

**Annual Report  
For  
Fiscal Year Ended June 30, 2025**



Port Commission of the City and County of San Francisco

Issued: March 27, 2026

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**I. Introduction**

The Port Commission of the City and County of San Francisco (Port) hereby makes this disclosure filing in connection with the Port’s Revenue Bonds, Series 2014A, Series 2020A and Series 2020B, identified by the CUSIP numbers shown below. The Port hereby provides its annual disclosure report for the fiscal year (“FY”) ended June 30, 2025 prepared in accordance with the Continuing Disclosure Certificates dated May 29, 2014 and February 27, 2020.

**II. Port Revenue Bonds**

The Port Commission has outstanding the following reportable obligations (collectively, the “Bonds”).

<u>Continuing Disclosure Certificate</u>	<u>Issue Name</u>	<u>Original Par Amount</u>	<u>Outstanding Par Amount</u>
May 29, 2014	Port Commission of the City and County of San Francisco Revenue Bonds, Series 2014A (AMT Tax-Exempt)	\$19,880,000	\$17,230,000
February 27, 2020	Port Commission of the City and County of San Francisco Revenue Bonds, Series 2020A (Non-AMT Tax-Exempt)	\$10,885,000	\$10,885,000
February 27, 2020	Port Commission of the City and County of San Francisco Revenue Bonds, Series 2020B (Taxable)	\$12,895,000	\$6,750,000

Series 2014A Bonds (AMT Tax-Exempt)

<u>Maturity Date</u>	<u>Principal Amount</u>	<u>CUSIP No.</u>
3/1/2026	595,000	797679 BF3
3/1/2028	1,280,000	797679 AZ0
3/1/2030	1,415,000	797679 BA4
3/1/2035	4,115,000	797679 BB2
3/1/2044	<u>9,825,000</u>	797679 BC0
	\$17,230,000	

Series 2020A Bonds (Non-AMT Tax-Exempt)

<u>Maturity Date</u>	<u>Principal Amount</u>	<u>CUSIP No.</u>
3/1/2031	\$875,000	797679BN6
3/1/2032	\$915,000	797679 BP1
3/1/2033	\$960,000	797679 BQ9
3/1/2034	\$1,010,000	797679 BR7
3/1/2035	\$1,060,000	797679 BS5
3/1/2036	\$1,115,000	797679 BT3
3/1/2037	\$1,165,000	797679 BU0
3/1/2038	\$1,215,000	797679 BV8
3/1/2039	\$1,260,000	797679 BW6
3/1/2040	<u>\$1,310,000</u>	797679 BX4
	\$10,885,000	

Series 2020B Bonds (Taxable)

<u>Maturity Date</u>	<u>Principal Amount</u>	<u>CUSIP No.</u>
3/1/2026	\$1,295,000	797679 CD7
3/1/2027	\$1,320,000	797679 CE5
3/1/2028	\$1,345,000	797679 CF2
3/1/2029	\$1,380,000	797679 CG0
3/1/2030	<u>\$1,410,000</u>	797679 CH8
	<u>\$6,750,000</u>	

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**III. Other Non-Reportable Obligations**

<u>Issue Name</u>	<u>Original Par Amount</u>	<u>Balance at End of Reporting Period</u>	<u>Final Maturity</u>
Certificates of Participation*	\$37,700,000	\$23,245,000.00	2043
California Division of Boating & Waterways Loan	\$3,500,000	\$831,416.56	2028

\* A Certificates of Participation (“COPs”) financing was completed on October 31, 2013 by the City and County of San Francisco (“City”) on behalf of the Port. Under terms of a Memorandum of Understanding with the City, the Port has agreed during the term of the COPs to budget sufficient funding to service the obligation.

## IV. Port of San Francisco, Debt Service Coverage

**PORT OF SAN FRANCISCO**  
**Historic Debt Service Coverage**  
**For Fiscal Years Ended June 30, 2025 (Amounts in Thousands)**

	2021	2022	2023	2024	2025
Revenues <sup>1</sup>					
Maritime	\$15,147	\$20,867	\$30,175	\$30,661	\$30,297
Real Estate & Asset Management	68,944	87,265	87,573	85,309	85,254
Interest Income <sup>2</sup>	2,299	2,779	8,776	12,646	18,374
Other Revenue	4,672	7,772	9,620	17,820	19,301
Total Revenues	\$91,060	\$118,684	\$136,144	\$146,437	\$153,225
Operating Expenses <sup>1</sup>					
Operations & Maintenance <sup>3</sup>	100,286	72,100	75,516	92,802	110,632
Total Operating Expenses	\$100,286	\$72,100	\$75,516	\$92,802	\$110,632
Net Revenues	(\$9,226)	\$46,584	\$60,628	\$53,635	\$42,593
Debt Service on Bonds <sup>4</sup>	\$3,275	\$3,274	\$3,274	\$3,267	\$3,273
Net Revenue Coverage on Bonds <sup>4</sup> (times)	-	<b>14.23</b>	<b>18.52</b>	<b>16.42</b>	<b>13.01</b>
Debt Service on Subordinate Obligations <sup>5</sup>	\$2,967	\$2,963	\$2,966	\$2,225	\$2,228
Net Revenue Coverage on Bonds and Subordinate Obligations <sup>5</sup> (times)	-	<b>7.47</b>	<b>9.72</b>	<b>9.77</b>	<b>7.74</b>

<sup>1</sup> Revenues and expenses were determined in accordance with the Master Bond Indenture dated February 1, 2010. For all years, the amounts were derived from financial reports which have been audited and adjusted for the elements discussed in footnotes 2 and 3. Amounts exclude operations of the Port's South Beach Harbor, which was acquired on April 30, 2019, and designated by the Port Commission as a Port special facility.

