compliance with HACTO, please refer to the Waiver Request (**Appendix III**).

Transportation Survey

This year the Port participated in the City's biannual survey of employee commuting and at-work travel patterns. The Port ran the survey from November 21 through December 21, 2012. Of our 240 employees 124 or 52% participated. Employees received several reminders to

complete the survey. Arrangements were made to accommodate employees without access to email.

77% of Port employees participating in the survey commute by public transit, walking, bicycling, or car-pooling. 65% take public transit, but only 47% are enrolled in the Pre-Tax Commuter Benefits Program. The Port will work to promote the Pre-Tax Commuter Benefits Program over the coming year.

4.0 OTHER SUSTAINABLE PRACTICES

4.1 Zero Waste

The Department of the Environment developed the following Port specific recommendation for improvement in the zero waste program.

> *Increase the diversion rate to over 50% at the following locations: Piers 2, 19, 70, 96 and 10 Lombard St*

These locations are Port paid accounts, with the exception of Pier 70, and do not include Port operations. The Pier 70 operation is limited to materials storage and waste consolidation; there are no Port staff based at this location. The waste that is consolidated at this location is collected by street sweepers and laborers who are picking up abandoned wastes on Port property. For reasons of health and safety, cost, and logistics, Port staff does not segregate this waste for diversion. Piers 2, 19, 96, and 10 Lombard are tenant spaces, and the Port will assess the opportunity for improvement.

Composting and recycling are available to all Port staff. Zero Waste Assessment Surveys were completed for Pier 1, Pier 50, Pier 45 Shed A, the Harbor Master's Office, and the Pier 80 Crane Shop. Separate Waste Assessment Questionnaires are provided each location as ***Appendices IV - VIII***. For each of these locations Table 13 identifies the item most commonly found in the landfill bin that can be recycled or composted. Port has committed to try to divert these to the recycling or compost bin. The Port will work to increase signage and perform outreach to staff, and reconfigure waste containers in the restrooms over the coming year.

TABLE – 13: Items To Remove From Landfill Bins

Port Operation	Location	Landfill Item	Action to Eliminate Item
Finance/Admin.	Pier 1	Office	
Pier 50 – Maintenance	Pier 50 – Shed D	Food/paper towels	Additional signage/outreach
Pier 45 – Maintenance	Pier 45 – Shed A	Food/paper towels	Additional signage/outreach
Harbormaster	2949 Hyde St.	Food	Additional signage/outreach
Pier 80 – Crane Shop	Pier 80	Food	Additional signage/outreach

The Port has also prioritized zero waste efforts in the Fisherman's Wharf area and at special events that are held on Port property. The Port is a member of the Fisherman's Wharf Community Benefits District (FWCBD) and a co-chair of the FWCBD Sustainability Committee. Many of the Port's tenants in Fisherman's Wharf operate restaurants and public input has indicated a community desire to see improved housekeeping. With grant support from the Department of the Environment the FWCBD worked to promote and enhance organics and recyclable diversion from Fisherman's Wharf restaurants, hotels, retail shops, excursions, and to ensure compliance with the City Composting Ordinance with the goal of diverting 2,000 tons of landfill waste over a two year period.

A zero waste consultant worked with the Taylor Street restaurants to improve their housekeeping and comply with the composting mandate. An ongoing challenge in the Fisherman's Wharf area is the management of trash generated by the millions of visitors each year. In 2011, Port staff initiated a pilot project with BigBelly Solar, Inc. that manufactures waste receptacles with solar compaction features and wireless communications technology. The receptacles can be used for compostables, recyclables, and landfill trash. The compaction allows for the collection of more material before they are full and the pressure can be adjusted to allow for post-collection separation to maximize landfill diversion. The wireless technology informs staff when the receptacles are full enough to be emptied. This allows staff to increase the efficiency of labor and to reduce the number of truck trips by more than 50%. This also reduces the problems of overflowing receptacles and scavenging of waste by birds and people. Both problems create an unsightly mess in a tourist area and increase the debris that is carried to the bay by wind or stormwater runoff. The Port has 16 big bellys at Fisherman's Wharf for trash, recycling, and organics. The Port is also planning to install them at the newly constructed Brannan Street Wharf.

In August of 2011, the Port participated in a Bay Area Press event to draw attention to the harm plastic debris has on the marine environment. The event was hosted by the Sea Scavenger Conservancy, Pangaea Explorations, and 5 Gyres, which are all dedicated to research and conservation of the marine ecosystem. The event involved a sail on the research vessel, the Sea Dragon. The Sea Dragon is a 72ft steel hulled sailing vessel built in in 2000. Pangaea Exploration leases the Sea Dragon for its work in marine exploration, education and conservation. In August of 2011, the team arrived in the San Francisco Bay Area and collaborated with the local organization Sea Scavenger Conservancy, whose mission is to rid the ocean of plastics pollution. Sea Scavenger Conservancy conducts several shoreline clean up events throughout the year on Port property. The event coverage included KQED radio. It was also a precursor to the Port's initiative to ban certain types of plastics at Port hosted events and activities.

The Port of San Francisco is host to dozens of public events and activities each year. In the Fall of 2011, the Port began exploring a policy that would restrict the types of plastics that an event sponsor could use on Port property. At Port facilities there are inherent challenges managing waste at large events that are compounded by the windy environment and proximity to the San Francisco Bay. Port staff worked with the Department of the Environment to develop a new policy to address the issues associated with waste generated at these events. The purpose of this policy is to 1) ensure that food waste streams from large outdoor events can be easily composted, and 2) protect marine life in the Bay from plastics and litter through elimination or reduction of plastics at these events. Based on these discussions, Port staff proposed a Policy for Zero Waste Events and Activities that was adopted by the Port Commission in February 2012.

The adopted policy bans the sale, use, and distribution of single-use plastic bottles, bags, and food ware, all of which can be replaced with reasonable alternatives. Additionally, the policy prohibits the intentional release of balloons. The policy applies to events that attract 5,000 or more people.

4.2 Green Purchasing

San Francisco Environment Code Chapter 2 requires all City departments to buy green products listed at SF Approved, at http://www.sfapproved.org. In calendar year 2011, the Port's Green Purchasing Record is in Table 14.

