



Port To Consider CEQA Consultant for Terminal Master Plan

The Port Commission will consider in February a contract for a consultant to complete the California Environmental Quality Act (CEQA) process for the Port's Terminal Master Plan Wharf 1 and Wharf 2 Redevelopment/Upgrade.

The Port's primary focus of the Marine Terminal Plan is to center on the redevelopment, expansion and modernization of Wharves 1 and 2 and related facilities. These two wharves are currently active and are used for receiving bulk cement and sand and gravel aggregates. Constructed more than 60 years ago, the wharves are still in use but quite deteriorated. In addition, the warehouse and uplands area are underutilized. The Port needs to upgrade and/or replace these facilities in order to meet the demands of their current customers as well as provide the opportunity to accommodate potential new customers and their cargoes.

The Port has experienced steady growth in its cargo throughput over most of the past 13 years due to expanding requirements of dry bulk materials in the Bay Area. The Marine Terminal Plan concluded that if Wharves 1 & 2 were left unchanged and allowed to further deteriorate, the consequences to the Port's short term and long term revenue stream would be considerable.

The fundamental, immediate need for improving Wharves 1 and 2 stems from the poor current physical condition of the structures. Secondary purposes of the Marine Terminal Plan are to build a new pier at Wharf 2 to accommodate a new aggregate hopper and to review in general terms the overall layout of the Port and identify any areas that might be developed in response to increasing cargo throughput and new market conditions.

Wharf 1 is a very old wooden deck structure. Historically it was used to handle break bulk cargo and was supported by a transit shed (Warehouse 1), which still exists but is in poor condition and is not currently used for maritime activity. An historic analysis of this warehouse was performed in 2006 and will be made available upon request. A new concrete platform was constructed as part of Wharf 1 in 2000 to accommodate a Siwertel bulk ship cement unloader. Cement ships fleet along



Warehouse 1 and Wharves 1 & 2

Our Newsletter

Welcome to the third 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

the wharf to position the ship's hatches at the stationary Siwertel.

Wharf 2 is a wooden finger pier and is unused except for the cleats and bollards for vessels berthed at Wharves 1. It is used primarily to provide berth to vessels offloading aggregates and sand products. These are unloaded using ship's gear to a fixed-location receiving hopper and transfer conveyor system on the wharf. The hopper and conveyor system are in good condition and should be re-utilized in the new terminal plan.

The CEQA study will examine environmental impacts of the demolition of the existing Wharfs 1 and 2 and Warehouse #1 and replacing them with two new wharfs that meet the requirements set out in the Port of Redwood City Marine Terminal Plan. The new cement wharf built in 2000 will remain.

The primary cargoes handled by tenants at the Port include imported cement, aggregates, bauxite and gypsum and the export of scrap metal.

The San Francisco Bay Conservation & Development Commission (BCDC) is responsible for regional seaport planning. The BCDC Seaport Plan, updated in 2003, outlines the region's long-term need for shipping capacity and the roles each port is expected to perform. Redwood City's capacity is a critical element in the Seaport Plan for bulk cargoes.

The Seaport Plan anticipates the Port of Redwood City will be able to handle almost half of the future



Project site location

regional bulk cargo – up to 3.8 million metric tons in 2020, roughly double the present throughput.

If the Port's throughput capacity is limited, the remaining Bay Area ports will not be able to accommodate the projected dry bulk cargoes, according to the BCDC seaport Plan. The reasons for this are:

- There is no other port in the South Bay.
- The Port of Oakland does not handle bulk cargoes.
- The Port of San Francisco handles limited amounts of bulk and related cargoes.
- The Port of Richmond is reducing its bulk handling capacity.
- The privately owned and operated Levin Richmond Terminal handles multiple bulk commodities but does not have the capacity to replace the Port of Redwood City's throughput.

Installation of Recycled Water Pipes Underway in Port Area

Installation of recycled water pipes is underway in the port and surrounding industrial/office park areas.

The Port will use recycled water for irrigation of landscaping around the Marina and other landscaped areas of the Port.

