

Report to Congress for Future Water Resources Development (WRRDA 7001) Submission Package

Proposal Name: San Francisco Bay to Stockton Navigation Improvement Project

Submission Date: 08/27/2019

Proposal ID Number: a29032c8-a244-42a6-b2c2-4c45a2948e2e

Purpose of Proposal: The proposal is a multi-purpose navigation and ecosystem restoration project. Its purpose is to improve deep-draft navigation within the John F. Baldwin and Stockton DWSC and to use dredged sediment to restore emergent marsh in subsided Delta islands. The objectives of the proposal are to increase economic growth to and from the Port; reduce transportation costs and increase economic efficiency of maritime commerce en route to the Port as well as to facilities along the northern Contra Costa County waterfront; improve maritime navigation by reducing public safety risks due to possible groundings or collisions; reduce potential environmental effects from increased vessel trips in the channels associated with current light loading and lightering operations; improve flood control conditions; and to create vital emergent marsh and other endangered species habitat through the beneficial reuse of dredged sediment, while maintaining salinity levels in the San Joaquin River. The proposal would generate approximately 15 million cubic yards of dredged sediment that could be beneficially reused for marsh restoration at either Big Break, F ranks Tract, or another open-water site adjacent to the Stockton DWSC or used for levee maintenance and stabilization. The results of preliminary evaluations indicate that a multi-purpose navigation and ecosystem restoration project would accomplish project objectives, be economically justified, result in minimal residual salinity impacts, and create vital emergent marsh habitat that is nearly obsolete in the Delta. USACE and the Port have successfully worked together to bring online another dredged material beneficial reuse site in the region; since 2013, sandy sediment from USACE maintenance dredging activities within the Stockton DWSC has been used for sand dune restoration at the U.S. Fish and Wildlife Service-managed Antioch Dunes National Wildlife Refuge.

1. Administrative Details

Proposal Name: San Francisco Bay to Stockton Navigation Improvement Project

by Agency: Port of Stockton

Locations: CA

POC Name:

POC Phone:

POC Email:

Date Submitted: 08/27/2019

Confirmation Number: a29032c8-a244-42a6-b2c2-4c45a2948e2e

Supporting Documents

File Name	Date Uploaded
Port letter.pdf	08/27/2019
CCC Support Letter 26August2019.pdf	08/27/2019
SanFranBay-toStocktonNavImprovement-VicinityMap.pdf	08/27/2019
SanFranBay-toStocktonNavImprovement.pdf	08/27/2019
33325-POS-Inforgraphic-Handout-Side1-PRINT3-2.pdf	08/27/2019
33325-POS-Inforgraphic-Handout-Side2-PRINT2-3.pdf	08/27/2019
LOS - San Francisco Bay to Stockton Navigation Improvement Project.pdf	08/27/2019
Channel Deepening Letter.pdf	08/27/2019

2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.

Sponsor	Letter of Support
<p>The primary sponsor for this proposal is the Port of Stockton (the Port). The Port and its contributing partner, Contra Costa County, have worked together since 2013. (Primary)</p>	<p>The proposal is for a multi-purpose navigation and ecosystem restoration project to deepen the John F. Baldwin and Stockton Deep Water Ship channels (DWSC; Figure 1) from their existing depths of -35 feet mean lower low water (MLLW) to -40 feet MLLW and beneficially reuse dredged sediment for marsh restoration of subsided islands in California’s Sacramento-San Joaquin Delta (Delta). The Port has worked closely with its contributing partner and the U.S. Army Corps of Engineers (USACE) San Francisco and Jacksonville districts to study and develop this proposal since 2013. The Port has consistently played a key role in the agency and stakeholder outreach efforts undertaken for the proposal, including holding project briefings with over 25 agencies, facilitating technical expert groups, and conducting in-depth economic studies. USACE and the Port intended to jointly evaluate this proposal in 2013. However, due to scheduling and funding requirements in place at that time, only incremental deepening within a small portion of the western project area was advanced for analysis. In May 2019, USACE released the Draft General Reevaluation Report and Environmental Impact Statement (EIS) for the smaller single-purpose dredging project to a depth of -38 feet MLLW. The Port is fully committed to further studying the proposal to improve navigation and restore marsh habitat between San Francisco Bay and the Port’s docks and intends to continue playing a hands-on role in all future investigative efforts to ensure regional and national benefits, both economic and environmental, are maximized. The Port is confident that the proposal will provide invaluable opportunities to commerce within the region, state, and the U.S. and directly allow for restoration of hundreds of acres of emergent wetlands within the Delta, improving water quality and endangered species habitat.</p>
<p>Contra Costa County has been and remains a contributing partner to the Port for this proposal.</p>	<p>See attached letter.</p>

3. State if this proposal is for new feasibility study authority, a modification to an existing feasibility study authority, a modification to an existing USACE project authority, or a modification to an existing USACE Environmental Infrastructure Program authority. If it is a proposal for a modification to an existing study, project or program authority, provide the authorized water resources development feasibility study or project name.

[x] New Feasibility Study Authority

4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.