TABLE – 14: Green Purchasing Record

Percent of Green Products*	
Batteries:	No data from vendors
Cleaners:	No data from vendors
Computers/Servers	100%
Light Bulbs	No data from vendors

*** Products listed in SFApproved.org**

The Port will take the following steps to improve compliance with the green purchasing requirements:

1. Place a "banner" of sorts on the Port's EAM purchase requisition page reminding users to check the approved green products list as they prepare their requisitions.

2. Work with Human Resources to see if green purchasing can be incorporated into language for performance appraisals.

3. Provide information to Port staff about new strategies and innovations relating to green purchasing.

4.3 Carbon Sequestration / Urban Forest

The Port maintains large areas of open space including landscaping for parks and public access, and streets. Port gardeners, on their own initiative, completed a street tree inventory of more than 1,600 trees that includes species, location by street, coordinates for latitude/longitude, basin type and size, canopy, height, condition and age of the tree. The inventory will improve pruning cycles and introduce efficiencies into landscape maintenance. (see ***Appendix IX***).

5.0 COMMUNITY WIDE IMPACT

As the trustee of a large inventory of infrastructure and open space, the Port recognizes its responsibilities to the larger community, including potential impacts from its tenants. The Port has set up several Advisory Committees made up of community stakeholders for all areas along the waterfront (see Table 15). While these committees are not for the sole purpose of eliminating GHG emissions, the advisory committees do provide a public forum for interested citizens to participate. Through policy and the standard lease agreement the Port encourages

or requires its tenants to adopt environmental best management practices, some of which contribute directly to a reduction in GHG emissions.

TABLE – 15: Community Advisory Groups

COMMUNITY ADVISORY GROUP	COMMUNITY AREA
Fisherman's Wharf Waterfront Advisory Group (FWWAG)	Aquatic Park through Pier 39
Northeast Waterfront Advisory Group (NEWAG)	Pier 35 through Agriculture Building
Rincon Point-South Beach Citizens Advisory Group	Rincon Park through China Basin
Central Waterfront Advisory Group (CWAG)	China Basin through Pier 70
Southern Waterfront Advisory Committee SWAC	Western Pacific/Pier 80 through India Basin
Maritime Commerce Advisory Committee (MCAC)	Composed of enterprises, entrepreneurs, and the employed, it supports, advises, and advocates on behalf of the Port's maritime industries.
Waterfront Design Advisory Committee	Design review of major Port development projects

5.1 Southern Waterfront Beautification

In November 2007, the Port adopted the Policy for Southern Waterfront Community Benefits and Beautification. These assets include the Pier 66 public access area, Warm Water Cove, Islais Creek, Heron's Head Park, India Basin and the forthcoming Blue Greenway. The Policy is intended to ensure to ensure that industrial, maritime and commercial uses on Port property contribute rather than detract from the open space and public assets in this area. The Port requires that the following minimum measures, benefits and rental surcharge be included in the terms of any new, amended or extended leases, licenses, permits, operating agreements or memorandums of understanding (together, "Leases").

COMMUNITY BENEFITS AND BEAUTIFICATION MEASURES

The Port seeks the following beautification measures and community benefits from its Southern Waterfront tenants in consideration for the use of its facilities or properties in the Southern Waterfront:

1. *Beautification, greening and maintenance of any outer edges of and entrances to the site or premises under the Lease;*
2. *Creation and implementation of a Community Outreach and Good Neighbor Policy to guide Lessee's interaction with the Port, its neighbors, visitors and users;*
3. *Use, as needed, or support of job training and placement organizations serving southeast San Francisco;*
4. *Commitment to engage in operational practices that are sensitive to the environment and the neighboring community by reducing engine emissions consistent with the City's Clean Air Program, and use of machines at the site that are low-emission diesel equipment and utilize biodiesel or other reduced particulate emission fuels;*
5. *Commitment to use low impact design and other "green" strategies when installing or replacing stormwater infrastructure;*
6. *Employment of a large percentage of the managers and staff at the site who live in the local neighborhood or community;*
7. *Use, as needed, of Local Truckers; for purposes of this Policy, "Local Truckers" means those truckers that are certified by the San Francisco Human Rights Commission as a "Local Business Enterprise" pursuant to the City's Local Business Enterprise and Non-Discrimination Ordinance; and*
8. *Use, as needed, of Local Businesses; for purposes of this Policy, "Local Businesses" means those businesses that are located within the Potrero Hill and Bayview Hunters Point Neighborhoods. Local businesses may include, but are not be limited to contractors, printers and service providers.*

5.2 34th America's Cup Event / James R. Herman Cruise Terminal

In December 2010, the City and County of San Francisco and the America's Cup Event Authority agreed to bring the 34th America's Cup (AC34) yachting event to San Francisco. The magnitude of this two year event dominated much of the environmental planning work at the Port during 2011 and 2012. Additionally, Phase 1 of construction of the James R. Herman Cruise Terminal was finished in early 2013. Because these two projects share the Pier 27/29 location and the projects overlap in time, much of the environmental review treated them as a single project.

In collaboration with the Port and other City departments, the America's Cup Event Authority produced an event sustainability plan that,

provides information on how the Event Authority and the City intend to promote resource sustainability and environmental stewardship. The Sustainability Plan provides an overarching view of event-related sustainability actions that will be implemented by various organizations involved in delivering the AC34 events in San Francisco. It describes how these organizations intend to deliver the AC34 as an event with a positive social purpose and lasting legacy. It includes nine implementation plans described in the Host Agreement were designed to be complementary and include public comment received over the past year in over 100 related community meetings throughout San Francisco and the region or submitted on-line via email to City and America's Cup Event Authority.(Sustainability Plan p.4).

Among these implementation plans is the AC34 Zero Waste Plan which outlines commitments and actions necessary to comply with the zero waste goals of the Port and the City. The Zero Waste Plan is posted on the AC34 website (www.americascup.com). Additionally, the AC34 Event Authority is subject to the Port's Zero Waste Event Policy that restricts the sale, use, and distribution of plastic bags, bottles, and food ware. The AC34 Event Authority is also subject to an operations plan that documents required standards and best management practices for operations to ensure compliance with the Port and City's environmental standards and protection of the bay.

In recent years, the Port has worked on several major waterfront park projects. These projects have been largely funded from the voter approved 2008 Clean & Safe Neighborhood Parks Bond. As of March 2013, 3 of the 10 Port waterfront park projects are complete and open to the public, including the Pier 43 Bay Trail Link, the Bayfront Park, and the Heron's Head Park. By June 2013, 2 additional projects are scheduled for completion, the Brannan Street Wharf and the Blue Greenway.

