Port of Redwood City

Port Address	675 Seaport Boulevard, Redwood City, CA 94063-5568
Port Website	http://www.redwoodcityport.com/
Port Contact	Michael Giari, Executive Director, mgiari@redwoodcityport.com mgiari@redwoodcityport.com, (650) 306-4150
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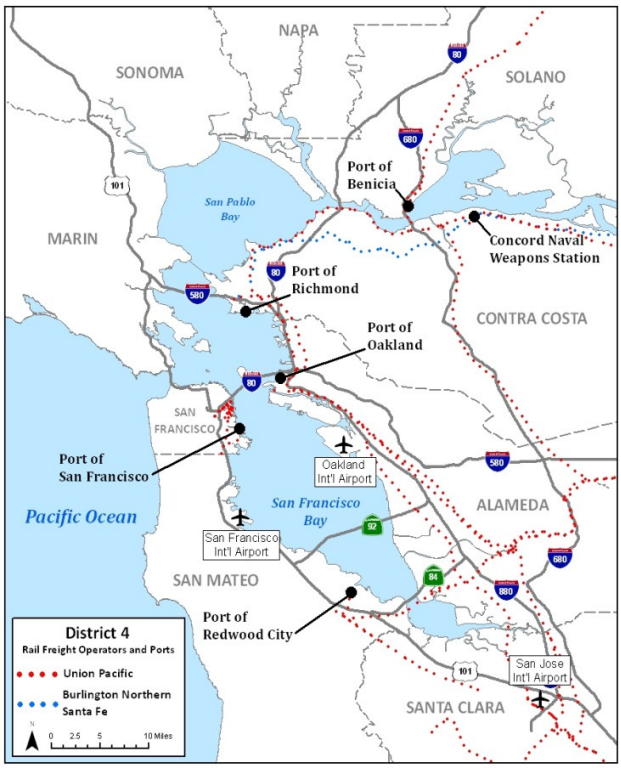
The Port of Redwood City is located in San Mateo County, approximately 25 miles southeast of San Francisco, on the east banks of Redwood Creek, and is the only deepwater port in South San Francisco Bay. The Port is located between San Francisco and the rapidly growing, highly technological Silicon Valley.

Established by the Redwood City (City) Charter in 1937, the Port is owned by the City, is self-supporting and receives no tax dollars. Approximately 75 percent of the Port's revenue is from marine activities and the remainder is from rent and commercial leases. About 10 percent of the Port's revenues are given to the City annually.

The Port offers many recreational opportunities, has public access to the San Francisco Bay, and has significant expanses of natural habitat area in its immediate proximity.

The Port handles mostly dry-bulk, neo-bulk, and liquid bulk cargoes. Land uses at the Port mainly consist of handling, processing, storage, and transportation of imported construction materials, scrap metal exports, construction debris for recycling, and chemicals.



Port Infrastructure

Channel depth	30 feet MLLW*
Deepwater berths	3
Wharves	5
Acres	120 (70 maritime)
Acres for expansion	9
Waterfront	1+ mile
Rail	On-site

* MLLW – Mean Lower Low Water

Port Trade Characteristics

Imports	Exports
Cement	Scrap metal
Gypsum	Rock
Bauxite	Non-ferrous metals
Sand	
Construction aggregates	

Major Trading Partners

China, South Korea, Japan, Mexico, Australia

Port Trade Characteristics (cont'd.)

- The Port is home to the U.S. Geological Service vessel, Polaris, which conducts research on seismic conditions, water quality, and geology in the Bay Area.
- Redwood City is the fastest growing "small" bulk port in California.
- The Port is predicted to grow by 30 percent between 2005 and 2035 due to increased population driving up construction needs in the immediate area.

Surface Transportation Network & Intermodal Connections

Highway Access Routes

Major State Highway System routes serving the Port include US 101, I-880, SR-84, and SR-92.

