



RAISE Planning Grant Proposal

CALIFORNIA INLAND PORT

*A globally significant and sustainable next-generation,
high-efficiency, large scale multmodal logistics ecosystem*



Fresno Council
of Governments

JULY 2021

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Applicant

The Fresno Council of Governments is applying as the lead applicant to the United States Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program for the California Inland Port. This application is being submitted on behalf of the consortium of San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) which includes the Fresno Council of Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, San Joaquin Council of Governments, Stanislaus Council of Governments, and Tulare County Association of Governments.

The Fresno Council of Governments has assembled a unique group of public and private partners in support of this application and the associated entities are listed below. Over the past two years these partners have worked together to identify innovative approaches to enable mode shift from truck to rail, support adoption of clean and autonomous trucks, increase traffic safety, reduce road congestion, reduce adverse environmental effects, and increase economic competitiveness for the San Joaquin Valley and Sacramento regions. These public partners include the California State Transportation Agency (CalSTA), California Department of Transportation (Caltrans), California Air Resources Board (CARB), California Department of Food and Agriculture (CFDA), Governor's Office of Planning and Research (OPR), Port of Los Angeles and Port Long Beach, three air quality districts (South Coast, San Joaquin Valley, and Sacramento), the Sacramento Council of Governments, and non-profit organizations California Forward and the Central Valley Community Foundation.

Implementation of the project has been undertaken in collaboration with several globally recognized expert corporate partners that bring best-in-breed expertise and technology in advanced logistics and facility planning, infrastructure/industrial project planning, telecommunications and

data systems, and public-private delivery vehicles. These companies include Jacobs, Kalmar Global/Cargotec, Zayo, and Global Logistics Development Partners.

Since 2006 the partner RTPAs have joined forces to create a partnership based upon a problem-solving approach to meet the San Joaquin Valley's numerous regional needs. Working regionally, the RTPAs identify action items that are implemented by individual Regional Planning Agencies and result in an overarching vision for the entire San Joaquin Valley.

Created by California statute, every county in California is served by a regional transportation planning agency. RTPAs are known locally by several names such as local transportation commissions, county transportation commissions, councils of



California Inland Port Market Area

government, and associations of governments. Counties with urbanized areas over 50,000 people also have Metropolitan Planning Organizations (MPOs) to guide regional transportation planning. By law, both MPOs and RTPAs are required to develop an Overall Work Program (OWP) and Regional Transportation Plan (RTP). They also select projects identified in the Transportation Improvement Programs (TIPs). RTPAs play an important role in the California Department of Transportation (Caltrans) overall planning efforts and utilize federal and State funds to achieve regional transportation goals as outlined in their OWPs. They are integral parts of the statewide transportation planning apparatus.

The role of the California RTPAs has been shaped by the changing dynamics in federal, state, and local government relations, and the growing recognition that the region is the arena in which local governments must work together to resolve social and environmental challenges. The members of the San Joaquin Valley Regional Transportation Planning Agencies have proven themselves as reliable agents and have taken on projects which are independent of federal funding. They are currently reducing per capita greenhouse gas emissions and criteria pollutants by integrating the transportation network and related strategies with overall land use patterns that account for projected growth, housing needs, changing demographics, and forecasted transportation needs among all modes of travel. All of this is done while ensuring that the public, especially those traditionally underserved by the transportation system, have opportunities to participate in the decision-making process.

RTPAs Collaborative Planning Efforts

Some of the most collaborative planning efforts undertaken by the San Joaquin Regional Transportation Planning Agencies since 2006 have been goods movement strategies. They are continually evaluating and refining the San Joaquin Valley goods movement system. Interstate 5 (I-5) and State Route 99 (SR 99), which run the full length of the Central Valley to Sacramento, have been identified as part of the USDOT National Primary Freight Network and are vital to the region's economy. The San Joaquin Valley economy relies on an efficient and well-functioning goods movement system to support its massive agricultural industry, consumer-oriented distribution system, and manufacturing base. The RTPA's goals are focused on improving economic competitiveness; preserving infrastructure; improving mobility and travel time reliability; improving safety; reducing greenhouse gas and criteria pollutants; deploying innovative technologies and practices; and planning and funding investments in a collaborative manner.

The San Joaquin Valley is California's geographic and agricultural production center generating more than \$50 billion of value every year in nuts, lettuce, tomatoes, wine, and other grains and agricultural products. It also plays a major role in the national and international distribution of processed foods and energy products and has a burgeoning logistics and distribution industry. The region is California's fastest-growing region, with a population of almost 7 million that is anticipated to grow to approximately 9 million people by 2035. The SR 99 and I-5 Corridors provide the bulk of the capacity for this goods movement flow that primarily benefits external domestic and global markets, while negatively impacting the San Joaquin Valley's air emissions. Expanding further from the San Joaquin Valley, the Bay Area and Sacramento regions represent massive population centers with extraordinary economic activity. Together, the Bay Area, Sacramento region, and the San Joaquin Valley make up the California Inland Port Market Region and is detailed in the *Description of Project Location* section on page 6.

The California Inland Port Opportunity

The California Inland Port is a transformational project that will create fundamental change to logistics, air quality, transportation planning, and economic competitiveness in California. The vision for the California Inland Port is the development of a large-scale multimodal logistics ecosystem system. The three main elements to this system include: 1) a new port-to-market intermodal rail system, 2) development of a high-volume system spine for clean and autonomous trucks, and 3) development of large-scale investment districts at new intermodal/truck mobility hubs.

As envisioned, this 425-mile-long transportation and logistics district would be a dual-mode transportation system focused on creating a system that supports containerized freight rail and clean/automated trucking. The rail element would remove trucks from California highways by transporting international cargo via rail to and from the seaports in Southern California to markets throughout the State. The truck component will create infrastructure that will directly support zero emission and automated trucking. **This California “Inland Port” system would cut greenhouse gas emissions, significantly improve air quality, reduce road congestion, boost traffic safety, and advance California’s extraordinarily large intra-state freight movement system.**

The Inland Port system is planned to have two logistics hub anchors that would be built as next-generation investment/logistics hubs in the San Joaquin Valley. These hubs (called TradePorts) would be purpose-designed logistics-investment districts and would be developed on a platform of clean-energy powered equipment and technology-enabled cargo handling. Harnessing the best available technologies, these investment/logistics TradePorts would be global models for cargo handling efficiency and would be designed as carbon neutral business hubs that are economic development centers for new trade-oriented investment. TradePorts would be seen by the market as highly attractive investment centers due to their ability to create significant cost reductions for cargo movement.

At the heart of the Inland Port are Logistics Core Zones which are comprised of two transportation hub assets and supporting infrastructure. These Zones will include facilities that support new modal supply chain efficiencies in the form of intermodal rail and next-generation trucking and will be purpose-designed to employ forward technologies that provide for clean, cost efficient supply chains in the very large California market. The project will support cleaner and more efficient rail and truck cargo movement and will include the development of integrated rail intermodal facilities and advanced “Truck Mobility Complexes (TMCs)”.

The TMCs will be hubs for both mid-mile and last-mile trucks serving the TradePort Investment Zone and also long-haul trucks operating on long-distance through routes. These complexes will combine fueling and charging infrastructure for clean truck propulsion systems with facilities to support cargo hand-offs from autonomous truck to crewed truck for regional deliveries. The TMCs will also have specialized maintenance facilities for zero emission and autonomous trucks.

Surrounding the Logistics Core Zones are large-scale investment areas which will be designed to capture industrial development, capitalizing on the TradePort’s advantages associated with substantial commercial advantages provided by supply chain efficiencies. These Investment Zones

are envisioned as roughly nine square mile regions that contain the TradePort Logistics Core. The Investment Zones will be designed as near-seamless extensions of the Logistics Core by their design and use of cargo movement technology, and the transport between the Zone and the Logistics Core will be supported by a fleet of clean energy vehicles.

Given the market area's size, a series of Satellite TradePorts will also be developed, which are envisioned as secondary logistics/industry hubs that are feeders to the main TradePort hubs. These Satellite TradePorts would be built around existing industry clusters and also connected by dedicated clean/automated truck cargo corridors. These feeders TradePorts will be important elements of the Inland Port system and would be integral to maximize environmental benefits and economic development in the market areas' rural areas.

The State of California has invested in this project because of its relationship to the economic growth opportunities associated with intermodal rail, and because it contributes to increased use of rail in a manner that benefits the state's economy and environment through improved competitiveness, employment opportunities, and lower collateral impacts than would result from use of trucks. The value proposition for the California Inland Port supports the economic vitality of the entire San Joaquin Valley region to enable economic competitiveness, increase productivity, improve efficiency, and increase economic equity by enabling robust economic opportunities for individuals with barriers to employment.

Project Progress and Status

This project has been in development since the Fall of 2018 when a number of business and government leaders came together to discuss establishing new cargo transportation options moving from the Port of Los Angeles to distant California markets. An agreement was reached among leaders to analyze the intra-State cargo market and possible methods for shifting cargo from truck to more sustainable transport. This work manifested itself as the Phase One Feasibility Study (FS) review for establishing the California Inland Port and this was completed in the Spring of 2020.

In this phase a compelling proposition to utilize intermodal rail for a portion of the products moving in and out of the San Joaquin Valley region was made when analyzing the current truck commodity movement in the market shed. Analytics showed that intermodal rail would yield substantial transport cost savings over truck, with as much as \$500 savings per container on longer-haul segments. This cost differential saving is reduced with shorter distances but would still result as near-break-even over shorter segments. The Phase One analysis shows that there is a strong business case for such a service, given the large volumes currently moving via truck and the concentration of cargo moving long distances.

Both the Ports of Los Angeles and Long Beach were involved in the Phase One FS, as were the air quality districts in the Los Angeles region and the San Joaquin Valley. The resulting analytics illustrated that the market was quite substantial, and that the economics could work for establishing a new cargo transport spine moving cargo north and south to/from the San Pedro ports complex in Los Angeles.

Joining the Ports of Long Beach and Los Angeles and three air quality districts, the State of California and eight regional MPOs have come together to jointly move the project forward. Each

public entity has actioned formal support for the project and made financial investments in the project. A strategic path forward was agreed upon, which systematically maps a series of action steps ultimately leading to the establishment of an inland port delivery entity in 2023. These steps are outlined in the figure below. Currently work is underway on Phase Two with plans to seamlessly proceed to Phase Three in Q3 2021, with agreed investment by the State of California. Work in Phase Three will advance the project to a logical intersection with the work associated with the RAISE Grant. Beyond the RAISE Grant, the project will move into action delivery, which creates a fortuitous intersection with the proposal that has been submitted to be designated a USDOT Regional Infrastructure Accelerator.

Overall Project Schedule

The figure below shows the scope and schedule of each phase of work. The three-phase feasibility study (FS) is progressing under the management of the Fresno Council of Governments with extensive input from the California Inland Port Executive Advisory Group (EAG). In addition to the project stakeholders in the Ports, RTPAs, and Air Districts, the EAG includes executive members from the California State Transportation Agency (CalSTA), California Department of Transportation (Caltrans), California Air Resources Board (CARB), California Department of Food and Agriculture (CFDA), Governor's Office of Planning and Research (OPR), and the Governor's Office of Business and Economic Development (GO-Biz).

FS Phase One	FS Phase Two	FS Phase Three	RAISE	Accelerator
<ul style="list-style-type: none"> Market Depth Analytics Cargo Origin-Demand Point Mapping Comparative Operational Model Environmental Benefits and Analysis 	<ul style="list-style-type: none"> Establish Executive Advisory Group Market Commitments Railroad Collaboration Competitiveness and Investment Model Prelim Indirect and Direct Capital Costs Preliminary Business Model 	<ul style="list-style-type: none"> Project Financial Performance Model Concept for Green, High-Efficiency TradePorts Intermodal Site Selection Detailed Direct/Indirect Capital Cost Railroad Agreement to Collaborate P3 Option Map 	<ul style="list-style-type: none"> Community Engagement Plan Environmental Planning TradePort Plans Logistics Core Zone Plan Investment Zone Plan Satellite TradePort Plan Los Angeles Region Plan 	<ul style="list-style-type: none"> Develop Pipeline for Project Funding Logistics Core Engineering Intermodal Facility Engineering Truck Mobility Complex Projects TradePort District Engineering Environmental Analysis Define and Structure Implementation
Complete	Underway	Fall 2021 - Spring 2022	Spring 2022 – Winter 2022	Winter 2022 – Winter 2023

Graphic: California Inland Port Project Schedule

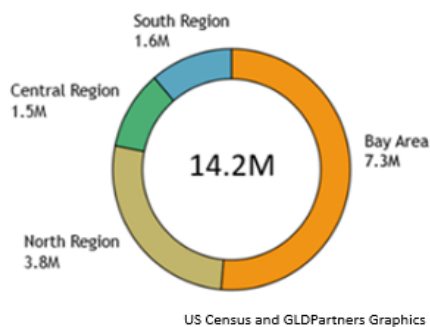
Description of Project Location

Location Geography and Demographic Characteristics

The Inland Port market region is completely within the State of California. The region is 425 miles in length, stretching north from the seaports complex in the Los Angeles area through the San Joaquin Valley to Sacramento and the San Francisco Bay Area in the north. The California Inland Port will be the largest of its kind in the world, and a significant element of remaking logistics on the US West Coast. The Inland Port market region can be generally characterized as a *large corridor district*.

The Inland Port region is comprised of zones that are complex urban areas and very large portions of the rural area. In addition to the Los Angeles and Bay Area mega-regions in the north and south, the market region includes the urban regions of Sacramento, Stockton, Modesto, Merced, Fresno, Tulare, and Bakersfield. These urban areas are transportation and business hubs for a very large rural mega-region that can be characterized as a largely agricultural area with many small communities that exist as agricultural nodes. Many rural cities also play an extraordinarily important role in the California agricultural industry, including communities like Chowchilla, Wasco, Dos Palos, and Galt which were founded in the early 1900's as business and civic centers. Due to the prominence of the San Joaquin Valley of California as a national food producing area, these small city regions and many others continue today in an important role in the nation's agribusiness supply chain.

The market region includes a geographic area that includes 14 counties, the jurisdiction of four air quality districts, and over a dozen councils of governments and transportation planning agencies. The following counties are within the market region: Alameda, Contra Costa, Santa Clara, San



Francisco, San Mateo, Sacramento, San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and Kern. Taken together, the Inland Port region is an extremely large consumption market, with a population of 14.2 million people. If the market region were a state, this area would be the 5th largest state in the United States. Outside of the Los Angeles area, the main regional population hubs in the market zone are the Bay Area (7.1 million people), Sacramento (2.3 million people), Stockton (900,000 people), Modesto (500,000 people), Fresno (1 million people), and Bakersfield (1 million

people). A series of second-tier population hubs are also in the market region, including Merced (80,000 people), Madera (70,000 people), Tulare (100,000 people), and Visalia (50,000 people). A large portion of the region's population live in rural communities, with approximately 850,000 people living in the market region's non-urban areas.

Market Region's Business Base

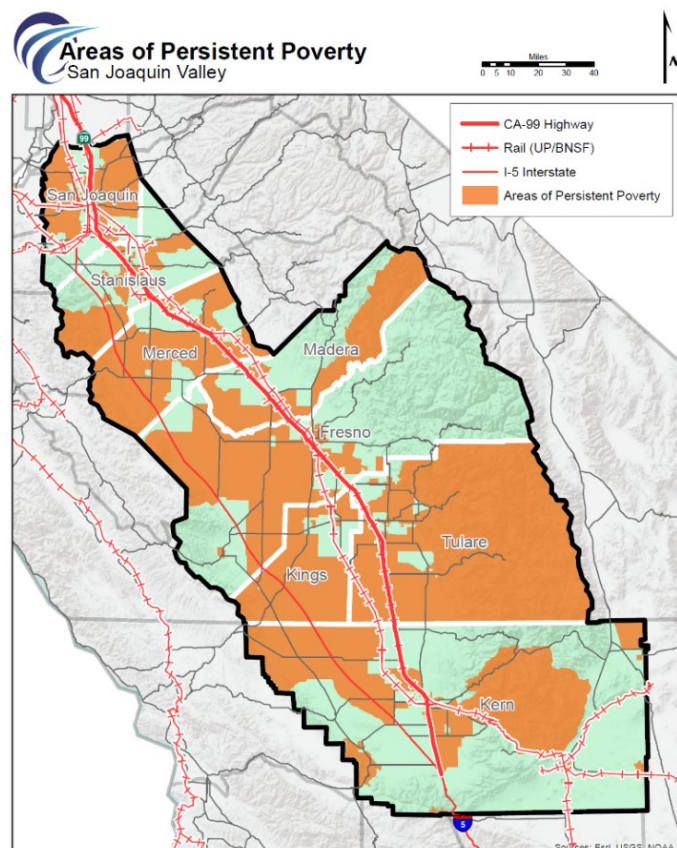
When considering the development of a port-to-market logistics system, the Inland Port region includes three distinct zones: 1) the Los Angeles area, 2) the Bay Area, and 3) the San Joaquin Valley. In the context of the Inland Port, the Los Angeles region functions mainly as the global logistics portal, with international cargos transiting through the busiest seaports complex in North America. The Bay Area is an urban conurbation that generates large cargo volumes, and the San

Joaquin Valley has both a multimodal transportation spine and is also a large consumption and production district. Most of the Inland Port's logistics assets are expected to be located in the San Joaquin Valley, servicing cargo to and from the Bay Area market via a high-volume cargo corridor connecting to the Ports of Long Beach and Los Angeles.

The populated inland region of inland California (Sacramento to Bakersfield) has a sizable economy that is dominated by government, logistics and distribution, agriculture, manufacturing, and energy. Some key highlights that describe the market region:

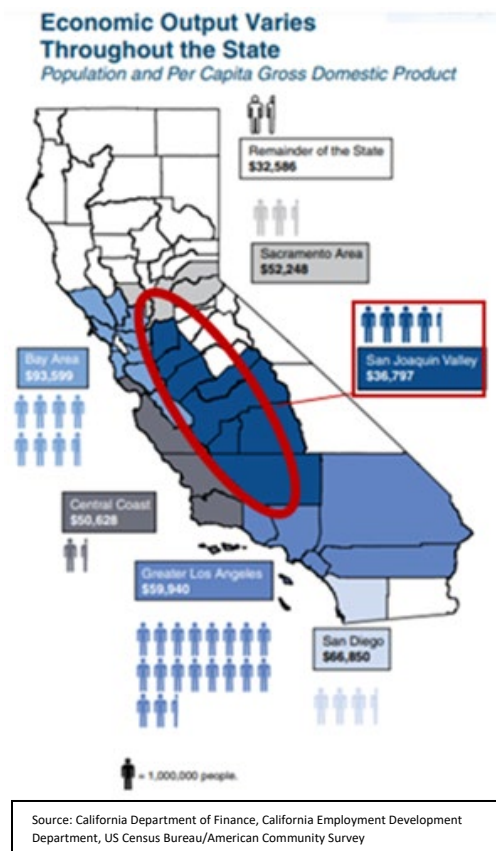
- The market region has become a nationally significant logistics and distribution area with three distinct hubs: 1) in the north in San Joaquin County serving the Bay Area, the northern portion of the San Joaquin Valley; 2) in the center around Fresno, and 3) in the south around Bakersfield.
- The region has a Gross Regional Product of \$283 billion or approximately 10% of the Gross State Product.
- The region is the main core for the State's agribusiness sector, supporting 415,000 jobs.
- The market region has a variety of manufacturing clusters, largely in food production, chemicals, and industrial machinery.
- Mostly in the southern portion of the Central Valley, the oilfield-driven natural resource extraction sector produces about 10% of the nation's oil.