<sup>2</sup> Represents interest income earned on funds on deposit with the City Treasurer plus late charges from tenants.

<sup>3</sup> Operations & Maintenance Expenses excludes non-cash expenses and credits associated with OPEB and pension obligations pursuant to the Bond Indenture. Also excludes non-cash charges and credits against operating expenses resulting from changes in estimated future costs for environmental remediation of the Pier 70 area. A summary breakdown of these adjustments is provided in the table titled "Historical Operations & Maintenance Expenses."

<sup>4</sup> Represents debt service and Net Revenue coverage on the Port revenue bonds. Due to the COVID-19 pandemic, revenues in FY2021 were severely constrained such that net revenue was negative (see section XIII. Other Matters - COVID-19 Impacts). The FY2022 numbers have been restated in this report to account for the implementation of GASB 87 in that year. As a result, the net coverage on bonds decreased slightly from the 14.96 previously reported to the 14.23 reported for FY2022 in this report.

<sup>5</sup> Includes the following subordinated obligations: (i) a loan from the California Department of Boating and Waterways for Hyde Street Harbor, and (ii) a Certificates of Participation obligation issued by the City on behalf of the Port. The Indenture does not require the Port to maintain any level of Net Revenue coverage on Subordinated Bonds or other subordinate obligations.

Source: Port of San Francisco

**V. Major Port Operating Revenues**

<b>PORT OF SAN FRANCISCO</b>					
<b>Major Port Operating Revenues <sup>1</sup></b>					
<b>Fiscal Year ending June 30, 2025</b>					
	<u>Annualized Revenue <sup>2</sup></u>		<u>Square Footage <sup>3</sup></u>		
	Amount	Percent	Amount	Percent	
<b>Real Estate</b>					
Industrial	\$ 25,608,762	23%	5,065,844	18%	
Development	\$ 22,259,323	20%	4,745,750	17%	
Restaurant & Retail	\$ 9,748,064	9%	461,055	2%	
Parking <sup>4</sup>	\$ 12,667,729	11%	1,510,901	5%	
Office	\$ 8,117,369	7%	282,630	1%	
<b>Subtotal Real Estate</b>	<b>\$ 78,401,247</b>	<b>70%</b>	<b>12,066,180</b>	<b>42%</b>	
<b>Maritime <sup>5</sup></b>					
Cargo	\$ 9,841,469	9%	4,682,901	16%	
Commercial Fishing	\$ 2,937,415	3%	198,774	1%	
Harbor Services	\$ 2,528,110	2%	367,926	1%	
Passenger Cruise	\$ 9,351,623	8%	596,575	2%	
Various Maritime <sup>6</sup>	\$ 9,116,299	8%	10,825,538	38%	
<b>Subtotal Maritime</b>	<b>\$ 33,774,916</b>	<b>30%</b>	<b>16,671,714</b>	<b>58%</b>	
<b>Total</b>	<b>\$ 112,176,162</b>	<b>100%</b>	<b>28,737,894</b>	<b>100%</b>	
<p><sup>1</sup> Includes revenues derived from tenancy and operating agreements, meaning the figures reflect rent due per the lease terms, not necessarily rent paid. Excludes revenues from miscellaneous sources, development cost recoveries, or nonrecurring rent credits/adjustments.</p> <p><sup>2</sup> Based on projected lease rents as of July 2025 Beginning of Month Rent Roll and Fiscal Year 2025 actual percentage rents in excess of base rent amounts.</p> <p><sup>3</sup> Includes all active agreement leaseholds even if no associated bill rules exist. Excludes portion of area in water; in addition, parking stalls and agreements that are in non-bill status are not included in the square footage totals.</p> <p><sup>4</sup> Excludes revenues from MTA parking meters and citations; however, includes revenues from parking stall agreements which are not included on the rent roll.</p> <p><sup>5</sup> Includes traditional user fees within the maritime industry, such as wharfage, dockage, and demurrage.</p> <p><sup>6</sup> Includes revenues generated from ferry excursion operators along with associated leased areas.</p>					
<i>Source: Port of San Francisco</i>					

