



Freight Planning Fact Sheet

Port of Richmond

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The Port of Richmond (Port) is a deepwater port located approximately nine miles from the Golden Gate Bridge in Contra Costa County on the east shore of the San Francisco Bay at the end of Canal Boulevard in South Richmond. The Port is owned by the City of Richmond (City) and is governed by the State Tidelands Trust.

The Port is accessible through the 38 feet deep Richmond Harbor Channel. The Port is 600 miles closer to Asia than the Southern California ports giving it a geographical advantage for its primary trading partners – China, Japan, and Hawaii.

In 2010, the Port completed a \$40 million renovation project, allowing cars to be loaded directly by rail from within the terminal. Currently, the Port ranks #1 in liquid bulk and automobile tonnage among the five ports on the San Francisco Bay. The Port has five city-owned terminals and ten privately owned terminals for handling bulk liquids, dry bulk materials, vehicle and break-bulk cargoes. The Port does not handle containers.



PORT INFRASTRUCTURE

Channel Depth	38 ft.
Rail	On site rail
Terminals	5 (City owned) 10 (Private)
Shoreline	32 miles
Acres	200

PORT TRADE CHARACTERISTICS

Trading Partners	Imports	Exports
China	Automobiles	Vegetable oils
Japan	Petroleum	Scrap metal

- | | | |
|--------|-----------------|-----------|
| Hawaii | (crude/refined) | Coke |
| | Bauxite | Coal |
| | Magnetite | Aggregate |
| | Vegetable oils | Zinc |
| | Vehicles | Lead |
- Port handles: bulk liquids, dry bulk materials, metals, vehicles, and break-bulk cargoes
 - Port does not handle containers
 - Serves as a major entry point for vehicles from Asia
 - Ranks 24th out of the 149 U.S. ports for total trade (24.1 million tons in 2010)

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MAJOR PORT PROJECTS

- None at this time

KEY PLANNING & PARTNER AGENCIES

- Association of Bay Area Governments (ABAG)
- Bay Planning Coalition
- Bay Area Air Quality Management District (BAAQMD)
- California Air Resources Board (CARB)
- Contra Costa Transportation Authority (CCTA) Congestion Management Agency
- San Francisco Bay Conservation and Development Commission (SFBCDC)
- Maritime Administration
- Metropolitan Transportation Commission (MTC)
- San Francisco Bay Regional Water Quality Control Board
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency

PLANNING DOCUMENTS

- Bay Area 2010 Clean Air Plan, BAAQMD, September 15, 2010
- Change in Motion –Transportation 2035 Plan for the San Francisco Bay Area, ABAG, BAAQMD, BCDC, Final April 2009
- City of Richmond – Capital Improvement Plan, 2010/2011 to 2014/2015
- Clean Air Action Plan for the Port of Richmond, June 28, 2010
- Countywide Comprehensive Plan, CCTA, Adopted June 17, 2009
- Living with a Rising Bay: Vulnerability and Adaption in San Francisco Bay and on its Shoreline, Approved October 6, 2011, SFBCDC
- MTC Goods Movement Initiatives, 2009 Update
- Richmond General Plan 2030, Draft Aug. 2011
- San Francisco Bay Area Seaport Plan, BCDC, April 18, 1996, amended through January 2007

MAJOR PORT ISSUES

- Channel dredging
- Environmental and community impacts
- Limited capacity of highways and bottlenecks
- Freight-related environmental impacts

- Competing land uses for highly desirable shoreline property
- Inadequate funding levels

CALTRANS FOCUS AREAS

- Traffic congestion—capacity, safety, and bottleneck issues on the Richmond-San Rafael Bridge and I-80
- Air pollution and quality-of-life issues with neighboring Port communities
- Improved truck access

SURFACE TRANSPORTATION NETWORK

Access Routes

- I-580, I-80, and U.S. 101
- I-580 passes through the Port
- I-80 connects at the Richmond-San Rafael Bridge (Bridge) – leads to Reno and eastward
- Connect with U.S. 101 across the Bridge

INTERMODAL CONNECTIONS

Trucking

- Drayage trucks operating at California's ports must meet strict CARB requirements
- Federal Highway Administration (FHWA) identified I-80 at I-580/I-880 (Bay Bridge approach) as among the worst freight and bottlenecks in California's supply chain
- The MTC identified the I-80/I-880 corridor from Richmond to Fremont critical for goods movement where land use challenges are key
- I-80 serves primarily as a connector to the transcontinental truck network
- U.S. 101 acts as a gateway corridor at the southern end of the region, with highest volume of truck traffic between San Jose and San Francisco
- Major freight corridors experience high pavement damage in lanes used by trucks

Rail

Class I

- Burlington Northern Santa Fe (BNSF) Railway
- Union Pacific (UP) Railroad

Shortline

- Richmond Pacific Railroad (RPR) – privately held company that interchanges with UP and BNSF.

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- Corporation owns and operates the RPR to support its dry-bulk terminal operation.
- Transfer facilities are located near the Port.

REFERENCES AND SOURCES

- American Association of Port Authorities (AAPA): <http://www.aapa-ports.org/home.cfm>
- AAPA 2010 Cargo Statistics: <http://www.aapa-ports.org/>
- BAAQMD: <http://www.baaqmd.gov/>
- Caltrans Freight Planning: <http://www.dot.ca.gov/hq/tpp/offices/ogm/index.html>
- California Air Resource Board: <http://www.arb.ca.gov>
- California Ports: <http://www.californiaports.org/>
- CALMITSAC Growth of California Ports: Opportunities and Challenges (April 2007): http://hydra.usc.edu/scehsc/web/Resources/Reports%20and%20Publications/CALMITSAC%20Report_California%20Ports_4-2007.pdf
- Caltrans Seaport Website: <http://www.dot.ca.gov/hq/tpp/offices/ogm/seaports.html>
- 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
- Contra Costa Transportation Authority: <http://www.ccta.net/EN/index.html>
- Goods Movement Initiatives 2009 Update (MTC), February 2009: Http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035_Goods_movement_update.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
- MARAD: http://www.marad.dot.gov/documents/MarineHighway_Initiative_Descriptions_Designated.pdf
- MTC Home Page: <http://www.mtc.ca.gov/>
- Plan Bay Area--Regional Transportation Plan, March 2011, MTC: http://onebayarea.org/plan_bay_area/
- Regional Goods Movement Study for the SF Bay Area – Final Summary Report, December 2004 (MTC): <http://www.mtc.ca.gov/pdf/rgm.pdf>
- San Francisco Bay Area Seaport Plan, MTC and San Francisco Bay Conservation and Development Commission, January 2007: <http://www.bcdc.ca.gov/pdf/planning/plans/seaport/seaport.pdf>
- SFBCDC: <http://www.bcdc.ca.gov/>
- World Port Source: http://www.worldportsource.com/ports/index/USA_CA.php