Port of San Francisco

Port Address	Pier 1, The Embarcadero, San Francisco, CA 94111
Port Website	http://www.sfport.com/
Port Contact	Jim Maloney; Maritime Marketing Manager and Media Contact jim.maloney@sfport.com; (415) 274-0519
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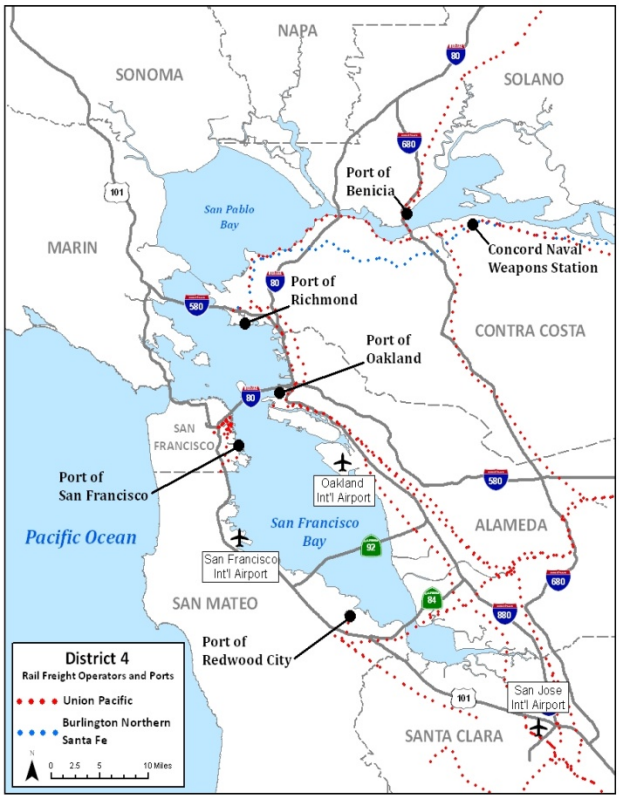
The Port of San Francisco, located in the City and County of San Francisco, lies on the western edge of the San Francisco Bay near the Golden Gate Bridge. Founded in 1863 as the California Harbor Commission, it is the oldest port on the West Coast. In 1968, the State transferred operation of the Port to the City of San Francisco and created a Port Commission to govern and manage the Port property. The Port, an enterprise agency of the City and County of San Francisco, oversees a broad range of commercial, maritime, and public access facilities along the City's waterfront that are held in public trust for the people of California.

This Port, which operates an ongoing cargo business, is known for its tourism. The Port is the only break-bulk terminal in the Bay Area. The cruise industry alone generates approximately $30 million annually in direct economic impacts, supports 400 jobs in the City, and generates approximately $900,000 in annual revenues to the City's General Fund. Leasing Port property is the primary source of revenue. The Port is also known for having the largest floating drydock dedicated to ship repair on the West Coast of the Americas. It also offers full-service ship repair for either commercial or government vessels and can accommodate even post-Panamax class ships.



Port Infrastructure

Channel depth	38-40 feet average
Deepwater berths	6
Gantry cranes	4
Area	1,000+ acres
Area for expansion	40 acres
Waterfront	7.5 miles

Port Trade Characteristics

Major Trading Partners

China, Taiwan, Japan, South Korea, Indonesia, and Germany

Imports	Exports
Steel products	Tallow
Boats / yachts	Vegetable oil
Wind turbines	
Project cargo	
Aggregate	
Sand	

Port Trade Characteristics (cont'd.)

- Port specializes in non-containerized cargo (dry / liquid bulk, break-bulk, project cargo).
- Port is unable to develop container trade due to poor rail access, inability to move double-stack container trains due to tunnel height. restrictions, and limited room for expansion.
- In 2012, there were 65 cruise ship calls and 195, passengers sailed from the Port.
- Tonnage reported for 2012 included total bulk cargo (dry and liquid) of 1,216,545 tons.
- Port has capability for roll-on/roll-off service and container cargoes.

Surface Transportation Network & Intermodal Connections

Highway Access Routes

Major State Highway System routes serving the Port include US 101, I-80, I-580, I-680, I-880, SR-84, SR-92

- Overweight truck corridors: I-280 and US 101 and all streets accessing terminals

Trucking

- Federal Highway Administration (FHWA) identified I-80 at I-580/I-880 (Bay Bridge approach) as among the worst freight bottlenecks in California's supply chain
- Major freight corridors experience high levels of pavement damage in lanes used by trucks

Freight Rail

- The San Francisco Bay Railroad (SFBR) is an independently owned and operated Class 3 short-line railroad that serves the City and the Port. Commodities are moved to and from the rail yard for interchange with the Union Pacific (UP) railroad. SFBR handles up to 300 rail cars for storage or transload services.
- UP provides intermodal (container), tanker or hopper car service for maritime cargo over the Donner route.
- The Port's newly completed Illinois Street Rail Bridge provides direct on-dock rail service at Pier 80 for cargo that requires ship-to-rail discharge or backhaul. Maintaining rail access to their facilities and investing in port infrastructure are key priorities for the Port. Freight moving by rail rather than truck provides significant environmental and congestion benefits throughout the region.