The proposal is a multi-purpose navigation and ecosystem restoration project. Its purpose is to improve deep-draft navigation within the John F. Baldwin and Stockton DWSC and to use dredged sediment to restore emergent marsh in subsided Delta islands. The objectives of the proposal are to increase economic growth to and from the Port; reduce transportation costs and increase economic efficiency of maritime commerce en route to the Port as well as to facilities along the northern Contra Costa County waterfront; improve maritime navigation by reducing public safety risks due to possible groundings or collisions; reduce potential environmental effects from increased vessel trips in the channels associated with current light loading and firefighting operations; improve flood control conditions; and to create vital emergent marsh and other endangered species habitat through the beneficial reuse of dredged sediment, while maintaining salinity levels in the San Joaquin River. The proposal would generate approximately 15 million cubic yards of dredged sediment that could be beneficially reused for marsh restoration at either Big Break, Franks Tract, or another open-water site adjacent to the Stockton DWSC or used for levee maintenance and stabilization. The results of preliminary evaluations indicate that a multi-purpose navigation and ecosystem restoration project would accomplish project objectives, be economically justified, result in minimal residual salinity impacts, and create vital emergent marsh habitat that is nearly obsolete in the Delta. USACE and the Port have successfully worked together to bring online another dredged material beneficial reuse site in the region; since 2013, sandy sediment from USACE maintenance dredging activities within the Stockton DWSC has been used for sand dune restoration at the U.S. Fish and Wildlife Service-managed Antioch Dunes National Wildlife Refuge.

5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

	Federal	Non-Federal	Total
Study	\$1,500,000	\$1,500,000	\$3,000,000
Construction	\$250,000,000	\$250,000,000	\$500,000,000

Explanation (if necessary)

In accordance with Smart Planning (3x3x3), the Port is looking to have the total study cost of \$3 million split between the federal government and the Port. Based on construction cost estimates completed for the project in the past, the Port expects the overall construction cost to be on the order of \$500 million, which would be split equally between the federal government and the Port. The Port looks forward to better defining aspects of the proposal and refining the associated construction costs.

6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.

The proposal would result in direct benefits to human safety, transportation, security, and the national economy. The channels in the study area are maintained annually by USACE; however, not all areas can be dredged regularly, so numerous pinch points exist. The proposal would benefit property and human life by deepening the channels to -40 feet MLLW, reducing the risk of ship groundings or collisions. The proposal would reduce transportation costs and increase economic efficiency of vessels in transit through the study area to the Port. The proposal would opportunistically encourage additional investment in both the region and the nation by allowing the Port to be increasingly more competitive. The proposal would allow for easier access in the channels and to the Port for military vessels in the event of a national security issue or need. The proposal would result in a variety of environmental benefits, both from the deepening and the ecosystem restoration attributes. The proposal would reduce potential environmental effects from increased vessel turns in the channels associated with current light loading and lightering operations, including reduced air emissions and water quality issues. With deeper channels, fewer ships would be required to transport an equivalent amount of goods to the Port in the future as compared to existing conditions. The proposal would directly fuel the restoration of hundreds of acres of vital emergent marsh and other types of habitat through the beneficial reuse of sediment dredged from the channels. These restoration efforts are synergistic with other USACE Sacramento District ecosystem restoration projects. Marsh restoration in select areas coupled with deepening and other design features of the proposal is expected to benefit water quality in the region.

7. Does local support exist? If 'Yes', describe the local support for the proposal.

Yes

Local Support Description

The proposal is strongly supported by the local community. Stockton is a dense urban center with vast opportunity for economic growth. Per the Bureau of Labor Statistics and U.S. Census Bureau, the City of Stockton's recent unemployment rates and persons-in-poverty rates are both well above the state and national averages. The Port is one of the key economic drivers in the region; it currently provides over 10,000 jobs to the local community. Since 2014, the Port has brought over \$35 million of additional revenue to the City of Stockton and San Joaquin County. Over 90% of the fertilizer used for agriculture in California's Central Valley comes through the Port. In 2018 alone, the Port had a total revenue of over \$69 million and the total Port-related impact in the region was \$1.6 billion. The Port is currently ranked as the top primary dedicated bulk-break-bulk port and the fourth busiest port in California. The Port is also one of the fastest growing ports in the country and has experienced record-breaking cargo volumes over the past three years. The Port offers tenants multi-modal access modes and sits strategically at the confluence of two major railroads, two major interstate highways, and the Stockton DWSC. The proposal would allow Port tenants to more efficiently transport cargo to the Port, increasing the attractiveness of the Port to existing and potential future tenants. Over 2,000 acres of the Port remains available for future development at the Port. The Port offers 12,000 linear feet of dock space, 75 miles of rail track, and over 7 million square feet of covered storage. The Port expects that implementation of the proposal would increase employment opportunities both locally and regionally. Local support for marsh restoration is also strong. Restoring emergent marsh would provide habitat, improve water quality, and better manage salinity levels, all of which are important to recreational opportunities in the area.

8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?

Yes

Primary Sponsor Letter of Support

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Port letter.pdf

PORT OF STOCKTON

Phone: (209) 916-0246



Fax: (209) 464-1251

August 27, 2019

U.S. Army Corps of Engineers
Headquarters
441 G Street NW
Washington, DC 20314-1000

RE: San Francisco Bay to Stockton Navigation Improvement Project

To Whom it May Concern:

I am writing to express the Port of Stockton's (Port's) support for the proposed San Francisco Bay to Stockton Navigation Improvement Project. The proposal is for a multi-purpose navigation and ecosystem restoration project to deepen the John F. Baldwin and Stockton Deep Water Ship channels (DWSC) from their existing depths of -35 feet mean lower low water (MLLW) to -40 feet MLLW and beneficially reuse dredged sediment for marsh restoration of subsided islands in California's Sacramento-San Joaquin Delta (Delta).

The Port has worked closely with its contributing partner, Contra Costa County, and the U.S. Army Corps of Engineers (USACE) San Francisco and Jacksonville districts to study and develop this proposal since 2013. The Port has consistently played a key role in the agency and stakeholder outreach efforts undertaken for the proposal, including holding project briefings with over 25 agencies, facilitating technical expert groups, and conducting in-depth economic studies. USACE and the Port intended to jointly evaluate this proposal in 2013. However, due to scheduling and funding requirements in place at that time, only incremental deepening within a small portion of the western project area was advanced for analysis. In May 2019, USACE released the Draft General Reevaluation Report and Environmental Impact Statement (EIS) for the smaller single-purpose dredging project to a depth of -38 feet MLLW.