**VI. Port of San Francisco Top Ten Tenants and Customers**

<b>PORT OF SAN FRANCISCO</b>				
<b>Top Ten Port Tenants and Customers by Revenue <sup>1</sup></b>				
<b>Fiscal Year ending June 30, 2025 (Revenue in Thousands)</b>				
<b>Customer/Tenant Name</b>	<b>Revenue <sup>2</sup></b>	<b>Percent of Top 10 Revenue</b>	<b>Primary Use</b>	<b>Expiration <sup>3</sup></b>
1 Princess Cruises	\$5,482	14.57%	Passenger Cruise	N/A <sup>4</sup>
2 SFCC PUC Public Utilities Commission	\$4,575	12.16%	Utility Infrastructure	5/14/2090
3 Recology San Francisco	\$4,567	12.14%	Industrial	9/30/2029
4 SP Plus-Hyde Parking Joint Venture	\$4,357	11.58%	Parking	5/31/2022 <sup>5</sup>
5 Pier 39 Limited Partnership	\$3,649	9.70%	Recreation/Visitor Attraction	12/31/2042
6 China Basin Ballpark Company LLC	\$3,631	9.65%	Recreation/Visitor Attraction	8/14/2028
7 Historic Pier 70, LLC	\$3,491	9.28%	Office/Retail	7/28/2081
8 Alcatraz Cruises, LLC	\$2,663	7.08%	Excursion	10/31/2034
9 Imperial Parking (U.S.), Inc.	\$2,652	7.05%	Parking	9/15/2005 <sup>5</sup>
10 Seawall Lot 337 Associates, LLC	\$2,553	6.79%	Mixed Use	8/14/2049
<b>\$37,620</b>		<b>100.00%</b>		
<p><sup>1</sup> Includes all revenues (categorized as both Real Estate and Maritime) derived from tenancy and operating agreements, meaning the figures reflect rent due per the lease terms, not necessarily rent paid. Excludes revenues from miscellaneous sources, development cost recoveries, or nonrecurring rent credits/adjustments.</p> <p><sup>2</sup> Based on projected lease rents as of July 2025 Beginning of Month Rent Roll and Fiscal Year 2025 actual percentage rents in excess of base rent amounts.</p> <p><sup>3</sup> The latest expiration date is reported if multiple agreements exist.</p> <p><sup>4</sup> Cruise calls are not subject to traditional leases.</p> <p><sup>5</sup> On holdover while steps are taken to restructure Portwide parking operations.</p>				
<i>Source: Port of San Francisco</i>				

**VII. Port of San Francisco Real Estate Leases, Remaining Lease Terms**

<b>PORT OF SAN FRANCISCO</b>				
<b>Real Estate Leases</b>				
	<u>Number of Leases <sup>1</sup></u>		<u>Annualized Revenue <sup>2</sup></u>	
Month-to-Month <sup>3</sup>	221	55%	\$ 21,188,452	27%
<b>Remaining Term: <sup>4</sup></b>				
Less than One Year	39	10%	\$ 4,396,213	6%
One to Five Years	77	19%	\$ 22,357,956	29%
Five to Ten Years	8	2%	\$ 1,249,820	2%
Ten to Twenty Years	24	6%	\$ 12,183,096	16%
Twenty to Thirty Years	14	3%	\$ 9,325,861	12%
Over Thirty Years	18	4%	\$ 7,699,848	10%
<b>Total</b>	<b>401</b>	<b>100%</b>	<b>\$ 78,401,247</b>	<b>100%</b>
<p><sup>1</sup> Includes Real Estate leases only. Individual parking stall agreements and other agreements in non-bill status are not counted.</p> <p><sup>2</sup> Based on projected lease rents as of July 2025 Beginning of Month Rent Roll and Fiscal Year 2025 actual percentage rents in excess of base rent amounts. Includes revenues derived from tenancy and operating agreements, meaning the figures reflect rent due per the lease terms, not necessarily rent paid. Excludes revenues from miscellaneous sources, development cost recoveries, or nonrecurring rent credits/adjustments. Total revenues from parking stall agreements are included as a lump sum under category "Month-to-Month".</p> <p><sup>3</sup> Includes expired agreements that are on holdover.</p> <p><sup>4</sup> As of July 1, 2025</p>				
<p><i>Source: Port of San Francisco</i></p>				

**VIII. Port of San Francisco Top Ten Real Estate Tenants and Customers**

<b>PORT OF SAN FRANCISCO</b>					
<b>Top Ten Port Real Estate Tenants and Customers by Revenue <sup>1</sup></b>					
<b>Fiscal Year ending June 30, 2025 (Revenue in Thousands)</b>					
<b>Customer/Tenant Name</b>	<b>Revenue <sup>2</sup></b>	<b>Percent of Top 10 Revenue</b>	<b>Primary Use</b>	<b>Expiration <sup>3</sup></b>	
1 Recology San Francisco	\$4,567	14.16%	Industrial	9/30/2029	
2 SP Plus-Hyde Parking Joint Venture	\$4,357	13.51%	Parking	5/31/2022 <sup>4</sup>	
3 Pier 39 Limited Partnership	\$3,649	11.31%	Recreation/Visitor Attraction	12/31/2042	
4 China Basin Ballpark Company LLC	\$3,631	11.26%	Recreation/Visitor Attraction	8/14/2028	
5 Historic Pier 70, LLC	\$3,491	10.82%	Office/Retail	7/28/2081	
6 SFCC PUC Public Utilities Commission	\$2,729	8.46%	Utility Infrastructure	5/14/2090	
7 Imperial Parking (U.S.), Inc.	\$2,652	8.22%	Parking	9/15/2005 <sup>4</sup>	
8 Seawall Lot 337 Associates, LLC	\$2,553	7.91%	Mixed Use	8/14/2049	
9 Hudson One Ferry Operating L.P.	\$2,368	7.34%	Mixed Use	4/9/2067	
10 AMB Pier One, LLC	\$2,259	7.00%	Office	8/1/2049	
	<b>\$32,256</b>	<b>100.00%</b>			
<p><sup>1</sup> Includes only revenues categorized as Real Estate derived from tenancy and operating agreements, meaning the figures reflect rent due per the lease terms, not necessarily rent paid. Excludes revenues from miscellaneous sources, development cost recoveries, or nonrecurring rent credits/adjustments.</p> <p><sup>2</sup> Based on projected lease rents as of July 2025 Beginning of Month Rent Roll and Fiscal Year 2025 actual percentage rents in excess of base rent amounts.</p> <p><sup>3</sup> The latest expiration date is reported if multiple agreements exist.</p> <p><sup>4</sup> On holdover while steps are taken to restructure Portwide parking operations.</p>					
<p><i>Source: Port of San Francisco</i></p>					

