



PORT OF REDWOOD CITY

A vision for mobility

The Redwood City Ferry Terminal will create a public ferry service to the mid-peninsula with the Port of Redwood City representing the southernmost hub for the San Francisco Bay Ferry system. Providing a new transportation alternative connecting the mid-peninsula to San Francisco and the East Bay, the future service will reduce automobile traffic, decrease associated GHG emissions from vehicular traffic, decrease wear and tear on roadway infrastructure, and enhance emergency preparedness for first responders and resources via water after a catastrophic event.

The ferry terminal will be designed as an alternative transportation option for commuters, helping to remove single-occupancy vehicles from congested highways. Ferries serving the terminal will travel at speeds up to 34 knots with a travel time of approximately one hour to either San Francisco or the East Bay from the Port of Redwood City .

The ferry system will also serve as a key piece of the region's emergency response infrastructure. After a major event, the ferry system will be relied upon to move first responders to affected areas and will serve as a means of evacuating or transporting victims or those affected by a major earthquake or other disaster.

The ferry system will also allow residents to plan recreational outings on the Bay to San Francisco or Oakland without having to worry about traffic delays or finding and paying for parking.

Ferry Operation

San Francisco Bay Ferry - operated by the Water Emergency Transportation Authority (WETA) - will provide scheduled origin service from Redwood City to San Francisco and destination service from both San



Photo Courtesy of SF Bay Ferry

Francisco and the East Bay to Redwood City. WETA's system uses the Clipper Card payment system and connects to other public transit alternatives such as BART, Muni, Caltrain, SamTrans and AC Transit.

Future Amenities

The planned terminal will be constructed on the east end of the Port of Redwood City's property, with access to the San Francisco Bay via the federal shipping channel. Waterside improvements will include floats, gangways, and ADA improvements.

Landside improvements will include many entry and exit points for different modes of transportation. Featuring a parking lot, a bus and shuttle drop-off lane/turnaround and bike storage. There will also be public access amenities including walking trails, benches, picnic tables, restrooms and many other niceties such as opportunities for pop-up vendor carts.



Photos Courtesy of SF Bay Ferry

SAN MATEO COUNTY APPROVED MEASURE A

1988

San Mateo County approved a ballot measure to allow the collection and distribution by San Mateo County Transportation Authority (SMCTA) of a half-cent transaction and use tax in San Mateo County for 20-years with the tax revenues identified for highway and transit improvements pursuant to the Transportation Expenditure Plan (TEP) (Measure A).

SAN MATEO COUNTY APPROVED NEW MEASURE A

2004

San Mateo County approved the continuation of the collection and distribution by the SMCTA of the Measure A tax, for an additional 25-years, to implement the 2004 TEP, beginning January 2009 (New Measure A).

50/50 FUND SHARE APPROVED

2004

The Cities of South San Francisco and Redwood City approved a 50/50 funding share, equivalent to \$15 million in Measure A funds, respectively, allocated over the 25-year life of the measure.

FUNDING AGREEMENT

2018

The SMCTA and Redwood City entered into a funding agreement for the Financial Feasibility Study & Cost-Benefit and Economic Impact Analyses (Feasibility Study) for a new ferry terminal in Redwood City. The funding agreement was for the use of \$450,000 of Measure A funds to complete the Feasibility Study.

FEASIBILITY STUDY APPROVED

2021

The SMCTA, the Port, the City, and WETA accepted the findings of the Feasibility Study as prepared by CDM Smith. At that time, SMCTA allocated an additional \$160,000 of Measure A funds to complete the ferry terminal Business Plan.

FERRY PERMITTING AND ENTITLEMENTS

2023

The Port entered into a professional service agreement with CDM Smith to commence the CEQA process for the future ferry.

1998

BLUE RIBBON TASK FORCE CREATED

California State Senate Resolution 19 established a Blue Ribbon Task Force (Task Force) to consider expanding water transit in the San Francisco bay. The Task Force met with leaders in San Mateo County, including the City of Redwood City (City), to seek input on expanding service south of San Francisco. The Task Force led to the creation of the Water Transportation Authority, which eventually became the Water Emergency Transportation Authority (WETA).

2004

TRANSPORTATION EXPENDITURE PLAN FINANCIAL ASSISTANCE

TEP included a 2% funding share to provide financial assistance with local match funds for cost-effective ferry service to South San Francisco and Redwood City.

2012

TERMINAL LOCATION ASSESSMENT

WETA and the Port completed a terminal location assessment to determine the best location of a potential ferry terminal. This assessment resulted in identifying the most appropriate location for the future ferry terminal at the end of Seaport Boulevard.

2020

MOU PARTNERSHIP

A tri-party MOU was approved unanimously between the Port, the City and WETA. This initial MOU provided a framework for the Feasibility Study with various roles led by the respective agencies.

2022

FERRY BUSINESS PLAN APPROVED

The SMCTA, the Port, the City and WETA accepted the findings of the Business Plan.