The Pier 43 Bay Trail Link is located along the Bay north of the Pier 43 Arch. The site formerly consisted of condemned piers and partially closed sidewalk due to a failing seawall. The project will created a new waterfront open space destination featuring a public promenade along the water's edge. The project removed 70,000 sq. ft. of pier, replaced 520 lineal feet of seawall, constructed 20,600 sq. ft. of pile supported concrete wharf, and reconstructed the sidewalk, curb and gutter.

The Brannan Street Wharf Project is located along the Bay in the South Beach neighborhood, the project is creating a 57,000 sq. ft. public open space wharf along approximately 850 linear feet of waterfront that had been inaccessible due to condemned wharf and pier structures. Features, as recommended by a citizen's advisory committee, include a raised lawn, public float, seating, and interpretive exhibits.

This Mission Bay Bayfront Park was constructed to the Bay's edge along Terry A. Francois Street. This Heron's Head Park involved an expansion of the existing park by approximately an acre, by: a) converting a paved area into a meadow, and planter areas; b) organizing the service and parking areas; c) creating a dog run; d) installing picnic tables and seating areas, new lighting and bicycle amenities; e) park signage; f) sites for new public art; g) a defined pedestrian circulation area; and h) a landscape based storm-water treatment system. The design is consistent with the sustainable natural theme of the existing park.

6.0 APPENDICES

I) Port Facilities

II) HACTO Report FY11/12

III) HACTO Waiver Request FY11/12

IV) Pier 1 – Waste Assessment Questionnaire

V) Pier 50 – Waste Assessment Questionnaire

VI) Pier 45 – Waste Assessment Questionnaire

VII) Pier 80 – Waste Assessment Questionnaire

VIII) Harbormaster Office

IX) Tree Inventory

APPENDIX I
Port of San Francisco
Climate Action Plan - Facility List

FACILITY / BUILDING	FIN
Port Operations	
Pier 1 / Shed A	1010-SHEDA-ALL
Pier 29 / All of the Facility	1290-ALL-ALL
Pier 50 / Shed A	1500-SHEDA-ALL
Pier 50 - Port Maintenance / Shed D	1501-SHEDD-ALL
Pier 80 / Building 2	1800-BL002-ALL
Fishermans Wharf Harbor / All of the Facility	5470-ALL-ALL
No Routine Port Operations	
Pier 1 / All of the Facility	1010-ALL-ALL
Pier 1 - Port Headquarters / All of the Facility	1011-ALL-ALL
Pier 2 / All of the Facility	1020-ALL-ALL
Pier 7 / All of the Facility	1070-ALL-ALL
Pier 9 / All of the Facility	1090-ALL-ALL
Pier 15 / All of the Facility	1150-ALL-ALL
Pier 15½ / All of the Facility	1155-ALL-ALL
Pier 17 / All of the Facility	1170-ALL-ALL
Pier 19 / All of the Facility	1190-ALL-ALL
Pier 23 / All of the Facility	1230-ALL-ALL
Pier 26 / All of the Facility	1260-ALL-ALL
Pier 27 / All of the Facility	1270-ALL-ALL
Pier 27½ / All of the Facility	1275-ALL-ALL
Pier 28 / All of the Facility	1280-ALL-ALL
Pier 31 / All of the Facility	1310-ALL-ALL
Pier 32 / All of the Facility	1320-ALL-ALL
Pier 33 / All of the Facility	1330-ALL-ALL
Pier 35 / All of the Facility	1350-ALL-ALL
Pier 35 / Shed A	1350-SHEDA-ALL

FACILITY / BUILDING	FIN
Pier 35 / Bulkhead Building	1351-BKHBL-ALL
Pier 36 / All of the Facility	1360-ALL-ALL
Pier 43 / All of the Facility	1430-ALL-ALL
Pier 43½ / All of the Facility	1435-ALL-ALL
Pier 45 West / All of the Facility	1450-ALL-ALL
Pier 45 East / All of the Facility	1451-ALL-ALL
Pier 47 / All of the Facility	1470-ALL-ALL
Pier 48 / All of the Facility	1480-ALL-ALL
Pier 48 / Shed B	1480-SHEDB-ALL
Pier 49 / All of the Facility	1490-ALL-ALL
Pier 50 / All of the Facility	1500-ALL-ALL
Pier 50 / Shed B	1500-SHEDB-ALL
Pier 54 / All of the Facility	1540-ALL-ALL
Pier 54½ / All of the Facility	1545-ALL-ALL
Pier 70 / All of the Facility	1700-ALL-ALL
Pier 80 / All of the Facility	1800-ALL-ALL
Pier 90 / All of the Facility	1900-ALL-ALL
Pier 92 / All of the Facility	1920-ALL-ALL
Pier 94 / All of the Facility	1940-ALL-ALL
Pier 96 / All of the Facility	1960-ALL-ALL
Pier 96 / Building 1	1960-BL001-ALL
Pier 98 / All of the Facility	1980-ALL-ALL
Ferry Plaza / All of the Facility	2000-ALL-ALL
Pier 27 Administration Building / All of the Facility	2275-ALL-ALL
Hyde Street Pier / All of the Facility	2500-ALL-ALL
401 Terry Francois / All of the Facility	2505-ALL-ALL
Agriculture Building / All of the Facility	2780-ALL-ALL
Pier 80 Administration Building / All of the Facility	2800-ALL-ALL
Pier 80 Restuarant Building / All of the Facility	2801-ALL-ALL
Seawall Lot 301 / All of the Facility	3010-ALL-ALL
Seawall Lot 302 / All of the Facility	3020-ALL-ALL

FACILITY / BUILDING	FIN
Seawall Lot 303 / All of the Facility	3030-ALL-ALL
Seawall Lot 318 / All of the Facility	3180-ALL-ALL
Seawall Lot 318 / Building 2	3180-BL002-ALL
Seawall Lot 318 / Building 3	3180-BL003-ALL
Seawall Lot 327 / All of the Facility	3270-ALL-ALL
Seawall Lot 336 / All of the Facility	3360-ALL-ALL
Seawall Lot 337 - North / All of the Facility	3370-ALL-ALL
Seawall Lot 337 - Central / All of the Facility	3371-ALL-ALL
Seawall Lot 344 - East / All of the Facility	3440-ALL-ALL
Seawall Lot 345 / All of the Facility	3450-ALL-ALL
Seawall Lot 349 / All of the Facility	3490-ALL-ALL
Seawall Lot 349 - Noonan / All of the Facility	3491-ALL-ALL
Seawall Lot 352 / All of the Facility	3520-ALL-ALL
Mission Creek Harbor / All of the Facility	5032-ALL-ALL

Note on Facility List

This list of Port facilities is based upon a recently developed naming convention and reflects all the Port facilities that were called out for specific Climate Action Plan accounts of one type or another. It is allows for tracking activities at a greater level of spatial resolution. It is dependent upon availability of quality data. The Climate Action Plan requires tracking information at these levels. Staff will continue to develop and refine this system to meet the challenges of reporting for the Climate Action Plan.