Though the scale of the economy is significant, the market region substantially lags the rest of the California in good jobs and personal income. Unemployment and poverty rates in the region are much higher than the rest of the State and are among the highest in the country. Outside of Sacramento, the counties in the San Joaquin Valley have low high school graduation rates and similarly low levels of university graduation. Six of the ten highest metropolitan unemployment rates in the country are found in the San Joaquin Valley, according to the federal Bureau of Labor Statistics (BLS). An estimated 12.6% of Californians lived in poverty in the most recent year according to US Census data. The poverty rate was higher than California's overall rate in every county in the San Joaquin Valley and was more than 20% in five of the region's eight counties. **The RAISE program indicator, Areas of Persistent Poverty (APP), identifies over 53% of the census tracts within the eight San Joaquin Valley counties as meeting the definition of *persistent poverty*, as shown above with APP census tracts highlighted in orange.** An enlarged map is included as an attachment. Notably, in part due to the adjacency to the Bay Area, the north end of the Valley has generally done better than the south Valley.



Map 1: Areas of Persistent Poverty. Source: Fresno COG

By a large margin, the region lags the rest of the State in per capita income, performing at about 40% of the incomes of the Bay Area and 60% of the Los Angeles region. Moreover, the region's per capita income is 36% below the US average. Due to its proximity to the Bay Area and Los Angeles and major national logistics hubs, the region's potential for increased logistics and manufacturing investment is significant. Many in the region believe that negative conditions impact the San Joaquin Valley the hardest and with the region always the slowest to recover, while people of color are the most impacted (primarily Latino, Southeast Asian, and Black).



Graphic: Per Capita Economic Output in California

From an industrial base perspective, the region houses over 500 million square feet of industrial property, and this would be the equivalent of a major *global* regional market region. The market region includes the Bay Area, and this is important for two reasons: 1) a large portion of the cargo volume to and from the region currently moves (via truck) through the San Pedro ports complex, and 2) because much of the Bay Area's distribution base is located in the San Joaquin Valley. The dynamic of a number of large-format distribution developments in the areas adjacent to the Bay Area is increasing its pace as the urban region is extraordinarily expensive and there is little land available for such large-footprint uses. Much of this growth is occurring in the distribution triangle that has been established between Tracy, Stockton, and Patterson. Recent distribution center investment projects in that area include Restoration Hardware, Amazon, Crate & Barrel, Kellogg's, CVS, Costco, among others.

The South Valley's economic structure has been quite different. Its dependence on agriculture has been much higher and its economic performance has lagged, with unemployment and poverty more severe. Over the past five years though, the logistics sector has grown in this area substantially with numerous large-scale warehouse and distribution investments by companies such as Walmart, Amazon, and Target.

Key Market Region Transportation Infrastructure Assets

The market region has significant transportation infrastructure assets that move cargo internally within California and that allow cargo movement between the State and domestic and global markets. The key transportation and logistics assets that service the market region are:

Seaports

Major cargo handling facilities are located in Los Angeles, Long Beach, Hueneme, Stockton, and Oakland. Significant amounts of cargo transit through all of these ports, although Los Angeles and Long Beach are by far the busiest, carrying 74% of all container movements to and from the entire market area.

Rail

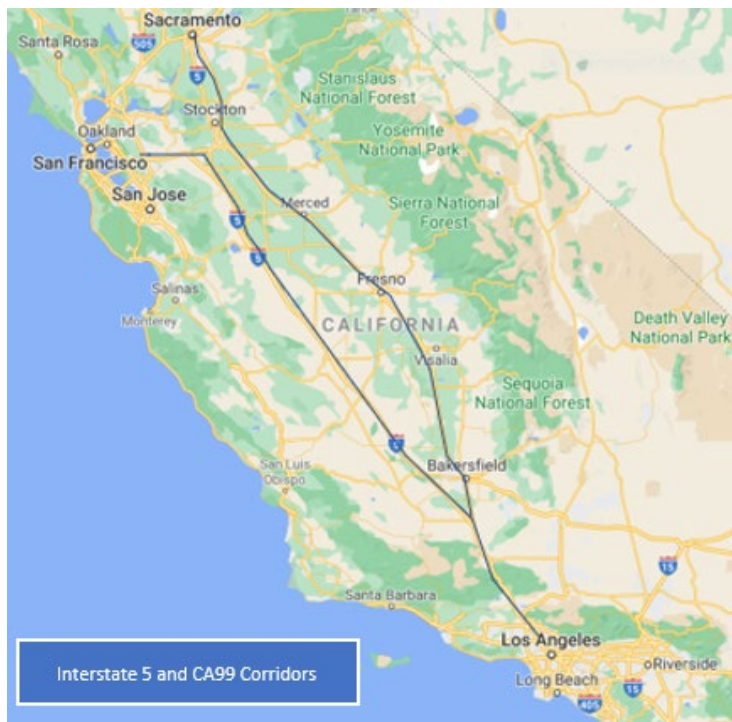
The region is serviced by two Class One rail systems, the Union Pacific Railroad and the Burlington Northern and Santa Fe Railroad. Both railroads service the major seaports and carry cargo through the State to/from domestic markets. Neither railroad serves intra-California markets with container rail service. Even though there are long distances from port to markets within the State, there is no scheduled container rail service for movements. There are a number of short-line rail operators operating in the market area, mostly carrying bulk and manifest cargos to/from mainline points. There are two domestic rail intermodal facilities located in Manteca (UPRR) and Lathrop (BNSF). There are rail yard switching facilities in Barstow and Tehachapi.



Graphic: California Freight Rail Map

Air

The market region is serviced by several medium-sized airports, in Sacramento, Fresno, and Bakersfield. These airports support primarily passengers but have modest logistics integrator presence. Amazon Prime Air also has an established presence at the Stockton airport. Otherwise, all other high-value air cargo moves through airports in the Los Angeles region at LAX and Ontario (UPS service) and the Bay Area (mostly SFO and OAK for FedEx service).



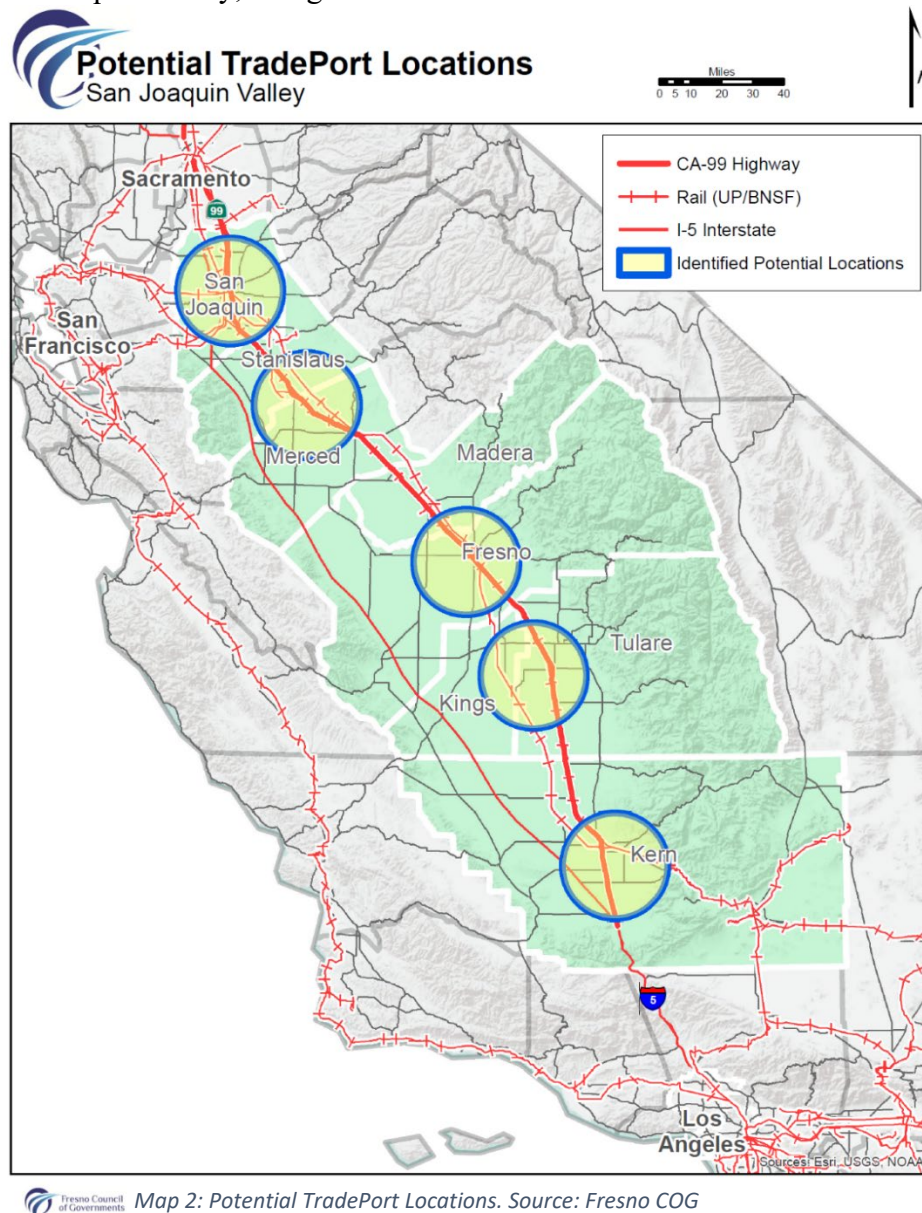
Graphic: California Map with SR 99 and I-5 Highlighted as Main North-South Trunk Routes

Highway

The market region is bisected by two highways (I-5 and SR 99) that run from north to south, connecting to major east-west interstate highways. I-5 connects the Los Angeles metro region with the Bay Area, while SR 99 also connects Los Angeles with the Bay Area, but also the major urban regions along the San Joaquin Valley. SR 99 is the primary transport link for the region's agricultural products to move from field to processing locations, and then to end-markets. These products move: 1) within the State via highway and local road system, 2) eastbound to domestic markets via I-80 and I-10, and 3) to and from key seaports.

RAISE Planning Grant Funding

The Fresno Council of Governments RAISE Planning Grant request is for \$1,000,000. This amount is leveraged by the substantial amount of funding, \$875,000, that has been committed by a spectrum of government partners in California, including the State itself, for prior phases and the amount of funding that is required to support the next steps. **A majority of the funds will be used to conduct planning efforts for site locations that will be located in 1) rural areas, and 2) *Areas of Persistent Poverty*.** Specific site locations are being determined in Phase Three of the Feasibility Study, which will be completed before RAISE planning work begins. The project team can confidently say that the TradePorts would be located in the rural regions due to the amount of land needed, and would be located in an APP due to the fact that a majority of census tracts in rural areas are considered APP. The map below shows the identified potential TradePort locations within the San Joaquin Valley, a larger version is included as an attachment.



Budget Breakdown and RAISE Grant Task Schedule

Task #	Task Title	Estimated RAISE Grant Amount	Estimated Local Match	Estimated Total Project Cost	FY 2022												FY 2023											
					O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
1	Project Administration	\$10,000	\$0	\$10,000																								
2	TradePort Logistics Core Zone Planning	\$225,000	\$0	\$225,000																								
3	TradePort Investment Zone Planning	\$200,000	\$0	\$200,000																								
4	TradePort Environmental Assessment	\$85,000	\$0	\$85,000																								
5	Satellite TradePort Concept Plan	\$50,000	\$0	\$50,000																								
6	Truck Cargo Mobility Strategy and Plan	\$250,000	\$0	\$250,000																								
7	Community Engagement Strategies	\$105,000	\$0	\$105,000																								
8	Los Angeles Marketing Plan	\$75,000	\$0	\$75,000																								
Totals		\$1,000,000	\$0	\$1,000,000																								

Project Scope and Task Descriptions

Task 1: Project Administration

The Fresno COG project manager will work with the USDOT during the project. Fresno COG will manage and administer the grant project according to the USDOT's RAISE program guidelines and is expecting to closely coordinate with USDOT staff during the entire process.

Task 2: TradePort Logistics Core Zone Planning

At the heart of the Inland Port are Logistics Core Zones which are comprised of two transportation hub assets and supporting infrastructure. These Zones will include facilities that support new modal supply chain efficiencies in the form of intermodal rail and next-generation trucking and will be purpose-designed to employ a forward view of the technologies that provide for clean, cost efficient supply chains in the very large California market. Recognizing that the project will support cleaner and more efficient rail and truck cargo movement, the project will include the development of integrated rail intermodal facilities and advanced "Truck Mobility Complexes".

Specific work tasks include the following:

1. Develop integrated rail intermodal and Truck Mobility Complex site plan prototypes.
2. Advance, detail, and coordinate railroad discussions on site options and design elements.
3. Clarify both public and private infrastructure components.
 - Detail costs and funding and delivery responsibility for each component.
4. Create technology delivery plans for key project components:
 - Internal and external data operating systems supporting automated cargo movement.
 - For production, distribution, and access points for supporting hydrogen, CNG, and electric fueling/ charging.
5. Undertake preliminary engineering and cost estimation for intermodal rail and Truck Mobility Complex projects, including internal assets and infrastructure and external associated infrastructure.

Task 3: TradePort Investment Zone Planning

Surrounding the Logistics Core Zones are large-scale investment areas which will be designed to capture industrial development, capitalizing on the TradePort's advantages associated with substantial commercial advantages provided by supply chain efficiencies. These Investment Zones are envisioned as roughly nine square mile regions that contain the TradePort Logistics Core. The Investment Zones will be designed as near-seamless extensions of the Logistics Core by their design and the use of cargo movement technology, while transportation between the Zone and the Logistics Core will be supported by a fleet of clean energy vehicles.

Specific work tasks include the following:

1. Create physical Investment Zone development plans.
 - Identify key commercial sites and required development-related infrastructure.
 - Produce development and infrastructure phasing plan based on market development schedule.
2. Define economic benefits of Investment Zone.
 - Tally expected new investment, jobs, and tax base by phasing schedule.
3. Conduct environmental benefit analysis for each Investment Zone, considering the benefits of industrial clustering and the use of clean energy equipment.
4. Undertake preliminary engineering and cost estimation for each Investment Zone, including Zone-wide infrastructure.

Task 4: TradePort Environmental Assessment

When locations for the TradePorts have been finalized, a robust environmental assessment will be initiated. In California, all state and local agencies must consider environmental protection in regulating public and private activities. The California Environmental Quality Act (CEQA) provides a formal process for regulating entities to evaluate and mitigate environmental impacts that may occur as a result of a development and is California's broadest environmental law. The basic goal of the CEQA is to develop and maintain a high-quality environment now and in the future and therefore applies to all discretionary projects proposed to be conducted or approved by a California public agency, including private projects requiring discretionary government approval. The purposes of CEQA are to:

1. Disclose the significant environmental effects of a proposed project to the public.
2. Prevent or minimize damage to the environment through the development of project alternatives, mitigation measures, and mitigation monitoring.
3. Disclose to the public the agency decision-making process utilized to approve discretionary projects through findings and statements of overriding importance.
4. Enhance public participation in the environmental review process through scoping meetings, public notices, public reviews, hearings, and the judicial process.
5. Improve interagency coordination through early consultations, scoping meetings, notices of preparation, and State Clearinghouse reviews.

The CEQA environmental review imposes both procedural and substantive requirements. At a minimum, an initial review of the project and its environmental effects must be conducted. Depending on the potential effects, a further, and more substantial, review may be conducted in the form of an environmental impact report (EIR). A project may not be approved as submitted if

feasible alternatives or mitigation measures are able to substantially lessen the significant environmental effects of the project.

The Federal Government also has an environmental review process when a project meets certain criteria, The National Environmental Protection Act (NEPA). NEPA and CEQA are similar, both in their intent and review process (the analyses, public engagement, and document preparation). Importantly, both statutes encourage a joint Federal and State review where a project requires both Federal and State approvals.

Specific work tasks include the following:

1. A document defining the necessary environmental processes that the selected TradePort properties will have to follow to obtain environmental approval.
 - A general overview of CEQA, define when CEQA is applicable, discuss the CEQA process, provide an understanding and discussion of the CEQA documents.
 - Define when NEPA is applicable and discuss the general NEPA process.
 - Explanation of when is it appropriate to prepare a joint CEQA/NEPA document and how to prepare the document.

Task 5: Satellite TradePort Concept Plan

To further enhance environmental improvement, supply chain connectivity, freight efficiency, and economic competitiveness in the San Joaquin Valley, a system of rural satellite ports will be planned to create a complementary system of freight consolidation and transportation assets which will act as catalysts and feeders to the California Inland Port System. This will ensure that trade and logistics opportunities are accessible and sustainable for the entire region. Candidate locations for these satellite ports will be identified through an application process that will be administered by the California Inland Port Authority. These Satellite Ports will be formally selected based upon existing industry concentrations and supporting infrastructure to feed cargo more efficiently from rural regions to the Inland Port TradePort locations. Consideration will be given to regional interest and willingness to develop environmentally sustainable solutions.

Specific work tasks include the following:

1. Develop Satellite TradePort criteria and designation plans.
2. Develop anticipated prototype infrastructure programs.
 - Produce specification for TradePort transportation truck connectivity plan.
 - Produce specification for in-district charging/fueling infrastructure.
3. Tally overall expected investment, jobs, and tax base for Satellite TradePorts.

Task 6: TradePort Cargo Mobility Strategy and Delivery Plan

The California Inland Port has been engineered from the outset to be the cleanest and most advanced logistics and supply chain hub in the world. In order to increase supply chain efficiencies and reduce air emissions, the California Inland Port will support the automated movement of cargo within each TradePort, operating with a spectrum of clean energy equipment. Developing this large-scale, next-generation technology-enabled logistics, infrastructure, and investment hub will require a sophisticated Mobility Strategy and Delivery Plan which will detail the specifications and business structure to develop and operate the TradePort.

Specific work tasks include the following:

1. Prepare a detailed *Logistics Core Zone Mobility Plan* with the following business plan elements:
 - Develop technology plan efficient cargo handling elements for intermodal facility.
 - Refine necessary technology infrastructure and technology equipment.
 - Review with railroad interests for definition of optimal plan and phasing.
 - Define investment plan, funding responsibilities.
 - Develop technology plan for cargo movement efficiencies and fueling/charging requirements for the Truck Mobility Complexes.
 - Review necessary technology infrastructure and technology equipment for supporting receiving autonomous trucks and for cargo transfer from truck to truck.
 - Review necessary technology infrastructure and technology equipment for supporting hydrogen/CNG/electric propulsion system trucks.
 - Define required investment in equipment and investment plan.
2. Prepare a detailed *Investment Zone Mobility Plan* with the following business plan elements:
 - Develop plan to support use of alternative propulsion/powertrain systems for Zone-wide clean energy truck drayage.
 - Prepare hydrogen/electric/CNG spectrum plan.
 - Including specific focus on acquisition of power and distribution networks.
 - Define business strategy for who builds, owns, and operates energy systems.
 - Refine plans and costs for necessary infrastructure/equipment.
 - Define implementation phasing plan.
3. Development of TradePort-wide autonomous trucking program.
 - Prepare business, operational, and infrastructure strategy to support automated truck movements between the Investment Zone and the Logistics Core, and between the Logistics Core and Satellite TradePorts.
 - Clarify required road and related infrastructure.
 - Define options for automated truck deployment truck fleet size requirements, who owns, operates, and finances.
 - Produce business strategy options for 3P investment partnerships.
 - Define implementation phasing plan.
4. Utilize the California Inland Port Mobility Coalition to support the development of the applied project plan; to include equipment OEMs, technology developers, trucking services companies, and technology and related infrastructure investors.
 - Examples of companies that are involved: Daimler Trucks, PACCAR, Gatik, Ford, Zayo Telecommunications and Kalmar Global.

