



PORT OF REDWOOD CITY

Investing in Silicon Valley's Economic and Mobility Future

US 101 / SR 84 Interchange Project

ABOUT THE PROJECT

The Port of Redwood City is a vital economic hub in the greater Silicon Valley region and relies on dependable transportation infrastructure for its operations.

The US-101/SR-84 interchange is the Port's essential gateway for freight and goods movement. US-101 is the Primary Highway Freight System (PHFS) which makes up the Primary National Freight Network (PNFN). Built in the 1970s, the interchange can no longer accommodate current and growing traffic volume, presenting serious challenges to freight mobility, roadway safety, and rail movement.

The project will improve highway operations, reduce congestion on US-101 and local streets, support increased freight capacity at the Port, increase safety at freight rail crossings, remove barriers to non-motorized travel and enhance access to the FEMA federal emergency staging area located at the Port. Significant long-range positive impacts include regional mobility, economic growth, port competitiveness, safety, equity and the environment for the South San Francisco Bay region.

The \$308M project is "shovel ready" and environmentally cleared. To begin construction, it must secure \$186 million from state and federal sources in addition to the \$122 million that has already been committed from regional and local sources.

Key Project Benefits:

- Improve mobility and safety.
- Modernize the on- and off-ramp configuration at the US-101 and SR-84 interchange.
- Remove barriers to traffic flow at multiple intersections on both sides of the freeway.
- Provide new pedestrian and bicycle access across US-101 and throughout the project area.
- Create safer rail crossings along the freight corridor to and from the Port.



CURRENT COMMITTED FUNDING SOURCES

- San Mateo County Transportation Authority: \$71 million
- State Transportation Improvement Program (STIP): \$8 million
- Developer Contribution: \$9 million
- Donated Property: \$29 million





KEY PROJECT BENEFITS

Regional Mobility: Improve freeway connections and reduce congestion, addressing bottlenecks that routinely delay trade and freight activity as well as employee commutes to local businesses, including the Google campus on Seaport Blvd.

Economic Growth: Facilitate freight movement, attract new businesses and create jobs, boosting economic growth in the region.

Safety Enhancement: Implement state-of-the-art safety measures to reduce accident risks for vehicles, bicycles and pedestrians with dedicated spaces for non-motorized travel, signalized intersections and safer rail crossings.

Equity: Connect equity priority communities in the Port area to jobs, housing and recreational activities.

Port Competitiveness: Improve supply chain efficiency and strengthen competitiveness of the Port on a global scale.

Emergency Preparedness: Ensure the reliability of freeway access to and from the Port, which is the region's only FEMA- designated staging area with Bay access in the event of a disaster.

Environmental Impact: Lower greenhouse gas and other emissions by reducing vehicle idling and traffic delay.

Key Project Benefits



Port Access



Freight Efficiency



Safety



Multimodal Access



Equity

NEXT STEPS

- Build and strengthen the current financial stack and prioritize project to secure state and/or federal funding.
- Continued education and advocacy for a strong coalition of supporters, including elected officials, local businesses, mobility advocates.
- Commit to support the economy and environment of the San Francisco Bay Peninsula region for generations to come.

ABOUT THE PORT

The Port of Redwood City is an ideally located, naturally deep-water harbor 18 nautical miles south of San Francisco. The Port serves the greater Silicon Valley region with both long-standing maritime commerce business and a robust waterfront recreation community. The Port connects Silicon Valley to the San Francisco Bay, delivering a balance of prosperity, security, sustainability and enjoyment for the region. A five-member Board of Port Commissioners, appointed by the City Council, governs the Port.

In partnership with:



For more information:





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.

Fact Sheet



OVERVIEW

SamTrans provides fixed-route bus and paratransit services serving the people of San Mateo County since 1976.

Mission: To supply the public with a high-quality, safe and efficient transportation system that enhances quality of life by increasing access and mobility, reducing congestion, improving the environment and promoting economic vitality.

Vision: The District is a mobility leader, providing transportation choices and a sustainable future that meets the needs of our diverse communities.