- Direct port access: US 101
- Overweight truck corridor: US-101
- Nearby routes: SR 84, SR 92, and I-880

Trucking

- Truck access to the Port is along Frontage Road and Seaport Boulevard
- Imported construction materials, due to their low value and highway trucking costs, will not likely move to other ports, since they are consumed in the immediate area

Freight Rail

- Rail service by Union Pacific Railroad (Class 1)
- Tracks run along boundary of Port property
- Port owns and maintains tracks on Port property

Major Port Issues

- Channel drafts are as low as 26 feet due to constant silting, shoaling, and tides forcing vessels to light load and top off at other ports
- No clearly defined funding or schedule for channel dredging
- Poor truck and highway access
- Existing freight rail volumes are low because the Port cannot handle large trains. Current trucking costs are far less expensive than rail for shippers
- Limited intermodal road and rail access
- Lack of diversification – no break bulk or containerized cargo
- Building materials demand down due to poor economy
- Dry bulk commodities need to be under cover
- Competition from ports with deeper channels
- Adjacent Port land value challenges with encroaching residential, commercial, and recreational development
- Limited funding to maintain infrastructure
- The 30-foot channel depth and the height restrictions on the San Mateo bridge (135 feet) place limits on vessels that can access the Port
- Insufficient land and infrastructure (shore cranes and warehouses) to handle break bulk cargo

Caltrans Focus Areas

- US 101 bottleneck issues – construction of a new Woodside Road/Seaport Boulevard interchange at US 101, a critical bottleneck, is included in the Plan Bay Area 2040 update
- Improved truck access
- Increased auto traffic from salt works land development
- Community environmental concerns

Port-Related Projects

- West Coast Hub-Feeder and Golden State Marine Highway Project (M-5). Joint effort with the Port of Humboldt Bay to conduct an analysis of a marine highway service on the water route parallel to I-5. The March 2012 draft study is currently under review by MARAD. ($275,000 USDOT MARAD Grant)
- Redwood City Ferry Terminal. Port is strategically located between the Dumbarton Bridge and the San Mateo Bridge, and building a ferry terminal would be a crucial link. This $1.6 billion project features 88 new vessels and multiple portable piers.
- Redwood City Harbor Operations and Maintenance Project (channel dredging)
- Sims Metal one of the largest exporters of recycled materials in Bay area invested $14 million in the Port in 2011
- Redevelop wharves 1 and 2 to support dry bulk materials (Estimated to start August 2012)

Planning Documents

- Bay Area Plan 2040 – March 2011: MTC, ABAG, BAAQMD, BCDC
- San Francisco Bay Area Seaport Plan, BCDC, April 18, 1996, amended through January 2007
- Growth of California Ports: Opportunities and Challenges, California Marine and Intermodal Transportation System Advisory Council, April 2007
- Redwood City General Plan, City of Redwood City, adopted October 2010
- Water Emergency Transportation Authority (WETA) Emergency Water Transit Plan, Water Emergency Transportation Authority, June 2009
- Strategic Assessment of Maritime Business, Prepared by TranSystems for the City of Redwood City, February 2008
- San Francisco Bay Plan, San Francisco BCDC, Amended October 6, 2011
- Goods Movement Initiatives, MTC, 2009 Update

Transportation Planning Partners

- Alameda County Local Transportation Commission
- Association of Bay Area Governments (ABAG)
- Bay Area Air Quality Management District (BAAQMD)
- Bay Conservation and Development Commission (BCDC)
- California Air Resources Board (CARB)
- Contra Costa Transportation Authority
- Maritime Administration (MARAD)
- Metropolitan Transportation Commission (MTC)
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency

Sources and Additional Information

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

BAAQMD: http://www.baaqmd.gov/

Bay Area Plan 2040: http://www.onebayarea.org/pdf/Plan_Bay_Area_Report.pdf

City/County Association of Governments of San Mateo County: http://www.ccag.ca.gov/

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

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

Expanding Short-Sea Shipping in California: Environmental Impacts, Friends of the Earth, 2010 http://libcloud.s3.amazonaws.com/93/b9/8/260/1/Short_Sea_Shipping.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

Growth of California Ports: Opportunities & Challenges, April 2007 by California Marine and Intermodal Transportation System Advisory Council (CALMITSAC): http://hydra.usc.edu/scehsc/web/Resources/Reports%20and%20Publications/CALMITSAC%20Report_California%20Ports_4-2007.pdf

MARAD: http://www.marad.dot.gov/documents/MarineHighway_Initiative_Descriptions_Designated.pdf

MTC Home Page: http://www.mtc.ca.gov/

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

San Francisco Bay Area Water Emergency Transportation Authority: http://www.watertransit.org/proposedRoutes/redwood_overview.aspx

SFBCDC: http://www.bcdc.ca.gov/

Strategic Assessment of Maritime Business, February 2008: http://www.redwoodcityport.com/Reports/TranSystems_Report_02_01_08.pdf

Water Quality of San Francisco Bay, U.S. Geological Survey: http://sfbay.wr.usgs.gov/access/wqdata/index.html

World Port Source: http://www.worldportsource.com/ports/index/USA_CA.php