Task 7: Community Engagement Strategies

California has led the nation in designing meaningful, effective community engagement strategies for its transportation projects. This has allowed State and local governments to have a conversation with affected communities about how best to meet their concerns and needs, take advantage of their good ideas, address concerns early, and resolve potential issues. Cities and counties that seek

early and ongoing input from the people who live in the affected communities have proven to be more effective at delivering projects and services to the people they serve. The goal is to conduct a transparent and inclusive planning process in a manner that ensures accountability, continuous communication, consistency, ethics, and integrity. Using innovative techniques and technologies to reach the traditionally under-represented populations is also crucial to ensure that those voices are heard, considered, and understood.

With the California Inland Port project, it is critical that strong and effective community engagement strategies be designed to ensure that all the affected communities have a total understanding of the project and its solutions to decrease exposure to local pollution sources, reduce the possibility of serious injuries and fatalities on their local transportation system, and increase economic equality by the creation of higher value jobs than are currently in the regional market.

Specific work tasks include the following:

1. Develop an Inland Port community engagement strategy with specific tailored methods to engage the affected disadvantaged and rural communities as well as the environmental and social justice advocacy groups serving those communities. This is not just for the planning stage of the Inland Port project but also for active involvement throughout project implementation.
 - Design specific outreach methods to educate the communities and organizations on the value of modal shifts to trains and electric vehicles.
 - Create working relationships with the environmental and social justice advocacy groups and utilize them as advisors throughout the project.

Another important component of the California Inland Port ecosystem is the education component. This will involve a strong community engagement strategy to ensure that education facilities are located within the TradePorts as they are critical to educating and maintaining the skill sets of the employees. The location of a community college and/or university training facility on-site is necessary to maximize the project's investment attraction potential. Having an on-site presence allows employees to be trained in warehousing, manufacturing, and equipment operation where they work. Having a university extension on-site would also allow employees to pursue higher education degrees in logistics, automation/mobility, energy storage, and management systems, business management, and computer training and will provide students with ready internship opportunities.

Specific work tasks include the following:

1. A comprehensive strategy to site educational facilities within the TradePort districts
 - Locate a higher education facility in the TradePort District.
 - Create a Workforce Advisory Group of TradePort employers to support the creation of training programs responsive to employer needs.
 - Create options for high school students to become industry certified while still in high school in order to obtain stackable credentials.
 - Create an internship program.
 - Support the creation of on-line learning programs for students whose personal situations affect their ability to attend classes.

Task 8: Los Angeles Market Planning

California's existing rail system is extensive and complex, operating throughout the State in both rural and highly urbanized regions. Both the Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) railroads operate rail networks that connect the entire San Joaquin Valley to the Los Angeles region seaports (Los Angeles and Long Beach). These rail networks are located relatively parallel to each other and are sometimes within a mile of each other, but they enter and exit the Los Angeles region through very different, sometimes circuitous routes.

In the context of the Inland Port project, trains on these lines would feed into the cornerstone of the Los Angeles maritime intermodal train traffic network, the Alameda Corridor, a \$2.4 billion, 20-mile-long, below-grade freight rail expressway that opened in 2002. The Corridor has served as the primary connection for cargo-carrying train traffic moving between the ports of Los Angeles and Long Beach and the transcontinental rail network based near downtown Los Angeles. Construction of the Alameda Corridor constituted a very large public works project and eliminated more than 200 at-grade road crossings for safer, faster movement of freight by rail and vehicle traffic. Key elements of the Corridor:

- More efficient freight rail movements
- Train capacity of 150 trains per day
- Reduced vehicle traffic delays and congestion by eliminating at-grade crossings
- Improvements to the adjacent Alameda Street, a major thoroughfare for commercial and commuter traffic
- Reduced emissions from both rail and vehicle traffic
- Reduced train noise due to below-grade rail trench

The new intermodal freight services associated with the California Inland Port would funnel intermodal cargo into the existing train movements through the Alameda Corridor and onward into the seaports. To prepare for an equitable and sustainable project, a top priority for the Inland Port is collaboration and cooperation with the Los Angeles County and other regional officials and transportation and planning agencies. Specific work tasks include the following:

1. Development of a strategy to assure that the Inland Port supports Los Angeles region public policy objectives.
 - Conduct briefings for relevant government officials and agencies to review traffic and environmental impacts/benefits associated with the project.
 - Identify opportunities for emerging technologies to contribute to addressing any potential environmental issues.
2. Address infrastructure and planning issues related to the interface between Inland Port cargo and the seaports complex.
 - Review with the Ports of Los Angeles and Long Beach necessary rail and road infrastructure planning.
 - Define specific options for on-port cargo loading (rail).
 - Define on-port infrastructure required to support clean-energy truck equipment.
 - Define on-port infrastructure that will be necessary to support automated truck cargo loading, queuing, and maneuvering.

Primary Selection Criteria

As demonstrated throughout this application, the establishment of a California Inland Port would bring transformative benefits to the state across the broader transportation, economic, and health sectors. It is not a stretch to say that any single project could bring greater benefits to a region than the California Inland Port, due to the state's unmatched economic output. To that end, the project is uniquely suited to meet all RAISE program selection criterion.

Improving Roadway Safety

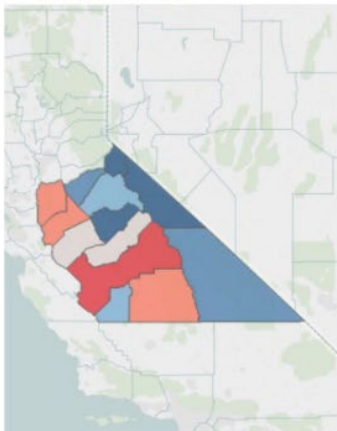
Existing Conditions: State Route 99 is the unequivocal lifeline for north-south transportation in the San Joaquin Valley, with it being the singular route that provides residents and businesses the connectivity to move up and down the San Joaquin Valley. Not only does SR 99 connect the San Joaquin Valley to California's mega-regions (Southern California and the Bay Area through the connections to I-5, I-15, and I-80), it is also connects the San Joaquin Valley to the rest of the United States. In addition to the nearly 2.5 million residents who live within five miles of SR 99, the route is the spine for the \$50 billion in agriculture product moving (mostly) out of the region to the ports in northern and southern California to destinations nationwide or international. On top of this, it is the sole corridor that serves the nearly 4 million San Joaquin Valley residents in getting their goods delivered. Consequently, due to all these factors, safety has become a major concern for residents, businesses, local governments, and state governments due to the volume, and diversity, of traffic that has been generated.

Available Data: According to the California 2020-2024 Strategic Highway Safety Plan, total fatalities and serious injuries have been increasing statewide over the 2013 to 2017 time period, slightly outpacing expected rises due to population increases. Of those statewide fatal and serious injury collisions (F+SI), 36% of them occur on the State-Highway System, with that 36% further evenly split between rural and urban locations. Compared across counties in California, Fresno and Kern counties see the highest numbers of F+SI collisions in the San Joaquin Valley.

REGIONAL COLLISION DATA

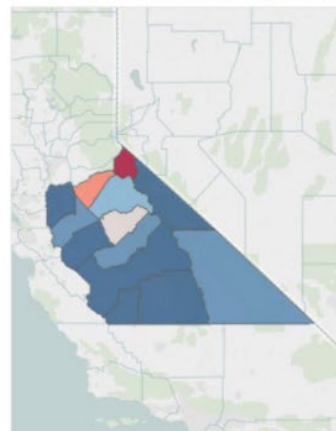


F+SI by County



County	F+SI
Alpine	79
Mono	181
Mariposa	195
Inyo	325
Calaveras	407
Tuolumne	483
Kings	698
Madera	868
Merced	1,372
Tulare	1,874
Stanislaus	2,276
San Joaquin	2,793
Fresno	3,396

F+SI per 100M VMT by County



County	F+SI PER 100M VMT
Fresno	3.7
San Joaquin	3.9
Mono	4.3
Kings	4.5
Tulare	4.6
Merced	4.7
Madera	5.1
Stanislaus	5.0
Inyo	5.3
Tuolumne	7.1
Mariposa	8.2
Calaveras	9.0
Alpine	11.8

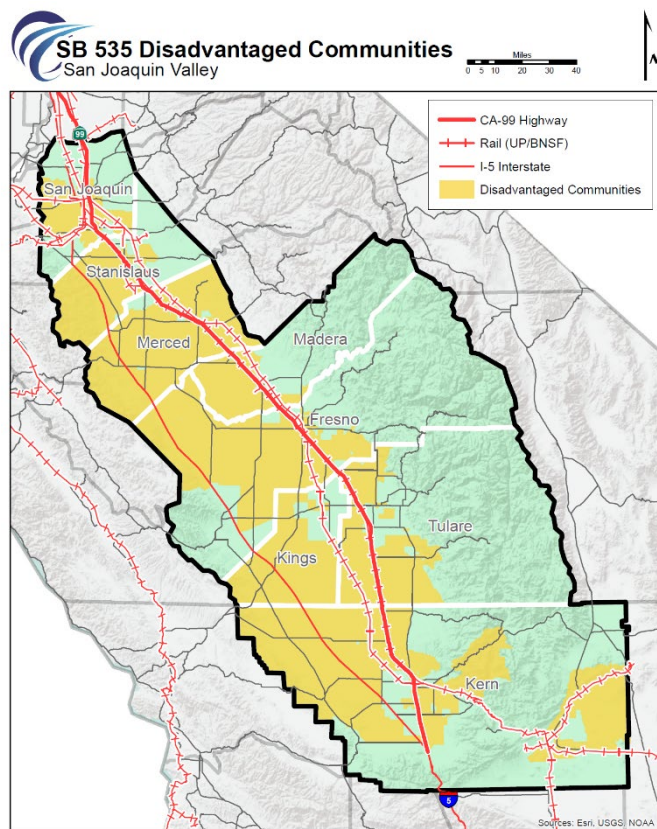
Source: CA SHSP

Honing specifically in on the Fresno “region” of the Strategic Highway Safety Plan (consisting of Alpine, Calaveras, San Joaquin, Stanislaus, Tuolumne, Mono, Mariposa, Merced, Madera, Fresno, Kings, Tulare, and Inyo counties as highlighted by the figure above), the region sees 15% of statewide fatalities, higher than its proportion of the population, with nearly half of the F+SI collisions happening at intersections (the highest statewide). Compared to statewide numbers, the F+SI trends have more rural collisions in the Fresno region than California, though collision location types were very similar to the statewide averages. Age wise, F+SI collisions in the Fresno region involved more people aged 0-20 than California overall. The Fresno region also saw the highest numbers in the state from Alcohol/Drug Impairment and Improper Turning collisions, as well as F+SI collisions involving commercial vehicles.

California Inland Port Impacts: The California Inland Port project will decrease the number of F+SI collisions by significantly decreasing the number of cargo-carrying trucks on the road. Depending on the rate of market acquisition, the Inland Port could remove between 3,000 (low estimate) and 10,000 (high estimate) trucks per week from the highway system. Data from the Federal Motor Carrier Safety Administration (FMCSA) indicates that California sees the second-highest number of truck collisions, with fatal crashes involving large trucks often occurring in rural areas and on Interstate highways. Data indicates that around 57% of all fatal crashes involving large trucks occurred in rural areas. With most of the San Joaquin Valley being characterized as rural, the Inland Port project would aim to decrease fatalities by simply removing the trucks from the road and shifting cargo to rail. This benefit would support the regions effort to make SR 99 safer, especially in areas where capacity is limited by the current infrastructure and has cars and trucks often sharing both lanes of the highway. These trucks are often carrying hazardous materials including agriculture fertilizer, fueling supplies, and waste products, leading to dangerous situations when accidents occur. Similarly, the Union Pacific and Burlington Santa Fe Rail lines runs nearly parallel to SR 99 up and down the San Joaquin Valley, and numerous highway-adjacent truck-train collisions have proved fatal due to most crossings off the highway being at-grade. Removing a significant number of trucks from SR 99 would cut down on these collisions, as well as those at the highway/rail grade crossings in the more rural areas where trucks may travel in order to access agriculture processing plants or rural destinations, for example.

Additionally, the Inland Port project would remove trucks from the interstate and highway system around the highly densified urban areas around the ports, which are significantly disadvantaged both socially and environmentally. By removing truck collisions in the rural disadvantaged areas of the San Joaquin Valley and the urban disadvantaged areas around the ports in Southern California, the Inland Port project will provide significant improvements to the equity of roadway safety in California.

Building Environmental Sustainability

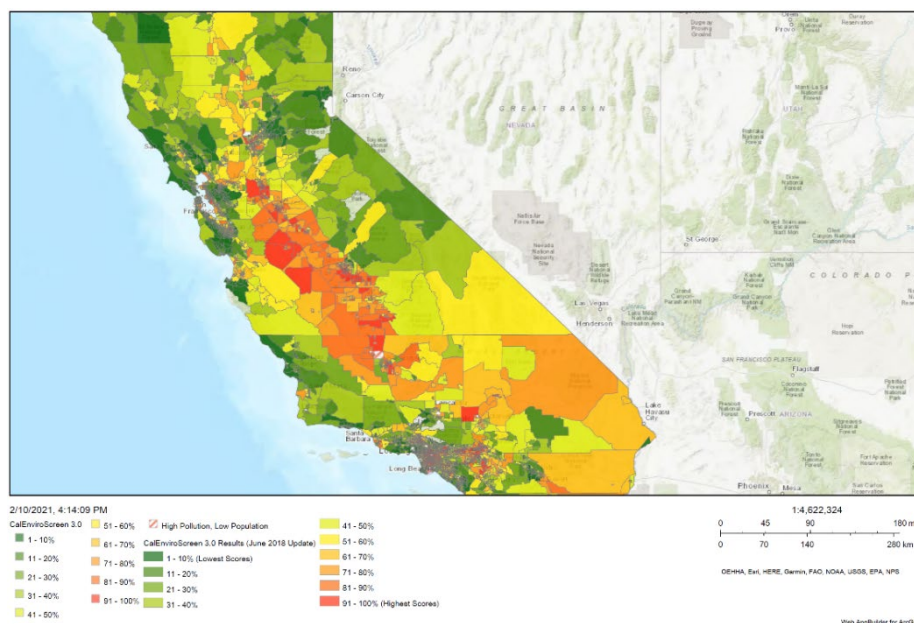


Map 3: SB 535 Disadvantaged Communities, Source: Fresno COG

and is detailed for the entire state in the figure below, with an enlarged version included as an attachment. Note the intensity of red (signifying the highest percentiles) in the San Joaquin Valley.

At the same time, the San Joaquin Valley is one of the largest and most challenging air quality nonattainment areas in the United States. The San Joaquin Valley nonattainment area includes eight counties from San Joaquin County to Kern County on the Western border of the Sierra Nevada range. These counties represent a diverse mixture of urban and rural characteristics yet are combined in a single nonattainment area that violates federal health standards for ozone

Existing Conditions: The San Joaquin Valley is home to some of the most disadvantaged communities in the state, with over 50 percent of the region's census tracts defined as disadvantaged communities by tools such as CalEnviroScreen 3.0, California Healthy Places Index, and Senate Bill 535 and Assembly Bill 1550. SB 535/AB 1550, which identifies low-income communities, identifies 57 percent of the census tracts in the San Joaquin Valley as low-income. A snapshot is included here to the left and an enlarged version is included as an attachment. The areas in yellow denote disadvantaged census tracts per SB 535 and AB 1550. Furthermore, the California Healthy Places Index identifies 50 percent of census tracts as disadvantaged communities. CalEnviroScreen 3.0 identifies 54 percent of the census tracts in the San Joaquin Valley as disadvantaged



Graphic: CalEnviroScreen 3.0 Map for California, Source: CA OEHHA

(extreme/severe designated) and particulate matter. Air quality monitoring stations continue to indicate that the San Joaquin Valley is among the worst polluted regions in the country. Since the eight counties are combined into a single nonattainment area, there is a coordinated approach for compliance with the federal Clean Air Act. That coordinated approach is essential in meeting the San Joaquin Valley's goal to provide clean air to all residents.

California Inland Port Impacts: Consequently, the California Inland Port project is seen by these counties as one of the best chances to significantly reduce air pollutants and the effects of climate-changing greenhouse gases (GHGs) through its innovative platforms and embracement of sustainable technology. Shifting truck movements to rail can reduce the number of heavy trucks on I-5, SR 99, SR 101, and connecting routes, and will reduce criteria pollutants, fuel use, and GHG emissions, key to advancing California's (and by extension the United States') ambitious climate, economy, and equity goals. Going further, the intermodal hubs in which this RAISE grant would provide funding for site specific planning, would be purpose-built models for clean energy transportation. The project team recognizes that the California Inland Port platform provides an extraordinarily unique opportunity to develop next-generation integrated transport and industrial districts, or TradePorts. These districts are envisioned as purpose-built models for clean energy transportation and for automated cargo movement.

At the heart of the TradePort is a Logistics Core Zone which will include an integrated intermodal rail/Truck Mobility Complex. By developing integrated rail/truck infrastructure, the Inland Port is supporting a balanced next-generation dual-mode cargo transport system that is built on a clean-energy/technology platform. This integrated automated cargo transfer system includes customized cargo equipment technology at the intermodal facility and for cargo movement to and within the TradePort Investment Zone which is a large area around the intermodal facility. Along with the sophisticated use of technology, cargo handling equipment at the intermodal facility and within the TradePort would be supported by a dedicated fleet of clean energy vehicles, along with the installation of the necessary charging infrastructure. Additionally, this provides an opportunity to bring modern, climate resilient infrastructure to the intermodal sites which would include new or upgrades to existing water distribution systems, wastewater infrastructure, electricity distribution infrastructure, natural gas distribution lines, and telecommunications platforms. Investments in these updated systems would extend to potential communities around the TradePorts, helping to bridge the rural divide of access to reliable internet, electricity, water, plumbing, etc.

An engineered combination of cargo movement technology and clean-energy equipment creates a unique platform that would represent a near carbon-neutral investment, important for minimizing negative environmental burdens on the San Joaquin Valley and for California itself. It is important to mention that the technology exists to support the clean and automated program that is referenced here. This project would be globally groundbreaking and would be viewed as a model for industrial environmental stewardship.

Meaningful Engagement: The Inland Port team also recognizes that environmental sustainability is not just about numbers, processes, and products, but also about people. Part of the site location efforts will include extensive outreach and coordination with local and regional environmental justice groups. For example, in the Fresno area, Fresno COG has been commended recently for its work in engaging with the public, and specifically the environmental justice communities, into its

regional transportation planning processes. Inland Port efforts will build off these best practices to consider environmental and equity issues with site location. Furthermore, RAISE planning funds would allow for meaningful engagement with potentially impacted communities around wherever the TradePorts and/or intermodal hubs are located, and will allow the project team to fully understand the issues at play, and remedy any potential conflicts as needed through the planning process. Groups to be involved will depend on specific site locations, but it is the intention to conduct meaningful, grassroots outreach and involvement at the outset of site planning.