EMPLOYEES

Operators: 302
(+5 trainees)

Maintenance: 56

Utility Worker: 27

Admin: 284

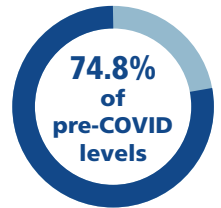


BOARD

- Two San Mateo County Supervisors.
- One transportation expert appointed by the San Mateo County Board of Supervisors.
- Three city councilmembers, appointed by the City Selection Committee, representing a different judicial district in San Mateo County.
- Three public members, one of whom must reside on the Coastsides, appointed by the other six members.

RIDERSHIP (OVER 5 YEARS)

- **Monthly:** 659,746
(recorded from Jan 2023)
- **Annual:** 8,012,900
(extrapolated from quarterly numbers)



FLEET

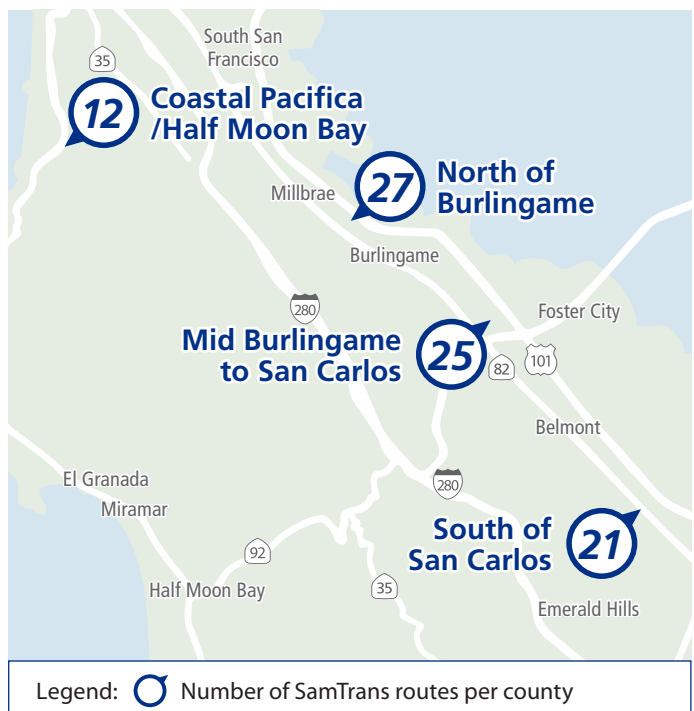
Number of buses:
297

Paratransit vehicles:
67

ROUTES

- **Number of Bus Lines:** 70
- **Number of Bus Stops:** 1871

SAMTRANS ROUTES BY REGION

