



Port of Stockton

Port Address 2201 W. Washington Street, P.O. Box 2089, Stockton, CA 95201-2089

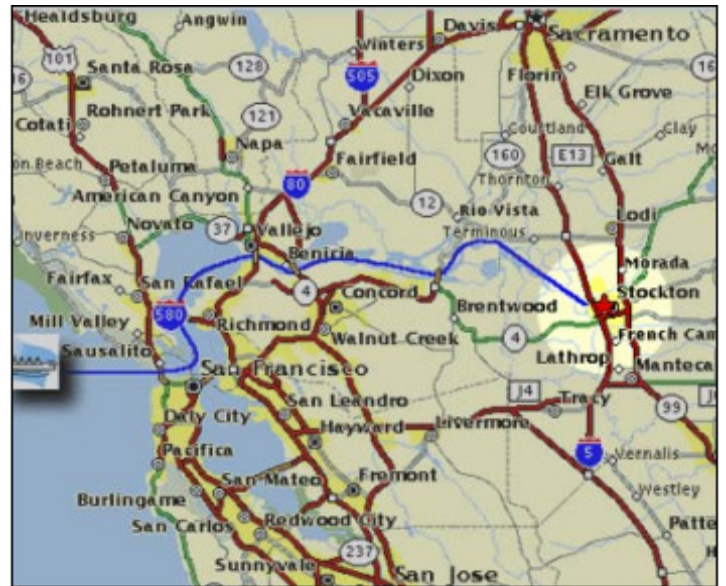
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The Port of Stockton is located in the Central Valley on the San Joaquin River, 75 nautical miles east of San Francisco’s Golden Gate Bridge. With approximately 4,200 acres, Stockton is California’s largest inland deepwater port in acreage, exceeded in size among California ports only by the ports of Long Beach and Los Angeles. Stockton is the second busiest inland port after Portland on the West Coast. Its strategic location, within one of the world’s most productive agricultural regions, has made it an important distribution point for crop nutrients on the West Coast.

Through the Base Realignment and Closure Act of 1990, the U.S. Navy’s Rough and Ready Island was phased out of military use. More than 1,400 acres were transferred to the Port, which greatly increased areas for warehousing and storage operations.



The Port is owned by a stand-alone agency created by the State of California and governed by a seven-member Port Commission. Operations take place 24 hour a day, 7 days a week. Channel capacity into the Port is sufficient to accommodate Panamax-size vessels partially loaded at high tide. The Port handles heavy steel, bulk, break-bulk, and containers. It is an economic generator for the region, supporting approximately 4,500 jobs regionally and generating approximately \$4.9 million in local tax revenue (2010-2011).

PORT INFRASTRUCTURE

Channel depth	35 feet mean lower low water
Deepwater berths	15
Acres	4,200 (1,000 undeveloped)
Rail access	On-port
Mobile harbor cranes	2

Imports

- Cement
- Molasses
- Steel products
- Palm oil
- Machinery
- Project cargo
- Lumber
- Fertilizer
- Windmills
- Anhydrous ammonia

Exports

- Sulfur
- Bulk rice
- Bagged rice
- Machinery
- Wheat
- Coal
- Petroleum coke
- Safflower seed
- Iron ore

PORT TRADE CHARACTERISTICS

Major Trading Partners

Imports: Trinidad, Taiwan, Norway, China, Japan, Russia, Belgium, Hawaii, Australia

Exports: Japan, China, Brazil, Turkey, New Guinea, Mexico, Libya, Chile, New Zealand

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PORT TRADE CHARACTERISTICS (cont'd.)

Main Cargo Types

Break Bulk	Steel products, project cargo, bagged fertilizer, rice, and lumber
Dry Bulk	Cement, fertilizer, sulfur, grain products, coal, and iron ore
Liquid Bulk	Molasses, anhydrous ammonia, fertilizer and feed oils.

Trade Characteristics

- In 2011, import/export cargo value exceeded \$1 billion.
- More than 1/3 of the Port's business is dedicated to bulk cargo. In 2011, total waterborne tonnages exceeded 2.8 million tons.
- In 2011, the Port added over 1 mile of railroad track and increased rail traffic from 3 to 6 unit trains per week.
- The Port is designated as Foreign Trade Zone (FTZ #231). The FTZ allows imports and exports to be transhipped under certain conditions, to do minor manipulation, and be sorted without paying duties.

SURFACE TRANSPORTATION NETWORK & INTERMODAL CONNECTIONS

Highway Access Routes

Major State Highway System routes serving the Port include I-5, SR-4, and SR-99.