Raising Quality of Life

Life in the San Joaquin Valley tells the tale of “Two California’s”, evidenced by the indicators below:

1. **Age** - the Valley has a younger population than California as a whole and the United States. In 2019, 37.95% of Valley residents were under the age of 25 compared to 31.8.2% for California, per the Census Bureau ACS 5-Year Estimates.
2. **Education** - Educational levels for Valley residents lag behind those of California and the United States. Only 26.8% of persons 25 years of age and older have a college degree, compared to 42.9% and 41.7% for the state and nation, respectively, according to the 2019 American Community Survey.
3. **Ethnic Diversity** - The residents of the Valley are more ethnically diverse than those of California and the United States. According to the 2019 American Community Survey, 67.5% of the Valley’s inhabitants are minority (non-white), compared to 62.8% and 39.3% for the state and nation.
4. **Household Income** - With the Valley’s mix of employment types, high unemployment, and low educational attainment levels, the Valley is plagued with a low median household income. The Valley’s median household income of \$56,405 is far below the state and nation’s averages of \$75,235 and \$62,843, according to the 2019 American Community Survey.
5. **Unemployment** - The San Joaquin Valley is one of the most economically distressed regions in the United States. High unemployment rates have historically plagued the Valley. According to the Bureau of Labor Statistics, in 2019 the Valley’s unemployment rate was 7.6%, in contrast to 4.2% and 3.7% for the state and the nation, respectively.

The economic plight of the San Joaquin Valley is starting to be recognized at a national level in recent decades. The Congressional Research Service (CRS) completed a study in 2005 (*California’s San Joaquin Valley: A Region in Transition*) comparing the economic conditions of the San Joaquin Valley to the Central Appalachian region, another severely economically distressed region. The Central Appalachian region (primarily eastern KY and parts of WV, TN, and VA) is the most economically distressed sub-region within the Appalachian Regional Commission (ARC). ARC was created by Congress in 1965 in response to the persistent socioeconomic challenges in the Appalachian region. Economic conditions in the San Joaquin Valley were shown to be comparable to Central Appalachia and lagging far behind the state of California as a whole and the United States. For example, poverty rates in the San Joaquin Valley are similar to the poorest region of the Appalachians and are actually trending worse than the Central Appalachian region. While being one of the most economically challenged regions in the

country, the San Joaquin Valley has traditionally received far less federal assistance than other regions in the United States. The CRS study also showed that the San Joaquin Valley is lagging behind the Appalachian region, California, and the United States in per capita federal expenditures. The Consolidated Federal Funds Report for Fiscal Year 2010 from the U.S. Census Bureau indicated that in 2010, the per capita federal government expenditure for the San Joaquin Valley and each of its eight counties was still far below that of California and the United States.

California Inland Port Impacts: The California Inland Port project can play a cornerstone role in the economic revitalization and reinvigoration efforts that the San Joaquin Valley needs to be competitive with other areas of California and the United States. By providing a business environment that is built on a seamless, low-cost, and green platform, the Inland Port and its TradePort assets will provide an extraordinarily competitive investment location. Critically, the project will open a new set of investment attraction opportunities for regions that have struggled with high levels of unemployment and poverty for many years, Governor Gavin Newsom has identified the Central Valley (defined as the San Joaquin Valley and Sacramento Valley regions altogether) as a high priority for economic development in an effort to lift the population out of stagnation. For California, creating a world trade focus in the San Joaquin Valley provides an entirely new element in the high-cost state.

The Inland Port project aims to reduce barriers to opportunity through thousands of sustainable, fair-wage jobs in both the construction and operation of the TradePorts and intermodal hubs. Additionally, investment will create job opportunities in:

- Retail and E-Commerce Inventory Management and Distribution
- Manufacturing and assembly, including in the following sectors:
 - Industrial machinery
 - Food production
 - Automotive technology (important given the San Joaquin Valley's proximity to Silicon Valley)
 - Electronics
 - Industrial Products
- Specialty maintenance for clean and automated trucks and other cargo handling equipment

Additionally, site specific planning to be completed under this RAISE grant will include measures to improve connectivity around the TradePorts and intermodal hubs to ensure uninterrupted access via all modes, as well as mitigation of any impacts of the sites (i.e., pedestrian bridges, tunnels, etc.).

Increasing Economic Competitiveness

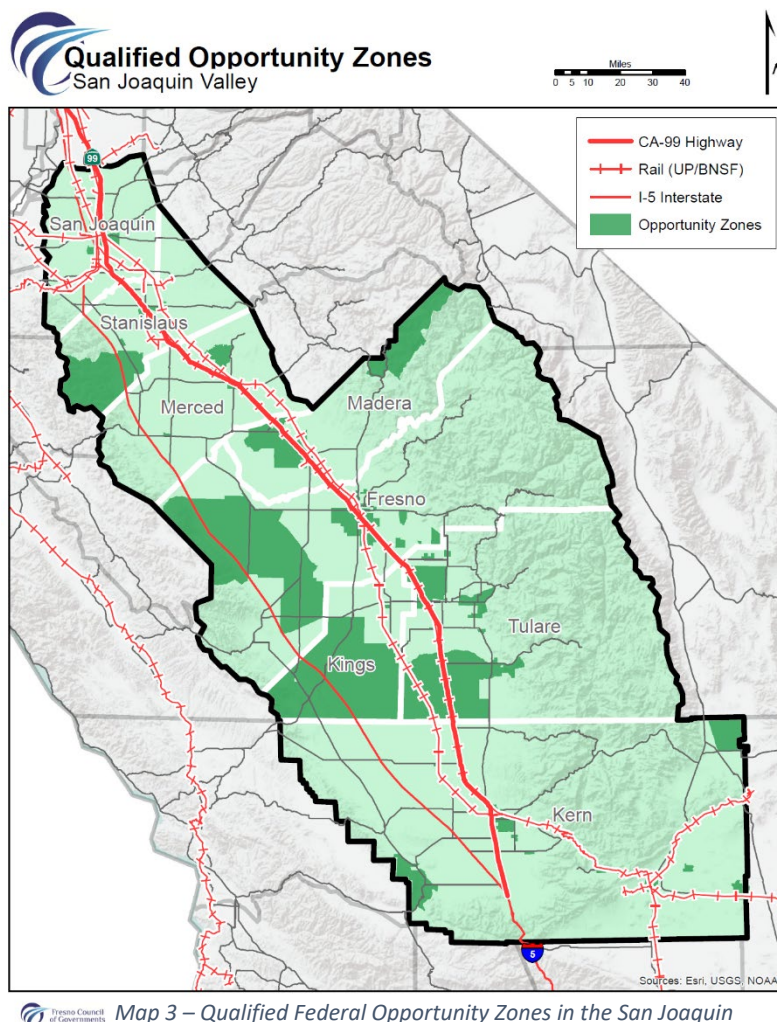
The San Joaquin Valley region has underlying competitiveness and economic development potential due to its proximity to major west coast consumption and production markets, comparatively low costs, globally significant agribusinesses, and clear logistics advantages for global trade, especially to Asia and South America. Meaningful cost reductions that are associated with reduced shipping costs will make this region far more competitive and will support new agribusiness investment, for both domestic and international destination markets.

This investment will support thousands of new jobs and develop new commercial tax revenues for local governments in a part of the State that substantially lags its coastal urban neighbors in the Bay Area and Los Angeles. As evidenced by the map to the right, the area contains ample areas designated as “Federal Opportunity Zones” by the Internal Revenue Service. These areas are shown in dark green. An enlarged version of this map is included as an attachment.

As previously mentioned, the San Joaquin Valley region has struggled economically for years. Though the scale of the economy is significant, the market region substantially lags the rest of the State of

California in good jobs and personal income. Due to its unique geography and natural resources, the economy of the San Joaquin Valley counties has been predominantly based on farming and related industry sectors which have historically been low-wage, relatively low-output and low-education industry sectors. In the meantime, other parts of the state, including the Los Angeles Basin and the Silicon Valley/San Francisco areas have developed a more diversified industry base with more balance across industry sectors and a much higher proportion of technology-oriented employment.

Much of the cargo moving to and from the market region transits through wide swaths of California’s rural regions. Approximately half of the market region’s total cargo market is outbound (for export) agricultural product cargos that originate in rural areas, in small towns throughout the San Joaquin Valley. As an extremely fertile growing zone, this region has



historically been recognized as “America’s Breadbasket” with fruits, vegetables, meats, milk products, and processed food products being grown, processed, and shipped all over North America and throughout the world. The agricultural industry is significant to the State’s economy and a backbone for the inland communities in the market region. The agribusiness sector generates approximately \$50 billion of gross economic output in the market region, with three counties (Fresno, Kern, and Tulare) producing more than \$7 billion of value.

The California Inland Port will offer companies another option to enhance their supply chain optimization via streamlined logistics with a rail intermodal hub as well as TradePorts which will complement rail with the logistics components of manufacturing, distribution, and other logistics service companies. But it is critically important that the inland port network not just be seen as a new logistics option for existing companies but also be viewed as a competitive advantage for attracting new companies to the region. While access to labor and its costs are still considered to be the number-one criteria for most companies in selecting a new location, for manufacturing and distribution projects, logistics is a very close second. In some investment project cases the most important criteria is logistics and supply chain management-related costs. The Inland Port will increase both the San Joaquin Valley’s overall economic competitiveness as well as the business sectors that will be specifically attracted to invest in the region to take advantage of the new transportation mode and trade lane in Central California.

When operational, the California Inland Port will create newfound business advantages and competitiveness for shippers by offering the option of shipping intermodal. This will result in:

- Lower rates, more predictable pricing, and the flexibility of loading and unloading goods in a dropped trailer environment, which reduces handling costs.
- Reduction in their carbon footprint by going intermodal.
- More access to equipment and standardized transit schedules all of which will create a new platform for supporting existing industry, for attracting new investment, and creating higher value jobs.
- More opportunity to compete in domestic and international markets.

Achieving a State of Good Repair

Lessening the Impact: Given the multiple functions that it serves, SR 99 is widely recognized as the major economic lifeline route for the Valley’s industrial, commercial, and agricultural goods and services. It is the essential trade route for domestic and international shipping, designated as a *High Emphasis Focus Route* by the State of California on its Interregional Road System. *High Emphasis Focus Routes* are characterized as being the most “critical” Interregional System Routes for interregional travel and the State as a whole.

A California Inland Port would lessen truck usage on this route, helping the region in a variety of ways. By taking trucks off the road, congestion on key transportation corridors would be reduced, thereby improving the flow of traffic and the safety of the roadways in this region. Shifting cargo on long-haul cargo trips would significantly lessen traffic congestion-related delays and reduce requirements for road maintenance on these heavily trafficked commercial routes. Reductions in congestion will provide some relief to long-term State planning for long-term road widening.

Traffic and Road System Benefits: There are two distinct traffic congestion benefits associated with the California Inland Port, especially considering the development of concentrated logistics and industrial areas around the rail intermodal hubs.

1. Reducing point-to-point long and medium haul highway trips, mostly on SR 99
2. Medium-haul intra-urban region truck trips from origin or destination point to the highway system and then onward to the seaport; these hauls would be reduced because in the TradePort districts, cargo would be moved only for short drays between the intermodal facility and sites in the TradePort.

Away from the Inland Port, heavily trafficked routes around the Ports of Los Angeles and Long Beach are consistently gridlocked by the sheer volume of trucks. Removing a quantity of these trucks off the transportation system in these areas not only leads to operational benefits, but it removes the environmental pollution burden off the disadvantaged communities that unequally surround these routes and ports.

Importantly, due to the critical function of the West Coast seaport and in particular the Ports of Los Angeles and Long Beach, these improvements will materially impact the efficiency of our national logistics system. Creating increased fluidity at our primary seaports will create measurable improvements to our country's serious national supply chain management challenges that are well-understood today.

Secondary Selection Criteria

Extensive Partnerships

The California Inland Port is being designed as an innovative logistics, infrastructure, and economic development system that is enabled by a multifaceted partnership between public and private entities. Given the breadth and complexity of the project, the Inland Port is fundamentally a complex partnership between a myriad of public and private entities. From the public perspective, the project partners include the State of California, eight metropolitan planning organizations, three air quality districts, and the two busiest seaports in North America. Recognizing the important leadership role of the State of California, a range of agencies are involved representing the State's strong interest in blending a sophisticated plan for transportation planning with environmental condition improvement and economic development.

Toward addressing the critical air quality challenges in the state and especially in the Central Valley region, the role of the primary air quality agencies at the State and regional level has been very important. Transportation planning agencies from throughout the San Joaquin Valley region and the Sacramento region are all involved as they play an important role in planning investments supporting integrated and efficient multimodal infrastructure systems. Lastly, the Ports of Long Beach and Los Angeles have been involved in the project from the outset. Though these are the busiest seaports in North America and play an important role in continental supply chains, the Ports seek to promote more sustainable supply chain development in California.

California Inland Port Public Partners		
• Governor's Office of Planning and Research	• Sacramento Council of Governments	• Kings Association of Governments
• California State Transportation Agency	• Kern Council of Governments	• Sacramento Metro Air Quality Management District
• Caltrans	• Madera Transportation Commission	• San Joaquin Air Pollution Control District
• Department of Agriculture	• Stanislaus Council of Governments	• South Coast Air Quality Management District
• Governor's Office of Business	• San Joaquin Council of Governments	• Port of Los Angeles
• California Air Resources Board	• Tulare Association of Governments	• Port of Long Beach
• Fresno Council of Governments		

Graphic: California Inland Port Project Partners

For the California Inland Port to be successful, the project must be joined by a myriad of private players. The project has been initiated by the public sector, but a range of private interests are also involved in the project planning stage. This has occurred in varying ways, including two transcontinental railroads, major trucking concerns, and infrastructure and telecommunications investors.

Looking forward into the delivery stage of the project, the Inland Port will require a complex set of partnerships between an array of public and private interests. Successful implementation of the Inland Port cannot occur without a highly choreographed business strategy which creates the intersections between rail and truck transportation infrastructure, road infrastructure, energy and telecom infrastructure, and property infrastructure. Within the larger project, there three clear project categories which can be described as: 1) Core Transportation, 2) Connecting

Transportation, and 3) TradePorts. Within these categories there are clear and distinct public and private responsibilities, while there are also areas where it will require both public and private resources.

The project will require an Inland Port Authority which will manage a series of public-private investment arrangements for development of intermodal rail, road, and supporting infrastructure. Separately, the Authority will coordinate the development of large-scale TradePort investment districts, with a range of public and private investments in road and utility infrastructure.

World-Class Innovation

The California Inland Port is a project that is being developed over a platform that is uniquely innovative in its design, infrastructure, and delivery. From the very beginning, the Inland Port has been envisioned as a next-generation end-to-end California logistics system that will be a global model logistics product that delivers carbon-neutral, high-efficiency logistics.

- This project is of scale and uses market volume efficiencies to embed technologies supporting a comprehensive multimodal logistics system.
- Due to its scale and complexity, the project will require a project delivery system that creatively marshals the support and resources of a myriad of public and private partners. To coordinate this public-private system, a highly unique purpose-created delivery entity is being developed with requisite skills, authorities, and resources.
- The project sits at the intersection of large public policy objectives and private investment potential, and due to the shared purposes, will require an interconnected system of public and private investments.

Technology Integration

To support both economic competitiveness and air quality improvement, the California Inland Port will employ advanced technology solutions throughout its ecosystem. This will include the use of clean and automated equipment at its logistics hubs and seamless automation between logistics hub and TradePort investment district and surrounding hinterland region. This will produce meaningful cost reduction efficiencies that will enable the larger Inland Port region to compete for new trade-oriented investment. New clean and automated cargo handling technologies are envisioned at both the rail and truck logistics facilities, while a fleet of clean and automated trucks will ferry cargo to and from the mainline rail and highway corridors. By the strategic use of technologies as a foundation of the California Inland Port, it will transform West Coast logistics and be a model for other integrated logistics-investment hubs throughout the United States.

Project Delivery

The Inland Port project will not occur without strong leadership and an empowered delivery system that can bind public policy objectives to real-world market requirements. The Inland Port business strategy is structured to support both market needs, and a series of very aggressive public policy objectives related to air quality and environmental equity, economic development, and job creation, and providing capacity relief to the region's already overburdened existing highway system.

Given the complexity and public-private nature of the project, it will require a well-defined business plan and an integrated delivery program. There is currently no entity that has the

authorities or responsibility to carry out such a project. Therefore, a plan for creating a new Inland Port Authority is underway, which would create the body that would be tasked with coordinating the overall project. As part of this a series of public-private agreements will be required, with railroads, with infrastructure investors, with major shippers, with trucking, and technology providers. Created by the State of California and following a specific business plan, the California Inland Port Authority will be provided the authorities and resources to deliver a system of investment projects.

Financing

The Inland Port Authority will coordinate a comprehensive project investment plan that will include public, public/private and private projects. Many of the projects within the investment plan will be interdependent, so there is a high need for a structured delivery strategy that orchestrates public and private investments. The Authority will be given the tools to play a leadership role in delivering hundreds of millions of dollars of project infrastructure, including the ability to access public financing markets, solicit private resources, and package public and private resources.

Conclusion

The California Inland Port is a complex initiative that is comprised of a system of projects and will be carried out by a strong coalition of public and private partners. The Inland Port was launched as a concept two years ago and has been tested for overall market depth and viability and is now undergoing a well-orchestrated program development plan through five project development phases. Now entering the program delivery planning stage with support and substantial funding from a range of public entities, the Inland Port will proceed into detailed physical and business model planning and implementation. A RAISE Planning Grant would support the Inland Port through the critical process of project planning. Fresno Council of Governments and the project team appreciates consideration of this application.