APPENDIX – II

Port of San Francisco

HACTO Report
FY11/12

Berman, Richard

From: Confirmation Message <no-reply@wufoo.com>
Sent: Thursday, February 14, 2013 1:36 PM
To: Berman, Richard
Subject: HACTO Annual Plan

Thank you for submitting your HACTO Plan.

The next step in the compliance process is to receive approval from your Department director. To do this, please forward this email to him/her. Your director must then send an email to Bill Zeller at william.zeller@sfgov.org with "APPROVED" in the body of the email.

For resources on developing and implementing your Transit First plan, please be in touch with the CommuteSmart team at commutesmart@sfgov.org or go to the designated City employee page: www.sfenvironment.org/ccsfcommute

Thank you

HACTO Annual Plan

Department *	Port of San Francisco
Name of Person Preparing Report *	Richard Berman
Title of Person Preparing Report *	Utility Specialist
Email of Person Preparing Report *	richard.berman@sfport.com
Name of Department Head *	Monique Moyer
Does your department promote or plan to promote employees to use public transit for work-related travel? *	Yes
What resources will your department offer? *	Clipper Card Communal FastPass Tokens

What forms of communications will you use to promote employees to use TRANSIT for work-related travel? *	E-mail Blast New Employee Orientation
Does your department offer or plan to offer employees access to a bicycle for work-related travels? *	Yes
Is it / will it be a CityCycle bike? *	Yes
How many bicycles will be available? *	18
Would your department like to make a request for more bikes? *	No
What forms of communications will you use to promote employees to use BICYCLES for work-related trips? *	E-mail Blast New Employee Orientation Brown bag lunch / Presentation Other
Other: *	Staff Meeting presentation by the Bicycle Coalition on bike safety.
If applicable, please use this space to describe in greater detail your department's BICYCLE program for work-related travels:	Port Bicycle Program includes 4 CityCycle bikes and several others purchased by the Port. The Port is also purchasing 2 tricycles that will allow Maintenance staff to carry equipment. Bikes are located at several locations. Pier 1 - 4 Pier 50 - 12 (2-Divers/ 2-welders / 1-Superintendant / 2-Iron Workers/ 2-Carpenters/ 2-Gardners / 1-Machinist) Pier 45 - 1 Agriculture Building - 1
Does your department belong or have a plan to belong to a City vehicle pool or car-sharing program for work-related travels? *	No
Is your department able or have plans to host a tele-conference call? *	Yes
Is your department able or have plans be able	Yes

to host a video-conference call? *	
In the 2012-13 HACTO Report, you will have to provide metrics for these programs. How will you track the implementation of these programs? *	Conference Bridging bills.
A. Does your department promote or have plans to promote the use of public transit for commuting to/from work? *	Yes
How will you promote public transit? *	Encourage participation in the Pre-Tax Commuter Benefits program
What forms of communications will you use to promote employees to use TRANSIT when commuting to/from work? *	E-mail Blast New Employee Orientation Brown bag lunch / Presentation
B. Does your department promote or plan to promote the use of bicycles for commuting to/from work? *	Yes
How will you promote bike-commuting? *	Provide indoor/safe bike storage Offer on-site showers and/or lockers
What forms of communications will you use to promote employees to BICYCLE when commuting to/from work? *	E-mail Blast New Employee Orientation
C. Does your department promote or plan to promote the use of carpooling for commuting to/from work? *	Yes
How will you promote Carpool and/or Vanpool? *	Encourage registration in the 511-matching program
What forms of communications will you use to promote employees to CARPOOL or VANPOOL when commuting to/from work? *	New Employee Orientation Posters / Flyers
D. Does your department offer or plan to offer tele-commuting? *	Yes

If applicable, please use this space to describe in greater detail all of your department's Transit-First programs related to commuting to/from work:	Port participates in Emergency-Ride home program, promoted through employee orientation and posters in the workplace.
Bonus: How will you promote the Great Race for Clean Air?	E-mail blast
Does your department manage any of its own vehicles? *	Yes
Measurement for fleet reduction will be based on fleet inventory as of June 30, 2010. On June 30, 2010 how many vehicles from your department's fleet were subject to HACTO? This number is your "Baseline." *	39
Your 5% fleet reduction is calculated from the Baseline fleet size you supplied in the answer above. What is 5% of the Baseline fleet? Note: this is the average number that must be removed annually through July 1, 2015. *	2
How many vehicles did your department remove from service during FY 11-12 (July 1, 2011-June 30, 2012)? *	0
In FY12-13 (July 1, 2012-June 30, 2013), how many vehicles must be removed from service to be compliant with HACTO's reduction mandate? *	2
How many vehicles is your department *planning to* remove from service in FY12-13 (July 1, 2012-June 30, 2013)? *	0
The number of vehicles your department plans to remove is: *	Fewer than the number needed to be compliant.
If your department feels it cannot comply with	I would like a call from the Clean Vehicle team to discuss the Waiver

the fleet reduction requirement, you will be able to apply for a waiver (HACTO Section 403(c) details waiver qualifications). To apply, a waiver request must be sent from your department director to the director of SF Environment. As part of the justification, this request must include a description of your Transit First programs for reducing reliance on department vehicles, and an explanation of why these programs are not sufficient to enable your fleet to be reduced as required by the Ordinance. Additional information about the process for submission and evaluation of waiver requests, and about alternative steps for reducing Greenhouse Gas emissions that may be required, will be available after the first of the New Year.* *	process
The CommuteSmart Team and Clean Vehicle staff have a wide assortment of resources available to you. Please check all of the resources that you would like and we will do our best to accommodate: *	CommuteSmart brochures specific to CCSF employees Pre-Tax Commuter Benefits flyers & guides

APPENDIX – III

Port of San Francisco

HACTO Waiver Request
FY11/12

Port of San Francisco – Healthy Air Clean Transportation Ordinance Waiver Request - February 2013

In compliance with the Healthy Air Clean Transportation Ordinance (HACTO), the Port of San Francisco (Port) has prepared this waiver request for portions of the fleet. The Port participated in the fleet right-sizing study, which became the basis for the subsequent Healthy Air Clean Transportation Ordinance (HACTO) and continues to support the goals of the HACTO. This waiver request reflects the Port's understanding of the HACTO as well as its obligations under the Burton Act that entrusted the property to the Port.