## IX. Port of San Francisco Historical Results of Operations

<b>PORT OF SAN FRANCISCO</b>					
<b>Historical Results of Operations</b>					
<b>For Fiscal Year Ended June 30, 2025 (Amounts in Thousands)</b>					
	<b>Audited<sup>2</sup></b>	<b>Audited</b>	<b>Audited</b>	<b>Audited</b>	<b>Audited</b>
	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>Operating Revenues:</b>					
<b>Maritime</b>					
Cargo	\$8,186	\$6,875	\$7,028	\$7,371	\$6,613
Ship Repair	0	0	0	0	0
Harbor Services	2,123	1,880	2,537	2,274	2,267
Cruise	292	5,248	10,382	9,428	8,466
Fishing	1,383	2,407	2,559	2,683	2,114
Other Marine	3,084	3,183	5,721	6,610	9,009
Miscellaneous <sup>1</sup>	<u>79</u>	<u>1,275</u>	<u>1,948</u>	<u>2,295</u>	<u>1,828</u>
<b>Total Maritime</b>	<b>\$15,147</b>	<b>\$20,867</b>	<b>\$30,175</b>	<b>\$30,661</b>	<b>\$30,297</b>
<b>Real Estate &amp; Asset Management</b>					
Commercial/Industrial	\$59,039	\$66,649	\$66,288	\$64,021	\$62,643
Parking	9,898	20,516	21,160	21,023	22,378
Filming & Special Event Revenue	7	100	126	265	233
Miscellaneous	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Real Estate &amp; Asset Management</b>	<b>\$68,944</b>	<b>\$87,265</b>	<b>\$87,573</b>	<b>\$85,309</b>	<b>\$85,254</b>
<b>Other Operating Revenues</b>	<b>\$5,047</b>	<b>\$7,747</b>	<b>\$5,487</b>	<b>\$12,801</b>	<b>\$11,422</b>
<b>Total Operating Revenues</b>	<b>\$89,137</b>	<b>\$115,880</b>	<b>\$123,235</b>	<b>\$128,771</b>	<b>\$126,972</b>
<b>Operating Expenses</b>					
Operations & Maintenance <sup>1,4</sup>	\$112,285	\$56,513	\$64,241	\$91,176	\$108,818
Depreciation & Amortization	22,628	22,431	24,415	25,210	31,279
Non-Revenue Funded O&M <sup>3</sup>		<u>23,057</u>	<u>30,731</u>	<u>23,240</u>	<u>6,210</u>
<b>Total Operating Expenses</b>	<b>\$134,913</b>	<b>\$102,001</b>	<b>\$119,387</b>	<b>\$139,626</b>	<b>\$146,308</b>
<b>Operating Income/(Loss)</b>	<b>(\$45,776)</b>	<b>\$13,879</b>	<b>\$3,848</b>	<b>(\$10,855)</b>	<b>(\$19,336)</b>
<b>Other Income &amp; (Expenses)</b>					
Interest & Investment Income	\$598	\$6,900	\$13,821	\$29,969	\$36,630
Interest Expense	(2,800)	(4,466)	(4,302)	(4,162)	(4,019)
Gain/(Loss) on Disposal of Assets	5	4	1	(79)	1
Other	<u>16,771</u>	<u>14,098</u>	<u>25,334</u>	<u>30,885</u>	<u>51,961</u>
<b>Total Other Income/(Expense) Net</b>	<b>\$14,573</b>	<b>\$16,536</b>	<b>\$34,853</b>	<b>\$56,613</b>	<b>\$84,573</b>
<b>Net Income/(Loss) Before Capital Contribution</b>	<b>(\$31,202)</b>	<b>\$30,414</b>	<b>\$38,701</b>	<b>\$45,758</b>	<b>\$65,237</b>
<b>Capital Grants and Other Contributions</b>	<b><u>\$2,259</u></b>	<b><u>\$4,252</u></b>	<b><u>\$39,369</u></b>	<b><u>\$14,732</u></b>	<b><u>\$273,617</u></b>
<b>Change in Net Position</b>	<b><u>(\$28,943)</u></b>	<b><u>\$34,666</u></b>	<b><u>\$78,069</u></b>	<b><u>\$60,490</u></b>	<b><u>\$338,854</u></b>
<p><sup>1</sup> In 2018 the Port implemented GASB Statement No. 75, a new standard that is intended to improve the accounting and financial reporting of OPEB obligations. GASB 75 supersedes GASB 45, an earlier accounting standard regarding the accounting of OPEB obligations. A summary breakdown of the non-cash adjustments associated with the accounting of pension obligations and OPEB for all years is shown in table titled "Historical Operations &amp; Maintenance Expenses".</p> <p><sup>2</sup> FY 2021 Expenses were corrected to align calculation methodology to prior years and Table IV.</p> <p><sup>3</sup> Per Indenture definitions, GO Bond and State Stimulus funded costs are excluded from Expenses. These costs are backed out of the O&amp;M Subtotal in Tables IV and X to satisfy the Indenture, but included in Table IX above to align to the Port's Annual Financial Statement results.</p> <p><sup>4</sup> The FY2024 Operations &amp; Maintenance number was restated from 91,211 to 91,176 to reflect the implementation of GASB 101 by the Port, which addresses the recognition and measurement guidance for compensated absences.</p>					
<i>Source: Port of San Francisco</i>					