Fresno Council
of Governments

**California Inland Port *RAISE*
Planning Grant Proposal**

Narrative Attachments

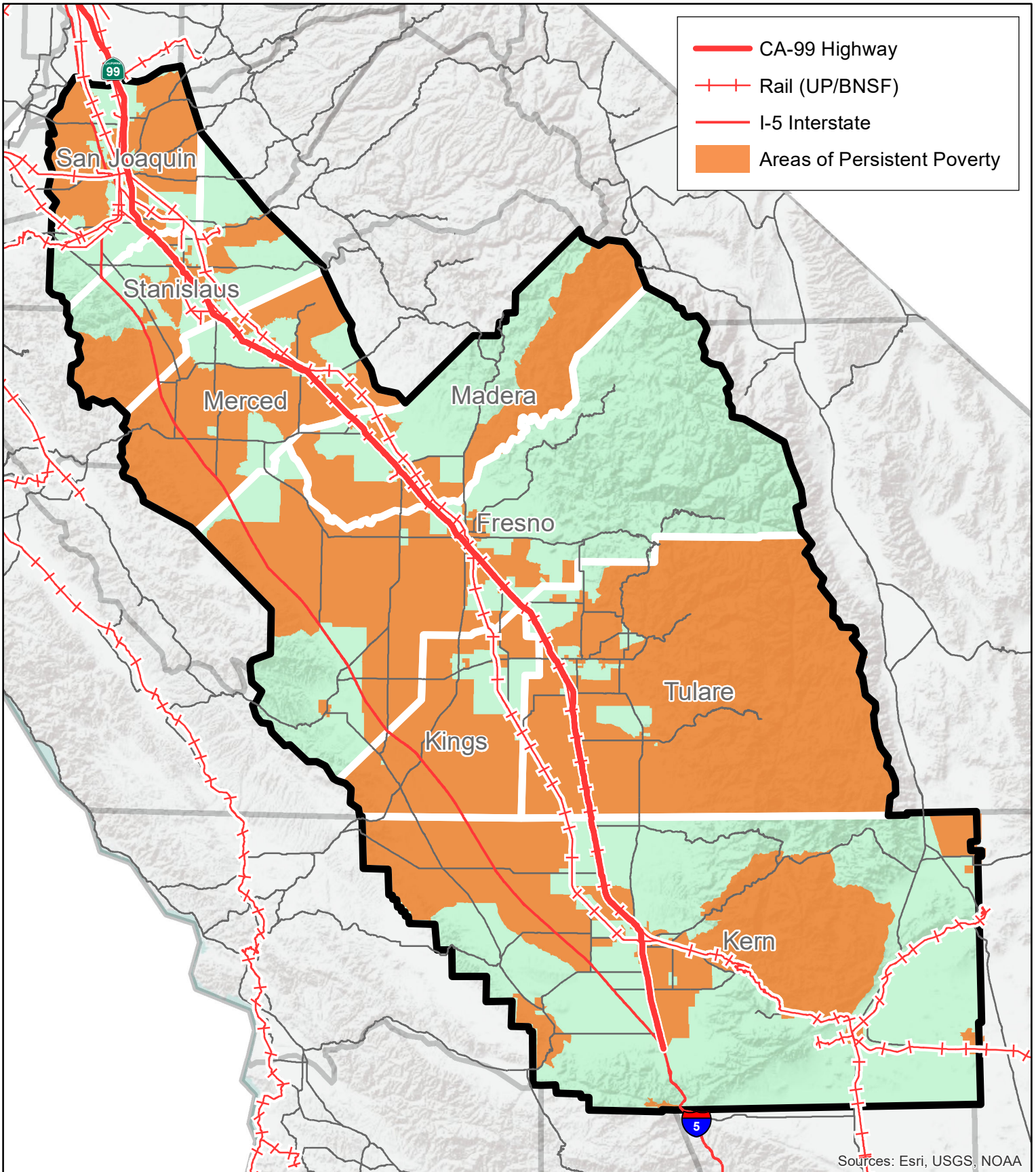
July 2021

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Areas of Persistent Poverty San Joaquin Valley

Miles
0 5 10 20 30 40



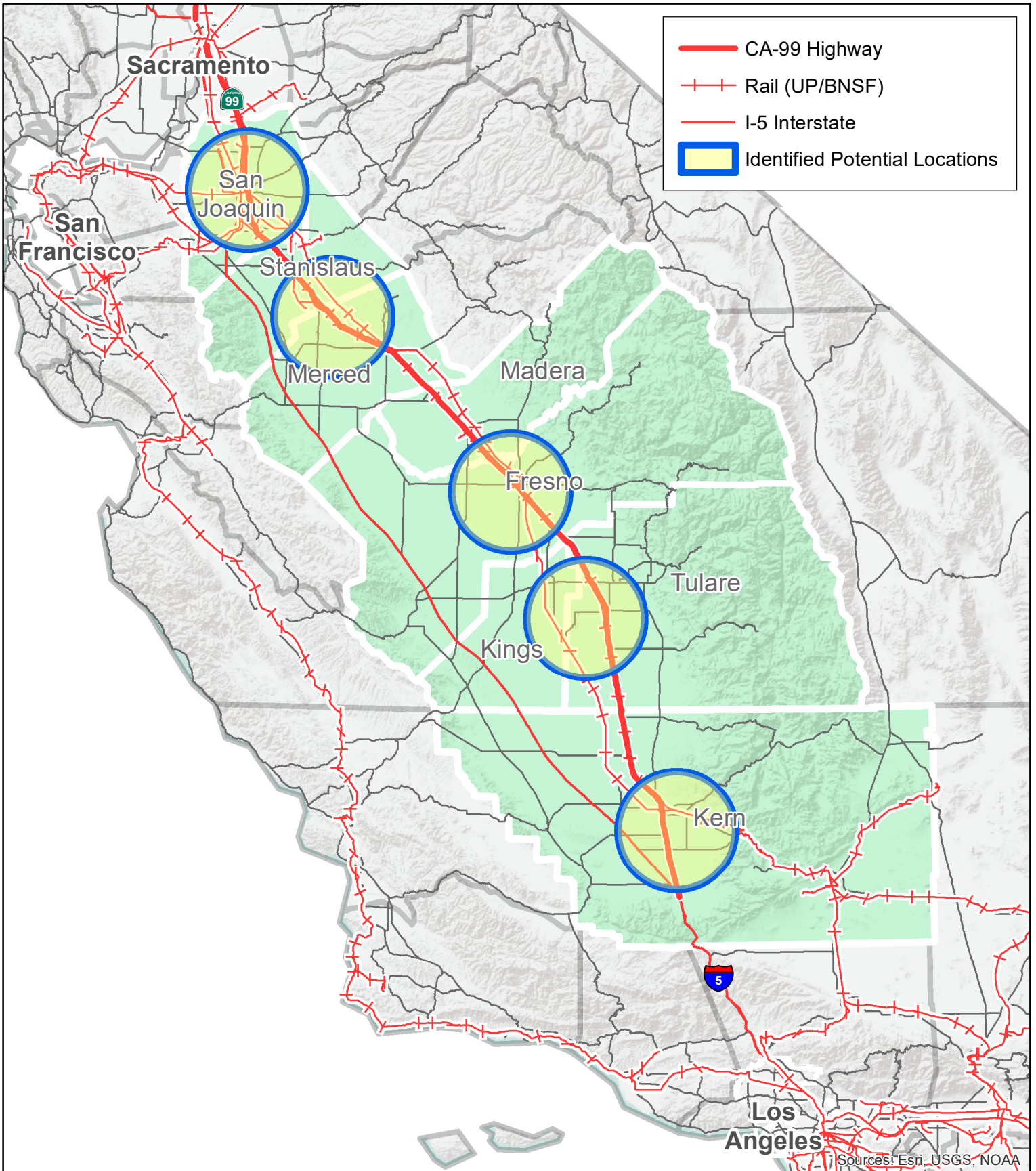


Potential TradePort Locations

San Joaquin Valley

Miles
0 5 10 20 30 40

N



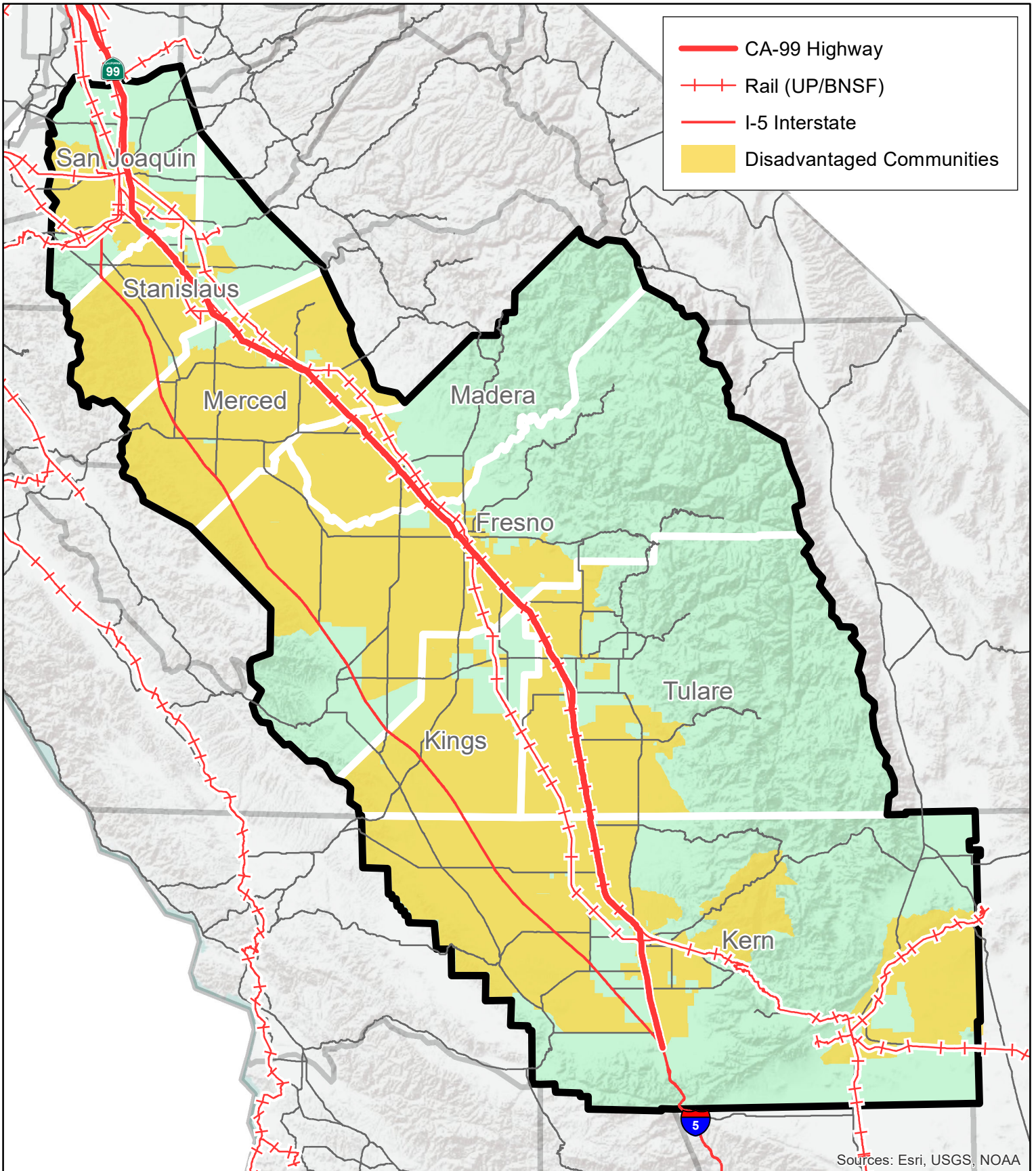


SB 535 Disadvantaged Communities

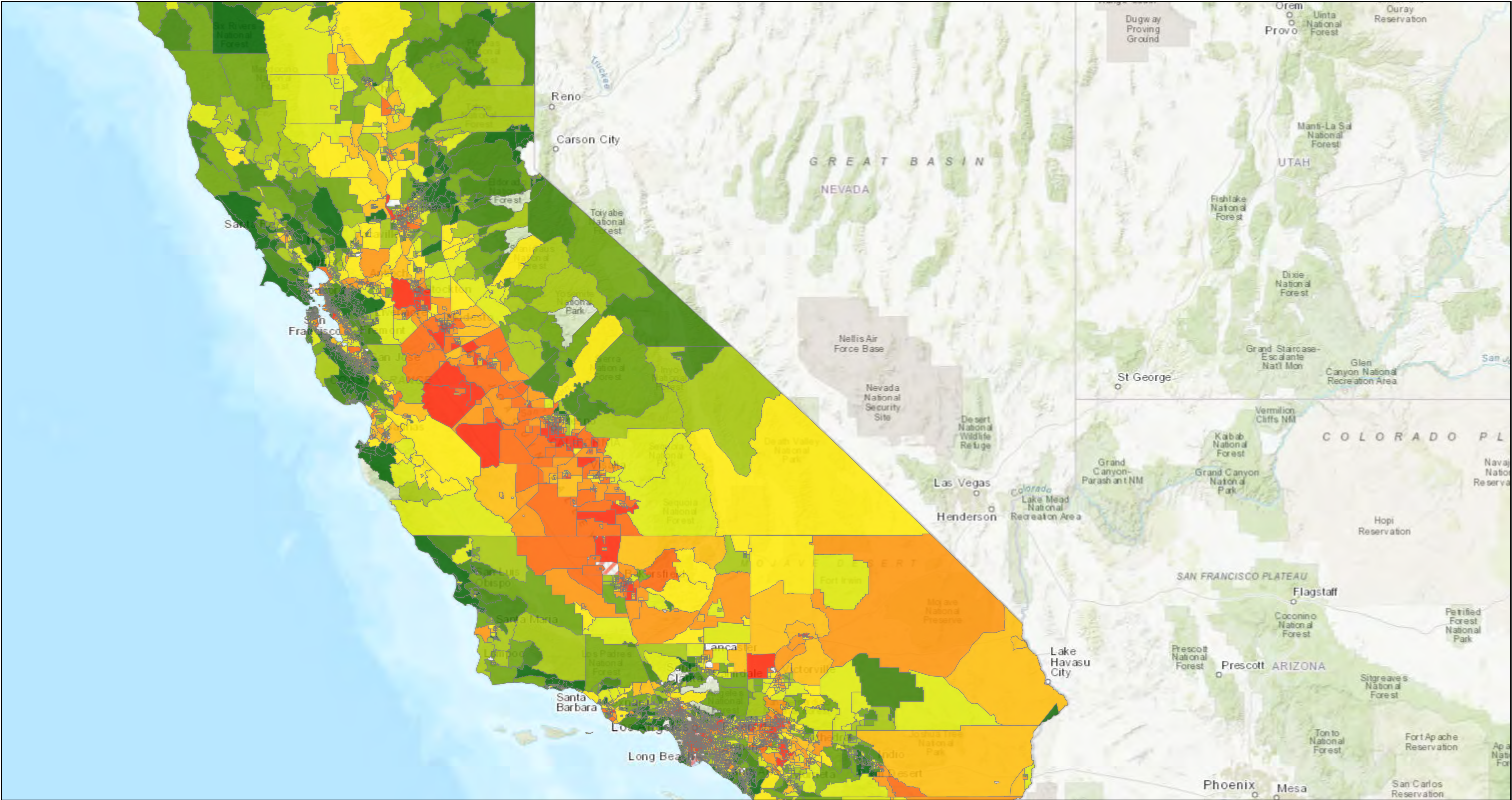
San Joaquin Valley

Miles
0 5 10 20 30 40

N



CalEnviroScreen 3.0 Results (June 2018 Update)



2/10/2021, 4:14:09 PM

- CalEnviroScreen 3.0
- 1 - 10%
 - 11 - 20%
 - 21 - 30%
 - 31 - 40%
 - 41 - 50%

- 51 - 60%
- 61 - 70%
- 71 - 80%
- 81 - 90%
- 91 - 100%

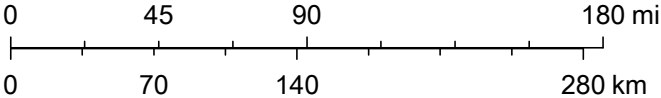
High Pollution, Low Population

CalEnviroScreen 3.0 Results (June 2018 Update)

- 1 - 10% (Lowest Scores)
- 11 - 20%
- 21 - 30%
- 31 - 40%

- 41 - 50%
- 51 - 60%
- 61 - 70%
- 71 - 80%
- 81 - 90%
- 91 - 100% (Highest Scores)

1:4,622,324



OEHHA, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS

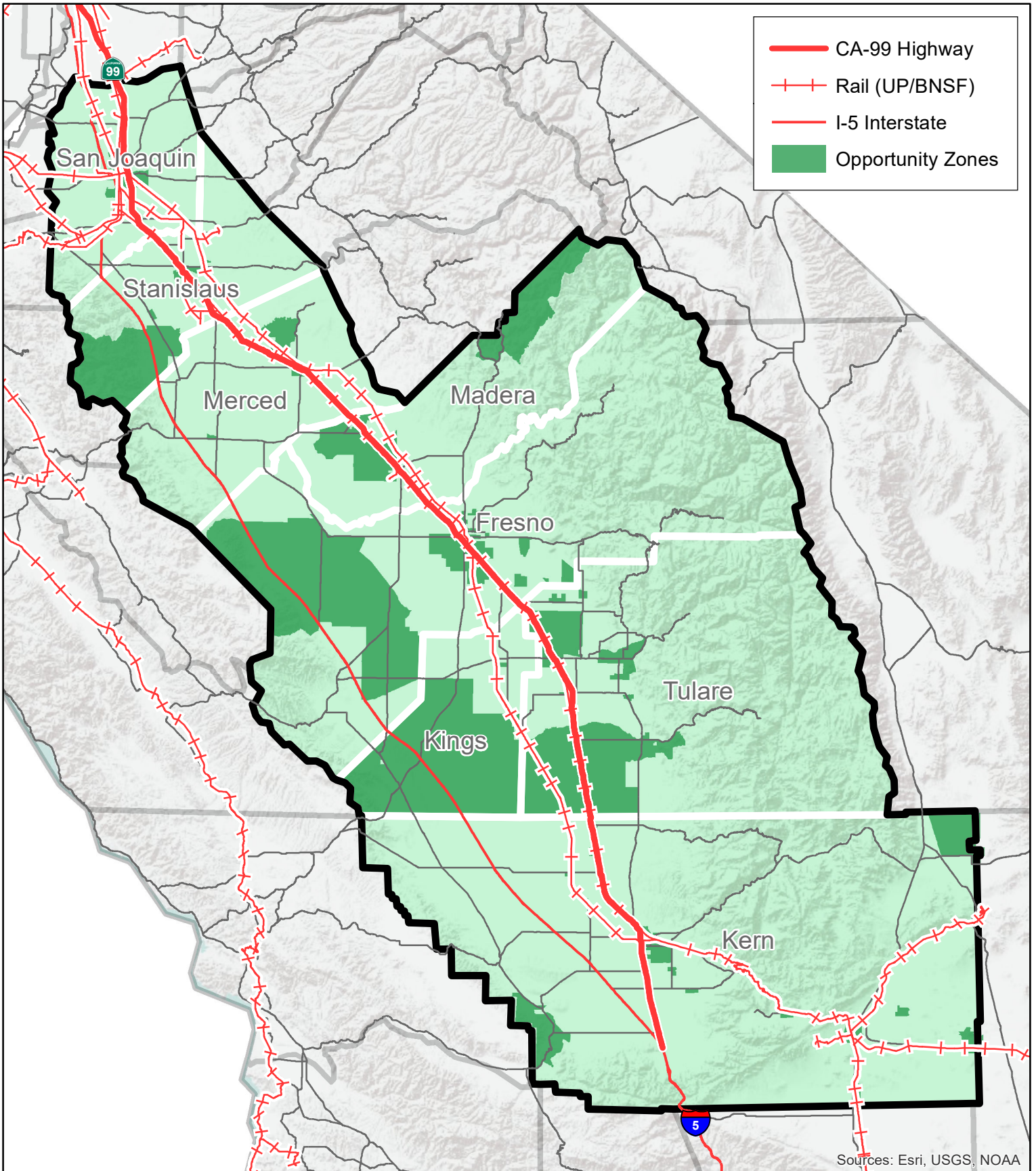


Qualified Opportunity Zones

San Joaquin Valley

Miles
0 5 10 20 30 40

N





Fresno Council
of Governments

**California Inland Port *RAISE*
Planning Grant Proposal**

Letters of Support

July 2021

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Additional letters of support not listed here will be sent directly to the USDOT. The project team appreciates consideration of letters submitted separately.

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov



July 12, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

The California Department of Transportation (Caltrans) supports the application of the Fresno Council of Governments to the United States Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) competitive planning grant program for the California Inland Port (Project).

The Project will reduce greenhouse gas (GHG) emissions in the San Joaquin Valley, reduce air pollutants in communities around state highways and truck routes, and provide economic benefits to disadvantaged populations/areas. Integrating the freight movement system within the railroads, utilizing existing infrastructure and targeted expansions, can remove tens of thousands of trucks per month off Interstate 5, State Routes 99 and United States 101, and other connecting routes. These routes often run through California's most disadvantaged communities, and the direct impact of fewer criteria pollutants and congestion benefits these communities, first and foremost. The timing of the RAISE planning grant is ideal because by the time awards are made, the Project Team will be evaluating prospective sites for the multi-modal facilities and associated Trade Ports that are critical components of the overall system. With the requested \$1 million and further leveraged with prior phases of local, state, and federal investments, the grant will enable the Project Team to engage environmental justice and social equity organizations in the selection process and ensure the advancement of the Project's multi-benefit goals: improved sustainability, social equity, environmental justice, and enhanced economic competitiveness.

