



New Study Identifies Location & Cost for Port Ferry Terminal

Westpoint Slough, at the very eastern end of Seaport Boulevard and the Port of Redwood City, offers the best location and shortest transit time for commuter ferry service, according to a new study presented to the Port Commission and City Council in September.

Port Commission Chairman Lewis Miller said that pinpointing the best site for a ferry terminal will put the port in a state of readiness as funding becomes available for facilities construction and vessel operations.

The port is part of the plan for expanded water transit service in the San Francisco Bay Area adopted by the Bay Area Water Transit Authority. The plan envisions service starting in Redwood City in 2012. In addition to providing a cost effective and environmentally friendly transit alternative, ferry service in Redwood City would be a strategically important asset in response to an emergency or disaster that cripples other transportation modes.

The study concludes that an interim terminal facility would require four acres, including 2.8 acres of parking for up to 254 vehicles, and could be located entirely on Port-owned property now leased to Cemex for an aggregate terminal.

At expected full ridership, a total of 5.7 acres would be required to accommodate facilities and 500 parked cars, and could be located on land owned both by the Port and Pacific Shores Center, an office complex adjacent to the Port.

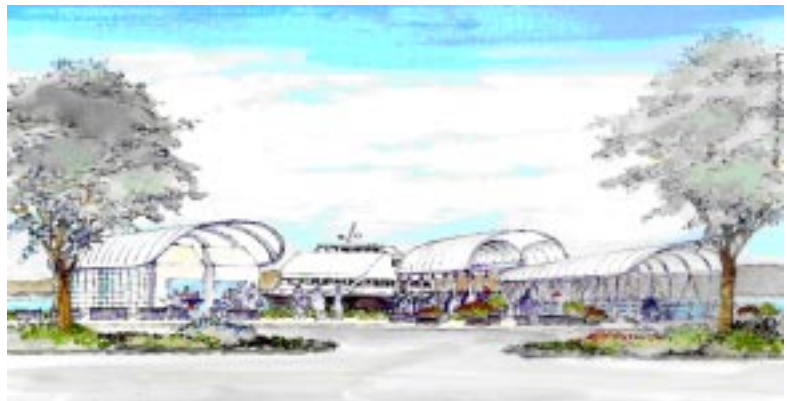
The report stated, "It has been suggested that the port investigate the potential for a joint use facility at the ferry terminal (utilizing both port land and Pacific Shores land). Compatible uses would include a new and expanded Port Office, environmental information center, or potentially a restaurant. These uses would require little increase in parking supply; the latter uses would have peak parking demands at times when the

Our Newsletter

Welcome to the second newly formatted electronic newsletter. For almost 20 years the print version of "Currents" has been a tabloid, 11 by 17. As regular readers of Currents know, we are providing electronic newsletters three times a year and print once a year.

So that it is easier for readers to print out the electronic PDF, our electronic issues are formatted to the standard 8 ½ by 11.

—The Editor



Artist rendition of proposed Port of Redwood City Ferry Terminal

ferry terminal parking has lower demand. A joint use facility would consolidate permit and construction costs and would provide site security through greater activity levels."

Ferry ridership projections prepared by Water Transit Authority (WTA) consultants last January indicate a potential Redwood City ridership of 1,950 trips a day between Redwood City and San Francisco by 2025, based on a projected 51 minute travel time, and an additional 460 a day for a possible route between Oakland and Redwood City. Many of the passengers are expected to be employees at

Pacific Shores Center and the nearby Seaport Centre.

The study also examined other potential locations for a ferry terminal. The F Dock and Wharf 5 alternatives have been characterized previously as less desirable primarily because of the overriding concern that the duration of the ferry trip be minimized. Both F Dock and Wharf 5 would require an additional five+ minutes of total travel time for traveling an additional .7 - 1.2 miles at reduced speeds through the Redwood Creek channel.