The majority of Port property extends for 7.5 miles along the bay shoreline. Additional noncontiguous parcels are located farther south near the Hunter's Point Naval Shipyard. The Port manages approximately 500 tenants in addition to two marinas. Port obligations include a wide range of activities such as harbor management, property management, regulatory oversight, planning and development, community outreach, and implementation of the Port Building Code. While the Port promotes a transit first policy, the expanse of Port property and the nature of some professional duties and trust obligations requires a fleet to support it.

The Port operates several trade crews that include roofers, iron workers, carpenters, painters, sheet metal workers, electricians, stationary engineers, and more. Some of these crews operate from different base locations and most of them run two or more crews at the same time. The trade vehicles are necessary to run multiple crews with specialized equipment. Trade crews also respond to a variety of emergencies including wastewater discharges and electrical failures. Property managers and wharfingers work throughout the Port managing tenants, complaints, public events, and emergencies. Port environmental staff also work throughout the waterfront conducting inspections of property, tenant operations, Port operations, and ensuring compliance with a wide range of state and federal regulations. Environmental staff often respond to emergencies or urgencies. A report of debris or a sheen in the Bay is a common, unplanned occurrence that requires a field investigation. Port Planning and Development staff facilitate development opportunities, which often includes attending public meetings, giving tours, coordinating with other Port or City staff in the field.

Port regulatory staff frequently responds to environmental reports and inquiries that can trigger a string of urgent field activities; a typical scenario would involve a report of a sheen on the bay. This always requires an initial field investigation and oftentimes additional trips.

The Port has determined that the size of its fleet that is subject to HACTO, as of the baseline date of June 30, 2010, consisted of thirty-nine vehicles. (Google Docs identifies thirty-six

vehicles. The Port has requested that three vehicles be added.) The fleet has been segmented to identify those vehicles that are essential to the performance of core functions at the Port. The Port is requesting a waiver for these twenty-one vehicles. Of the remaining eighteen vehicles, the Port is prepared to return one vehicle (5%) in each of the specified fiscal years: FY11/12, FY 12/13, FY13/14, FY14/15. For a more detailed lists, see Appendix A.

The fleet of thirty-nine vehicles is comprised of passenger cars, carts, SUVs, vans, and F-150 trucks. These vehicles meet the definitions of the following terms as defined in HACTO:

> **"Motor Vehicle"** means a self-propelled vehicle.
>
> **"Light-Duty Truck"** means any motor vehicle, with a manufacturer's gross vehicle weight rating of 8,500 pounds or less, that is designed primarily for purposes of transportation of property or is a derivative of such a vehicle, or is available with special features enabling off-street or off-highway operation and use.
>
> "**Passenger Vehicle**" means any motor vehicle designed primarily for transportation of persons and with a design capacity of twelve (12) persons or less.

The Port has designated six fleet segments and is requesting a waiver for four. While all Port functions are derived from Burton Act obligations, the three trade segments and Pier 3 Specialty Assignments constitute essential functions for which a vehicle pool is insufficient.

Port Fleet Segementation

HACTO – No Waiver Request
Pier 3 / Pool
Pier 50 / Pool

Waiver Request
Pier 3 / Specialty Assignment
Pier 45 / Trade
Pier 50 / Trade
Pier 80 / Trade

Pier 3 / Specialty Assignment

Describe the number and types of vehicles Included in the waiver. (Passenger Cars, Vans or Pickups)

There are five vehicles in this segment.

MAKE	MODEL	YEAR	ASSIGNMENT
FORD	CROWN VIC	2002	Fire Marshal
FORD	ESCAPE HYBRID	2009	Homeland Security
FORD	F150	2002	Engineering - Construction Inspection
FORD	F150	2002	Engineering - Permit Group
FORD	F150	2001	Engineering / Construction Inspection

Describe what operational requirements or work will not be met if these vehicles are removed from your department's fleet. Please be specific by vehicle type.

A Fire Marshal and Fire Inspector are dedicated to the Port. In addition to review and approval of all building permits, this team provides fire/life safety inspections throughout the Port for all structures, and responds to complaints and emergencies. The Homeland Security Director provides emergency planning, coordination and training, and has emergency response obligations. The Engineering Construction Group spends the majority of its time in the field. This group inspects all encroachment permits that are issued by the Port and provides construction inspection services for the majority of Port sponsored construction activities. The Engineering Permit Group issues building permits as required by the Port Building Code and they conduct all associated inspections.

Pier 45 / Trade

Describe the number and types of vehicles Included in the waiver. (Passenger Cars, Vans or Pickups)

There are two vehicles in this segment.

MAKE	MODEL	YEAR	ASSIGNMENT
FORD	F150	2002	Laborers
FORD	F150	2002	Laborers

Describe what operational requirements or work will not be met if these vehicles are removed from your department's fleet. Please be specific by vehicle type.

The Pier 45 laborers are responsible for maintenance and cleaning of the Fisherman's Wharf area. This includes the Pier 45 valley, which is the heart of the fish processing industry in San Francisco, and the public access areas from Pier 39 to Hyde Street Harbor. Trucks carry equipment and supplies that are essential.

Pier 50 / Trade

Describe the number and types of vehicles Included in the waiver. (Passenger Cars, Vans or Pickups)

There are thirteen vehicles in this segment.