Caltrans is highly supportive of this Project because it is designed with our core objectives: significantly reducing air pollution, GHGs, highway congestion and road maintenance needs, and improving highway and roadway safety for all users.

Caltrans would like to thank USDOT for its consideration of this Project.

Sincerely,

A blue ink signature of Toks Omishakin, consisting of a stylized 'T' followed by a series of loops and a horizontal line.

TOKS OMISHAKIN
Director



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research



Scott Morgan
Acting Director

July 12, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for the California Inland Port RAISE Planning Grant
Application (submitted by the Fresno Council of Governments on behalf of
the California Inland Port project stakeholders)

Dear Secretary Buttigieg,

The Governor's Office of Planning and Research (OPR) supports the application of the Fresno Council of Governments to the United States Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) competitive planning grant program for the California Inland Port (Project).

The Project will reduce greenhouse gas (GHG) emissions in the San Joaquin Valley, reduce air pollutants in communities around state highways and truck routes, and provide economic benefits to disadvantaged populations/areas. Integrating the freight movement system within the railroads, utilizing existing infrastructure and targeted expansions, can remove tens of thousands of trucks per month off Interstate 5, State Routes 99 and United States 101, and other connecting routes.

These routes often run through California's most disadvantaged communities, and the direct impact of fewer criteria pollutants and congestion benefits these communities, first and foremost. The timing of the RAISE planning grant is ideal because by the time awards are made, the Project Team will be evaluating prospective sites for the multi-modal facilities and associated Trade Ports that are critical components of the overall system. With the requested \$1 million and further leveraged with prior phases of local, state, and federal investments, the grant will enable the Project Team to engage environmental justice and social equity organizations in the selection process and ensure the advancement of the Project's multi-benefit goals: improved sustainability, social equity, environmental justice, and enhanced economic competitiveness.

OPR is highly supportive of this Project because it is designed with our core objectives: significantly reducing air pollution, GHGs, highway congestion and road maintenance needs, and improving highway and roadway safety for all users.

The Governor's Office of Planning and Research (OPR) appreciates the US Department of Transportation consideration of this Project and is very pleased to submit this letter of support.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Scott Morgan', with a long horizontal flourish extending to the right.

Scott Morgan
Acting Director



United States Senate
WASHINGTON, DC 20510-0504

July 7, 2021

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

I write in support of the Fresno Council of Governments' application for funding from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, administered through the U.S. Department of Transportation. The Fresno Council of Governments is submitting its application on behalf of a spectrum of public organizations including the Port of Los Angeles, Port of Long Beach, San Joaquin Council of Governments, Stanislaus Council of Governments, Madera County Transportation Commission, Kings County Association of Governments, Tulare County Association of Governments, Kern Council of Governments, Sacramento Council of Governments, San Joaquin Valley Air Pollution Control District, Sacramento Metropolitan Air Quality Management District, and South Coast Air Quality Management District.

The Fresno Council of Governments and its partner agencies are requesting \$1 million for the California Inland Port project. The California Inland Port features a state-of-the-art system for moving goods that will include a new freight rail service designed to remove trucks from highways by transporting containers via rail to and from seaports and markets throughout California. The grant will support the engagement of justice and social equity organizations in an effort to ensure the project meets its goals related to social equity, environmental justice, and enhanced economic competitiveness.

The California Inland Port would support a range of state and local community objectives, including a substantial decrease in greenhouse gas emissions, increased roadway safety, and a sizable reduction in highway congestion. Further, the proposed project would support job creation and economic development. A series of logistics and investment hubs would be located across the Central Valley, stimulating economic competitiveness in the region. The project will also add value to a variety of sectors, including manufacturing.

I urge you to give the Fresno Council of Governments' application your full consideration. If you have any questions, please do not hesitate to contact my Fresno office at (559) 485-7430.

Sincerely,

A handwritten signature in blue ink that reads "Dianne Feinstein".

Dianne Feinstein
United States Senator

United States Senate
WASHINGTON, DC 20510

June 22, 2021

The Honorable Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: RAISE GRANT (Fresno Council of Governments)

Dear Secretary Buttigieg:

I write in support of the Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant application submitted by the Fresno Council of Government (COG). The COG is requesting \$1 million in funding to evaluate prospective sites for the multi-modal and associated facilities that are critical components of the California Inland Port project. This grant will enable the project team to engage environmental justice and social equity organizations in the selection process and ensure the advancement of the project's multi-benefit goals: improved sustainability, social equity, environmental justice, and enhanced economic competitiveness.

The COG is submitting this application on behalf of a spectrum of public entities, including the Port of Los Angeles and Port of Long Beach, the San Joaquin Valley MPOs (including Fresno, Madera, Stanislaus, San Joaquin, Kings, Kern, and Tulare counties), the Sacramento Council of Governments, the San Joaquin Valley Air Pollution Control District, the Sacramento Metro Air Quality Management District, and the South Coast Air Quality Management District. The project will directly benefit the entire state and especially the Central Valley.

Inland Port hubs would include rail intermodal facilities and integrated logistics and investment districts (TradePorts), all connected by automated cargo handling systems operating on a clean-energy platform. The Inland Port will partner with leading private cargo handling and automated truck technology firms to support a clean-sheet strategy for developing the most efficient logistics hubs in the world, all operating on a carbon-neutral platform. The project is of statewide significance and will be a positive change for the national logistics system and is designed as a ground-up next-generation modern logistics and investment center model.

A Phase One analysis funded by a coalition of seaports, air districts, San Joaquin Valley governments, and the Central Valley Community Foundation concluded that a California Inland Port clearly has the potential to significantly reduce costs to shippers as well as to reduce truck traffic—thereby beneficially impacting highway congestion, safety, and maintenance—and materially reduce greenhouse gas emissions and criteria pollutants. The analysis further concluded

that given the scale of California's inbound and outbound cargo market and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.

Toward developing the Inland Port infrastructure plan and delivery structure, work is now underway on Phase Two, and soon Phase Three, funded by local sources and the State of California. This work will confirm company-specific contingent commitments from shippers; develop plans for state-of-the-art intermodal infrastructure assets; specify class one railroad requirements; estimate capital costs and indirect costs; and complete projections of revenue and costs. This work also identifies sites for TradePort hubs, project-level environmental impact analysis, development of a full profitability model, and identification of financing sources.

In support of California's strategic objectives, the project is designed with these core objectives in mind:

- To significantly reduce air pollution by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area;
- To reduce highway road congestion, with a parallel reduction in the requirement for road maintenance, thus, reducing cost and creating more capacity from existing infrastructure;
- To improve highway and roadway safety from the removal of larger trucks from the State and local highway/roadway system; and
- To support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the Central Valley region.

The RAISE funds will provide a crucial stage in the planning to ensure important aspects of the project are considered while alleviating traffic congestion, and addressing climate change by reducing emissions. For all the aforementioned reasons, I urge your full and fair consideration of the COG's application consistent with all applicable laws, rules, and regulations.

Please keep my office informed of the status of this application, and if I can be of further assistance, do not hesitate to contact my Senior Field Representative, Margaret Arechiga, at (559) 509-0222. Thank you for your attention and consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Alex Padilla", with a stylized, cursive script.

ALEX PADILLA
United States Senator

JIM COSTA

16TH DISTRICT, CALIFORNIA
WEB PAGE: www.costa.house.gov

COMMITTEE ON AGRICULTURE
CHAIR - SUBCOMMITTEE ON
LIVESTOCK AND FOREIGN AGRICULTURE

COMMITTEE ON NATURAL RESOURCES
SUBCOMMITTEE ON
WATER, OCEANS, AND WILDLIFE



**CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515**

COMMITTEE ON FOREIGN AFFAIRS
SUBCOMMITTEE ON
EUROPE, EURASIA, ENERGY, AND THE ENVIRONMENT

TRANSATLANTIC LEGISLATORS' DIALOGUE
CHAIR

NATO PARLIAMENTARY ASSEMBLY
MEMBER

July 1, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for the California Inland Port RAISE Planning Grant Application (submitted by the Fresno Council of Governments on behalf of the California Inland Port project stakeholders)

Dear Secretary Buttigieg,

This letter serves to express my support of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project submitted by the Fresno Council of Governments on behalf of a spectrum of public bodies including the Port of Los Angeles and Port of Long Beach, the San Joaquin Valley MPOs (including Fresno, Madera, Stanislaus, San Joaquin, Kings, Kern, and Tulare counties), the Sacramento Council of Governments, the San Joaquin Valley Air Pollution Control District, the Sacramento Metro Air Quality Management District, and the South Coast Air Quality Management District.

While many aspects of project planning are already funded, a \$1 million RAISE grant would enable in-depth site-specific planning in conjunction with social equity and environmental justice constituents.

As envisioned, the project includes a new freight rail service designed to remove trucks from Interstate and State highways by transporting containerized cargo via rail to and from seaports to markets throughout the State with a series of next-generation logistics and investment hubs in the Central Valley region. Currently, there are over 1.1 million international containers that move into and out of this region, resulting in almost 20,000 truck trips per week. This figure is expected to grow significantly over the next twenty-five years as the region grows from its current population shed of 14.2 million people.

Most of this cargo is moved via truck from the ports, through the Los Angeles metro region then northward over a 425-mile-long corridor stretching from Los Angeles to the Bay Area/Sacramento. These trucks negatively impact air quality and create congestion and wear and tear on an already stressed highway system. Further, from a market and competitiveness perspective, the sole reliance on truck over long-haul distances is expensive for shippers and inhibits economic development.

Inland Port hubs would include rail intermodal facilities and integrated logistics and investment districts (TradePorts), all connected by automated cargo handling systems operating on a clean-energy platform. The Inland Port will partner with leading private cargo handling and automated truck technology firms to support a clean-sheet strategy for developing the most efficient logistics hubs in the world, all operating on a carbon neutral platform. The project is of statewide significance and will be a positive change for the national logistics system and is designed as a ground-up next-generation modern logistics and investment center model.

A Phase One analysis funded by a coalition of seaports, air districts, San Joaquin Valley governments,

FRESNO OFFICE:
855 M STREET, SUITE 940
FRESNO, CA 93721
PHONE: (559) 495-1620
FAX: (559) 495-1027

MERCED OFFICE:
2222 M STREET, SUITE 305
MERCED, CA 95340
PHONE: (209) 384-1620
FAX: (209) 384-1629


WASHINGTON OFFICE:
2081 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-3341
FAX: (202) 225-9308

and the Central Valley Community Foundation concluded that a California Inland Port clearly has the potential to significantly reduce costs to shippers as well as to reduce truck traffic -- thereby beneficially impacting highway congestion, safety, and maintenance -- and materially reduce greenhouse gas emissions and criteria pollutants. The analysis further concluded that given the scale of California's inbound and outbound cargo market and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.

The proposed inland port will support a range of State and local community objectives, including a substantial decrease in greenhouse gas emissions, increased roadway safety, a sizable reduction in highway congestion (particularly along CA99/Interstate-5), in addition to significant improvement in economic competitiveness of the region. Much of California's Central Valley is comprised of small rural communities and the region has high levels of unemployment and poverty. The region also suffers from among the worst air quality conditions in the United States.

In support of California's strategic objectives, the project is designed with these core objectives in mind:

- To significantly reduce air pollution by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
- To reduce highway road congestion, with a parallel reduction in the requirement for road maintenance; thus, reducing cost and creating more capacity from existing infrastructure.
- To improve highway and roadway safety from the removal of larger trucks from the State and local highway/roadway system.
- To support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the Central Valley region. With specific focus on high-value manufacturing sectors and a more robust and efficient distribution system, direct rail service to/from deep seaports would reduce shipping costs for shippers that manage global supply chains.

As the representative of California's 16th Congressional District, I am pleased to offer my support of this important project. It is my hope that the application receives full and fair consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Costa", with a stylized flourish at the end.

JIM COSTA
Member of Congress



UNITED STATES
HOUSE OF REPRESENTATIVES

July 2, 2021

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEE ON AGRICULTURE, RURAL
DEVELOPMENT, FOOD AND DRUG
ADMINISTRATION

SUBCOMMITTEE ON MILITARY CONSTRUCTION,
VETERANS AFFAIRS AND RELATED AGENCIES

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing in support of the Fresno Council of Governments application for funding for California Inland Port Project through the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application.

Currently, there are over 1.1 million international containers that move into and out of the Central Valley region. This figure is expected to grow significantly over the next 25 years as the region grows from its current population shed of 14.2 million people.

According to the Fresno Council of Governments, the California Inland Port Project would create a new freight rail service designed to transport containerized cargo by rail to and from seaports to markets throughout the state. This would include a series of next-generation logistics and investment hubs in the Central Valley region.

Much of the Central Valley is comprised of small rural communities facing poor air quality conditions and high levels of unemployment and poverty. The proposed inland port will support a range of state and local community objectives, including a substantial decrease in greenhouse gas emissions, increased roadway safety, a sizeable reduction in highway congestion, and significant improvement in economic competitiveness of the region. The project is also of statewide significance and is designed as a ground-up next-generation modern logistics and investment center model.

Work is now underway related to the Inland Port infrastructure plan and delivery structure that will confirm company-specific contingent commitments from shippers, develop plans for state-of-the-art intermodal infrastructure assets, specify class one railroad requirements, estimate capital costs and indirect costs, and complete projections of revenue and costs.

As the Inland Port corridor traverses a series of urban centers and wide swaths of rural regions, the proposal supports intentions to diversify the pipeline of eligible projects by geography. The Inland Port also includes a spectrum of transportation mode projects including rail, rail intermodal, road, and automation-related infrastructure, also supporting Bureau objectives.

I believe the Fresno Council of Government's proposal for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant would benefit both the Central Valley's communities and the state of California while building a model for future containerized cargo transportation infrastructure. I respectfully ask for your full and fair consideration of this proposal. Thank you for your time and attention to this matter.

Sincerely,

David G. Valadao
Member of Congress

DEVIN NUNES

22ND DISTRICT, CALIFORNIA

RANKING MEMBER
PERMANENT SELECT
COMMITTEE ON INTELLIGENCE

COMMITTEE ON WAYS AND MEANS

RANKING MEMBER
SUBCOMMITTEE ON HEALTH

SUBCOMMITTEE ON TRADE

DEPUTY REPUBLICAN WHIP



UNITED STATES
HOUSE OF REPRESENTATIVES

July 9, 2021

1013 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2523

113 NORTH CHURCH STREET
SUITE 208
VISALIA, CA 93291
(559) 733-3861

264 CLOVIS AVENUE
SUITE 206
CLOVIS, CA 93612
(559) 323-5235

WWW.NUNES.HOUSE.GOV

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I write in support of the RAISE Planning Grant application submitted by the Fresno Council of Governments on behalf of the California Inland Port project stakeholders.

As envisioned, the project would include a new freight rail service designed to remove trucks from Interstate and State highways by transporting containerized cargo via rail. The freight would be transported from seaports to markets throughout the state, with a series of next-generation logistics and investment hubs to be located in the Central Valley. Currently, there are over 1.1 million international containers that move into and out of this region, resulting in almost 20,000 truck trips per week. This figure is expected to grow significantly over the next twenty-five years as the region grows from its current population shed of 14.2 million people.

A Phase One analysis funded by a coalition of seaports, air districts, San Joaquin Valley governments and the Central Valley Community Foundation concluded that a California Inland Port clearly has the potential to significantly reduce costs to shippers and to reduce truck traffic, thus improving highway congestion, safety and maintenance, while materially reducing greenhouse gas emissions and criteria pollutants. The analysis further concluded that given the scale of California's inbound and outbound cargo market and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.

Work is now underway on Phases Two and Three of the Inland Port infrastructure plan, funded by local sources and the State of California. This work will confirm company-specific contingent commitments from shippers, develop plans for state-of-the art intermodal infrastructure assets, specify class one railroad requirements, estimate capital costs and indirect costs, and complete projections of revenue and costs. This work also identifies sites for TradePort hubs, project level environmental impact analysis, development of a full profitability model, and identification of financing sources.

Completion of the Inland Port project will generate significant economic benefits for the San Joaquin Valley, especially the region's underserved poor, rural, and minority communities, many of whom work as farm laborers. I respectfully request that you give your full consideration to this proposal. Thank you for your time and attention to this matter.

Sincerely,


Devin Nunes
Member of Congress

OFFICE MISSION:

TO ENSURE OUR CONSTITUENTS AND ALL AMERICANS LIVE FREE AND PROSPEROUS LIVES IN A HEALTHY AND SAFE ENVIRONMENT BY SERVING, COMMUNICATING, PROTECTING AND REPRESENTING THEM IN A PROFESSIONAL AND CARING MANNER.



June 25, 2021

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: California Inland Port RAISE Planning Grant Application

Honorable Secretary Buttigieg:


The San Joaquin Valley Regional Policy Council strongly supports the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project submitted by the Fresno Council of Governments on behalf of a spectrum of public bodies including the Port of Los Angeles and Port of Long Beach, the San Joaquin Valley MPOs (including Fresno, Madera, Stanislaus, San Joaquin, Kings, Kern, and Tulare counties), the Sacramento Council of Governments, the San Joaquin Valley Air Pollution Control District, the Sacramento Metro Air Quality Management District, and the South Coast Air Quality Management District.


While many aspects of project planning are already funded, a \$1 million RAISE grant would enable in-depth site-specific planning in conjunction with social equity and environmental justice constituents.


As envisioned, the project includes a new freight rail service designed to remove trucks from Interstate and State highways by transporting containerized cargo via rail to and from seaports to markets throughout the State with a series of next-generation logistics and investment hubs in the Central Valley region. Currently, there are over 1.1 million international containers that move into and out of this region, resulting in almost 20,000 truck trips per week. This figure is expected to grow significantly over the next twenty-five years as the region grows from its current population shed of 14.2 million people.


A majority of this cargo is moved via truck from the ports, through the Los Angeles metro region then northward over a 425-mile-long corridor stretching from Los Angeles to the Bay Area/Sacramento. These trucks negatively impact air quality and create congestion and wear and tear on an already stressed highway system. Further, from a market and competitiveness perspective, the sole reliance on truck over long-haul distances is expensive for shippers and inhibits economic development.

Inland Port hubs would include rail intermodal facilities and integrated logistics and investment districts (TradePorts), all connected by automated cargo handling systems operating on a clean-energy platform. The Inland Port will partner with leading private cargo handling and automated truck technology firms to support a clean-sheet strategy for developing the most efficient logistics hubs in the world, all operating on a carbon neutral platform. The project is of statewide significance and will be a positive change for the national logistics system and is designed as a ground-up next-generation modern logistics and investment center model.

 (559) 266-6222

 (559) 314-6015

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Chair
Supervisor Robert Poythress
Madera County

Vice-Chair
Mayor Rudy Mendoza
City of Woodlake

San Joaquin
Council of
Governments

Tulare County
Association of
Governments

Fresno
Council of
Governments

Kern
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Governments

Kings County
Association of
Governments

Madera County
Transportation
Commission

Merced County
Association of
Governments

Stanislaus
Council of
Governments

A Phase One analysis funded by a coalition of seaports, air districts, San Joaquin Valley governments, and the Central Valley Community Foundation concluded that a California Inland Port clearly has the potential to significantly reduce costs to shippers as well as to reduce truck traffic -- thereby beneficially impacting highway congestion, safety, and maintenance -- and materially reduce greenhouse gas emissions and criteria pollutants. The analysis further concluded that given the scale of California's inbound and outbound cargo market and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.