The study states that a slow-travel zone would be required specifically to minimize potential erosion impacts on Greco Island because of the presence of fine-grained material and erosive scarps at the shoreline. According to this assessment, the slow-travel zone should start at a point 1.3 nautical miles from the confluence of Redwood Creek and Westpoint Slough. Operating at 8-10 knots for 1.3 nautical miles would add about five to six minutes to vessel travel time compared to operating at 35 knots over this route segment. Operating at this speed for an additional 1 – 1.5 miles to the alternative sites would thus add six to nine minutes to the travel time in each direction.

The study also conducted other preliminary environmental reviews, and concluded: “Based on the Biological Assessment, it appears that there are no ‘show stopper’ environmental conditions, and that following Best Management Practices would allow for the construction of the Redwood City Ferry Terminal at the recommended Westpoint Slough site.”

Other key findings in the study:

- The amount of dredging required for sufficient room for a vessel to dock, back and turn at all tidal conditions is estimated at 13,000 cubic yards. An additional 4,000 cubic yards need to be dredged to deepen the shallow area at the confluence of Redwood Creek and Westpoint Slough to permit ferries and boats from the Westpoint Marina to operate at all tidal conditions.

- Vehicular access to the terminal and passenger drop-off/pick-up location might require a legal right of access through a small portion of the Pacific Shores property; such access would not interfere with non-ferry related Pacific Shores traffic.



Potential Access Route to Port of Redwood City Ferry Terminal

- The passenger waiting area, besides sheltering patrons, should have space for restrooms if possible, an information kiosk, ticket vending equipment, change machines, tele-phones, and newspaper vending machines. If space and funding allow, additional facilities could include space for concessions/vendors, a small staff office, and a maintenance/operations/storage area.

Preliminary traffic analysis suggests that sufficient roadway capacity currently exists on Seaport Boulevard during the times that the peak traffic flow would move toward or away from the ferry terminal. Utilizing the two lane truck-oriented Frontage Road that splits from the main road at Seaport Court would generate auto-truck conflicts that would be avoided if the primary route to and from the terminal utilized the four lane route that leads to Pacific Shores Center and entered the terminal parking via a new connection from the existing quasi-public parking lot at the northwest corner of the Pacific Shores development.

The terminal facilities, including the waterside facilities and the parking lot and access loop are estimated to cost approximately \$13.5 million. In addition to the commuter ferry terminal, WTA staff has suggested locating vessel maintenance/support facilities in Redwood City. Substantial deadhead trips would be required if vessels were

not based locally. Facilities should include 10,000 gallons of fuel storage, 10-15,000 square feet of office/workshop/storage space, secure parking and delivery access for 5-10 vehicles, lay berths for up to 3-4 vessels, and one berth for heavy work (with ability to crane an engine out). Port staff has identified a potential site between wharves 4 and 5. The large fixed pier of Wharf 4 could accommodate a portable crane and there is room at the west end of the wharf to attach a

floating dock to tie up vessels for routine maintenance activities and over-night berthing. According to an order of magnitude cost estimate prepared in 2005 for an eight-vessel maintenance facility at Alameda Point, a four-vessel facility at Redwood City would cost \$6-9 million.

The minimum time required to complete a Redwood City Ferry Terminal would be 36-42 months assuming that funding is forthcoming and the environmental review, design and permitting, and construction proceed without delay. Key steps and time sequence would be the following:

- Environmental Impact Report/Environmental Impact Statement: 12-18 months
- Final Terminal Design, Permitting, and Contracting: 12 months
- Terminal Construction: 12 months

The lead consultant for the study was CHS Consulting Group of San Francisco, with assistance from several other consultants specializing in waterfront design/engineering, environmental



Next Steps

- Environmental impact report pending, following funding commitments.
- A detailed wake/wash analysis.
- Ridership projections refined with follow-up surveys.
- Determine amount of 'Measure A' money pledged to Port water transit.
- Various decisions by Port/Council.

review, and biological resources assessment. CHS's Michael Fajans in 2000 prepared the Redwood City Ferry Terminal Analysis, a preliminary examination of site location alternatives and initial environmental review.