The Port is fully committed to further studying the proposal to improve navigation and restore marsh habitat between San Francisco Bay and the Port's docks and intends to continue playing a hands-on role in all future investigative efforts to ensure regional and national benefits, both economic and environmental, are maximized. The Port is confident that the proposal will provide invaluable opportunities to commerce within the region, state, and the U.S. and directly allow for restoration of hundreds of acres of emergent wetlands within the Delta, improving water quality and endangered species habitat.

Post Office Box 2089 * Stockton, CA * 95201-2089 * E-mail: portmail@stocktonport.com
Administration Office: 2201 West Washington Street * Stockton, CA * 95203 * Web Page: www.portofstockton.com

The Port is one of the key economic drivers in the region, currently providing over 10,000 jobs to the local community. The Port offers tenants multi-modal access and sits strategically at the confluence of two major railroads, two major interstate highways, and the Stockton Deep Water Ship Channel. The proposal would allow Port tenants to more efficiently transport cargo to the Port, increasing Stockton's attractiveness to existing and potential future tenants and likely resulting increased employment opportunities both locally and regionally.

Thank you for your consideration. On behalf of the Port, I look forward to working with USACE on this important proposal in the future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff Wingfield".

Jeff Wingfield
Director of Environmental & Public Affairs
Port of Stockton

Other Non-Federal Sponsors Letter(s) of Support

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CCC Support Letter 26August2019.pdf

**Department of
Conservation and
Development**

**Contra
Costa
County**

John Kopchik
Director

Water Agency

30 Muir Road
Martinez, CA 94553

Phone: 925-674-7824



August 26, 2019

RE: Letter of Support to Deepen the Ship Channel from Avon to the Port of Stockton

To Whom it May Concern:

I am writing to you to express Contra Costa County Water Agency's (County) support for the Port of Stockton's (Port) application to deepen the section of the Federal deep-water ship channel east of Avon, California to the Port of Stockton. The County's northern boundary runs from Avon to the City of Oakley and then continues on to the Port. The County and Port have been collaborating as partners in developing and planning for the execution and deepening of the SF Bay to Stockton navigation improvement study since before 2013.

Consistent with Contra Costa County's Federal Platform, the deepening of these channels will allow for operational efficiencies for many different industries, an increase in waterborne goods movement, reduced congestion on roadways, and air quality benefits. This project continues to have enormous implications for ports and other industries that depend on safe ship transport through the channel.

Additionally, the County is also working on the Northern Waterfront Economic Development Initiative, which is adjacent to the deep-water ship channel. This is a regional cluster-based economic development strategy with a goal of creating 18,000 new jobs by 2035. The Initiative leverages existing competitive advantages and assets by focusing on advanced manufacturing sub-sectors in five targeted clusters (advanced transportation fuels, bio-tech/bio-medical, diverse manufacturing, food processing, and clean tech). The initiative is a collaboration between the County and seven partner cities, who work together on diverse actions to enhance the economic vitality of the region.

The County expects to continue its support of the project as it moves forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Hernandez".

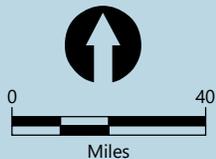
Ryan Hernandez, Manager
Contra Costa County Water Agency

cc: John Kopchik, Director Conservation and Development

Map Document

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SanFranBay__toStocktonNavImprovement__VicinityMap.pdf



LEGEND:
 - - Stockton Deep Water Ship Channel

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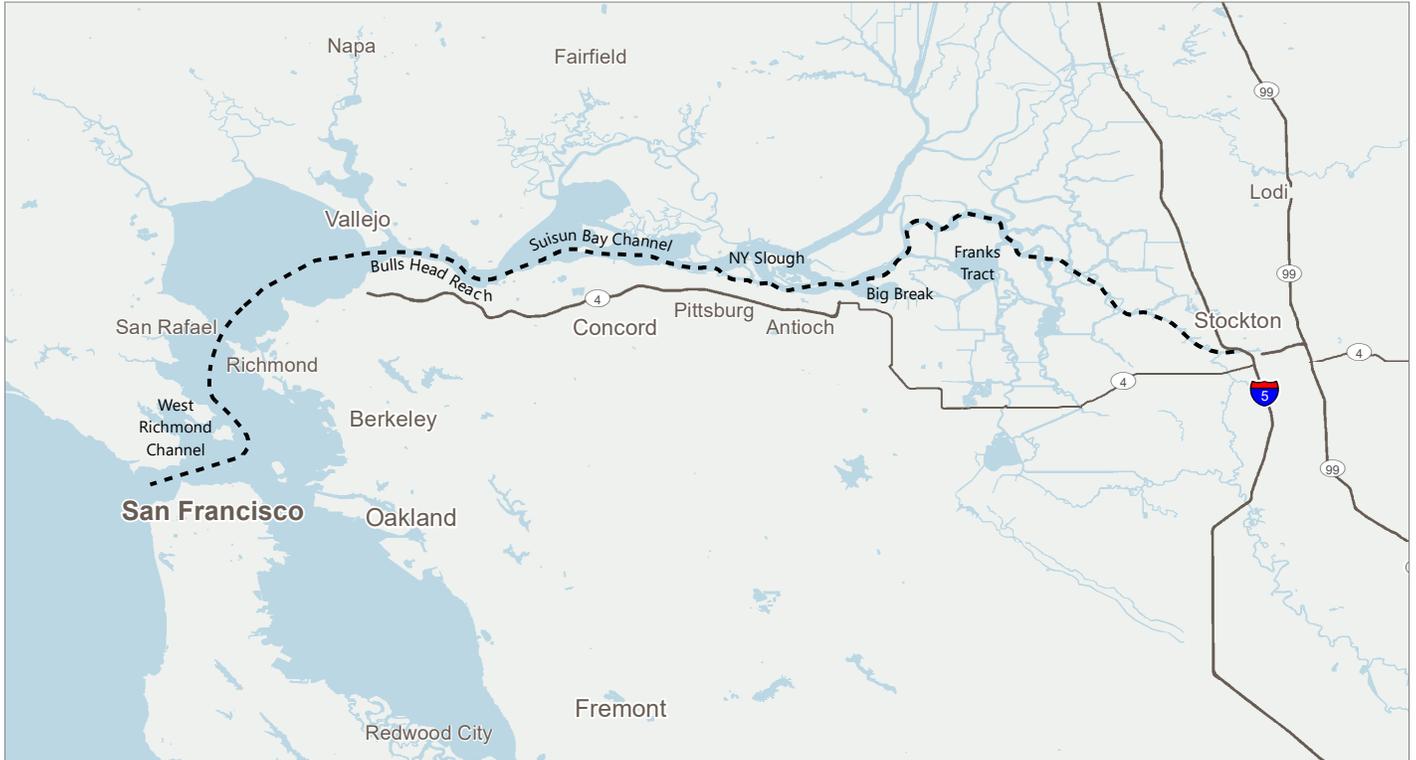