**X. Port of San Francisco Historical Operations and Maintenance Expenses**

<b>PORT OF SAN FRANCISCO</b>					
<b>Historical Operations &amp; Maintenance Expenses</b>					
<b>For Fiscal Year Ended June 30, 2025</b>					
<b>(Amounts in Thousands)</b>					
	<b>Audited<sup>4</sup></b>	<b>Audited</b>	<b>Audited</b>	<b>Audited</b>	<b>Audited</b>
	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
Operations & Maintenance					
Personnel Expense <sup>1</sup>	\$45,028	\$41,567	\$44,629	\$48,168	\$52,251
City-Wide Overhead	2,740	1,625	627	699	1,406
Other Current Expenses	1,197	1,283	1,907	1,803	2,095
Professional & Specialized Services	22,578	17,534	20,984	23,990	16,982
Utility Expenses	2,107	3,554	4,714	3,849	3,230
Materials & Supplies	963	1,104	1,046	1,522	1,447
Judgments, Claims & Litigation	332	(270)	340	(130)	186
Office Rent <sup>2</sup>	2,951	3,369	4,140	4,238	4,313
Charges for Use of City Services	22,125	25,321	27,584	31,739	34,547
Other Operating & Maint. Exp. (net)	266	69	276	166	385
Less Non-Revenue Funded O&M <sup>5</sup>		(23,057)	(30,731)	(23,240)	(\$6,210)
Operations & Maint. Exp. - Subtotal <sup>2</sup>	\$100,286	\$72,100	\$75,516	\$92,802	\$110,632
Non-cash adjustments for:					
(i) pensions pursuant to GASB 68	3,730	(16,423)	(7,107)	1,101	1,519
(ii) estimated cost for pollution remediation for the Pier 70 area.	7,388	(648)	1,243	5,105	805
(iii) Other Post Employment Benefits (OPEB)	881	3,877	(2,253)	(4,677)	(1,000)
(iv) GASB 87 - Lessee Contract Expense		(2,393)	(3,158)	(3,155)	(3,138)
Total Operations & Maintenance Exp.	\$112,285	\$56,513	\$64,241	\$91,176	\$108,818

<sup>1</sup> The reported expenses excludes charges and credits associated with non-cash adjustments related to accounting and reporting of OPEB and pension obligations. The FY2024 number was restated from 48,203 to 48,168 to reflect the implementation of GASB 101 by the Port, which addresses the recognition and measurement guidance for compensated absences.

<sup>2</sup> GASB 87 was implemented for the first time in 2022, as a result, Office Rent of \$976 reported was adjusted to \$3,369 and the Subtotal for O&M reported, \$69,706, was adjusted to \$72,100. A non-cash adjustment line was also added to the report to account for GASB 87. The Total O&M Exp for FY2022 remains unchanged from what was reported.

<sup>3</sup> In 2018 the Port implemented GASB Statement No. 75, a new standard that is intended to improve the accounting and financial reporting of post-employment benefits other than pensions (OPEB) obligations by, among other things, requiring a fuller and more timely recognition of such obligations. GASB 75 supersedes GASB 45, an earlier accounting standard regarding the accounting of OPEB obligations.

<sup>4</sup> FY2021 Expenses were corrected to align calculation methodology to prior years and Table IV.

<sup>5</sup> Per indenture definition of Expenses, operating costs funded by external sources such grants are excluded from the expenses. In FY2022, City and County of San Francisco General Obligation Bond proceeds funded approximately \$9.0m in non-capitalizable conceptual design work related to the Waterfront Resilience Project. In FY2022, the Port spent approximately \$14.0m of stimulus from the State of California on operating expenses. In FY2023, those numbers were \$13.2m and \$17.5m and in FY2024 they were \$12.7m and \$10.6m, respectively. In FY2025, \$6.2M came from the Waterfront Resilience Project GO Bond.

*Source: Port of San Francisco*

## **XI. Audited Financial Statements of the Port Enterprise, City and County of San Francisco for the Fiscal Year Ended June 30, 2025.**

For the Port's Audited Financial Statements for fiscal year ended June 30, 2025, please go to the link titled "2025 Audited Financial Statements" located in the "About", and then "Financial Plans & Reports" sections of the Port's website at [www.sfport.com](http://www.sfport.com).

## **XII. Significant Events**

From March 27, 2025 (the date of issuance of the June 30, 2024 Annual Report) through the issuance date of this Annual Report, no "Significant Event" or "Listed Event" has occurred as enumerated in Section 5 of the Continuing Disclosure Certificates dated May 29, 2014 or February 27, 2020, respectively.

## **XIII. Other Matters**

### ***COVID-19 Impacts on Coverage***

Please see the Port's Voluntary Statement Regarding Impacts of COVID-19, filed August 6, 2020. That filing included forward looking statements regarding the debt service coverage obligations of the indenture, which require the Port to maintain debt service coverage ratios of (a) at least 1.3 including contributions from a revenue stabilization fund, and (b) 1.0 when excluding such contributions.

