

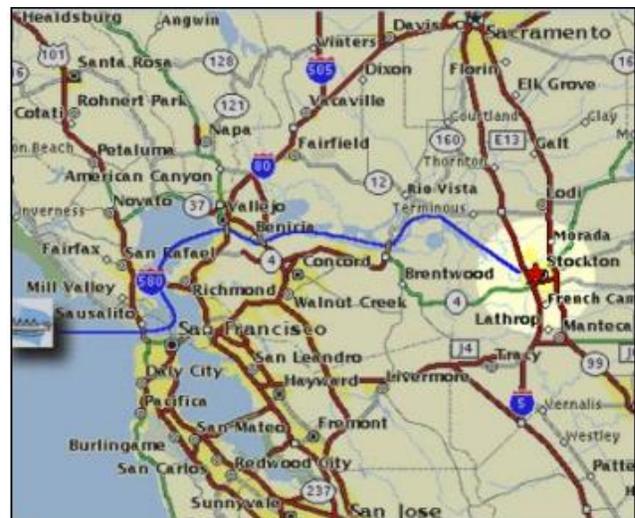


Freight Planning Fact Sheet

Port of Stockton

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The Port of Stockton (Port), California’s largest inland deepwater port in acreage, is located in the Central Valley on the San Joaquin River just 75 nautical miles east of San Francisco’s Golden Gate Bridge. It is the second busiest inland port after Portland on the West Coast. The Port lies within the Boggs Tract Community. Its strategic location, within one of the world’s most productive regions, has made it an important distribution point for crop nutrients on the West Coast. 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. The Port handles heavy steel, bulk, break-bulk, and containers.



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 their warehousing and storage operations.

PORT INFRASTRUCTURE

- The Port owns approximately 4,200 acres exceeded only in California by the Ports of Long Beach and Los Angeles
- Channel capacity—Panamax-size vessels fully loaded can sail into the Port at high tide

Channel depth	35'
Undeveloped land	1,000 acres
Deepwater berths	20
Traveling bridge cranes	2

PORT TRADE CHARACTERISTICS

MAIN CARGO TYPES

Break Bulk	Cotton, bagged fertilizer, rice, and milk
Dry Bulk	Cement, fertilizer, scrap steel, grain products, coal, and sugar
Liquid Bulk	Molasses, anhydrous ammonia, and fertilizer

- More than 1/3 of the Port’s business is dedicated to bulk cargo. In 2010, total waterborne tonnages increased by 59% with actual ship calls up by 18%

PORT TRADE CHARACTERISTICS (CONT.)

- In 2010, compared to 2009, fertilizer tonnages doubled and liquid fertilizer increased by 43%
- 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.

TRADING PARTNERS 2010

Outbound	Inbound
Japan	Trinidad
China	Taiwan
Brazil	Norway
Turkey	China
New Guinea	Japan
Mexico	Russia
Lybia	Belgium
Chile	Hawaii
New Zealand	Australia

LEADING COMMODITIES

Imports	Exports
Cement	Sulphur
Molasses	Bulk Rice
Steel Products	Bagged Rice
Palm Oil	Machinery
Machinery	Wheat
Boric Acid	Steel Scrap
Lumber	Petroleum Coke
Fertilizer	Safflower Seed
Windmill components	
Anhydrous Ammonia	

TRANSPORTATION PLANNING PARTNERS

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

PORT ISSUES

- 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. flag ships built in U.S. shipyards
- Unknown impacts of the Panama Canal Expansion opening in 2014
- Freight congestion (capacity, safety, and bottleneck issues on I-5, I-580, SR-99, SR-4, and I-80)
- Environmental justice issues associated with port operations and expansion in Boggs Tract

PORT PROJECTS

MARINE HIGHWAY PROJECT

In 2010, a \$30 million Transportation Investment Generating Economic Recovery (TIGER) I grant was 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 between 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. Ascribed benefits 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, construction of a container and transfer yard, demolition of outmoded crane and boiler house building, and installation for one dock of shore power (cold ironing). The project is scheduled for completion April 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
- Port security enhancements – (state and federal grant programs)

SURFACE TRANSPORTATION NETWORK SERVING THE PORT

Trucking

○ Access Routes

I-5, SR 99, SR-4, and South of I-80

Trucking Issues

- Lack of STAA Terminal access to the Bay Area via 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

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 Southland via Mohave

RESOURCES

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

San Joaquin Valley Interregional Goods Movement Planning Documents: <http://www.sjvcogs.org/goods.html>

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

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>.

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

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

Ports Trade Corridor Improvement Fund (TCIF) Projects: Caltrans Freight Planning: <http://www.dot.ca.gov/hq/tpp/offices/ogm/index.html>

Maritime Administration Marine Highway Program:

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

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

Port of Stockton Access Feasibility Study, Phase II

<http://www.sjcog.org/docs/pdf/Regional%20Planning/Port%20Access%20Study%20Phase%202%20Final%20Report.pdf>

- The Martinez Subdivision, Feather River Canyon and Donner Pass routes serve the Ports of Oakland and Stockton – are owned and dispatched by UP but also serve BNSF through trackage rights agreements
- Rail lines through the Central Valley connect with mainline trackage in the Los Angeles Basin

Rail Project

- Clean Air Projects – San Joaquin Valley
\$5 million EPA Grant will include state-of-the art locomotive operating between Port and Lodi

ENVIRONMENT

- 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%

CALTRANS FOCUS AREAS

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