Several of the Port businesses are excited about the future prospect of recycled water for landscaping and industrial uses. Industrial uses will include: mixing with cement to produce concrete, dust sup-

pression, truck washing, and to produce steam for steam-powered machinery.

Port area businesses that switch to recycled water will realize substantial savings for at least five years from the connection date under a program promoted by the City. For industrial meters, the City will discount each water bill by 40 percent. For commercial irrigation meters, the discount will be 25 percent.

New Federal Act Singles Out Port for Channel Maintenance Funding

Next Channel Project Will Provide Dredge Materials for Bair Island Restoration Project

The \$23 billion Water Resources Development Act of 2007, which Congress adopted in November in handing President George W. Bush the first veto defeat of his presidency, contains good news for the Port of Redwood City.

The Act authorizes more than 900 flood control, navigation, and environmental projects by the Army Corps of Engineers.

Thanks to hard work by California Senator Barbara Boxer and the legislative delegation that serves Northern California, including Congresswoman Anna Eshoo, the port was singled out in the legislation:

“The Secretary may dredge the Redwood City Navigation Channel, California, on an annual basis, to maintain the authorized depth of -30 feet mean lower low water.”

Historically, the Port has advocated every year to secure funding for the channel maintenance, which is necessary for Port maritime operations.

The next maintenance dredging project in June or July, 2008, will be unique in that the dredged materials will be used as part of the Bair Island Salt Marsh Restoration Project.

Bair Island is a 3,000-acre portion of the Don Edwards San Francisco Bay National Wildlife Refuge. The United States Fish and Wildlife Service (FWS) is undertaking the restoration of about 1,400 acres of Bair Island, to return it to its natural condition as tidal wetlands – a recovery



Senator Boxer was instrumental in singling out the Port of Redwood City

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from its historic human use as grazing lands and salt evaporation ponds.

Part of the restoration includes raising the level of the island so that when tidal action is re-introduced, the area will quickly become a more natural vegetated marsh. To raise the island’s level, the restoration plan

requires the placement of an estimated one million cubic yards of dirt fill onto the island via a newly-built ramp over the existing levee, adjacent to Whipple Avenue. Due to the sheer volume of the fill material to be delivered to the site, the trucking-in of dirt is expected to continue for an estimated

three-to-five years.

The timing of the fill activity also allows for the use of materials from the scheduled dredging of the channel serving the Port of Redwood City.



New Agency Replaces Water Transit Authority; Port is Seeking Funds

A new state law - SB976 - replaces the Water Transit Authority with a new entity, the San Francisco Bay Area Water Emergency Transportation Authority (WETA), effective January 1, 2008. The intention of the new law is to improve the ability of ferries to respond in the event of an emergency.

State officials have embraced a new plan aimed at making sure the water-transit system can keep the region moving after an earthquake or other disaster.

“We all know how quickly ground transportation can break down ... and so water transit is a vital part in order to make this all happen here,” Gov. Arnold Schwarzenegger said.

The law consolidates existing and future state-funded ferry operations on the bay. The legislation includes \$250 million in state transportation bond money, approved by California voters in 2006, to help fund the vision.

Port Chairman Lewis Miller said that the Port will continue work with the new agency to secure ferries for the

Port, as well as complete grant applications for some of the \$250 million.

Ferries provide about 3.2 million trips a year in the Bay Area - a number that regional transportation officials hope to quadruple in the next two decades.

The new agency, which will be governed by a five-member board to be appointed by the governor and state Legislature, has expanded powers to plan, finance and operate a regional ferry system. The agency will set fares and schedules and adopt budgets.

Historic Tallships Coming to Port for Public Tours March 24-31

Historic tallships Lady Washington (pictured) and Hawaiian Chieftain are scheduled to sail into the Port of Redwood City for a week's stay March 24-31 to offer shipboard tours and special sailing events to the public and area school children.