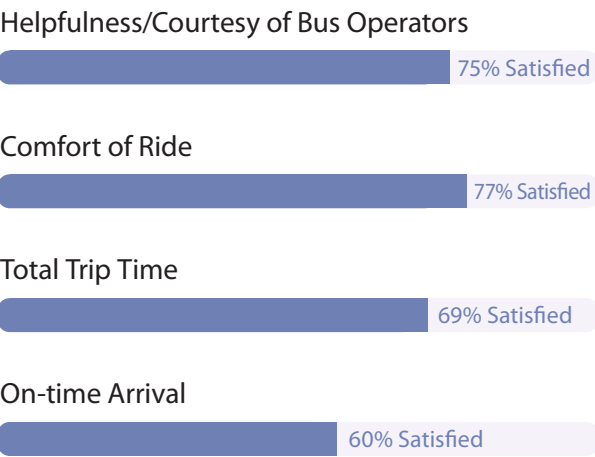


RIDERSHIP
DEMOGRAPHICS
About our Riders

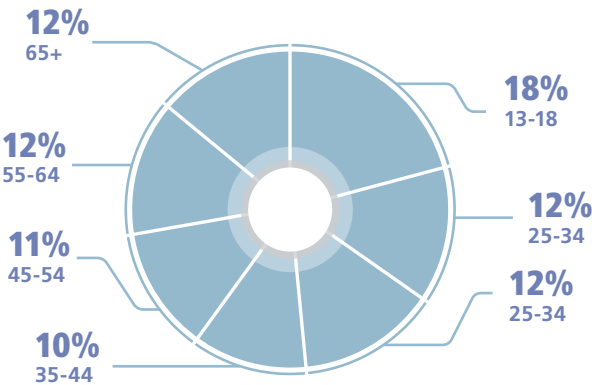


CUSTOMER SATISFACTION

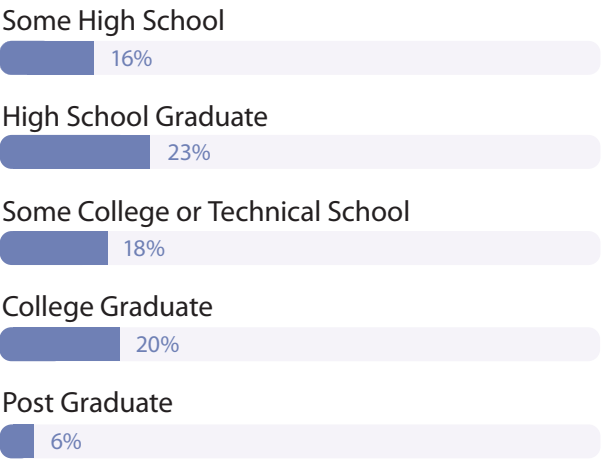
- Overall Experience: 76%
- System Performance: 79.1%
(as of January 2023)



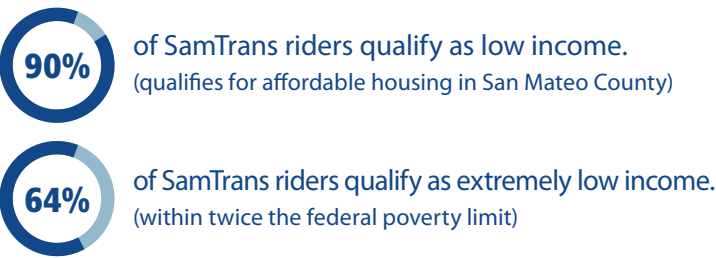
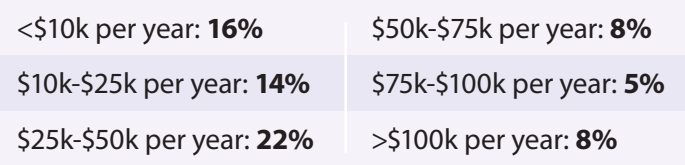
AGE



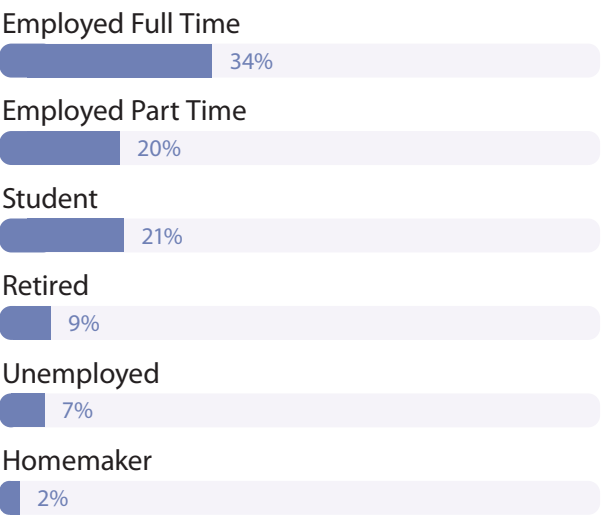
EDUCATION



INCOME



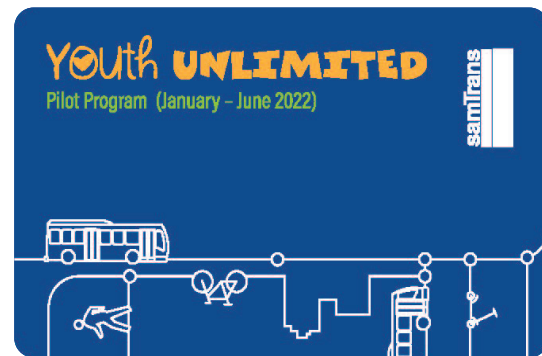
EMPLOYMENT



YOUTH UNLIMITED PASS

Rides Provided by
Youth Unlimited Passes in 2022: **313,690**

The Youth Unlimited Pass was launched in January 2022, allowing students classified as Socioeconomically Disadvantaged by the California Department of Education to apply and ride SamTrans free. The program was made permanent in July of 2022.



