

# Summary Form for Electronic Document Submittal

**Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2024100490

Project Title: Nevada Cement Company LLC Stockton Terminal Modernization Project

Lead Agency: Port of Stockton

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Project Location: Stockton, San Joaquin County

*City*

*County*

Project Description (Proposed actions, location, and/or consequences).

The proposed project would modernize Nevada Cement's existing bulk cementitious materials receiving and distribution terminal at 205 Port Road 1 in Stockton, California. The project site includes Berth 2, Berth 3/4, and the terminal backland area. A lease modification with the Port of Stockton would increase Nevada Cement's leasehold from approximately 4.92 to 10.98 acres. The facility receives, stores, and distributes bulk cementitious materials; no processing or production occurs on site. The existing terminal has aging equipment and operational constraints that limit its ability to efficiently serve larger vessels. The current ship unloader cannot fully access vessel holds, while the wooden rail trestle and berth track configuration cannot safely support full rail operations. Upland rail and truck loading systems also need improvement. The project would install a new ship unloader, rehabilitate Berth 3/4, improve rail infrastructure, and add barge loading equipment. Upland improvements would include a new storage dome, modifications to truck and rail loading systems, minor piping modifications, and replacement of existing bunker dust collectors. Together, these upgrades would improve material handling, operational efficiency, and terminal capacity.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The Draft EIR identifies significant project-level impacts related to air quality, greenhouse gas (GHG) emissions, transportation, biological resources, cultural and Tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. It also identifies significant cumulative impacts related to air quality, GHG emissions, and transportation. To reduce air quality impacts, proposed mitigation would limit idling by construction equipment and trucks, require cleaner equipment and trucks, and improve dust collection at the terminal. GHG measures include an energy audit, waste reduction and construction material recycling, and evaluation of electric vehicle charging. A transportation demand management plan would address transportation impacts. Measures for biological resources include surveys, protections for nesting birds, restrictions on the timing of in-water work, and monitoring during pile driving. Stormwater and erosion controls would reduce effects on water quality and soils. Other measures establish procedures if previously unknown cultural or Tribal cultural resources are discovered, require a pre-construction hazardous materials survey and worker training, and reduce pile-driving noise through timing restrictions, shielding, and other controls. With mitigation, significant impacts to biological resources, cultural and Tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise would be reduced to less-than-significant levels. Impacts to air quality, GHG emissions, and transportation would remain significant and unavoidable. The project's contributions to cumulative impacts in those three resource areas would also remain significant and unavoidable.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The areas of controversy known to the Port concern air quality and transportation. Air quality concerns relate to the handling of bulk cementitious materials and emissions from vessels. Transportation concerns relate to truck travel to and from the terminal and its effects on nearby roads. The Draft EIR evaluates these issues and identifies measures to reduce their effects.

Provide a list of the responsible or trustee agencies for the project.

Trustee agency: California State Lands Commission (CSLC).

Trustee and responsible agency: California Department of Fish and Wildlife (CDFW).

Responsible agencies: Central Valley Regional Water Quality Control Board; Office of Historic Preservation; San Joaquin Valley Air Pollution Control District; San Joaquin County Department of Environmental Health; San Joaquin Council of Governments; City of Stockton Building Department; and City of Stockton Fire Department.