MAKE	MODEL	YEAR	ASSIGNMENT
FORD	F150	1999	Machinists
FORD	F150	1998	Carpenters
FORD	F150	1998	Laborers

FORD	F150	1998	Sheetmetal Workers
FORD	F150	1998	Iron Workers
FORD	F150	1999	Painters
FORD	F150	1999	Stationary Engineers
FORD	F150	1999	Roofers
FORD	F150	1999	Superintendents
FORD	F150	1999	Superintendents
FORD	F150	1999	Machinists
FORD	F150	2002	Health & Safety
FORD	F150	2008	Stationary Engineers

Describe what operational requirements or work will not be met if these vehicles are removed from your department's fleet. Please be specific by vehicle type.

The Pier 50 trade groups have maintenance responsibilities throughout the 7.5 miles of Port property. Each vehicle is equipped specifically for each trade. The trade groups also require separate vehicles for each crew within the trade so they may be assigned to different jobs.

Pier 80 / Trade

Describe the number and types of vehicles Included in the waiver. (Passenger Cars, Vans or Pickups)

There is one vehicle in this segment.

MAKE	MODEL	YEAR	ASSIGNMENT
FORD	F150	2002	Crane Maintenance

Describe what operational requirements or work will not be met if these vehicles are removed from your department's fleet. Please be specific by vehicle type.

The Pier 80 crane crew is responsible for maintenance of the cargo cranes at Pier 80 to Pier 96. The truck is equipped specifically for this trade specialty. Cargo is a core maritime activity and an essential function of the Port under the Burton Act.

Underutilized Vehicles

Underutilized Vehicles – Vehicles that travel less than 3,000 miles per year are considered to be underutilized and should generally be turned in for reassignment elsewhere in the fleet where they can be better utilized. Underutilized vehicles that you retain in your fleet will be deducted

from the number of vehicles your department is requesting a waiver for unless justification is provided.

The Port appreciates the concern that vehicles in its fleet are not underutilized. Most vehicles in the Port's fleet contain GPS units that help in fleet management. These were used to determine mileage for thirty-seven vehicles in CY 2012. The annual mileage for these vehicles is shown below.

Mileage Range	Number of Vehicles
< 1,000	6
1,000 – 1,999	15
2,000 – 2,999	12
> 3,000	4

Of these vehicles that are subject to HACTO, four were driven more than 3,000 miles in CY 2012. This suggests that the 89% of the Port's light-duty fleet is underutilized, a conclusion that stands in sharp contrast to the actual usage and demand. This discrepancy is a function of several factors. The Port's property is a 7.5 mile linear stretch of land, much of which has poor access to public transit. For efficiency, staff tries to consolidate field tasks into a single trip. This can mean that a vehicle can be in use for 3-4 hours, but cover less than 5-6 miles. Two such trips a day can result in annual usage of less than 3,000 miles, although the vehicle is in use throughout the day, most days of the year. Three such trips a day would barely exceed 3,000 miles annually. A trade crew can easily drive 3 miles and spend 8 hours at a job site, using the tools and equipment from the truck. The vehicle mileage would be a poor indicator of vehicle utilization. Finally, the Pier 3/Pool segment of vehicles is shared by many employees at Pier 1, but 4-5 times per week a vehicle is unavailable upon request.

The Port's obligations as stated in the Burton Act are extensive and binding, and Port property is expansive, While the Port supports the principle that vehicles be fully utilized, the Healthy Air Clean Transportation Ordinance does not address utilization. Underutilization, therefore, does not appear to serve as a measure for compliance with HACTO. Port staff believes mileage is a reasonable first indicator of utilization, but that mileage alone is not always sufficient. We respectfully request consideration of our explanation for the number of vehicles that accrued less than 3,000 miles annually.

Port of San Francisco - HACTO Fleet Inventory and Waiver Request

Appendix A

As of the baseline date of June 30, 2010, the Port of San Francisco fleet that is subject to HACTO consisted of thirty-nine vehicles. The fleet has been segmented to identify those vehicles that are deemed essential to core functions of the Port. The Port is requesting a waiver for these twenty-two essential vehicles. Of the remaining twenty vehicles, the Port is prepared to return one vehicle in each of the specified fiscal years: FY11/12, FY 12/13, FY13/14, FY14/15.

Baseline Total	**39**
Waiver Request	**21**
Subject to HACTO	**18**
Annual Reduction (5% of Fleet 'Subject to HACTO')	**1**

Subject to HACTO **TOTAL 18** **5% of Total = 1**

Pier 3 / Pool

Make	Model	Year	VIN #	Proposed Removal	Removed	Vehicle ID	Mileage 2012	Vehicle Assignment
FORD	F150	2002	2FDPF17M02CA86557	☐	☐	775608	1,438	Pool
FORD	NEIGHBOR	2002	1FABP225920104679	☑ FY12/13	☑ FY12/13	220F019		Pool / Wharfinger
FORD	TAURUS	1998	1FAFP52U1WG268984	☐	☐	775438	2,336	Pool
FORD	TAURUS	1998	1FAFP52UXWG268983	☐	☐	775437	1,425	Pool
FORD	TAURUS	1998	1FAFP52U8WG268982	☐	☐	775436	5,558	Pool
FORD	TAURUS	1999	1FAFP52U6XG231656	☐	☐	775462	1,838	Pool
FORD	WINDSTAR	1999	2FMZA5142XB457690	☑ FY13/14	☐	775445	866	Pool
GEM	E825	2002	5ASAG47471F0131290	☑ FY11/12	☑ FY11/12	220F069		Pool
HONDA	CIVIC	2001	1HGEN26471L000527	☐	☐	775483	1,711	Pool
HONDA	CIVIC	2008	JHMFA36208S029627	☐	☐	775103	2,997	Pool
TOYOTA	PRIUS	2009	JTDKB20U493543770	☐	☐	N/A	2,676	Pool
TOYOTA	PRIUS	2002	JT2BK18UX20059402	☐	☐	775495	1,437	Pool
TOYOTA	PRIUS	2002	JT2BK18U720055637	☐	☐	775494	1,594	Pool
TOYOTA	PRIUS	2001	JT2BK12U210037649	☐	☐	775493	1,721	Pool
TOYOTA	PRIUS	2001	JT2BK12U010037634	☐	☐	775492	1,734	Pool