**Proposal Vicinity Map
 San Francisco Bay to Stockton Navigation Improvement Project**

Additional Proposal Information

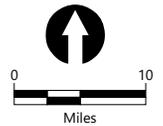
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SanFranBay_toStocktonNavImprovement.pdf



LEGEND:

- - Stockton Deep Water Ship Channel



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**Proposal Site Map
 San Francisco Bay to Stockton Navigation Improvement Project**

Additional Proposal Information

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33325_POS_Inforgraphic_Handout_Side1_PRINT3-2.pdf

BY THE NUMBERS



Port of Stockton
CALIFORNIA

#1 DEDICATED BULK/BREAK-BULK
PORT IN CALIFORNIA



4TH
BUSIEST
PORT IN THE STATE



4.7 MILLION
METRIC TONS OF CARGO
HANDLED IN 2018



10,077

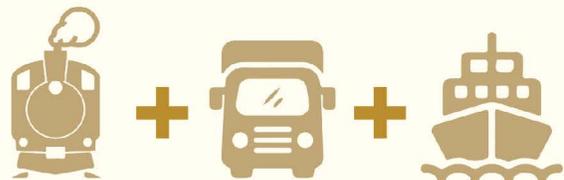
TOTAL NUMBER OF JOBS THE PORT PROVIDES



OVER
90%

OF THE FERTILIZER USED
TO GROW CENTRAL VALLEY
CROPS COMES THROUGH
THE PORT OF STOCKTON

NO CONGESTION



2 MAJOR RAILROADS CONNECT TO
THE PORT, AS DO **2 MAJOR**
ROADWAYS, AND **2 MAJOR RIVERS**
MAKING MOVING CARGO IDEAL

Additional Proposal Information

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33325_POS_Inforgraphic_Handout_Side2_PRINT2-3.pdf

6.6 ACRE

BOGGS TRACT COMMUNITY FARM GIVES LOCAL RESIDENTS AN OPPORTUNITY TO CULTIVATE FOOD CROPS



450

CLEAN TRUCKS ADDED TO THE PORT IN THE LAST 10 YEARS



505

ACRES OF LAND PURCHASED FOR HABITAT RELATED PROJECTS



1,660

BABY OWLS HAVE HATCHED THROUGH OUR BARN OWL NEST BOX PROGRAM



176% CARGO GROWTH SINCE 2010

ONE OF THE FASTEST GROWING PORTS IN THE COUNTRY



\$630.1 MILLION

TOTAL PERSONAL INCOME / LOCAL CONSUMPTION

\$1.6 BILLION

TOTAL IMPACTS PLUS RELATED IMPACTS SUPPORTED IN THE REGION

\$77.7 MILLION

GENERATED IN STATE & LOCAL TAXES

2,000 ACRE PORT

WITH ROOM TO GROW

12,000 LINEAL FEET

OF DOCK SPACE

7 MILLION

SQUARE FEET OF COVERED STORAGE

75 MILES

OF RAIL TRACK



Port of Stockton
CALIFORNIA

(209) 946-0246

PORTOFSTOCKTON.COM

Chairman Stephen Griffen, Vice-Chairman Michael Patrick Duffy, Commissioners R. Jay Allen, Anthony Barkett, Elizabeth Blanchard, Gary Christopherson, Victor Mow and Port Director Richard Aschieris.

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Additional Proposal Information

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**LOS - San Francisco Bay to Stockton Navigation Improvement
Project.pdf**

MICHAEL TUBBS
Mayor

DAN WRIGHT
Vice Mayor
District 2



CITY OF STOCKTON

OFFICE OF THE CITY COUNCIL

CITY HALL • 425 N. El Dorado Street • Stockton, CA 95202-1997
209 / 937-8244 • Fax 209 / 937-7149

SOL JOBRACK
District 1

PAUL CANEPA
District 3

SUSAN LENZ
District 4

CHRISTINA FUGAZI
District 5

JESÚS ANDRADE
District 6

August 26, 2019

U.S. Army Corps of Engineers
Headquarters
441 G Street NW
Washington, DC 20314-1000

RE: San Francisco Bay to Stockton Navigation Improvement Project

To Whom it May Concern:

I am writing to express the City of Stockton's (City's) support for the Port of Stockton's (Port's) proposed San Francisco Bay to Stockton Navigation Improvement Project. The proposal involves deepening the John F. Baldwin and Stockton Deep Water Ship Channels from the San Francisco Bay to the Port of Stockton and beneficially reusing dredged sediment.