Interim Ferry Terminal Concept Layout above

Build-out Ferry Terminal Concept Layout to the left



Cruise Line Returns to Port

A cruise line is returning to the Port of Redwood City this month after an 18 month hiatus.

CruiseWest is bringing back the 138-passenger Yorktown (previously called Yorktown Clipper) for five four-night and five three-night cruises starting and ending at the Port of Redwood City. Each of the cruises will feature visits to the wine country, as well as Sausalito and other areas of interest in San Francisco Bay and the Delta. The first cruise embarkation from the Port of Redwood City is Sept. 17 and the last is Oct. 19.



CruiseWest had operated at the Port of Redwood City for 12 years before moving to the Port of San Francisco in May 2006. Now, the line is returning to the Port of Redwood City because of its convenient logistics.

More information about the itineraries is available at www.cruisewest.com or by calling the cruise line at 888-851-8133.

"We are pleased that CruiseWest is returning, and bringing hundreds of people who have the opportunity to visit and shop in Redwood City before or after embarking on their cruise," Port Commission Chairman Lewis Miller said.

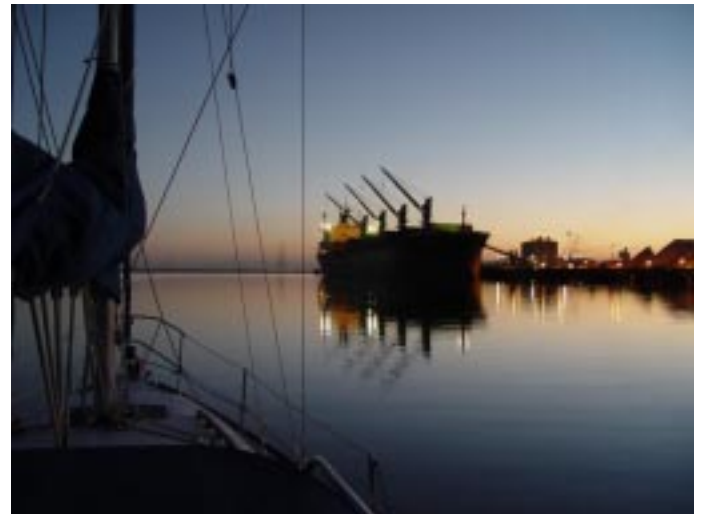
Port Tonnage for 2006-2007 Mirrors Slump in Construction Industry

Maritime business for the fiscal year that ended June 30 at the Port of Redwood City was the fourth highest in modern history at 1,436,626 metric tons, but down 21.6 percent from last year's near record year primarily because of a significant decrease in imported cement from the Far East.

Port Commission Chairman Lewis Miller said that decrease mirrors the slump in housing and other building industries, which has resulted in less demand for cement, gypsum and construction materials, all mainstays of imports through the port.

Cemex imported 265,685 metric tons of cement from Asia during the fiscal year, a 56 percent decrease over the previous year's record 602,000 tons. The significant decrease in imported cement tonnage from last fiscal year accounted for nearly all of the total annual tonnage decrease.

Gypsum imports from Mexico were 277,100 metric tons for FY 06-07, a 13.9 percent decrease. Pabco Gypsum Company uses the gypsum to manufacture wallboard in Newark for the building industry,



and like cement, the decrease reflects the decline in the demand for building materials.

Sand, bauxite, and limestone imported by bulk carrier from Australia and the Pacific Northwest, accounted for 356,600 tons.

SimsMetal America exported 362,290 metric tons of scrap metal to the Far East during the fiscal year, a 4.6 percent increase over the prior year. The scrap metal includes thousands of abandoned cars that in days gone by were stored in "junk yards" or discarded in local landfills.

The fiscal year saw 140 ships and barges call upon the Port, down 11 from the prior year.