TOYOTA	PRIUS	2007	JTDKB20U877608013	☐	☐	775101	2,569	Pool
TOYOTA	PRIUS	2007	JTDKB20U777608066	☐	☐	775102	3,414	Pool

Pier 50 / Pool

Make	Model	Year	VIN #	Proposed Removal	Removed	Vehicle ID	Mileage 2012	Vehicle Assignment
FORD	NEIGHBOR	2002	1FABP215420104865	☑ FY14/15	☐	220F099		Admin

WAIVER REQUEST **TOTAL 21** **5% of Total = 1**

Pier 3 / Specialty Assignment

Make	Model	Year	VIN #	Proposed Removal	Removed	Vehicle ID	Mileage 2012	Vehicle Assignment
FORD	CROWN VIC	2002	2FDFP73932X122132	☐	☐	775497	708	Fire Marshal
FORD	ESCAPE HYBRID	2009	1FMCU59339KB62357	☐	☐	N/A	560	Homeland Security
FORD	F150	2001	1FTPF17MX1KB85059	☐	☐	775485	1,330	Engineering / Construction Inspection
FORD	F150	2002	2FDPF17M72CA86555	☐	☐	775606	2,490	Engineering - Construction Inspection
FORD	F150	2002	2FDPF17M92CA86556	☐	☐	775607	668	Engineering - Permit Group

Pier 45 / Trade

Make	Model	Year	VIN #	Proposed Removal	Removed	Vehicle ID	Mileage 2012	Vehicle Assignment
FORD	F150	2002	2FDPF17M52CA86554	☐	☐	775604	1,968	Laborers
FORD	F150	2002	2FDPF17M22CA86558	☐	☐	775609	2,997	Laborers

Pier 50 / Trade

Make	Model	Year	VIN #	Proposed Removal	Removed	Vehicle ID	Mileage 2012	Vehicle Assignment
FORD	F150	1999	1FTZF1724XNA03435	☐	☐	775441	2,062	Painters
FORD	F150	1998	1FTZF176XWKB16583	☐	☐	775432	1,025	Carpenters
FORD	F150	1998	1FTZF1761WKB16584	☐	☐	775433	3,182	Laborers
FORD	F150	1998	1FTZF1763WKB16585	☐	☐	775434	2,462	Sheetmetal
FORD	F150	1998	1FTZF1765WKB16586	☐	☐	775435	2,686	Iron Workers
FORD	F150	1999	1FTZF1726XNA03436	☐	☐	775442	3,141	Machinists
FORD	F150	1999	1FTZF1728XNA03437	☐	☐	775443	2,000	Stationary Engineers
FORD	F150	1999	1FTZF172XXNA03438	☐	☐	775444	522	Roofers
FORD	F150	1999	1FTRX17WXXKB60338	☐	☐	775463	1,190	Admin
FORD	F150	1999	1FTRX17W1XKB60339	☐	☐	775464	1,460	Admin
FORD	F150	2001	1FTPF17M81KB85058	☐	☐	775484	1,240	Machinists
FORD	F150	2002	1FTRW07L83KD27680	☐	☐	775499	1,496	Health & Safety
FORD	F150	2008	1FTRF12W39KA89626	☐	☐	775624	2,752	Stationary Engineers

Pier 80 / Trade

Make	Model	Year	VIN #	Proposed Removal	Removed	Vehicle ID	Mileage 2012	Vehicle Assignment
FORD	F150	1999	1FTZF1722XNA03434	☐	☐	775440	2,379	Crane Maintenance

APPENDIX – IV

Port of San Francisco

Zero Waste Assessment Survey
Pier 1

APPENDIX – V

Port of San Francisco

Zero Waste Assessment Survey
Pier 50

Berman, Richard

From: Soko City Government Zero Waste Assistant <no-reply@wufoo.com>
Sent: Wednesday, March 27, 2013 11:27 AM
To: Berman, Richard
Subject: 2012 Departmental Zero Waste Assessment Survey

Thank you for completing the 2012 Departmental Zero Waste Assessment Survey. Here is a copy of your form for your records.

2012 Departmental Zero Waste Assessment Survey

Name *	Richard Berman
Department Name *	Port of San Francisco
Department Division/Branch/Station *	Pier 50 Maintenance
Address *	Pier 50 – Shed D San Francisco, CA 94107 United States
Phone Number *	(415) 274-0276
Email *	richard.berman@sfport.com
Have you attended an annual workshop before? (these are held either at the end of January or beginning of February) *	Yes
If YES, how many times have you been attended?	4
Have you or your property manager subscribed to adequate recycling and composting collection service and provided color-coded, labeled containers in convenient locations: blue for recycling, green for composting, and black for trash? *	Yes

Before purchasing new office supplies and/or furniture, does your office/facility look on the Virtual Warehouse to see if the item(s) are available for reuse? *	Yes
Does your office/facility use the Virtual Warehouse program to turn in City owned surplus items (furniture, electronics, office supplies)?	Yes
Have you promoted to your coworkers signing up for paperless paystubs at your office or facility? *	Yes
What was the ONE action item that you committed to last year to promote waste reduction at your department/facility? ***If you are a New Coordinator just type "N/A" ***	Diversion of paper towels to the compost.
Did you complete that action item? *	Yes
Name the #1 item that can be recycled or composted that you find in the trash (landfill) bin in your office/facility. *	Food and paper towels.
Describe how you will commit to eliminating that item from the trash (landfill) bin this year. *	We will provide additional signage and outreach for staff.

APPENDIX – VI

Port of San Francisco

Zero Waste Assessment Survey
Pier 45 Shed A

Berman, Richard

From: Berman, Richard
Sent: Wednesday, March 27, 2013 12:14 PM
To: Berman, Richard
Subject: Fw: 2012 Departmental Zero Waste Assessment Survey

From: Soko City Government Zero Waste Assistant
Sent: Wednesday, March 27, 2013 11:46:51 AM
To: Berman, Richard
Subject: 2012 Departmental Zero Waste Assessment Survey

Thank you for completing the 2012 Departmental Zero Waste Assessment Survey. Here is a copy of your form for your records.