The Port is one of the key economic drivers in the region. It currently provides 10,077 jobs to the local community. Since 2014, the Port has brought over \$35 million of additional revenue to the City and San Joaquin County. Over 90% of the fertilizer used for agriculture in California's Central Valley comes through the Port. In 2018 alone, the Port had a total revenue of over \$69 million and the total Port-related impact in the region was \$1.6 billion.

The Port offers tenants multi-modal access and sits strategically at the confluence of two major railroads, two major interstate highways, and the Stockton Deep Water Ship Channel. The proposal would allow Port tenants to more efficiently transport cargo to the Port, increasing Stockton's attractiveness to existing and potential future tenants and likely resulting increased employment opportunities both locally and regionally.

I fully encourage support of this proposal and giving the Port's application every consideration consistent with the applicable rules and regulations. Thank you for your consideration. I look forward to seeing this important proposal continue to develop in the future.

Sincerely,

Michael Tubbs
Mayor, City of Stockton

Additional Proposal Information

(This is as uploaded, a blank page will show if nothing was submitted)

Channel Deepening Letter.pdf



SAN JOAQUIN
— COUNTY —
Greatness grows here.

Board of Supervisors

Miguel Villapudua, Chair, First District

Tom Patti, Vice Chair, Third District

Katherine Miller, Second District

Chuck Winn, Fourth District

Bob Elliott, Fifth District

Rachél DeBord, Clerk of the Board of Supervisors

August 27, 2019

U.S. Army Corps of Engineers
Headquarters
441 G Street NW
Washington, DC 20314-1000

Re: San Francisco Bay to Stockton Navigation Improvement Project

To Whom It May Concern:

On behalf of the San Joaquin County Board of Supervisors, I am pleased to convey our support for the Port of Stockton's (Port's) proposed San Francisco Bay to Stockton Navigation Improvement Project. The proposal involves deepening the John F. Baldwin and Stockton Deep Water Ship Channels from the San Francisco Bay to the Port of Stockton and beneficially reusing dredged sediment.

The proposal would allow Port tenants to more efficiently transport cargo to the Port, increasing Stockton's attractiveness to existing and potential future tenants and likely resulting increased employment opportunities both locally and regionally.

Promoting economic development is one of the strategic priorities for San Joaquin County and the Port is one of the key economic drivers in our region and currently provides 10,077 jobs to the local community. In 2018 alone, the Port had a total revenue of over \$69 million and the total Port-related impact in the region was \$1.6 billion. The Port offers tenants multi-modal access and sits strategically at the confluence of two major railroads, two major interstate highways, and the Stockton Deep Water Ship Channel.

For the reasons stated above, the San Joaquin County Board of Supervisors is pleased to support this project. If you have any questions please contact Jolena Voorhis, Deputy County Administrator at (209) 468-2997.

Sincerely,

A handwritten signature in blue ink, appearing to read "Miguel".

MIGUEL A. VILLAPUDUA, Chair
San Joaquin Board of Supervisors

c: San Joaquin County Legislative Delegation
San Joaquin County Board of Supervisors
BOS08-01

1. Administrative Details

Proposal Name: San Francisco Bay to Stockton Navigation Improvement Project

by Agency: Port of Stockton

Locations: CA

POC Name: Jeff Wingfield

POC Phone: (209) 946-0246

POC Email: jwingfield@stocktonport.com

Date Submitted: 08/27/2019

Confirmation Number: a29032c8-a244-42a6-b2c2-4c45a2948e2e

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<p>Contra Costa County has been and remains a contributing partner to the Port for this proposal.</p>	<p>See attached letter.</p>

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In accordance with Smart Planning (3x3x3), the Port is looking to have the total study cost of \$3 million split between the federal government and the Port. Based on construction cost estimates completed for the project in the past, the Port expects the overall construction cost to be on the order of \$500 million, which would be split equally between the federal government and the Port. The Port looks forward to better defining aspects of the proposal and refining the associated construction costs.

6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.

The proposal would result in direct benefits to human safety, transportation, security, and the national economy. The channels in the study area are maintained annually by USACE; however, not all areas can be dredged regularly, so numerous pinch points exist. The proposal would benefit property and human life by deepening the channels to -40 feet MLLW, reducing the risk of ship groundings or collisions. The proposal would reduce transportation costs and increase economic efficiency of vessels in transit through the study area to the Port. The proposal would opportunistically encourage additional investment in both the region and the nation by allowing the Port to be increasingly more competitive. The proposal would allow for easier access in the channels and to the Port for military vessels in the event of a national security issue or need. The proposal would result in a variety of environmental benefits, both from the deepening and the ecosystem restoration attributes. The proposal would reduce potential environmental effects from increased vessel turns in the channels associated with current light loading and lightering operations, including reduced air emissions and water quality issues. With deeper channels, fewer ships would be required to transport an equivalent amount of goods to the Port in the future as compared to existing conditions. The proposal would directly fuel the restoration of hundreds of acres of vital emergent marsh and other types of habitat through the beneficial reuse of sediment dredged from the channels. These restoration efforts are synergistic with other USACE Sacramento District ecosystem restoration projects. Marsh restoration in select areas coupled with deepening and other design features of the proposal is expected to benefit water quality in the region.

