

California Inland Port System – A Transformative Project for the State of California

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At A Glance

In its entirety, utilizing State, federal, local, and private investment, the California Inland Port System is a \$30 billion transportation, logistics, and economic development project that will create approximately 100,000 new high-quality jobs in the San Joaquin Valley/Sacramento region while serving a market population of over 14 million people. The System will be a national model for clean, efficient logistics and economic development and will support dramatic improvements to regional air quality, economic development, and to the national supply chain system.

Defining the System

In partnership with the State's major seaports, the California Inland Port System will be a public-private platform to transform much of the California logistics system to become the cleanest, most efficient supply chain system in the world. From its genesis, the project has been developed in coordination with the Port of Los Angeles and will create a truly unique port-to-market streamlined logistics system that is anchored by a statewide clean energy cargo transportation platform. This integrated logistics system will support higher cargo movement efficiencies through new strategic mobility hubs, sustainable technologies, and logistics system and infrastructure investment partnerships.

The California Inland Port System will be a multi-modal network of integrated clean and highly efficient truck, rail, air, and cargo facilities that will underpin a next-generation ecosystem of goods movement and radically boost the economic competitiveness of California's economy. Using customized technology and integration with port-supply chain data, the system will play a strategic role in increasing supply chain competitiveness and will be a major California contribution to solving the national supply chain crisis. This approach is a dramatic paradigm shift from the current conditions, and will reduce greenhouse gases, improve air quality, lessen road congestion, increase traffic/roadway safety, grow investment and jobs, and shape California's extraordinarily large intra-state freight movement system as the most advanced in the world.

Objectives

- Significantly reduce vehicle miles travelled, congestion, air pollution, and greenhouse gas emissions by reducing the number of truck trips from the seaports complex in the Los Angeles region to the San Joaquin Valley, the Sacramento region, and the Bay Area.
- Create tangible new supply chain efficiencies and reduce shipping costs for shippers that manage global supply chains through direct intermodal rail service to/from the San Pedro seaports.
- Catalyze significant private sector investment and new job creation by fundamentally repositioning the economic competitiveness of the San Joaquin Valley region.
- Create a more robust and efficient intra-state distribution system with a specific focus on supporting the agriculture sector while spurring new high-value manufacturing and e-commerce investments.
- Reduce highway road congestion, with a parallel reduction in the requirement for road maintenance; accident-avoidance savings; all of this reducing cost.

Project Stakeholders

The primary stakeholders on this project represent a unique blend of public and private partners, all committed to improving quality of life and increasing economic competitiveness of the state and the region. The public side includes the Port of Los Angeles; the Port of Long Beach; the Port of Stockton; the Sacramento Metropolitan Air Quality Management District, the San Joaquin Valley Air Pollution Control District; South Coast Air Quality Management District; the San Joaquin Valley Metropolitan Planning Organizations; Sacramento County; the Sacramento Area Council of Governments, various counties in the San Joaquin Valley, California State Transportation Agency (CalSTA), California Department of Transportation (Caltrans), California Department of Food and Agriculture (CFDA), California Air Resources Board (CARB), Governor's Office of Planning and Research (OPR), Governor's Office of Business and Economic Development (GO-Biz), and the United States Department of Transportation (USDOT).

From the private and philanthropic sectors, a range of technology companies and organizations have been and will be involved in the project as it proceeds, including the Central Valley Community Foundation, California Forward, railroads (Union Pacific Railroad and BNSF Railroad), US Agricultural Transportation Coalition, Daimler Trucks (largest truck manufacturer in the US, focusing on hydrogen and electric powertrains), Zayo (largest owner of telecommunications fiber/network systems in the US), California Fuel Cell Partnership (national-leading California-based government/trade body focused on speeding adoption of hydrogen vehicles), Plug Power (major producer of green hydrogen), Gatik (high-efficiency logistics technology), Nossaman (national law firm/leader in developing P3 structures), HPC (global leader for rail intermodal planning), GLDPartners (supply chain infrastructure/P3 project developer), Jacobs (global infrastructure planning and engineering), and many private sector manufacturing, shipping, and distribution companies.

State and Federal Involvement

The USDOT has designated the project as a *Regional Infrastructure Accelerator (RIA)*, which has identified a limited number of nationally significant projects that will materially increase the resiliency of our national logistics and supply chain systems. In its work to coordinate actions to address the national supply chain crisis, the California Inland Port System Project has been designated as an emerging project by the California State Transportation Agency (CalSTA) and USDOT under their agreement to advance solutions to the national supply chain crisis.

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Note: Fresno Council of Governments leads the coordination and development of this project on behalf of all of the project stakeholders and interested parties