Major Port Issues

- Navigation maintenance and channel dredging
- Limited funding availability to maintain, preserve, and upgrade transportation infrastructure
- Urban location and encroachment by commercial and residential development
- Port's location makes rail transport for time-sensitive container cargoes less competitive than Port of Oakland
- Traffic congestion and limited parking
- Intermodal road and rail access
- Air quality
- Limited capacity and intermodal connections -
- The Port being on a peninsula limits the potential for container activity.

Caltrans Focus Areas

- Freight congestion; capacity, safety, and bottleneck issues on US 101 and I-280
- Air pollution and quality-of-life issues within neighboring Port communities from diesel engine emissions
- Improved truck access
- Heavy trucks causing pavement damage

Port-Related Projects

- Quint Street Lead Port Rail Access. On September 21, 2012, the Port was awarded a $2.97 million federal rail line relocation and improvement grant to improve a one-mile spur connecting Caltrain's mainline track to the Port's rail yard
- Pier 96 Proposed Bulk Export Terminal will facilitate export of bulk cargo.
- Downtown San Francisco Ferry Terminal Expansion
- New Cruise Terminal for America's Cup 2013 at Pier 27, where the Shoreside Power Project was completed in 2011

- Pier 70 Ship Repair Yard Shoreside Power Installation Project

Planning Documents

- San Francisco Bay Area Seaport Plan, Bay Conservation and Development Commission (BCDC), April 18, 1996, amended through January 2007
- San Francisco Bay Plan, BCDC, Amended October 6, 2011 (address sea level rise)
- Metropolitan Transportation Commission Goods Movement Initiatives 2009 Update
- Change in Motion –Transportation 2035 Plan for the San Francisco Bay Area, by ABAG, BAAQMD, BCDC, Final April 2009
- Port of San Francisco Waterfront Land Use Plan, Adopted by Port Commission 1997
- Bay Area Freeway Performance Initiative: A Strategic Plan for Bay Area Freeways – Report on Phase 1 Corridors, MTC, October 2008
- Bay Area 2010 Clean Air Plan, BAAQMD, September 15, 2010

Transportation Planning Partners

- Metropolitan Transportation Commission (MTC), MPO/RTPA
- Association of Bay Area Governments (ABAG)
- Bay Area Air Quality Management District (BAAQMD)
- Bay Conservation and Development Commission (BCDC)
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency (EPA)
- San Francisco Bay Regional Water Quality Control Board
- California Air Resources Board (CARB)
- U.S. Maritime Administration (MARAD)
- San Francisco County Transportation Authority (SFCTA)
- Peninsula Corridor Joint Powers Board – JPB/Caltrain

Sources and Additional Information

San Francisco Bay Area Seaport Plan, Adopted 1996, Amended January 2012: http://www.bcdc.ca.gov/pdf/seaport/seaport.pdf

Change in Motion –Transportation 2035 Plan for the San Francisco Bay Area – Final April 2009: http://www.mtc.ca.gov/planning/2035_plan/FINAL/T2035_Plan-Final.pdf

Plan Bay Area--Regional Transportation Plan, March 2011 (MTC): http://onebayarea.org/plan_bay_area/

Goods Movement Initiatives 2009 Update (MTC), February 2009: Http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035_Goods_movement_update.pdf

Regional Goods Movement Study for the SF Bay Area – Final Summary Report, December 2004 (MTC): http://www.mtc.ca.gov/pdf/rgm.pdf

Goods Movement Land Use Project for San Francisco Bay Area – December 2008 (MTC): http://www.mtc.ca.gov/planning/rgm/final/Final_Summary_Report.pdf

San Francisco Bay Area Seaport Plan, MTC and San Francisco Bay Conservation and Development Commission (BCDC), January 2007: http://www.bcdc.ca.gov/pdf/planning/plans/seaport/seaport.pdf

California Air Resource Board (CARB): http://www.arb.ca.gov

Bay Area Air Quality Management District (BAAQMD): http://www.baaqmd.gov/

American Association of Port Authorities (AAPA): http://www.aapa-ports.org/home.cfm

California Association of Port Authorities: http://www.californiaports.org/

The Port of San Francisco Maritime Cargo Market and Warehouse Analysis, January 2009: http://sf-port.org/index.aspx?page=735

Pier 96 Bulk Cargo Marine Terminal, Request for Interest, March 2011: http://www.sf-port.org/index.aspx?page=1726