7. Does local support exist? If 'Yes', describe the local support for the proposal.

Yes

Local Support Description

The proposal is strongly supported by the local community. Stockton is a dense urban center with vast opportunity for economic growth. Per the Bureau of Labor Statistics and U.S. Census Bureau, the City of Stockton's recent unemployment rates and persons-in-poverty rates are both well above the state and national averages. The Port is one of the key economic drivers in the region; it currently provides over 10,000 jobs to the local community. Since 2014, the Port has brought over \$35 million of additional revenue to the City of Stockton and San Joaquin County. Over 90% of the fertilizer used for agriculture in California's Central Valley comes through the Port. In 2018 alone, the Port had a total revenue of over \$69 million and the total Port-related impact in the region was \$1.6 billion. The Port is currently ranked as the top primary dedicated bulk-break-bulk port and the fourth busiest port in California. The Port is also one of the fastest growing ports in the country and has experienced record-breaking cargo volumes over the past three years. The Port offers tenants multi-modal access modes and sits strategically at the confluence of two major railroads, two major interstate highways, and the Stockton DWSC. The proposal would allow Port tenants to more efficiently transport cargo to the Port, increasing the attractiveness of the Port to existing and potential future tenants. Over 2,000 acres of the Port remains available for future development at the Port. The Port offers 12,000 linear feet of dock space, 75 miles of rail track, and over 7 million square feet of covered storage. The Port expects that implementation of the proposal would increase employment opportunities both locally and regionally. Local support for marsh restoration is also strong. Restoring emergent marsh would provide habitat, improve water quality, and better manage salinity levels, all of which are important to recreational opportunities in the area.

8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?