2012 Departmental Zero Waste Assessment Survey

Name *	Richard Berman
Department Name *	Port of San Francisco
Department Division/Branch/Station *	Pier 45 Maintenance
Address *	Pier 45 Shed A San Francisco, CA 94133 United States
Phone Number *	(415) 274-0276
Email *	richard.berman@sfport.com
Have you attended an annual workshop before? (these are held either at the end of January or beginning of February) *	Yes
If YES, how many times have you been attended?	4
Have you or your property manager subscribed	Yes

to adequate recycling and composting collection service and provided color-coded, labeled containers in convenient locations: blue for recycling, green for composting, and black for trash? *	
Before purchasing new office supplies and/or furniture, does your office/facility look on the Virtual Warehouse to see if the item(s) are available for reuse? *	Yes
Does your office/facility use the Virtual Warehouse program to turn in City owned surplus items (furniture, electronics, office supplies)?	Yes
Have you promoted to your coworkers signing up for paperless paystubs at your office or facility? *	Yes
What was the ONE action item that you committed to last year to promote waste reduction at your department/facility? *If you are a New Coordinator just type "N/A" *	Diversion of paper towels to the compost.
Did you complete that action item? *	Yes
Name the #1 item that can be recycled or composted that you find in the trash (landfill) bin in your office/facility. *	Food and paper towels.
Describe how you will commit to eliminating that item from the trash (landfill) bin this year. *	We will provide additional signage and outreach.

APPENDIX – VII

Port of San Francisco

Zero Waste Assessment Survey
Pier 80 Crane Shop

Berman, Richard

From: Soko City Government Zero Waste Assistant <no-reply@wufoo.com>
Sent: Thursday, March 28, 2013 11:17 AM
To: Berman, Richard
Subject: 2012 Departmental Zero Waste Assessment Survey

Thank you for completing the 2012 Departmental Zero Waste Assessment Survey. Here is a copy of your form for your records.

2012 Departmental Zero Waste Assessment Survey

Name *	Richard Berman
Department Name *	Port of San Francisco
Department Division/Branch/Station *	Maintenance - Pier 80 Crane Shop
Address *	Pier 80 San Francisco, CA 94107 United States
Phone Number *	(415) 274-0276
Email *	richard.berman@sfport.com
Have you attended an annual workshop before? (these are held either at the end of January or beginning of February) *	Yes
If YES, how many times have you been attended?	4
Have you or your property manager subscribed to adequate recycling and composting collection service and provided color-coded, labeled containers in convenient locations: blue for recycling, green for composting, and black for trash? *	Yes

Before purchasing new office supplies and/or furniture, does your office/facility look on the Virtual Warehouse to see if the item(s) are available for reuse? *	Yes
Does your office/facility use the Virtual Warehouse program to turn in City owned surplus items (furniture, electronics, office supplies)?	Yes
Have you promoted to your coworkers signing up for paperless paystubs at your office or facility? *	Yes
What was the ONE action item that you committed to last year to promote waste reduction at your department/facility? ***If you are a New Coordinator just type "N/A" ***	Diversion of paper towels to the compost
Did you complete that action item? *	Yes
Name the #1 item that can be recycled or composted that you find in the trash (landfill) bin in your office/facility. *	Food
Describe how you will commit to eliminating that item from the trash (landfill) bin this year. *	Increase signage and outreach.

APPENDIX – VIII

Port of San Francisco

Zero Waste Assessment Survey
Harbor Master Office

Berman, Richard

From: Soko City Government Zero Waste Assistant <no-reply@wufoo.com>
Sent: Wednesday, March 27, 2013 12:11 PM
To: Berman, Richard
Subject: 2012 Departmental Zero Waste Assessment Survey

Thank you for completing the 2012 Departmental Zero Waste Assessment Survey. Here is a copy of your form for your records.

2012 Departmental Zero Waste Assessment Survey

Name *	Richard Berman
Department Name *	Port of San Francisco
Department Division/Branch/Station *	Fisherman's Wharf - Harbor Master / JOS
Address *	2949 Hyde St. San Francisco, CA 94133 United States
Phone Number *	(415) 274-0276
Email *	richard.berman@sfport.com
Have you attended an annual workshop before? (these are held either at the end of January or beginning of February) *	Yes
If YES, how many times have you been attended?	4
Have you or your property manager subscribed to adequate recycling and composting collection service and provided color-coded, labeled containers in convenient locations: blue for recycling, green for composting, and black for trash? *	Yes

Before purchasing new office supplies and/or furniture, does your office/facility look on the Virtual Warehouse to see if the item(s) are available for reuse? *	Yes
Does your office/facility use the Virtual Warehouse program to turn in City owned surplus items (furniture, electronics, office supplies)?	Yes
Have you promoted to your coworkers signing up for paperless paystubs at your office or facility? *	Yes
What was the ONE action item that you committed to last year to promote waste reduction at your department/facility? ***If you are a New Coordinator just type "N/A" ***	Diversion of paper towels to the compost
Did you complete that action item? *	Yes
Name the #1 item that can be recycled or composted that you find in the trash (landfill) bin in your office/facility. *	Food
Describe how you will commit to eliminating that item from the trash (landfill) bin this year. *	Improved signage and outreach.

APPENDIX – IX

Port of San Francisco Tree Inventory

SPECIES	COUNT	PERCENTAGE
Acacia melanoxylon	2	0.1%
Carob	12	0.7%
Cedar	1	0.1%
Chestnut	23	1.4%
Chinese Elm	4	0.2%
Eucalyptus	85	5.1%
Eucalyptus globulus	12	0.7%
Evergreen Pear	9	0.5%
Ficus	106	6.3%
Ficus (potted Ficus)	8	0.5%
Ginko	18	1.1%
Ginko (female)	1	0.1%
Liquidambar	2	0.1%
Liriodendron tulipifera	15	0.9%
London Plane	446	26.6%
London Plane (in planters)	7	0.4%
Magnolia grandiflora	4	0.2%
Malus/ Prunus	1	0.1%
Melaluca	68	4.1%
Metrosideros	46	2.7%
Monteray Pine	10	0.6%
Myoporum	3	0.2%
None	20	1.2%
Not Port trees	2	0.1%
Olive europea	31	1.8%
Palm	183	10.9%
Pittosporum	44	2.6%
Pittosporum undulatum	42	2.5%
Poplar	24	1.4%
Pyrus kawakamii	30	1.8%
Quercus	50	3.0%
Quercus suber	19	1.1%
Redwood	1	0.1%
Tristania	59	3.5%
Tristania conferta	34	2.0%
Tristania laurina	28	1.7%
Unknown	227	13.5%
TOTAL	1677	100.0%