Cement imports were down because the construction industry is not building as many offices, homes, or highways



Waterfront Festival Commemorating 70th Anniversary Draws 5,000

From 4,000 to 5,000 people visited the Port during its two day 70th anniversary celebration July 21-22, which featured public tours aboard the S.S. Jeremiah O'Brien, one of only two remaining World War II liberty ships. The O'Brien reported nearly 2,000 people boarded the historic ship during the two day waterfront festival, which also included:

- Harbor Tours aboard Marine Science Institute's research vessel, the Robert G. Brownlee.
- Live music both days featuring The Peninsula Banjo Band, Lane Four Teen Band, and Aja Vu, performing the hits of Steely Dan.
- Virginia City Railcar and a Classic car display
- Exhibits from the San Mateo County History Museum, M.S.I. Fish Tank, Cañada College, Sea Scouts & Mariner Girl Scouts, Port businesses, and Industrial Salt Works.

The SS Jeremiah O'Brien is a Liberty ship built during World War II and named for American Revolutionary War ship captain Jeremiah O'Brien (1744–1818). Now based in San Francisco, the O'Brien is one of only two currently operational WWII Liberty ships afloat of the 2,751 built during the war. The other surviving such ship is SS John W. Brown based in Baltimore.



New Book Includes Chapter on History of Port

The history of the Port of Redwood City is included in a new book due out in late October: **“Redwood City: A Hometown History.”** The hardback book was written by 18 local authors and edited by former local journalist Duane Sandul, who has been public relations consultant for the Port for 20 years. The chapter on the Port is written by former Commissioner Jack Castle and Sandul.

The book, presented by the Archives Committee of the Redwood City Public Library, will be on sale at the Main Library as well as other locations to be announced in late October.

Photos: Above right, nearly 2,000 people toured the SS Jeremiah O'Brien; middle photo, a small vessel in front of the O'Brien; above, one of the Classic cars on the lawn in the forefront of the O'Brien

Port Entrance/Parking Improvements

The Port parking lot has been repaved and stripped. A large culvert and new drain pipe was also installed at the intersection of Seaport and Herkner. When it rains and there is a high tide the water will still back up into the intersection because the ditch and drain pipe that run into the Marina will be closed by a flapper gate. However it should drain better and faster than in the past. There is a new guard station at the intersection. It is bullet proof and has good lighting and heat/air conditioning. It was paid for by a State port security grant. New signage for the entrance and guard post is being prepared.



US Flag Vessel Loads Scrap Metal

The Port had an unusual vessel call in August. The Moku Pahu was in Port for two days to load approximately 10,000 metric tons of scrap before going to Richmond to top off with larger pieces of scrap. This US flag vessel carries raw sugar from the Hawaiian Islands to the C&H plant in Crockett. The ship's owners are looking for other business for this bulk carrier. It is very unusual to have a US flag ship with a US crew and officers in Port handling bulk cargo. Port Executive Director Michael Giari said he had never before seen one here to load scrap metal.

Dick Claire Sworn-in as Newest Port Commissioner

Former Redwood City Mayor Dick Claire was sworn in as the newest Port Commissioner in August, replacing Jack Castle, who had served on the Commission for 20 years.

The Redwood City Council appointed Claire and reappointed Ralph Garcia to the five-member board that governs the Port of Redwood City. Claire is a financial and accounting professor emeritus at Canada College in Redwood City, where he has taught for 33 years and has a post-retirement contract for nine-units each fall for the next two years. His political career includes 21 years on the Redwood City Council and seven on the Redwood City Planning Commission.



Garcia was appointed to the Port Commission in September 2005, succeeding Guy Smith, who stepped down after 21 years for health reasons. Garcia has owned Ralph's Vacuum and Sewing Center in Redwood City for nearly 30 years, a business he describes as one of the few remaining family businesses in that industry. He also owns a similar business in San Carlos.



Ralph Garcia, left; Dick Claire, above right

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- Dick Claire**, Commissioner
- Ralph Garcia**, Commissioner
- Michael J. Giari**, Executive Director

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