Yes

BY THE NUMBERS



Port of Stockton
CALIFORNIA

#1 DEDICATED BULK/BREAK-BULK
PORT IN CALIFORNIA



4TH
BUSIEST
PORT IN THE STATE



4.7 MILLION

METRIC TONS OF CARGO

HANDLED IN 2018



10,077

TOTAL NUMBER OF JOBS THE PORT PROVIDES

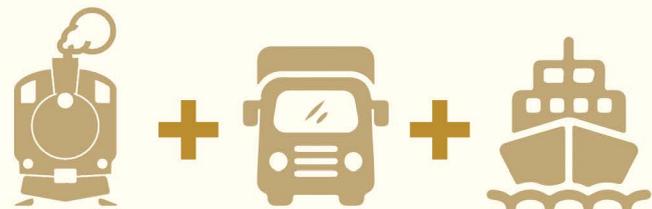


OVER

90%

OF THE FERTILIZER USED
TO GROW CENTRAL VALLEY
CROPS COMES THROUGH
THE PORT OF STOCKTON

NO CONGESTION



2 MAJOR RAILROADS CONNECT TO
THE PORT, AS DO **2 MAJOR**
ROADWAYS, AND **2 MAJOR RIVERS**
MAKING MOVING CARGO IDEAL

6.6 ACRE

BOGGS TRACT COMMUNITY FARM GIVES LOCAL RESIDENTS AN OPPORTUNITY TO CULTIVATE FOOD CROPS



450

CLEAN TRUCKS ADDED TO THE PORT IN THE LAST 10 YEARS



505

ACRES OF LAND PURCHASED FOR HABITAT RELATED PROJECTS



1,660

BABY OWLS HAVE HATCHED THROUGH OUR BARN OWL NEST BOX PROGRAM



176% CARGO GROWTH SINCE 2010

ONE OF THE FASTEST GROWING PORTS IN THE COUNTRY



\$630.1 MILLION

TOTAL PERSONAL INCOME / LOCAL CONSUMPTION

\$1.6 BILLION

TOTAL IMPACTS PLUS RELATED IMPACTS SUPPORTED IN THE REGION

\$77.7 MILLION

GENERATED IN STATE & LOCAL TAXES

2,000 ACRE PORT WITH ROOM TO GROW

12,000 LINEAL FEET OF DOCK SPACE

7 MILLION SQUARE FEET OF COVERED STORAGE

75 MILES OF RAIL TRACK



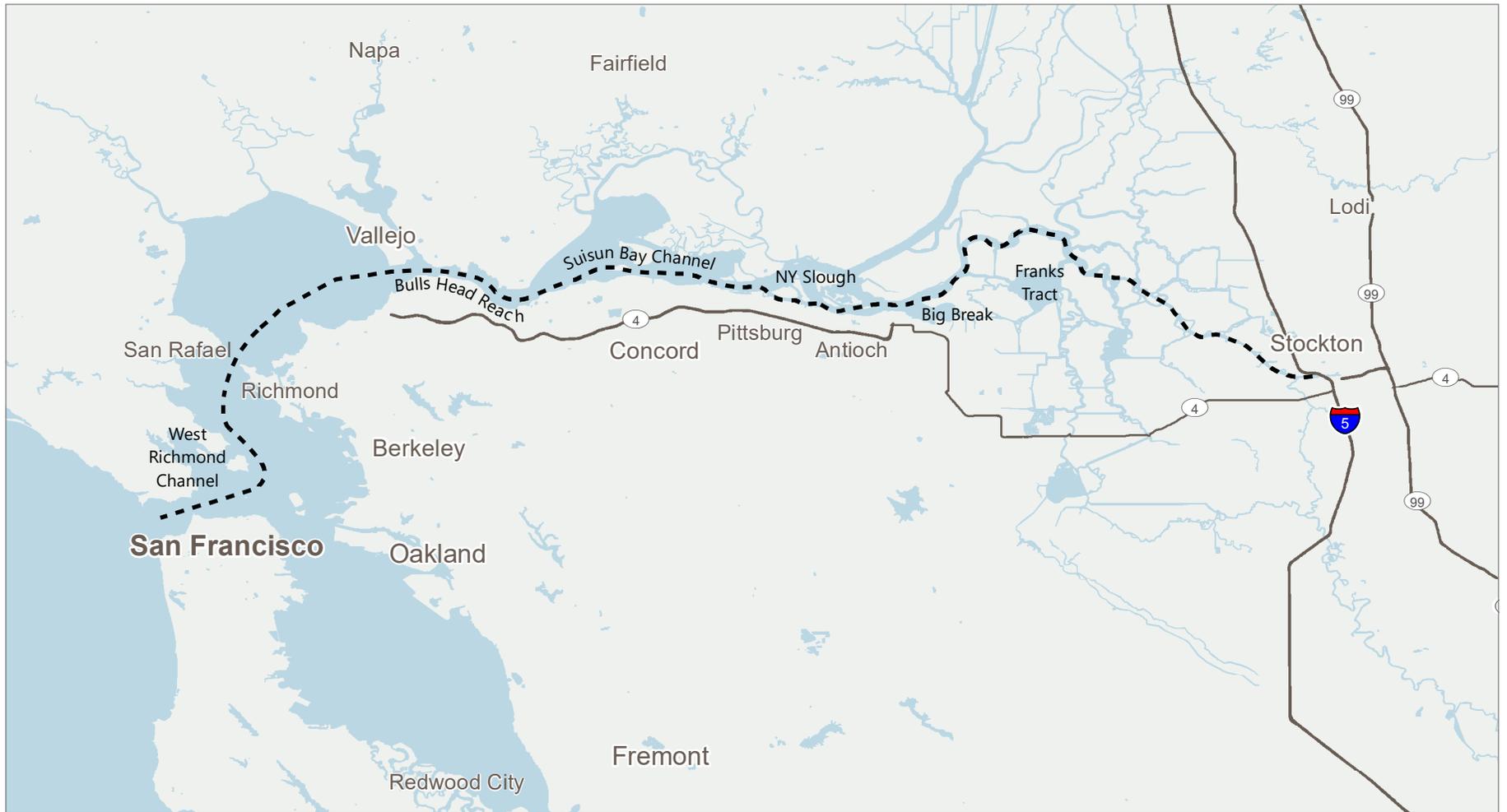
Port of Stockton
CALIFORNIA

(209) 946-0246

PORTOFSTOCKTON.COM

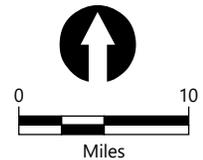
Chairman Stephen Griffen, Vice-Chairman Michael Patrick Duffy, Commissioners R. Jay Allen, Anthony Barkett, Elizabeth Blanchard, Gary Christopherson, Victor Mow and Port Director Richard Aschieris.

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LEGEND:

- - Stockton Deep Water Ship Channel



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**Proposal Site Map
 San Francisco Bay to Stockton Navigation Improvement Project**



Publish Date: 2019/08/14, 1:56 PM | User: jsfox
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Proposal Vicinity Map
San Francisco Bay to Stockton Navigation Improvement Project

**Department of
Conservation and
Development**

**Contra
Costa
County**

John Kopchik
Director

Water Agency

30 Muir Road
Martinez, CA 94553

Phone: 925-674-7824



August 26, 2019

RE: Letter of Support to Deepen the Ship Channel from Avon to the Port of Stockton

To Whom it May Concern:

I am writing to you to express Contra Costa County Water Agency's (County) support for the Port of Stockton's (Port) application to deepen the section of the Federal deep-water ship channel east of Avon, California to the Port of Stockton. The County's northern boundary runs from Avon to the City of Oakley and then continues on to the Port. The County and Port have been collaborating as partners in developing and planning for the execution and deepening of the SF Bay to Stockton navigation improvement study since before 2013.

Consistent with Contra Costa County's Federal Platform, the deepening of these channels will allow for operational efficiencies for many different industries, an increase in waterborne goods movement, reduced congestion on roadways, and air quality benefits. This project continues to have enormous implications for ports and other industries that depend on safe ship transport through the channel.

Additionally, the County is also working on the Northern Waterfront Economic Development Initiative, which is adjacent to the deep-water ship channel. This is a regional cluster-based economic development strategy with a goal of creating 18,000 new jobs by 2035. The Initiative leverages existing competitive advantages and assets by focusing on advanced manufacturing sub-sectors in five targeted clusters (advanced transportation fuels, bio-tech/bio-medical, diverse manufacturing, food processing, and clean tech). The initiative is a collaboration between the County and seven partner cities, who work together on diverse actions to enhance the economic vitality of the region.

The County expects to continue its support of the project as it moves forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Hernandez".

Ryan Hernandez, Manager
Contra Costa County Water Agency

cc: John Kopchik, Director Conservation and Development



SAN JOAQUIN
— COUNTY —
Greatness grows here.

Board of Supervisors

Miguel Villapudua, *Chair, First District*

Tom Patti, *Vice Chair, Third District*

Katherine Miller, *Second District*

Chuck Winn, *Fourth District*

Bob Elliott, *Fifth District*

Rachél DeBord, *Clerk of the Board of Supervisors*

August 27, 2019

U.S. Army Corps of Engineers
Headquarters
441 G Street NW
Washington, DC 20314-1000

Re: San Francisco Bay to Stockton Navigation Improvement Project

To Whom It May Concern:

On behalf of the San Joaquin County Board of Supervisors, I am pleased to convey our support for the Port of Stockton's (Port's) proposed San Francisco Bay to Stockton Navigation Improvement Project. The proposal involves deepening the John F. Baldwin and Stockton Deep Water Ship Channels from the San Francisco Bay to the Port of Stockton and beneficially reusing dredged sediment.