The Lady Washington, star of the first Pirates of the Caribbean movie as the Interceptor, and Hawaiian Chieftain will dock at "F" dock in the Redwood City Marina, near Spinnaker Sailing at 451 Seaport Court.

The public is invited to step back in time through dockside tours or sign aboard for special three-hour sails. The crew, all dressed in period costume, will explain the life of an 18th century sailor and the workings of square-rigged sailing vessels.

The port's annual poster contest for public and private schools in Redwood City – for third, fourth, and fifth grade students – will feature the participants' drawings of these historic tallships.



Long-time Port Commissioner Jack Castle Honored for His Service

John J. "Jack" Castle, who served as a port commissioner for 20 years, was honored recently at a dinner attended by port, city, business, and community leaders. The Port Commission presented him a resolution that featured these highlights during Castle's tenure that ended last August:

Under his stewardship the port has prospered, increasing its cargo volume from less than 150,000 metric tons of cargo per annum to more than two million metric tons per annum, and increasing its annual operating revenue from \$1.6 million to almost \$6.0 million.

He has ably served as among the Port of Redwood City representatives advocating and working to bring water transit services to Redwood City.

He was instrumental in launching a major \$1.4 million renovation of the Redwood City Marina in 1993, which included a new concrete dock system configured so all new berths for the 207-berth public marina were single berth.

He was also instrumental in helping bring a Mexican company to import gypsum to the port after the approval of the North American Free Trade Agreement (NAFTA), an action that enabled Pabco Company to import the product necessary for wallboard for the construction industry.



Jack Castle, left, with Commissioner Larry Aikins

Port Joins Multi-Port Study Aimed at Reducing Air Emissions

The Redwood City Port Commission has approved participation in a multi-port study aimed at reducing air emissions from marine transportation in and around San Francisco Bay.

Under the guidance of the Bay Planning Coalition, the consulting team of Moffat & Nichol and Environ will collect data of all of the sources of air emissions from ports. Information on sources will be gathered from each port, terminal operator, port tenant, the Marine Exchange, rail operators, and Bay Area Air Quality Management District (BAAQMD).

The geographic scope of the inventory will be the five Bay Area ports and for vessels out to the navigation buoys approximately 15 miles off-shore. The pollution sources are internal combustion engines with the primary pollutants coming from diesel fuel emissions. Based on the data gathered in Phase I, a work plan will be developed in Phase II which will describe sources, level of detail, and emissions calculation methodology that will be used.

The cost for Phases I and II of the project is not to exceed \$100,000. The BAAQMD will contribute 50 percent of the cost and the five ports will share 50 percent. The Port of Redwood City share of the cost will be \$10,000.

The impetus for the study is a voluntary emissions reduction program already under way in southern California. The ports of Los Angeles and Long Beach took the initiative and developed the Clean Air Action Plan (CAAP). Based on an air emissions inventory from marine sources performed by the ports, the CAAP developed goals for significant reductions in air

emissions, while at the same time, providing for cargo volume increases.

In northern California, BAAQMD proposed in 2007 that the ports in the SF Bay Area undertake a similar program. Under the proposed BAAQMD "Green Ports Initiative" the focus was on setting air quality goals to reduce air pollution and the related health risks from "marine port activities" by requiring each port in the SF Bay Area to conduct its own inventory of air emissions.

The inventories would be used to develop an "action plan" for each port. BAAQMD planned to promulgate regulations by the end of the first quarter of 2008 to require ports to develop inventories and action plans.

A series of meetings, facilitated by the Bay Planning Coalition, were held between the five Bay Area ports and BAAQMD to discuss the feasibility of conducting a regional emissions inventory. The ports emphasized that the marine sources to be regulated, such as ships, harbor craft, locomotives, cargo handling equipment, and trucks, are not controlled by the ports and produce emissions that are outside the area of each port.

Book Includes Chapter on Port

The history of the Port of Redwood City is included in a new book: "**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, is on sale at the Main Library as well as local bookstores.



Port Commissioners

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Richard Dodge, Vice Chairman

Larry Aikins, Secretary

Dick Claire, Commissioner

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