As anticipated in the filing, in the fiscal year ending June 30, 2021 the Port met all debt service obligations, satisfied the coverage ratio requirement of 1.3 including contributions from the Port's revenue stabilization fund, but did not achieve the coverage ratio requirement 1.0 when excluding such contributions. As required by Section 6.02 of the Indenture, the Port engaged a Port Consultant to review business operations and the schedule of rates and charges in the context of the forecasted post-pandemic recovery to recommend any changes the Port should make to improve the coverage ratio. Those recommendations covered three broad areas including (1) adjusting leasing practices as the market recovered, (2) pursuing inter-agency expense savings, and (3) revising financial policies in light of lessons learned during COVID-19. The Port has pursued these recommendations by (1) continually adjusting to the leasing market including phasing out the rent forgiveness program, (2) negotiating interagency savings, and (3) revising its reserve policy to increase its operating reserve from 15% to 50% of annual operating expense.

### ***COVID Recovery Stimulus***

President Biden signed the American Rescue Plan Act ("ARPA") into law in March of 2021, providing billions in federal stimulus to state and local governments, including \$27 billion for California. The State in turn granted \$117 million in state funds, through three separate actions through the State Lands Commission, to the Port of San Francisco to offset revenue losses sustained in calendar years 2020 and 2021. The Port is using these State stimulus dollars to fund both operating and capital investments to avoid layoffs, generate economic growth, restore efforts and resources that were cut or delayed due to COVID-19, and assist communities disproportionately impacted by COVID-19, including \$11.4 million in FY2025.

### ***Implementation of GASB 87***

In 2022, the City and the Port adopted GASB Statement No. 87, Leases (GASB 87). GASB 87 establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under GASB 98, a lessor (like the Port) establishes requirements to recognize, for each lease, a lease receivable and a deferred inflow of resources. Please see Note 2 of the Port's Financial Statement for a discussion of the impact of GASB 87 implementation. The figures presented in this report reflect that implementation starting in FY 2022 only.

### ***Transfer of South Beach Harbor***

On May 1, 2019, the Port received South Beach Harbor (SBH) operations from the Office of Community Investment and Infrastructure (OCII), successor agency to the Redevelopment Agency, along with related assets and liabilities. The receipt of SBH resulted in a Special Item increasing the Port's change in net position in FY 2019 by \$18,340,000. The transfer of SBH included three loans funded by the California Division of Boating and Waterways (Cal Boating), which totaled \$6,144,000 and accrued interest at a rate of 4.5% per annum. Under the terms of the Port's loan contract, Cal Boating may take possession of SBH if after ninety days' written notice, the Port remains in breach of any of the provisions of the Small Craft Harbor Loans and Operation contract. Cal Boating shall operate or maintain the operations for the account of the Port until the loan is repaid in full. For more information, see Note 7 of the Port's audited financial statements for fiscal year ending June 30, 2025.

### ***Special Facilities***

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

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

### ***Community Facilities Districts and Infrastructure Financing Districts***

Since 2005 the Port has pursued state and local legislative changes to increase the options available to fund the Port's deferred maintenance and other capital requirements, and to expand the range and profitability of uses on Port property. Through this effort, the Port has acquired the authority to use infrastructure financing districts to capture property tax growth to fund public improvements along the San Francisco waterfront. In 2005 the state approved Senate Bill No. 1085 that authorized the Board of Supervisors ("Board") to form an infrastructure financing district ("IFD") covering Port property.

In 2012 the Board authorized the formation of Infrastructure Finance District No. 2 consisting of the entire waterfront area under Port jurisdiction and designated eight initial proposed project areas within this IFD.

The first of these project areas was established by the Board in 2016 for the rehabilitation of several historic properties located along 20<sup>th</sup> Street in the Pier 70 area known as the Historic Core or the "Orton" site. The project, which was developed by an affiliate of Orton Development, is fully leased.

The Board has also established project areas for the property located within the Pier 70 area known as the "28-Acre Site", and for the Seawall Lot 337 and Pier 48 properties known as the "Mission Rock" site.

Brookfield Properties (formerly Forest City), developer of the 28-Acre Site, commenced site preparation and demolition in August 2018 and construction of horizontal improvements in March 2019 for the first of three phases. Public Works issued a Notice of Completion (NOC) for Phase 1 infrastructure, aside from parks, in November 2022. Brookfield will time construction of parks to coincide with the delivery of adjacent vertical development. Current vertical development on the site includes rehabilitation of historic Building 12, which has a final certificate of occupancy and has begun leasing space within the building. The Port and Brookfield are working to lease or sell the five remaining Phase 1 development sites.

Seawall Lot 337 Associates (an affiliate of the San Francisco Giants and Tishman Speyer), the developer of the Mission Rock site, broke ground on Phase 1 of the project in 2020, including work on horizontal infrastructure and two of the four parcels in Phase 1. Construction of the third building commenced in the fall of 2021 and the fourth in spring of 2022. Phase 1 of the project is now complete and substantially leased, with the Port Commission approving acceptance of the Port-owned infrastructure, including open spaces and right-of-way assets. For the fiscal year ended June 30, 2025, Port recorded MR Phase 1 horizontal infrastructure, valued at \$124.185 million, as Port capital assets. The developer submitted the Phase 2 project application to the Port in December 2022 and, along with the Port, are monitoring market and financing conditions to assess a feasible second phase.