Trucking

- Lack of Surface Transportation Assistance Act (1982) terminal access to SR-4
- Over 200 truck companies serve the Port causing major congestion along I-5, SR-99, and I-580
- Conflicts between commuters and freight traffic in the urban and fast-growing areas
- Shortages in resources including truck chassis, cold storage facilities, and concerns over shortage of qualified drivers

Freight Rail

Class I

- Burlington Northern Santa Fe (BNSF) Railway
- Union Pacific (UP) Railroad

Shortline

- California Northern Railroad

- Modesto and Empire Traction Company
- Stockton Terminal and Eastern Railroad
- Central California Traction Company
- More than 100 rail cars access the Port daily via the Central California Traction Railroad
- UP Lathrop and BNSF Mariposa are key intermodal freight rail facilities
- Tehachapi Trade Corridor serves BNSF and UP; allows rail connection to points east via the Transcon (BNSF) and Sunset routes (UP) to Chicago, Memphis, Kansas City
- The Martinez Subdivision, Feather River Canyon and Donner Pass routes serve the Ports of Oakland and Stockton. Owned and dispatched by UP but also serve BNSF through trackage rights agreements

MAJOR PORT ISSUES

- Bottleneck issues: I-5, I-580, SR-99, SR-4, I-80
- Environmental justice issues associated with port operations (Boggs Tract)
- Harbor Maintenance Tax funding for dredging and related infrastructure improvements are being borrowed against to assist other federal programs and are not fully available for their intended purposes
- Limited capacity and intermodal connections
- Impact of Jones Act on viability of short sea shipping, which requires cargo bound from one U.S. port to another to be carried on U.S. flagged ships built in U.S. shipyards
- Unknown impacts of the Panama Canal Expansion opening in 2014

CALTRANS FOCUS AREAS

- Containerized cargo growth is expected to generate substantial truck and rail traffic
- Improvements to truck routes accessing Port
- Air pollution, health impacts, and quality-of-life issues within neighboring Port communities from diesel engine emissions from non-stationary sources

PORT-RELATED PROJECTS

Marine Highway Project

In 2010, a \$30 million Transportation Investment Generating Economic Recovery (TIGER) I grant was

Freight Planning Fact Sheet

awarded to the Ports of Oakland, Stockton, and West Sacramento for the California Green Trade Corridor (Marine Highway Project). This project will create a waterborne shipping route among the three ports with container-on-barge service. The project will help reduce round-trip and overall truck miles traveled to/from distribution centers and port facilities in the area.

Benefits will include: improved logistics, enhanced air quality, congestion relief, reduction in pavement impacts, and increased safety. Grant funds will be used to erect new harbor cranes, construct a container and transfer yard, demolish an outmoded crane and boiler house building, and install one dock of shore power (cold ironing). The project is scheduled for completion in late 2012.

Trade Corridors Improvement Fund (TCIF)

- SR 4 West Crosstown Freeway Extension
- San Francisco Bay to Stockton Ship Channel Deepening
- Sperry Road Extension

Other Port Projects

- BNSF grade separation (\$7.2 million federal, \$4.4 million state) – Construction 2011
- Navy Drive Bridge (\$12.2 million federal) – Construction 2011-2012
- Fresno Avenue SR 4 Widening Project, Construction 2011
- Navy Drive Corridor Improvements, Design
- MH580 Rehabilitation of current and existing corridors to support the MH580 container on barge service, Design
- Washington Street widening, Planning
- Fyffe Ave. grade separation, Planning
- Robert's Island Bridge Project, Planning
- Railroad Bridge to Rough and Ready Island Replacement Project, Planning

SOURCES AND ADDITIONAL INFORMATION

American Association of Port Authorities (AAPA): <http://www.aapa-ports.org/home.cfm>

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>

California Association of Port Authorities: <http://www.californiaports.org/>

Maritime Administration: http://www.marad.dot.gov/ships_shipping_landing_page/mhi_home/mhi_home.htm

San Joaquin Council of Governments (SJCOC): <http://www.sjcog.org/>

San Joaquin Valley Interregional Goods Movement Plan (in progress): <http://www.sjvcogs.org/goods.html>

TIGER Grants, U.S. DOT, February 17, 2010: <http://www.dot.gov/documents/finaltigergrantinfo.pdf>

Port Access Feasibility Study, Phase II, San Joaquin Council of Governments, August 2005. www.sjcog.org/

World Port Source: http://www.worldportsource.com/ports/USA_CA_Port_of_Stockton_232.php

Rail Projects

- Clean Air Projects – San Joaquin Valley
\$5 million EPA Grant will include state-of-the art cleaner locomotive operating between Port and Lodi.
- Port, UP, and Metro Ports recently completed a loop of 5,828 feet of track enabling Port to increase capacity to six unit trains per week. This expansion generated 18 more jobs and was the main factor in export volumes topping imports in recent history.

ENVIRONMENTAL INITIATIVES

- The Port focuses on energy related cargos, e.g. large transformers and windmill components.
- By using “Green Diesel” and electric trains, the Port saves 20-40% in fuel.
- On-dock equipment, e.g. electric cars, natural gas, and electric forklifts, reduce Nitrogen oxides (NOx) and diesel particulates by 80%.
- EPA Clean Air grant for state-of-the art locomotive operating between the Port and Lodi (see rail projects)

PLANNING DOCUMENTS

- San Francisco Bay Area Seaport Plan, San Francisco Bay Conservation and Development Commission (BCDC), April 18, 1996, amended January 2007
- San Francisco Bay Plan, SFBCDC, Amended October 6, 2011
- Change in Motion – Transportation 2035 Plan for the San Francisco Bay Area, by Association of Bay Area Governments, Bay Area Air Quality Management District, BCDC, Final-April 2009

TRANSPORTATION PLANNING PARTNERS

- San Joaquin Council of Governments (SJCOC)
- Stanislaus Council of Governments
- Merced County Association of Governments
- Maritime Administration (MARAD)