The proposal would allow Port tenants to more efficiently transport cargo to the Port, increasing Stockton's attractiveness to existing and potential future tenants and likely resulting increased employment opportunities both locally and regionally

Promoting economic development is one of the strategic priorities for San Joaquin County and the Port is one of the key economic drivers in our region and currently provides 10,077 jobs to the local community. In 2018 alone, the Port had a total revenue of over \$69 million and the total Port-related impact in the region was \$1.6 billion. The Port offers tenants multi-modal access and sits strategically at the confluence of two major railroads, two major interstate highways, and the Stockton Deep Water Ship Channel.

For the reasons stated above, the San Joaquin County Board of Supervisors is pleased to support this project. If you have any questions please contact Jolena Voorhis, Deputy County Administrator at (209) 468-2997.

Sincerely,

A handwritten signature in blue ink, appearing to read "Miguel A. Villapudua".

MIGUEL A. VILLAPUDUA, Chair
San Joaquin Board of Supervisors

c: San Joaquin County Legislative Delegation
San Joaquin County Board of Supervisors
BOS08-01

MICHAEL TUBBS
Mayor

DAN WRIGHT
Vice Mayor
District 2

SOL JOBRACK
District 1

PAUL CANEPA
District 3

SUSAN LENZ
District 4

CHRISTINA FUGAZI
District 5

JESÚS ANDRADE
District 6

August 26, 2019

U.S. Army Corps of Engineers
Headquarters
441 G Street NW
Washington, DC 20314-1000

RE: San Francisco Bay to Stockton Navigation Improvement Project

To Whom it May Concern:

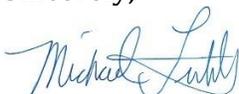
I am writing to express the City of Stockton's (City's) support for the Port of Stockton's (Port's) proposed San Francisco Bay to Stockton Navigation Improvement Project. The proposal involves deepening the John F. Baldwin and Stockton Deep Water Ship Channels from the San Francisco Bay to the Port of Stockton and beneficially reusing dredged sediment.

The Port is one of the key economic drivers in the region. It currently provides 10,077 jobs to the local community. Since 2014, the Port has brought over \$35 million of additional revenue to the City and San Joaquin County. Over 90% of the fertilizer used for agriculture in California's Central Valley comes through the Port. In 2018 alone, the Port had a total revenue of over \$69 million and the total Port-related impact in the region was \$1.6 billion.

The Port offers tenants multi-modal access and sits strategically at the confluence of two major railroads, two major interstate highways, and the Stockton Deep Water Ship Channel. The proposal would allow Port tenants to more efficiently transport cargo to the Port, increasing Stockton's attractiveness to existing and potential future tenants and likely resulting increased employment opportunities both locally and regionally.

I fully encourage support of this proposal and giving the Port's application every consideration consistent with the applicable rules and regulations. Thank you for your consideration. I look forward to seeing this important proposal continue to develop in the future.

Sincerely,



Michael Tubbs
Mayor, City of Stockton

PORT OF STOCKTON

Phone: (209) 946-0246



Fax: (209) 464-1251

August 27, 2019

U.S. Army Corps of Engineers
Headquarters
441 G Street NW
Washington, DC 20314-1000

RE: San Francisco Bay to Stockton Navigation Improvement Project

To Whom it May Concern:

I am writing to express the Port of Stockton's (Port's) support for the proposed San Francisco Bay to Stockton Navigation Improvement Project. The proposal is for a multi-purpose navigation and ecosystem restoration project to deepen the John F. Baldwin and Stockton Deep Water Ship channels (DWSC) from their existing depths of -35 feet mean lower low water (MLLW) to -40 feet MLLW and beneficially reuse dredged sediment for marsh restoration of subsided islands in California's Sacramento-San Joaquin Delta (Delta).

The Port has worked closely with its contributing partner, Contra Costa County, and the U.S. Army Corps of Engineers (USACE) San Francisco and Jacksonville districts to study and develop this proposal since 2013. The Port has consistently played a key role in the agency and stakeholder outreach efforts undertaken for the proposal, including holding project briefings with over 25 agencies, facilitating technical expert groups, and conducting in-depth economic studies. USACE and the Port intended to jointly evaluate this proposal in 2013. However, due to scheduling and funding requirements in place at that time, only incremental deepening within a small portion of the western project area was advanced for analysis. In May 2019, USACE released the Draft General Reevaluation Report and Environmental Impact Statement (EIS) for the smaller single-purpose dredging project to a depth of -38 feet MLLW.

The Port is fully committed to further studying the proposal to improve navigation and restore marsh habitat between San Francisco Bay and the Port's docks and intends to continue playing a hands-on role in all future investigative efforts to ensure regional and national benefits, both economic and environmental, are maximized. The Port is confident that the proposal will provide invaluable opportunities to commerce within the region, state, and the U.S. and directly allow for restoration of hundreds of acres of emergent wetlands within the Delta, improving water quality and endangered species habitat.

The Port is one of the key economic drivers in the region, currently providing over 10,000 jobs to the local community. The Port offers tenants multi-modal access and sits strategically at the confluence of two major railroads, two major interstate highways, and the Stockton Deep Water Ship Channel. The proposal would allow Port tenants to more efficiently transport cargo to the Port, increasing Stockton's attractiveness to existing and potential future tenants and likely resulting increased employment opportunities both locally and regionally.

Thank you for your consideration. On behalf of the Port, I look forward to working with USACE on this important proposal in the future.

Sincerely,



Jeff Wingfield
Director of Environmental & Public Affairs
Port of Stockton