In late 2019 and early 2020, the Board established Mello-Roos Community Facilities Districts (“CFDs”) at both the Mission Rock and Pier 70 Waterfront sites. The Mission Rock CFD, in conjunction with the IFD discussed above, provides the security for the Mission Rock CFD bonds issued in 2021 and 2023. The Mission Rock project issued \$99.03 million in CFD bonds in calendar year 2021, including \$52.98 million for tax-exempt purposes and \$46.05 million for taxable purposes and in calendar year 2023 it issued \$45.895 million for tax-exempt purposes. The debt is an obligation of the relevant CFD, secured by the special tax revenues generated within the district. This debt is not secured by, or repayable from, Port harbor fund revenues.

### ***Waterfront Resilience***

The San Francisco Bay Area is seismically active and faces risk of a significant earthquake within the next 30 years. Such an event would have a major impact on the Port’s facilities and infrastructure, including its Embarcadero Seawall, a three-mile retaining wall that runs from Fisherman’s Wharf in the north to Mission Creek in the south. The Embarcadero Seawall (“Seawall”) was constructed in sections over a period of 40 years beginning in 1878. No section of the Seawall, or the filled land behind the Seawall, was designed to withstand soil liquefaction. In a major seismic event, if liquefaction occurs, specific Seawall sections could move vertically downward and/or laterally outward, causing major damage to the Embarcadero Roadway and Promenade and utilities and regional infrastructure, and cause localized failures of wharves and the bulkhead buildings at the heads of piers.

In 2014 the Port initiated an earthquake vulnerability study to better understand how the Seawall would perform in an earthquake, predict damage, and develop a plan to improve its performance. The study, which was published in July 2016, determined that the Seawall requires significant improvements to withstand a major earthquake and to mitigate flood risk from sea level rise. In recognition of the need to address both seismic and flood risk, the Port of San Francisco has created the Waterfront Resilience Program (WRP) and is advancing assessments, policies, plans and projects to reduce these risks as efficiently and effectively as possible. As of 2018, the rough estimated cost to reduce these risks for the 3 miles of the Embarcadero Seawall is over was up to \$5 billion, with less than \$1 billion in funding sources identified. The Port is now working with the U.S. Army Corps of Engineers (USACE) on a more detailed study of coastal flood risks and the strategies to address them across the full 7.5 miles of Port waterfront (as compared to the three miles of Embarcadero Seawall). In February 2024, a Draft Plan was presented to the Port Commission and is the most current document on the project. Timing and funding are beginning to be strategized based on the Draft Plan. The project appears to be eligible for 65% funding from the U.S. Army Corps of Engineers. The WRP includes Proposition A (2018), the \$425 million Seawall Earthquake Safety Bond. The Port issued \$49.7M of this GO Bond in 2020, \$43.0M in 2023, and \$120M in January 2025. Some of these funds may become part of the Port’s match for the USACE funding.

***Flood Study:*** The Port and USACE are examining flood risk along San Francisco’s 7.5-mile waterfront for the study period of 2040 through 2140. The Flood Study received waivers, increasing the study duration from three years with a budget of \$3 million to eight years and two months with a budget of \$19.2 million. The Flood Study costs are a 50/50 cost share with the USACE, with the Port’s matching contribution totaling \$8 million. The goal of the Flood Study is the achievement of Congressional action in 2026 regarding additional federal funding to share the costs of designing and constructing a system of coastal flood defenses along the Port’s jurisdiction to defend the entire 7.5-mile waterfront and inland areas from coastal flooding. The Port achieved a significant milestone in January of 2024

with the public release of a draft Integrated Feasibility Report and Environmental Impact Statement with a Tentatively Selected Plan to reduce coastal and combined flood risk in the Study area. Subject to approval by Congress, the Mayor, and the Board of Supervisors, the Port will implement the USACE Recommended Plan over several decades and will require federal, state, and local permitting and funding to complete the effort.

**Embarcadero Early Projects:** The WRP includes Proposition A (2018), the \$425 million Seawall Earthquake Safety Bond. Proposition A is a down payment for the multi-generational and multi-billion-dollar project to improve the City and the Port assets and infrastructure along the Embarcadero Seawall for greater resilience in the face of earthquakes, floods, sea-level rise, and climate hazards. It will focus on making improvements to protect life safety, support regional disaster response and recovery efforts, and help protect the historic waterfront. In December 2021, the Port identified 23 Embarcadero Early Projects to reduce life-safety risk, improve disaster response and reduce early flood risk, with a total projected cost of \$650 million to \$3 billion. The WRP team has advanced three projects to design, including the Taylor Street Resilience Project, Seawall Earthquake Safety Retrofits, and South Beach Coastal Resilience Project. Award of these contracts is planned for early fiscal year 2025-26. The WRP will use Proposition A and other early program funding to implement the most immediate life-safety upgrades to the Embarcadero Seawall at select locations and plan for additional work to ensure a resilient waterfront for 2100 and beyond. The Waterfront Resilience Program team is also advancing one Southern Waterfront Early Project through pre-design to improve the seismic performance of Pier 50, home to the Port’s Maintenance Division, using Port Capital funding.

**Ten-Year Capital Plan and Five-Year Capital Improvement Plan**

Every two years the Port prepares a comprehensive ten-year capital plan to identify the major maintenance and capital improvement needs of the Port’s facilities, prioritize capital projects, and identify potential funding sources. Capital improvements are classified in the plan as either: (i) needed to maintain the Port’s facilities in a state of good repair; or (ii) a planned enhancement to Port facilities. Enhancements include potential seismic improvements that are required where a change in use or a major rehabilitation is taking place, consistent with City building code requirements. This plan does not include the Waterfront Resilience Project needs discussed above.

