West Coast Corridor Coalition

Alaska • Washington • Oregon • California

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Assigned Truck Tons Agriculture CG
Cambridge Systematics
Assigned Truck Tons Grain CG
Cambridge Systematics
U.S. DOT MARINE HIGHWAYS
Agenda

- Mission
- Membership
- Current Scenario
- Latest Endeavors
- Strategic Plan
To forge consensus strategies to solve the massive Corridor mobility challenges that transcend state and local borders to make the Corridor clean, green and smart.
Dedicated transportation professionals from:
- the four state DOTs
- regional planning agencies
- metropolitan planning organizations
- major ports
- railroad and trucking companies

Collaborating since 2003
Vital Transportation Network

- 7 major seaports
- 3 international landports
- 5 major air hubs
- Vast highway & rail system

Key bi-national trade arteries for trade with Canada, Mexico, and the Pacific Rim – America’s largest trading partners
Seaports handle over 50% of all containerized shipments entering and departing the US.

Airports handle 42% of overseas freight.

East-west infrastructure handles the lion’s share of overall freight, but increasing NAFTA volume is challenging north-south systems.
All systems are under stress

...and freight volume is projected to triple by 2030
Costs born locally

- Congestion
- Safety
- Quality of Life

- Operations
- Maintenance
- Expansion

- Poor Air Quality
- Chronic Illness
- Health Costs
Our latest endeavors

Trade and Transportation Study

We contracted Cambridge Systematics to conduct a Trade and Transportation Study to identify freight challenges in the Corridor.

It is our first step to inform decision makers about the importance of the Corridor as an unparalleled driver of economic growth and innovative technology.
Identified Regional Chokepoints

Clean, Green and Smart
California

Sacramento Area
- Congested urban interchanges
- Highway capacity constraints
- Truck climbing lane/operational problems
- Freight/passenger rail conflicts
- Insufficient sidings

LA Basin/Inland Empire
- Freight/passenger rail conflicts
- Congested urban interchanges
- Highway capacity constraints
- At-grade railroad crossings
- Truck climbing lane/operational issues
- Heavy Freight Rail Traffic

Bay Area
- Congested urban interchanges
- Port rail yard congestion

Central Valley
- Highway capacity constraints
- Rail capacity constraints and congestion

San Pedro Bay Ports
- Highway access problems
- Rail yard congestion

San Diego Area
- Border crossing congestion
Washington & Oregon

Puget Sound/Chehalis
- Congested interchanges
- Rail/highway port access problems
- Lack of highway capacity
- Rail congestion/capacity constraints
- Freight/passenger rail conflicts
- Rail yard congestion
- Severe weather closures

Whatcom Region
- Border crossing congestion
- Lack of double-stack train clearance

Central/Eastern Washington
- Severe weather closures
- Lack of double-stack train clearance

Columbia River Gorge
- Rail capacity constraints
- Single tracks with long siding spacing

Central Oregon
- Lack of double-stack train clearance
- Insufficient siding length

Portland/Vancouver
- Congested interchanges
- Highway capacity constraints
- Geographical constraints (rivers and hills)
- Freight/passenger rail conflicts
- Rail yard congestion
Addressing these challenges

Requires willingness to plan and fund freight system improvement across several boundaries:

- **Jurisdictional**
  Between West Coast states and MPOs

- **Interest**
  Between public agencies and private-sector freight community

- **Competitive**
  Between region’s seaports and airports
Alternative Fuel Corridors

- I-5 initial focus
- Governor’s Green Highway Initiative
- Federal & State Climate Change legislation
- Oregon & Washington legislative issues
- Budget issues for all three states
- Passenger and heavy duty vehicles
Corridor Designation

- 2007 National Energy Act
- Alternative to surface congestion
- Already heavily used in other parts of the U.S.
- Mexican border north to Alaska
- Stockton Ship Channel/Columbia River System
- Smaller ports/economic development
Our latest endeavors

Clean, Green and Smart
Best Practices Manual

A comprehensive roster of continuously updated ideas and innovations that can move the transportation system toward becoming “Clean, Green and Smart.”
New Priority

Goods movement and personal travel rely largely on the same transportation system and impact the same environment.

Where they are intertwined, both need to be addressed.

5 Major Categories
1. Encourage the Federal Government to create a national goods movement program in the next transportation authorization that:

A. Invests in gateways and corridors of national significance
B. Facilitates multistate planning and funding mechanisms
C. Promotes innovative project development strategies: eg. Corridor level ITS strategies, Pricing and user fee programs, Clean freight technology, Public-private institutional arrangements
D. Establishes performance-based criteria and standards
E. Provides funding for mitigation of environmental impacts
2. Develop and mutually support a roster of projects of corridor significance.
3. Share best practices to optimize the capacity and performance of the system.
4. Seek out and create working partnerships with the Western Governors Association (established Climate Change Initiative), environmental groups, international organizations along the Canadian and Mexican borders, and international maritime associations.
5. Establish a new website with an information sharing capability.
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www.westcoastcorridors.org

Thank You
Notes on benefits
1. Transportation Systems Analysis

**Goods Movement Benefits**
- Investments targeted to severity of congestion
- Enables enhanced efficiency through “smart” supply chain logistics

**Personal Travel Benefit**
- Enables more effective deployment of Bus Rapid Transit as an alternative to personal vehicle use

**Environmental Benefit**
- Enables measurement of current vehicle emission levels to determine rate of progress in attaining greenhouse gas reduction targets
2. Traveler Information Integration

**Goods Movement Benefits**
- Comprehensive information on travel conditions for efficient trip planning by drivers

**Personal Travel Benefit**
- Information on options for car sharing, ridesharing, smart parking and transit connections

**Environmental Benefit**
- Minimizes time loss and fuel consumption related to congestion and delay
3. Intelligent Trans. Infrastructure

**Goods Movement Benefits**
- Technology allows firms to provide drivers with up-to-the-minute info “in the cab”

**Personal Travel Benefit**
- Real-time traveler information and enhanced collision avoidance capability

**Environmental Benefit**
- Minimizes time loss and fuel consumption related to congestion and incident delay
4. Cleaner Fuels and Engines

**Goods Movement Benefits**
- Fuel cost savings and emission reductions protecting economic viability of rail and road freight operators
- Reduces risk of regional air quality non-attainment

**Personal Travel Benefit**
- Enhanced air quality
- Less vulnerability to gas price swings
- Less dependence on foreign oil

**Environmental Benefit**
- Enhanced energy security
- Progress toward achievement of greenhouse gas reduction targets
5. Law and Regulation

**Goods Movement Benefits**
- Expedites motor carrier regulation through automated, interoperable information technologies

**Personal Travel Benefit**
- Choices between cost and travel time through use of “value pricing” – tolling related to level of congestion

**Environmental Benefit**
- Provides new basis for infrastructure funding by basing taxation on actual system use rather than type of fuel used