Toward developing the Inland Port infrastructure plan and delivery structure, work is now underway on Phase Two, and soon Phase Three, funded by local sources and the State of California. Additionally, the project is currently seeking funding from the USDOT's Regional Infrastructure Accelerator program. Here, the California Inland Port project can benefit from a partnership with the Build America Bureau and the USDOT, by specifically enhancing the pipeline of projects that may utilize the TIFIA and RRIF programs and create a foundation for leveraging substantial local and private co-investment.

In support of California's strategic objectives, the project is designed with these core objectives in mind:

- To significantly reduce air pollution by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
- To reduce highway road congestion, with a parallel reduction in the requirement for road maintenance; thus, reducing cost and creating more capacity from existing infrastructure.
- To improve highway and roadway safety from the removal of larger trucks from the State and local highway/roadway system.
- To support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the Central Valley region.

The timing of the RAISE planning grant is ideal because by the time awards are made the project team will be evaluating prospective sites for the multi-modal facilities and associated TradePorts that are critical components of the overall system. The grant will enable the project team to engage environmental justice and social equity organizations in the selection process and ensure advancement of the project's multi-benefit goals: improved sustainability, social equity, environmental justice. and enhanced economic competitiveness. As the Inland Port corridor traverses a series of urban centers and wide swaths of rural regions, the proposal to the USDOT supports the Department's intentions to fund a diverse set of programs and projects not just in the Urban/Rural areas, but also in Areas of Persistent Poverty, which constitutes a large part of the California Inland Port zone.

The San Joaquin Valley Regional Policy Council appreciates the US Department of Transportation consideration of this RAISE planning grant application and is very pleased to submit this letter of support.

Sincerely,



Robert Poythress

Chair of the San Joaquin Valley Regional Planning Agencies Policy Council
Madera County Supervisor



1415 L Street,
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Sacramento, CA
95814

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sacog.org

July 12, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for the California Inland Port RAISE Planning Grant Application
(submitted by the Fresno Council of Governments on behalf of the California Inland
Port project stakeholders)

Dear Secretary Buttigieg,

The Sacramento Area Council of Governments strongly supports the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project submitted by the Fresno Council of Governments on behalf of a spectrum of public bodies including the Port of Los Angeles and Port of Long Beach, the San Joaquin Valley MPOs (including Fresno, Madera, Stanislaus, San Joaquin, Kings, Kern, and Tulare counties), the Sacramento Council of Governments, the San Joaquin Valley Air Pollution Control District, the Sacramento Metro Air Quality Management District, and the South Coast Air Quality Management District.

While many aspects of project planning are already funded, a \$1 million RAISE grant would enable in-depth site-specific planning in conjunction with social equity and environmental justice constituents.

As envisioned, the project includes a new freight rail service designed to remove trucks from Interstate and State highways by transporting containerized cargo via rail to and from seaports to markets throughout the State with a series of next-generation logistics and investment hubs in the Central Valley region. Currently, there are over 1.1 million international containers that move into and out of this region, resulting in almost 20,000 truck trips per week. This figure is expected to grow significantly over the next twenty-five years as the region grows from its current population shed of 14.2 million people.

Practically all of this cargo is moved via truck from the ports, through the Los Angeles metro region then northward over a 425-mile-long corridor stretching from Los Angeles to the Bay Area/Sacramento. These trucks negatively impact air quality and create congestion and wear and tear on an already stressed highway system. Further, from a market and competitiveness perspective, the sole reliance on truck over long-haul distances is expensive for shippers and inhibits economic development.

Auburn
Citrus Heights
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Rancho Cordova
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Roseville
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Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

Inland Port hubs would include rail intermodal facilities and integrated logistics and investment districts (TradePorts), all connected by automated cargo handling systems operating on a clean-energy platform. The Inland Port will partner with leading private cargo handling and automated truck technology firms to support a clean-sheet strategy for developing the most efficient logistics hubs in the world, all operating on a carbon neutral platform. The project is of statewide significance and will be a positive change for the national logistics system and is designed as a ground-up next-generation modern logistics and investment center model.

A Phase One analysis funded by a coalition of seaports, air districts, San Joaquin Valley governments, and the Central Valley Community Foundation concluded that a California Inland Port clearly has the potential to significantly reduce costs to shippers as well as to reduce truck traffic -- thereby beneficially impacting highway congestion, safety, and maintenance -- and materially reduce greenhouse gas emissions and criteria pollutants. The analysis further concluded that given the scale of California's inbound and outbound cargo market and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.

Toward developing the Inland Port infrastructure plan and delivery structure, work is now underway on Phase Two, and soon Phase Three, funded by local sources and the State of California. This work will confirm company-specific contingent commitments from shippers; develop plans for state-of-the art intermodal infrastructure assets; specify class one railroad requirements; estimate capital costs and indirect costs; and complete projections of revenue and costs. This work also identifies sites for TradePort hubs, project level environmental impact analysis, development of a full profitability model, and identification of financing sources. Additionally, the project is currently seeking funding from the USDOT's Regional Infrastructure Accelerator program. Here, the California Inland Port project can benefit from a partnership with the Build America Bureau and the USDOT, by specifically enhancing the pipeline of projects that may utilize the TIFIA and RRIF programs and create a foundation for leveraging substantial local and private co-investment.

In support of California's strategic objectives, the project is designed with these core objectives in mind:

- To significantly reduce air pollution by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
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- To improve highway and roadway safety from the removal of larger trucks from the State and local highway/roadway system.

- To support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the Central Valley region. With specific focus on high-value manufacturing sectors and a more robust and efficient distribution system, direct rail service to/from deep seaports would reduce shipping costs for shippers that manage global supply chains.

The timing of the RAISE planning grant is ideal because by the time awards are made the project team will be evaluating prospective sites for the multi-modal facilities and associated TradePorts that are critical components of the overall system. The grant will enable the project team to engage environmental justice and social equity organizations in the selection process and ensure advancement of the project's multi-benefit goals: improved sustainability, social equity, environmental justice, and enhanced economic competitiveness. As the Inland Port corridor traverses a series of urban centers and wide swaths of rural regions, the proposal to the USDOT supports the Department's intentions to fund a diverse set of programs and projects not just in the Urban/Rural areas, but also in Areas of Persistent Poverty, which constitutes a large part of the California Inland Port zone. The Inland Port also includes a spectrum of transportation mode projects including rail, rail intermodal, road, and automation-related infrastructure, also supporting Department's objectives.

Sacramento Area Council of Governments appreciates the US Department of Transportation consideration of this RAISE planning grant application and is very pleased to submit this letter of support.

Sincerely,



Kacey Lizon

Deputy Executive Director of Planning and Programs
Sacramento Area Council of Governments

July 12, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for the California Inland Port RAISE Planning Grant Application

Dear Secretary Buttigieg,

The San Joaquin Valley Air Pollution Control District (District) strongly supports the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project submitted by the Fresno Council of Governments (COG) on behalf of a spectrum of public bodies including the Ports of Los Angeles and Long Beach, the San Joaquin Valley MPOs (including Fresno, Madera, Stanislaus, San Joaquin, Kings, Kern, and Tulare counties), Council of Governments, Air Pollution Control and Management Districts.

The San Joaquin Valley's (Valley) topography, climate, geography, and major transportation corridors create one of the greatest air quality challenges in the nation. As envisioned, the project includes a new freight rail service designed to remove trucks from Interstate and State highways by transporting containerized cargo via rail to and from seaports to markets throughout the State with a series of next-generation logistics and investment hubs in the Central Valley region. Currently, there are over 1.1 million international containers that move into and out of this region, resulting in almost 20,000 truck trips per week. These trucks negatively impact air quality and create congestion and wear and tear on an already stressed highway system. Further, from a market and competitiveness perspective, the sole reliance on truck over long-haul distances is expensive for shippers and inhibits economic development.

Inland Port hubs would include rail intermodal facilities and integrated logistics and investment districts (TradePorts), all connected by automated cargo handling systems operating on a clean-energy platform. The Inland Port will partner with leading private cargo handling and automated truck technology firms to support a clean-sheet strategy for developing the most efficient logistics hubs in the world, all operating on a carbon neutral platform. The project is of statewide significance and will be a positive change for the national logistics system and is designed as a ground-up next-generation modern logistics and investment center model.

A California Inland Port clearly has the potential to reduce truck traffic, which reduces criteria pollutants and greenhouse gas emissions, and thereby beneficially impacting highway congestion, safety, and maintenance. The analysis further concluded that given the scale of California's inbound and outbound cargo market and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.

Samir Sheikh
Executive Director/Air Pollution Control Officer

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4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

In support of California's strategic objectives, the project is designed with these core objectives in mind:

- To significantly reduce air pollution by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
- To reduce highway road congestion, with a parallel reduction in the requirement for road maintenance; thus, reducing cost and creating more capacity from existing infrastructure.
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- To support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the Central Valley region. With specific focus on high-value manufacturing sectors and a more robust and efficient distribution system, direct rail service to/from deep seaports would reduce shipping costs for shippers that manage global supply chains.

The Project team will be evaluating prospective sites for the multi-modal facilities and associated TradePorts that are critical components of the overall system at the same time as the RAISE application review process. The grant will enable the project team to engage environmental justice and social equity organizations in the selection process and ensure advancement of the project's multi-benefit goals: improved sustainability, social equity, environmental justice, and enhanced economic competitiveness. As the Inland Port corridor traverses a series of urban centers and wide swaths of rural regions, the proposal to the USDOT supports the Department's intentions to fund a diverse set of programs and projects not just in the Urban/Rural areas, but also in Areas of Persistent Poverty and California disadvantaged communities, which constitutes a large part of the California Inland Port zone.

The District hopes that your agency will consider Fresno COG's application for funding selection. Should you have any questions, please do not hesitate to contact me at (559) 230-6000.

Sincerely,

Samir Sheikh
Executive Director/Air Pollution Control Officer

July 12, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for the California Inland Port RAISE Planning Grant Application (submitted by the Fresno Council of Governments on behalf of the California Inland Port project stakeholders)

Dear Secretary Buttigieg,

California Forward strongly supports the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project submitted by the Fresno Council of Governments on behalf of a spectrum of public bodies including the Port of Los Angeles and Port of Long Beach, the San Joaquin Valley MPOs (including Fresno, Madera, Stanislaus, San Joaquin, Kings, Kern, and Tulare counties), the Sacramento Council of Governments, the San Joaquin Valley Air Pollution Control District, the Sacramento Metro Air Quality Management District, and the South Coast Air Quality Management District.

While many aspects of project planning are already funded, a \$1 million RAISE grant would enable in-depth site-specific planning in conjunction with social equity and environmental justice constituents.

As envisioned, the project includes a new freight rail service designed to remove trucks from Interstate and State highways by transporting containerized cargo via rail to and from seaports to markets throughout the State with a series of next-generation logistics and investment hubs in the Central Valley region. Currently, there are over 1.1 million international containers that move into and out of this region, resulting in almost 20,000 truck trips per week. This figure is expected to grow significantly over the next twenty-five years as the region grows from its current population shed of 14.2 million people.

Practically all of this cargo is moved via truck from the ports, through the Los Angeles metro region then northward over a 425-mile-long corridor stretching from Los Angeles to the Bay Area/Sacramento. These trucks negatively impact air quality and create congestion and wear and tear on an already stressed highway system. Further, from a market and competitiveness perspective, the sole reliance on truck over long-haul distances is expensive for shippers and inhibits economic development.

Inland Port hubs would include rail intermodal facilities and integrated logistics and investment districts (TradePorts), all connected by automated cargo handling systems operating on a clean-energy platform. The Inland Port will partner with leading private cargo handling and automated truck technology firms to support a clean-sheet strategy for developing the most efficient logistics hubs in the world, all operating on a carbon neutral platform. The project is of statewide significance and will be a positive change for the national logistics system and is designed as a ground-up next-generation modern logistics and investment center model.

A Phase One analysis funded by a coalition of seaports, air districts, San Joaquin Valley governments, and the Central Valley Community Foundation concluded that a California Inland Port clearly has the potential to significantly reduce costs to shippers as well as to reduce truck traffic -- thereby beneficially impacting highway congestion, safety, and maintenance -- and materially reduce greenhouse gas emissions and criteria pollutants. The analysis further concluded that given the scale of California's inbound and outbound cargo market and its

seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.

Toward developing the Inland Port infrastructure plan and delivery structure, work is now underway on Phase Two, and soon Phase Three, funded by local sources and the State of California. This work will confirm company-specific contingent commitments from shippers; develop plans for state-of-the art intermodal infrastructure assets; specify class one railroad requirements; estimate capital costs and indirect costs; and complete projections of revenue and costs. This work also identifies sites for TradePort hubs, project level environmental impact analysis, development of a full profitability model, and identification of financing sources. Additionally, the project is currently seeking funding from the USDOT's Regional Infrastructure Accelerator program. Here, the California Inland Port project can benefit from a partnership with the Build America Bureau and the USDOT, by specifically enhancing the pipeline of projects that may utilize the TIFIA and RRIF programs and create a foundation for leveraging substantial local and private co-investment.

In support of California's strategic objectives, the project is designed with these core objectives in mind:

- To significantly reduce air pollution by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
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- To improve highway and roadway safety from the removal of larger trucks from the State and local highway/roadway system.
- To support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the Central Valley region. With specific focus on high-value manufacturing sectors and a more robust and efficient distribution system, direct rail service to/from deep seaports would reduce shipping costs for shippers that manage global supply chains.

The timing of the RAISE planning grant is ideal because by the time awards are made the project team will be evaluating prospective sites for the multi-modal facilities and associated TradePorts that are critical components of the overall system. The grant will enable the project team to engage environmental justice and social equity organizations in the selection process and ensure advancement of the project's multi-benefit goals: improved sustainability, social equity, environmental justice. and enhanced economic competitiveness. As the Inland Port corridor traverses a series of urban centers and wide swaths of rural regions, the proposal to the USDOT supports the Department's intentions to fund a diverse set of programs and projects not just in the Urban/Rural areas, but also in Areas of Persistent Poverty, which constitutes a large part of the California Inland Port zone. The Inland Port also includes a spectrum of transportation mode projects including rail, rail intermodal, road, and automation-related infrastructure, also supporting Department's objectives.

California Forward appreciates the US Department of Transportation consideration of this RAISE planning grant application and is very pleased to submit this letter of support.

Sincerely,





July 2, 2021

The Honorable Pete Buttigieg
 Secretary of the United States Department of Transportation
 1200 New Jersey Avenue, SE
 Washington, DC 20590

RE: Letter of Support for the California Inland Port RAISE Planning Grant Application (submitted by the Fresno Council of Governments on behalf of the California Inland Port project stakeholders)

Dear Secretary Buttigieg,

The Agriculture Transportation Coalition strongly supports the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project submitted by the Fresno Council of Governments on behalf of a spectrum of public bodies including the Port of Los Angeles and Port of Long Beach, the San Joaquin Valley MPOs (including Fresno, Madera, Stanislaus, San Joaquin, Kings, Kern, and Tulare counties), the Sacramento Council of Governments, the San Joaquin Valley Air Pollution Control District, the Sacramento Metro Air Quality Management District, and the South Coast Air Quality Management District.

While many aspects of project planning are already funded, a \$1 million RAISE grant would enable in-depth site-specific planning in conjunction with social equity and environmental justice constituents.

As envisioned, the project includes a new freight rail service designed to remove trucks from Interstate and State highways by transporting containerized cargo via rail to and from seaports to markets throughout the State with a series of next-generation logistics and investment hubs in the Central Valley region. Currently, there are over 1.1 million international containers that move into and out of this region, resulting in almost 20,000 truck trips per week. This figure is expected to grow significantly over the next twenty-five years as the region grows from its current population shed of 14.2 million people.

Practically all of this cargo is moved via truck from the ports, through the Los Angeles metro region then northward over a 425-mile-long corridor stretching from Los Angeles to the Bay Area/Sacramento. These trucks negatively impact air quality and create congestion and wear and tear on an already stressed highway system. Further, from a market and competitiveness perspective, the sole reliance on truck over long-haul distances is expensive for shippers and inhibits economic development.

Inland Port hubs would include rail intermodal facilities and integrated logistics and investment districts (TradePorts), all connected by automated cargo handling systems operating on a clean-energy platform. The Inland Port will partner with leading private cargo handling and automated truck technology firms to support a clean-sheet strategy for developing the most efficient logistics hubs in the world, all operating on a carbon neutral platform. The project is of statewide significance and will be a positive change for the national logistics system and is designed as a ground-up next-generation modern logistics and investment center model.

A Phase One analysis funded by a coalition of seaports, air districts, San Joaquin Valley governments, and the Central Valley Community Foundation concluded that a California Inland Port clearly has the potential to significantly reduce costs to shippers as well as to reduce truck traffic -- thereby beneficially impacting highway congestion, safety, and maintenance -- and materially reduce greenhouse gas emissions and criteria pollutants. The analysis further concluded that given the scale of California's inbound and outbound cargo market and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.



Toward developing the Inland Port infrastructure plan and delivery structure, work is now underway on Phase Two, and soon Phase Three, funded by local sources and the State of California. This work will confirm company-specific contingent commitments from shippers; develop plans for state-of-the art intermodal infrastructure assets; specify class one railroad requirements; estimate capital costs and indirect costs; and complete projections of revenue and costs. This work also identifies sites for TradePort hubs, project level environmental impact analysis, development of a full profitability model, and identification of financing sources. Additionally, the project is currently seeking funding from the USDOT's Regional Infrastructure Accelerator program. Here, the California Inland Port project can benefit from a partnership with the Build America Bureau and the USDOT, by specifically enhancing the pipeline of projects that may utilize the TIFIA and RRIF programs and create a foundation for leveraging substantial local and private co-investment.

In support of California's strategic objectives, the project is designed with these core objectives in mind:

- To significantly reduce air pollution by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
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- To support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the Central Valley region. With specific focus on high-value manufacturing sectors and a more robust and efficient distribution system, direct rail service to/from deep seaports would reduce shipping costs for shippers that manage global supply chains.

The timing of the RAISE planning grant is ideal because by the time awards are made the project team will be evaluating prospective sites for the multi-modal facilities and associated TradePorts that are critical components of the overall system. The grant will enable the project team to engage environmental justice and social equity organizations in the selection process and ensure advancement of the project's multi-benefit goals: improved sustainability, social equity, environmental justice, and enhanced economic competitiveness. As the Inland Port corridor traverses a series of urban centers and wide swaths of rural regions, the proposal to the USDOT supports the Department's intentions to fund a diverse set of programs and projects not just in the Urban/Rural areas, but also in Areas of Persistent Poverty, which constitutes a large part of the California Inland Port zone. The Inland Port also includes a spectrum of transportation mode projects including rail, rail intermodal, road, and automation-related infrastructure, also supporting Department's objectives.

The Agriculture Transportation Coalition appreciates the US Department of Transportation consideration of this RAISE planning grant application and is very pleased to submit this letter of support.

Sincerely,

Peter Friedmann
Executive Director
Agriculture Transportation Coalition



California Fuel Cell Partnership
3300 Industrial Blvd., Suite 1000
West Sacramento, CA 95691
(916) 371-2870
www.cafcp.org | info@cafcp.org

July 9, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: California Inland Port RAISE Planning Grant Application (submitted by the Fresno Council of Governments on behalf of the California Inland Port project stakeholders)

Dear Secretary Buttigieg:

The California Fuel Cell Partnership is encouraged by the efforts underway to establish the California Inland Port in the Fresno region. We anticipate that the realization of this project will significantly contribute to the reduction of emissions from freight movement and allow for the adoption of zero-emission truck and freight handling equipment fueled by zero-emission fuels, such as fuel cell electric technology powered by hydrogen from decarbonized energy sources.