The most recent update to the plan, adopted by the Port Commission in February 2025 (2024-2033 Capital Plan), identifies \$2.24 billion in total capital need and \$1.90 billion in planned capital enhancements for a total of \$4.14 billion. Shown below, for comparison purposes, are capital improvement totals from the 2021 update:

	(\$millions)	
<u>Type of Improvement</u>	<u>2023 Update</u>	<u>2025 Update</u>
Needed to maintain a state of good repair	\$2,241.1	\$2,604.6
Planned enhancements		
Seawall Program	\$589.0	\$581.6
Conditional seismic work	641.8	680.9
<u>Other enhancements</u>	<u>670.06</u>	<u>2,228.5</u>
Enhancements - Subtotal	\$1,901.5	\$3,491.1
 Total	 \$4,142.6	 \$6,095.7

The Port’s \$2.60 billion state of good repair need consists of deferred maintenance and subsystem renewal projects required to ensure Port facilities can remain in continuous operation with standard, reasonable maintenance costs.

The 2025 capital plan update reflects a \$363.5 million increase in the funding needed to maintain the Port’s facilities in a state of good repair. This increase is primarily due to improved estimates of repairs to selected facilities, inflation, unfunded needs from prior years rolling forward, and the addition of new years to the ten-year window.

Planned enhancements totaling \$3.49 billion include seismic upgrades, new parks along the waterfront, new infrastructure, new developments in the Northeast, Central and Southern Waterfronts, and improvements to the Embarcadero Seawall and maritime facilities.

The latest update estimates that \$3.5 billion in funding will be available over the next ten years to address the Port’s capital needs, including enhancements and seismic work. Of this amount, \$354.3 million is expected to be derived from internally generated funds consisting of Port capital and Port tenant obligations. The remaining \$3.154 billion represents externally generated funding consisting of: (i) development project funding; (ii) City and County of San Francisco general obligation bonds; and (iii) local, state and federal grants. No funding has been identified for the remaining \$2.587 billion in state of good repair and enhancement projects at this time. The Port continues to work to identify additional sources of funds for the unfunded portion of its ten-year capital plan.

In order to assist Port management with project prioritization, and to help determine future capital funding needs, the Port develops a five-year Capital Improvement Plan (“CIP”). The CIP serves as a bridge between the Port’s ten-year Capital Plan and its two-year Capital Budget, which appropriates funding for specific capital projects. The CIP programs specific projects according to the amount of capital funding that Port staff estimates will be available over the next five years. The CIP allows staff to consider the time frame necessary to conceive, design and deliver capital projects. The CIP also allows staff more time to identify and secure grant and other third-party funding for those projects that may be eligible for such funding.

In February of 2026, the Port Commission approved a two-year capital budget for Fiscal Years 2026-27 and 2027-28 that included \$123.6 million in capital investments. The Port has submitted the budget to the Mayor’s Office and Controller for review, the Mayor will then release his proposed budget for the City by June 1, and the Board of Supervisors will then finalize the budget in July. Because the Port funds its capital budget with its own revenues, there is generally little, if any, change to the two-year capital budget in the later phases.

More details can be found in the complete 2025 update to the Port’s ten-year capital plan and the five-year capital improvement plan, both of which are located in the “About”, and then “Financial Plans & Reports” sections of the Port’s website at [www.sfport.com](http://www.sfport.com). Finance & Administration page of the Port’s website at [www.sfport.com](http://www.sfport.com).

**Miscellaneous**

This annual report is provided solely for purposes of conformance with the Continuing Disclosure Agreement and the information contained herein speaks only as of the dates referenced. The filing of this Annual Report does not constitute or imply any representation: (i) that the information provided is material to investors, (ii) regarding any other financial or operating information about the Port or the Bonds, or (iii) that no changes, circumstances or events have occurred since the end of the fiscal year to which this Annual Report relates (other than that contained in this Annual Report), or that no other information exists which may have a bearing on the Port’s financial condition, the security of the bonds, or an investor’s decision to buy, sell, or hold any of the Bonds. An explanation of the significance of the credit ratings assigned to the subject bonds may be obtained from the ratings agencies at the following addresses:

*In the Case of Moody’s*  
 Moody’s Investor Services  
 7 World Trade Center  
 250 Greenwich Street  
 New York, NY 10007

*In the Case of Fitch*  
 Fitch Ratings  
 One State Street Plaza  
 New York, NY 10004

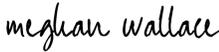
*In the case of Standard & Poor’s*  
 Standard & Poor’s Ratings Services  
 55 Water Street  
 New York, NY 10041

The ratings reflect only the views of the relevant credit rating agency. Generally, the agencies base their ratings on such information and materials, investigations, studies, and assumptions made by the agencies themselves. Any downward change in or withdrawal of a rating might have an adverse effect on the market price or marketability of the subject bonds.

The information contained in this Annual Report has been obtained from sources that are believed to be reliable, but such information is not guaranteed as to accuracy or completeness. No statement in this Annual Report should be construed as a prediction or representation about the future financial performance of the Port. The Port has no obligation to update the information provided herein except as provided in the Continuing Disclosure Agreement.

For questions or clarifications with respect to this Annual Report, please contact Meghan Wallace at (415) 987-5264.

Port Commission of the  
City and County of San Francisco

DocuSigned by:  
  
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Meghan Wallace  
Deputy Director, Finance and Administration