



Port of Humboldt Bay

Port Address

Humboldt Bay Harbor, Recreation and Conservation District
P. O. Box 1030, 601 Startare Drive, Eureka, CA 95502-1030

Port Website

<http://www.humboldtport.org/portofhumboldtport/>

Port Contact

Jack Crider, Chief Executive Officer
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Caltrans Contacts

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The Port of Humboldt Bay, located in Humboldt County, is California’s northernmost deep-water shipping port and the only port between San Francisco (258 miles south) and Coos Bay, Oregon (180 miles north).

The Port is managed by the Humboldt Bay Harbor, Recreation and Conservation District, a county-wide public local agency that focuses on three areas: the Harbor, recreation, and conservation. The District has the difficult task of balancing port activities with conservation, commercial fishing, recreation, and environmental protection requirements. Port revenue sources include Humboldt County property taxes, permits, fees, dredging surcharges, rents, and Tideland leases.

Forest products continue to dominate this Port, but a recent drop in trade (by more than 50%) has had a substantial impact on the Port. Humboldt Bay imports more than 90% of the gasoline and diesel used in the County. The Port can accommodate Panama Canal-class (Panamax) vessels.



PORT INFRASTRUCTURE

Harbor Entrance	48 feet deep
Shipping Channel	38 feet deep
Deepwater Berths	9

PORT TRADE CHARACTERISTICS

Imports	Exports
Logs	Logs, Wood chips
Petroleum	Lumber

Major Trading Partners

Canada, China, Pacific Rim countries

SURFACE TRANSPORTATION NETWORK

Highway Access Routes

- Major State Highway System routes serving the Port include US 101, SR 299, and SR 255
- Washington Street in Eureka (route of intermodal significance)

Trucking Issues

Surface Transportation Assistance Act (STAA) truck length restrictions. Sections of US 101 and SR 299, including Richardson Grove and Buckhorn Summit, limit the length of trucks able to enter and leave Humboldt County.

Freight Planning Fact Sheet

Truck Projects

Caltrans realignment projects to accommodate STAA trucks include:

- Richardson Grove Project on US 101
- Buckhorn Summit Project on CA 299 (Caltrans District 2 project affecting District 1)
- Realignment improvements to US 199 / SR 197

Freight Rail

North Coast Railroad Authority (NCRA) owns the Northwestern Pacific (NWP) Railroad line, which historically served the Port, but has been out of service for more than 15 years.

MAJOR PORT ISSUES

- Small local market size. Humboldt County's small population and economic base generates little inbound freight for consumption
- Remote area with rugged terrain
- Limited connectivity issues with truck and rail
- Restoration of NCRA freight rail north of Willits is problematic due to environmental constraints within the Eel River Canyon in Mendocino County. Since 1996, the line has been washed out at several points in the Eel River Canyon.
- Economic impacts of non-indigenous species
- Navigation hazards due to sediment deposition (shoaling) from the Eel River
- Cargo handling facilities in disrepair

CALTRANS FOCUS AREAS

- Freight congestion on US 101
- Truck traffic and deteriorating roads
- Heavy forest products industry trucks cause noise and vibrations along US 101 in Eureka, which functions as the city's main street.

SOURCES AND ADDITIONAL INFORMATION

- California Air Resource Board and Business, Transportation and Housing (Goods Movement Action Plan): <http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>
- Growth of California Ports Opportunities and Challenges, Report to Legislature, April 2007: http://hydra.usc.edu/scehsc/web/Resources/Reports%20and%20Publications/CALMITSAC%20Report_California%20Ports_4-2007.pdf
- Humboldt County Association of Governments: <http://www.hcaog.net/>
- Humboldt Maritime Logistics: humboldtlogistics.com/
- North Coast Railroad Authority: <http://www.northcoastrailroad.org/index.html>

PORT-RELATED PROJECTS AND STUDIES

- Blue Coast Intermodal Project / West Coast Hub-Feeder Initiative – conduct a short-sea shipping market viability analysis on the M-5 Marine Highway Corridor along the coasts of Washington, Oregon, and California, including Humboldt Bay. (\$275,000 MARAD Grant)
- Port Access Enhancement Project – highway and freight rail access (\$258,000 TEA-21 Grant)
- Redwood Marine Terminal Feasibility Study, February 18, 2008

PLANNING DOCUMENTS

- Capital Improvement Plan, Humboldt Bay Harbor Recreational and Conservation District (HBRCD,) 2011-2021.
- Humboldt Bay Management Plan, HBRCD, 2007
- Humboldt County Regional Transportation Plan, HBRCD, 2008
- Port of Humboldt Bay Revitalization Plan, HBRCD, 2003
- Long Term Financial Feasibility of the Northwestern Pacific Railroad Report, HBRCD, 2002
- Strategic Plan, HBRCD,2012-2016

TRANSPORTATION PLANNING PARTNERS

- Bureau of Land Management
- California Department of Fish and Game
- Cities of Eureka and Arcata
- County of Humboldt
- Humboldt County Association of Governments
- Humboldt Maritime Logistics (HML)
- North Coast Railroad Authority (NCRA)
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Humboldt Bay National Wildlife Refuge
- U.S. Maritime Administration (MARAD)