REIMAGINE SAMTRANS



Reimagine SamTrans was a comprehensive operational analysis of the entire SamTrans bus system. Conducted over the course of three years with extensive public outreach, the project

delivered a new network, designed to improve equity, efficiency and connectivity throughout the system. In the four-week period after the first phase of the new system was implemented last Fall, SamTrans saw an 18% increase in total ridership.

ZERO EMISSION BUSES



Battery
Electric Buses: **20**

Hydrogen-fuel Cell Electric Buses: **10**

SamTrans is working to have a fully zero-emission fleet by 2034, six years ahead of the state mandated conversion. The ZEBs purchased so far will enter service in 2023 & 2024 and will run throughout the SamTrans network.

FY23 REVENUES

Capital Budget: \$30.6 Million

State Transit Assistance State of Good Repair

\$1.5 million

District Sales Tax

\$5.5 million

Measure W Sales Tax

\$23.5 million

Operating Budget: \$184.1 Million

Investment Interest Income

\$2.8 million

Operating Grants

\$3.9 million

Passenger Fares

\$9.7 million

State Transit Assistance

\$10.1 million

Other Revenues

\$13.7 million

Transportation Development Act

\$55.8 million

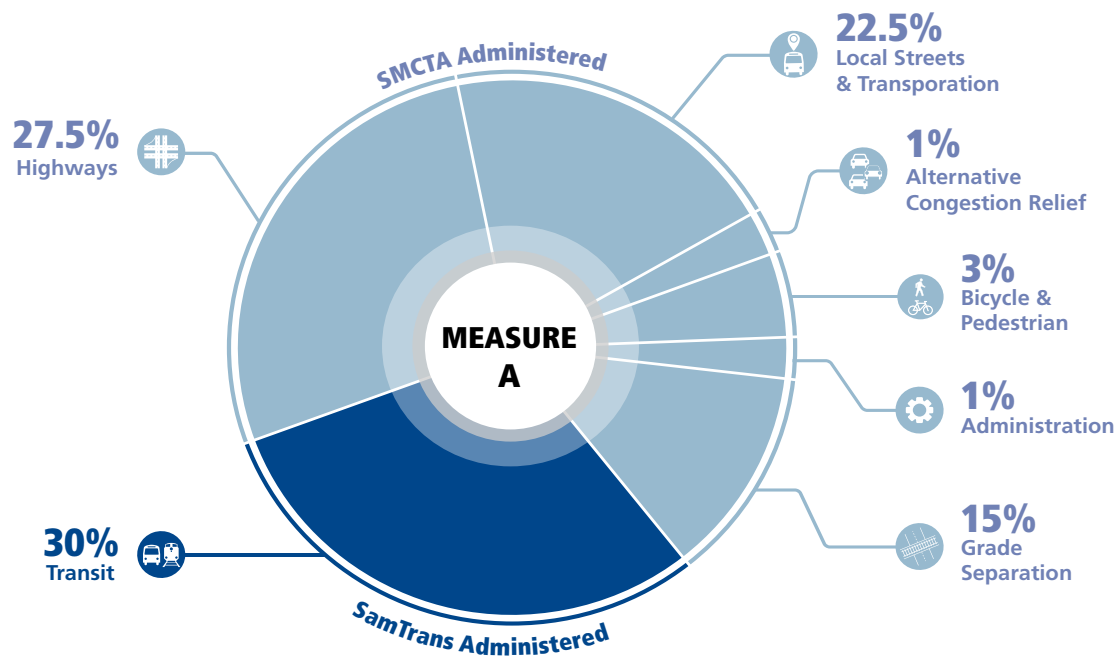
District Sales Tax Revenue

\$88.1 million

MEASURE A & MEASURE W

SamTrans is supported in part by sales taxes raised from Measures A & W.

Measure A Sales Tax FY21: \$93,833,349 FY22: \$112,905,953



Measure W Sales Tax FY21: \$46,577,377 FY22: \$56,123,833