The freight corridor through the San Joaquin Valley is of critical importance for freight movement and serves as a vital connection for freight from and to ports in California, Western states, and beyond. In addition to the trucks and equipment in the Fresno region, the locomotives moving the freight from the Los Angeles and Long Beach ports to the Inland Port could be powered by hydrogen fuel cells as well, resulting in additional benefits for populations along this rail corridor.

With its focus on a clean-sheet strategy and a carbon neutral platform, this project will benefit from the use of hydrogen and fuel cells, both for freight and people movement, as the labor force travels to and from the district in personal vehicles or public transit buses. This project has the potential to become a hydrogen infrastructure anchor contributing to the realization of CaFCP's 2035 Heavy-Duty Fuel Cell Electric Truck Vision of 70,000 heavy-duty Class 8 fuel cell electric trucks on the road, supported by 200 heavy-duty hydrogen truck fueling stations, and the 1,000 hydrogen fueling stations envisioned by 2030 to provide fuel to one million fuel cell passenger cars.

The members of CaFCP, a leading government-industry partnership facilitating the rollout of FCEVs, recognize the regional benefits of this initiative, including the sustainable hydrogen fueling benefit for fuel cell electric cars and trucks in the project region and the affected corridors, and look forward to collaborating with the project partners as they continue to pursue the realization of a cleaner, greener transportation future.

Sincerely,

Nico Bouwkamp
Technical Program Manager
California Fuel Cell Partnership



July 9, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for the California Inland Port RAISE Planning Grant Application (submitted by the Fresno Council of Governments on behalf of the California Inland Port project stakeholders)

Dear Secretary Buttigieg,

The Fresno County Economic Development Corporation strongly supports the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project submitted by the Fresno Council of Governments on behalf of a spectrum of public bodies including the Port of Los Angeles and Port of Long Beach, the San Joaquin Valley MPOs (including Fresno, Madera, Stanislaus, San Joaquin, Kings, Kern, and Tulare counties), the Sacramento Council of Governments, the San Joaquin Valley Air Pollution Control District, the Sacramento Metro Air Quality Management District, and the South Coast Air Quality Management District.

The Fresno County EDC is a private non-profit organization established to market Fresno County as the premier location for business prosperity. The EDC works tirelessly to attract, expand, and retain businesses and jobs in Fresno County. Fresno County serves as California's strategic center, equidistant between the state's major urban areas in Northern and Southern California. Interstate commerce is facilitated daily in Fresno through State Route 99 and Interstate 5 which serve as key transportation corridors that support the goods movement that is essential to supporting our local, state and national economy. As a consequence, Fresno County and surrounding Central San Joaquin Valley communities suffer from some of the worst air quality in the nation. As such, catalytic planning and investments are needed to get more pollution emitting trucks off our congested roads and highways and onto rail, which is imperative to improving our air quality, health and economy.

While many aspects of project planning are already funded, a \$1 million RAISE grant would enable in-depth site-specific planning in conjunction with social equity and environmental justice constituents. As envisioned, the project includes a new freight rail service designed to remove trucks from Interstate and State highways by transporting containerized cargo via rail to and from seaports to markets throughout the State with a series of next-generation logistics and investment hubs in the Central Valley region. Currently, there are over 1.1 million international containers that move into and out of this region, resulting in almost 20,000 truck trips per week. This figure is expected to grow significantly over the next twenty-five years as the region grows from its current population shed of 14.2 million people.

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impact air quality and create congestion and wear and tear on an already stressed highway system. Further, from a market and competitiveness perspective, the sole reliance on truck over long-haul distances is expensive for shippers and inhibits economic development.

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A Phase One analysis funded by a coalition of seaports, air districts, San Joaquin Valley governments, and the Central Valley Community Foundation concluded that a California Inland Port clearly has the potential to significantly reduce costs to shippers as well as to reduce truck traffic -- thereby beneficially impacting highway congestion, safety, and maintenance -- and materially reduce greenhouse gas emissions and criteria pollutants. The analysis further concluded that given the scale of California's inbound and outbound cargo market and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.

Toward developing the Inland Port infrastructure plan and delivery structure, work is now underway on Phase Two, and soon Phase Three, funded by local sources and the State of California. This work will confirm company-specific contingent commitments from shippers; develop plans for state-of-the art intermodal infrastructure assets; specify class one railroad requirements; estimate capital costs and indirect costs; and complete projections of revenue and costs. This work also identifies sites for TradePort hubs, project level environmental impact analysis, development of a full profitability model, and identification of financing sources. Additionally, the project is currently seeking funding from the USDOT's Regional Infrastructure Accelerator program. Here, the California Inland Port project can benefit from a partnership with the Build America Bureau and the USDOT, by specifically enhancing the pipeline of projects that may utilize the TIFIA and RRIF programs and create a foundation for leveraging substantial local and private co-investment.

In support of California's strategic objectives, the project is designed with these core objectives in mind:

- To significantly reduce air pollution by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
- To reduce highway road congestion, with a parallel reduction in the requirement for road maintenance; thus, reducing cost and creating more capacity from existing infrastructure.
- To improve highway and roadway safety from the removal of larger trucks from the State and local highway/roadway system.
- To support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the Central Valley region. With specific focus on high-value manufacturing sectors and a more robust and efficient distribution system, direct rail service to/from deep seaports would reduce shipping costs for shippers that manage global supply chains.

The timing of the RAISE planning grant is ideal because by the time awards are made the project team will be evaluating prospective sites for the multi-modal facilities and associated TradePorts that are critical components of the overall system. The grant will enable the project team to engage environmental justice and social equity

Secretary Buttigieg
Page 2
July 9, 2021

organizations in the selection process and ensure advancement of the project's multi-benefit goals: improved sustainability, social equity, environmental justice and enhanced economic competitiveness. As the Inland Port corridor traverses a series of urban centers and wide swaths of rural regions, the proposal to the USDOT supports the Department's intentions to fund a diverse set of programs and projects not just in the Urban/Rural areas, but also in Areas of Persistent Poverty, which constitutes a large part of the California Inland Port zone. The Inland Port also includes a spectrum of transportation mode projects including rail, rail intermodal, road, and automation-related infrastructure, also supporting Department's objectives.

The Fresno County Economic Development Corporation appreciates the US Department of Transportation consideration of this RAISE planning grant application and is very pleased to submit this letter of support. If you would like to discuss further, I can be reached at leager@fresnoedc.com or 559-476-2513.

Sincerely,



Lee Ann Eager
President/CEO, Fresno County Economic Development Corporation

LAE/mp

July 12, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for the California Inland Port RAISE Planning Grant Application (submitted by the Fresno Council of Governments on behalf of the California Inland Port project stakeholders)

Dear Secretary Buttigieg,

Ingomar Packing Company strongly supports the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project.

We are growers and processors of fresh tomatoes located near Los Banos, in heart of the San Joaquin Valley. California is the global leader in processed tomatoes due to our favorable climate, our large scale, technologically advanced growers and some of the best farmland in the world.

We and the industry export around 20% of our production to customers in the Far East, Australia, Central and South America, the Middle East, Turkey, Europe and West Africa. The export channel is critically important to our success and in order to maintain our competitiveness we need efficient, state of the art transportation infrastructure. The current highway and road systems are old and overcrowded causing unnecessary delays, significant pollution and logistical cost. California and the United States should invest in trade infrastructure now in order to help keep our markets, our jobs and to remain globally competitive.

The California Inland Port project has the potential to address the trade infrastructure needs of the processed tomato industry as well as those of the rest of agricultural industry, such as nuts, wine and fruits and vegetables – both for import and export. It is also supportive of California's strategic objectives:

- To significantly reduce air pollution by reducing the number of truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
- To reduce highway road congestion, with a parallel reduction in the requirement for road maintenance; thus, reducing cost and creating more capacity from existing infrastructure.
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- To support new job creation and investment growth by fundamentally repositioning the economic competitiveness of the Central Valley region. With specific focus on high-value manufacturing sectors and a more robust and efficient distribution system, direct rail service to/from deep seaports would reduce shipping costs for shippers that manage global supply chains.

Ingomar Packing Company appreciates the US Department of Transportation consideration of this RAISE planning grant application and is very pleased to submit this letter of support.

Sincerely,


Greg Pruett

CEO Ingomar Packing Company



We Help Bring California's Goodness to the World

July 12, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for the California Inland Port RAISE Planning Grant Application

Dear Secretary Buttigieg:

The California League of Food Producers (CLFP) strongly supports the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project. CLFP is a trade association representing industrial food processors with operations in California. Many of our member facilities are operating in the Central Valley, with facilities located in rural and disadvantaged communities, employing tens of thousands of workers, and providing both good jobs and local tax revenue.

While many aspects of project planning are already funded, a \$1 million RAISE grant would enable in-depth site-specific planning in conjunction with social equity and environmental justice constituents.

As envisioned, the project includes a new freight rail service designed to remove trucks from Interstate and State highways by transporting containerized cargo via rail to and from seaports to markets throughout the State with a series of next-generation logistics and investment hubs in the Central Valley region. Currently, there are over 1.1 million international containers that move into and out of this region, resulting in almost 20,000 truck trips per week. This figure is expected to grow significantly over the next twenty-five years as the region grows from its current population shed of 14.2 million people.

As food producers, CLFP members are both importers and exporters of processed agricultural products and utilize trucks to transport finished product to ports. The use of trucks negatively impacts air quality in the Valley, as well as create congestion and wear and tear on an already stressed highway system. Further, from a market and competitiveness perspective, the sole reliance on truck over long-haul distances is expensive for agricultural shippers, serves to drive up the cost of food, and inhibits economic development. Recent issues with both driver shortages and port congestion have exacerbated the problem of moving goods to port. The Inland Port project represents a reasonable solution.

Inland Port hubs would include rail intermodal facilities and integrated logistics and investment districts (TradePorts), all connected by automated cargo handling systems operating on a clean-energy platform. The Inland Port will partner with leading private cargo handling and automated truck

technology firms to support a clean-sheet strategy for developing the most efficient logistics hubs in the world, all operating on a carbon neutral platform. The project is of statewide significance and will be a positive change for the national logistics system and is designed as a ground-up next-generation modern logistics and investment center model.

A Phase One analysis funded by a coalition of seaports, air districts, San Joaquin Valley governments, and the Central Valley Community Foundation concluded that a California Inland Port clearly has the potential to significantly reduce costs to shippers as well as to reduce truck traffic -- thereby beneficially impacting highway congestion, safety, and maintenance -- and materially reduce greenhouse gas emissions and criteria pollutants. The analysis further concluded that given the scale of California's inbound and outbound cargo market and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.

Toward developing the Inland Port infrastructure plan and delivery structure, work is now underway on Phase Two, and soon Phase Three, funded by local sources and the State of California. This work will confirm company-specific contingent commitments from shippers; develop plans for state-of-the-art intermodal infrastructure assets; specify class one railroad requirements; estimate capital costs and indirect costs; and complete projections of revenue and costs. This work also identifies sites for TradePort hubs, project level environmental impact analysis, development of a full profitability model, and identification of financing sources. Additionally, the project is currently seeking funding from the USDOT's Regional Infrastructure Accelerator program. Here, the California Inland Port project can benefit from a partnership with the Build America Bureau and the USDOT, by specifically enhancing the pipeline of projects that may utilize the TIFIA and RRIF programs and create a foundation for leveraging substantial local and private co-investment.

In support of California's strategic objectives, the project is designed with these core objectives in mind:

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The timing of the RAISE planning grant is ideal because by the time awards are made the project team will be evaluating prospective sites for the multi-modal facilities and associated TradePorts that are critical components of the overall system. The grant will enable the project team to engage

environmental justice and social equity organizations in the selection process and ensure advancement of the project's multi-benefit goals: improved sustainability, social equity, environmental justice, and enhanced economic competitiveness. As the Inland Port corridor traverses a series of urban centers and wide swaths of rural regions, the proposal to the USDOT supports the Department's intentions to fund a diverse set of programs and projects not just in the Urban/Rural areas, but also in Areas of Persistent Poverty, which constitutes a large part of the California Inland Port zone. The Inland Port also includes a spectrum of transportation mode projects including rail, rail intermodal, road, and automation-related infrastructure, also supporting Department's objectives.

CLFP appreciates the US Department of Transportation consideration of this RAISE planning grant application and is very pleased to submit this letter of support.

Sincerely,

A handwritten signature in black ink, appearing to read "John Larrea", with a long horizontal flourish extending to the right.

JOHN LARREA
Director Government Affairs
California League of Food Producers

June 28, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for the California Inland Port RAISE Planning Grant Application (submitted by the Fresno Council of Governments on behalf of the California Inland Port project stakeholders)

Dear Secretary Buttigieg,

Gatik Inc. strongly supports the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project submitted by the Fresno Council of Governments on behalf of a spectrum of public bodies including the Port of Los Angeles and Port of Long Beach, the San Joaquin Valley MPOs (including Fresno, Madera, Stanislaus, San Joaquin, Kings, Kern, and Tulare counties), the Sacramento Council of Governments, the San Joaquin Valley Air Pollution Control District, the Sacramento Metro Air Quality Management District, and the South Coast Air Quality Management District.

While many aspects of project planning are already funded, a \$1 million RAISE grant would enable in-depth site-specific planning in conjunction with social equity and environmental justice constituents.

As envisioned, the project includes a new freight rail service designed to remove trucks from Interstate and State highways by transporting containerized cargo via rail to and from seaports to markets throughout the State with a series of next-generation logistics and investment hubs in the Central Valley region. Currently, there are over 1.1 million international containers that move into and out of this region, resulting in almost 20,000 truck trips per week. This figure is expected to grow significantly over the next twenty-five years as the region grows from its current population shed of 14.2 million people.

Practically all of this cargo is moved via truck from the ports, through the Los Angeles metro region then northward over a 425-mile-long corridor stretching from Los Angeles to the Bay Area/Sacramento. These trucks negatively impact air quality and create congestion and wear and tear on an already stressed highway system. Further, from a market and competitiveness perspective, the sole reliance on truck over long-haul distances is expensive for shippers and inhibits economic development.

Inland Port hubs would include rail intermodal facilities and integrated logistics and investment districts (TradePorts), all connected by automated cargo handling systems operating on a clean-energy platform. The Inland Port will partner with leading private cargo handling and automated truck technology firms to support a clean-sheet strategy for developing the most efficient logistics hubs in the world, all operating on a carbon neutral platform. The project is of statewide significance and will be a positive change for the national logistics system and is designed as a ground-up next-generation modern logistics and investment center model.

A Phase One analysis funded by a coalition of seaports, air districts, San Joaquin Valley governments, and the Central Valley Community Foundation concluded that a California Inland Port clearly has the potential to significantly reduce costs to shippers as well as to reduce truck traffic -- thereby beneficially impacting highway congestion, safety, and maintenance -- and materially reduce greenhouse gas emissions and criteria pollutants. The analysis further concluded that given the scale of California's inbound and outbound cargo market and its seaport infrastructure, the California Inland Port would become a nationally significant logistics and economic development project.

Toward developing the Inland Port infrastructure plan and delivery structure, work is now underway on Phase Two, and soon Phase Three, funded by local sources and the State of California. This work will confirm company-specific contingent commitments from shippers; develop plans for state-of-the art intermodal infrastructure assets; specify class one railroad requirements; estimate capital costs and indirect costs; and complete projections of revenue and costs. This work also identifies sites for TradePort hubs, project level environmental impact analysis, development of a full profitability model, and identification of financing sources. Additionally, the project is currently seeking funding from the USDOT's Regional Infrastructure Accelerator program. Here, the California Inland Port project can benefit from a partnership with the Build America Bureau and the USDOT, by specifically enhancing the pipeline of projects that may utilize the TIFIA and RRIF programs and create a foundation for leveraging substantial local and private co-investment.

In support of California's strategic objectives, the project is designed with these core objectives in mind:

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The timing of the RAISE planning grant is ideal because by the time awards are made the project team will be evaluating prospective sites for the multi-modal facilities and associated TradePorts that are critical components of the overall system. The grant will enable the project team to engage environmental justice and social equity organizations in the selection process and ensure advancement of the project's multi-benefit goals: improved sustainability, social equity, environmental justice, and enhanced economic competitiveness. As the Inland Port corridor traverses a series of urban centers and wide swaths of rural regions, the proposal to the USDOT supports the Department's intentions to fund a diverse set of programs and projects not just in the Urban/Rural areas, but also in Areas of Persistent Poverty, which constitutes a large part of the California Inland Port zone. The Inland Port also includes a spectrum of transportation mode projects including rail, rail intermodal, road, and automation-related infrastructure, also supporting Department's objectives.

Gatik Inc. appreciates the US Department of Transportation consideration of this RAISE planning grant application and is very pleased to submit this letter of support.

Sincerely,

Samy Saad

Head of Strategic Initiatives
Gatik Inc.
E. sam@gatik.ai

July 12, 2021

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for the California Inland Port RAISE Planning Grant Application (submitted by the Fresno Council of Governments on behalf of the California Inland Port project stakeholders)

Dear Secretary Buttigieg,

Hilltop Ranch Inc. strongly supports the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant application for the California Inland Port project submitted by the Fresno Council of Governments on behalf of a spectrum of public bodies including the Port of Los Angeles and Port of Long Beach, the San Joaquin Valley MPOs (including Fresno, Madera, Stanislaus, San Joaquin, Kings, Kern, and Tulare counties), the Sacramento Council of Governments, the San Joaquin Valley Air Pollution Control District, the Sacramento Metro Air Quality Management District, and the South Coast Air Quality Management District.

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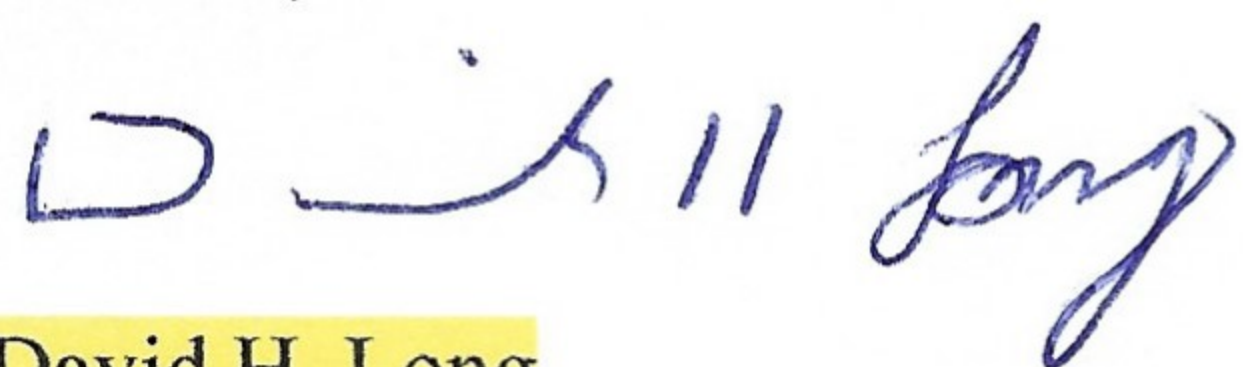
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Hilltop Ranch Inc. appreciates the US Department of Transportation consideration of this RAISE planning grant application and is very pleased to submit this letter of support.

Sincerely,



David H. Long
President CEO