



Freight Planning Fact Sheet

Port of San Francisco

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The Port of San Francisco (Port) lies on the western edge of the San Francisco Bay near the Golden Gate Bridge. Founded in 1863, it is the oldest port on the West Coast. In 1968, the City of San Francisco (City) 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 is known for its tourism. 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.

PORT INFRASTRUCTURE

Channel Depth	40 feet average
Deepwater Berths	6
Gantry Cranes	4
Acres	1,000+
Acres for Expansion	15
Waterfront	7.5 miles

PORT TRADE CHARACTERISTICS

Trade Partners	Inbound Commodities	Outbound Commodities
China	Steel Products	Tallow
Taiwan	Boats / Yachts	Vegetable Oil
Japan	Wind Turbines	
South Korea	Project Cargo	
Indonesia	Aggregate	
Germany	Sand	



- Port specializes in non-containerized cargoes (dry / liquid bulk, break-bulk, project cargoes)
- Port 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 2011, there were 61+ cruise ships call and 136,000 passengers sailed from the Port
- Port handles \$72 billion total trade annually
- Port has capability for roll-on/roll-off service and container cargoes, although insufficient clearance of rail tunnels and overpasses prevented further development of Port roll-on/roll-off capability
- Transbay Ferry Service

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MAJOR PORT PROJECTS

- Quint Street Lead Port Rail Access – On 9/21/11, Port was awarded a \$2.97 million federal rail line relocation and improvement grant to improve a one-mile spur connecting Caltrain mainline track to Port’s rail yard.
- Pier 96 Bulk Export Proposed Terminal will facilitate export of bulk cargo
- Downtown Ferry Terminal Expansion
- New Cruise Terminal for America’s Cup 2013

KEY PLANNING & PARTNER AGENCIES

- 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
- San Francisco Bay Regional Water Quality Control Board
- California Air Resources Board
- Maritime Administration
- Alameda County Local Transportation Commission, CMA
- Contra Costa Transportation Authority, CMA

PLANNING DOCUMENTS

- San Francisco Bay Area Seaport Plan, BCDC, April 18, 1996, amended through January 2007
- San Francisco Bay Plan, BCDC, Amended October 6, 2011 (address sea level rise)
- MTC 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

MAJOR PORT ISSUES

- Navigation maintenance - channel dredging
- Urban location and encroachment by urban and residential development
- Limited funding availability to maintain, preserve and upgrade transportation infrastructure
- Port’s location makes rail transit 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

CALTRANS FOCUS AREAS

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

SURFACE TRANSPORTATION NETWORK

Access Routes

US 101	I-880	I-680	SR 84
I-80	I-580	SR 84	SR 92

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

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INTERMODAL CONNECTIONS

Trucking Issues

- 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 pavement damage in lanes used by trucks

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. They operate 24/7 and handle up to 300 rail cars for storage or transload services.

- UP provides intermodal (container) or hopper car service for maritime cargo over the Donner route.
- 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 loadback. 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.

Ferry

- Five ferry services connect the City with the East Bay and the North Bay
- Port Ferry Building proposed expansion and improvements project would expand ferry gates and enhance emergency evacuation response in a major catastrophic event.

REFERENCES AND SOURCES

San Francisco Bay Area Seaport Plan, January 2007

<http://www.bcdc.ca.gov/pdf/planning/plans/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](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 Ports – <http://www.californiaports.org/>

San Francisco Bay Area Seaport Plan and the Metropolitan Transportation Commission, dated April 18, 1996 –

<http://www.bcdc.ca.gov/pdf/planning/plans/seaport/seaport.pdf>

The Port of San Francisco Waterfront Land Use Plan, Adopted by Port Commission 1997 – <http://www.sf-port.org/index.aspx?page=199>