



# California Inland Port

Briefing to California Air Resources Board



# Overview of Project - Business Proposition

## New California Paradigm

- *integrated Clean Energy Platform; Logistics-Infrastructure-Economic Development*

## Integrated Business Plan

- *Integrated Multimodal Cargo Transport*
- *Intermodal Rail Spine: Seaports to Markets*
- *TradePort Investment Districts*
- *Automated Cargo Movement*
- *Clean Propulsion Platform*

## Public Objectives:

- *Reduce GHG and Criteria Pollutants*
- *Reduce Road Congestion & Maintenance Costs*
- *Increase Economic Competitiveness in Challenged Areas*

# Inland Port Stakeholders

## Public Sector

- State of California
- Regional Air Quality Districts
- Load Center Seaports
- Councils of Governments

## Business Community

- Shippers
- Trade Associations
- Railroads
- Logistics Community

# California Inland Port Market Zone

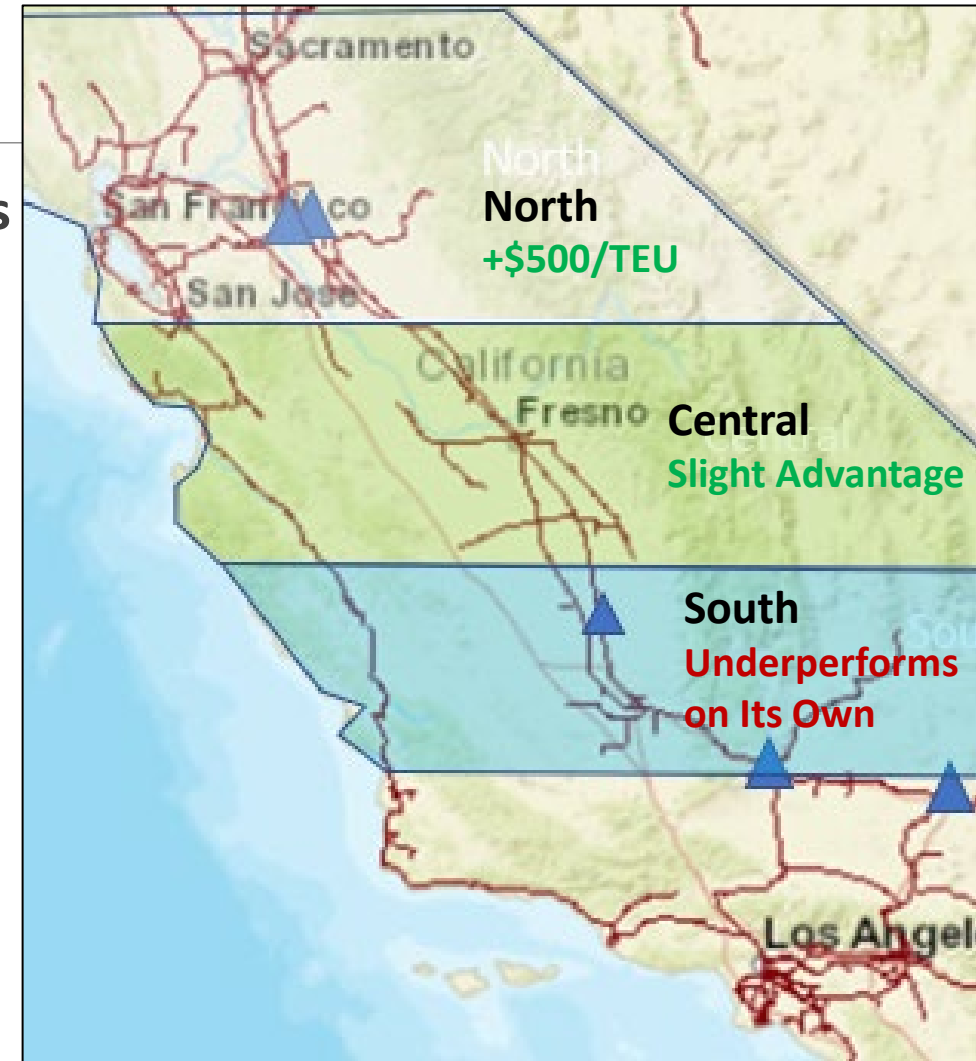
---

- 14M Population
- 1.1M TEUs Annually; All Moving Via Truck
- 425 Mile-Long Zone
- UP & BNSF Rail Tracks Parallel Road Corridor
- Central Valley Hubs Serve Bay Area Mkt
- Inbound: Consumer Goods
- Outbound: Agricultural Products
- 74% of Containerized Cargo Moves Via LA Region Ports



# Business Plan Modelling

- Financial Performance Increases: Distance From LA Ports
- District Shape Creates Challenges to Optimize Market; North Region is Key
- Intermodal/Truck Mobility Hubs
  - Automated Operations
  - Served by Clean Truck Fleet
  - Renewable Energy Charging/Fueling Infrastructure Spine
  - Anchor to TradePort Districts
    - Extension of Seaports: Seamless Supply Chain System
    - inland Port Automated Truck



# California TradePorts

---

- Business District Integrated With Logistics Hubs
- Designed As Efficient Concentration of Production and Supply Chain
- Built on Platform of Automation and Clean Technology:
  - Intermodal Rail Cargo Movement (Port-to-TradePort)
  - Clean/Automated Truck Transfers
- Project Outcomes:
  - Air Quality Improvements
  - Addresses Social Equity and Environmental Justice Issues
  - New Economic Competitiveness
  - Fewer Truck Miles

# Inland Port Environmental Benefits

---

- **NOx Emissions Would be Reduced By Up to 84% While Greenhouse Gas Emissions Would Be Reduced By Up to 93%**
- **Based on Analysis Performed by the San Joaquin Valley Air Pollution Control District the Inland Port Would Provide a Significant Reduction in Annual Emissions in the Inland Areas of the State**

Pollutant	Reduction (tons)	Reduction (%)
NOx	960.88	84.13%
SOx	2.22	92.25%
VOC	18.42	79.47%
PM10	6.94	70.31%
CO	4.16	8.15%
CO2	215,229.49	93.01%
CH4	0.55	55.80%
N2O	35.04	96.35%
CO2e	225,686.51	93.16%

# USDOT Regional Accelerator

---

- 3-5 Projects of National Significance; Market and Investment Attention
- Initially invest operational funding over up to 3 years
- Bureau plans to be involved in project as partner
- USDOT Intends to Use as Template/Model for Other Locations



## Main Objectives:





# State of California Involvement

---

**Support and Collaboration with USDoT**

---

**Integrate Business and Infrastructure  
With Wider State Policy**

---

**Develop Implementation Structure**

---

**Executive Advisory Committee**