



West Coast Corridor Coalition

Alaska • Washington • Oregon • California

Jim Gosnell
Executive Director

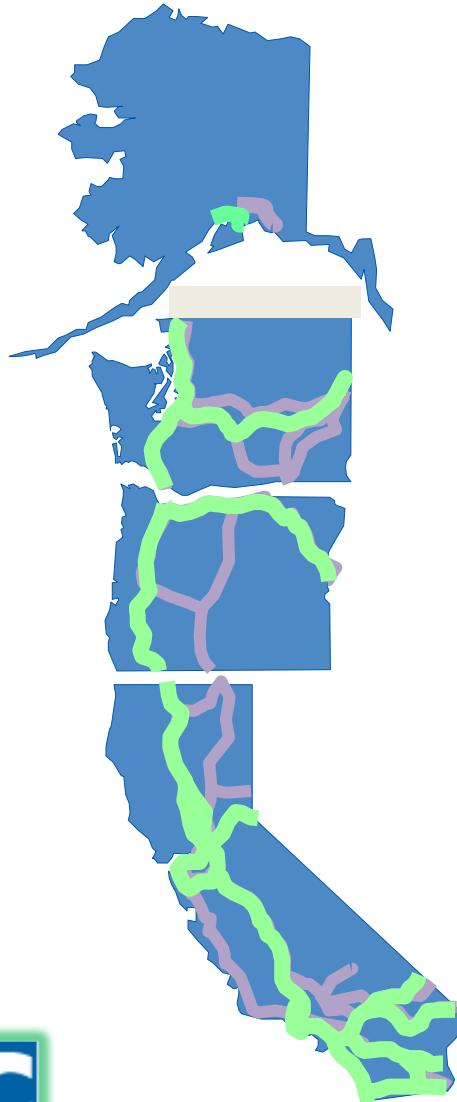


Agenda

- Mission
- Membership
- Current Scenario
- Latest Endeavors
- Strategic Plan



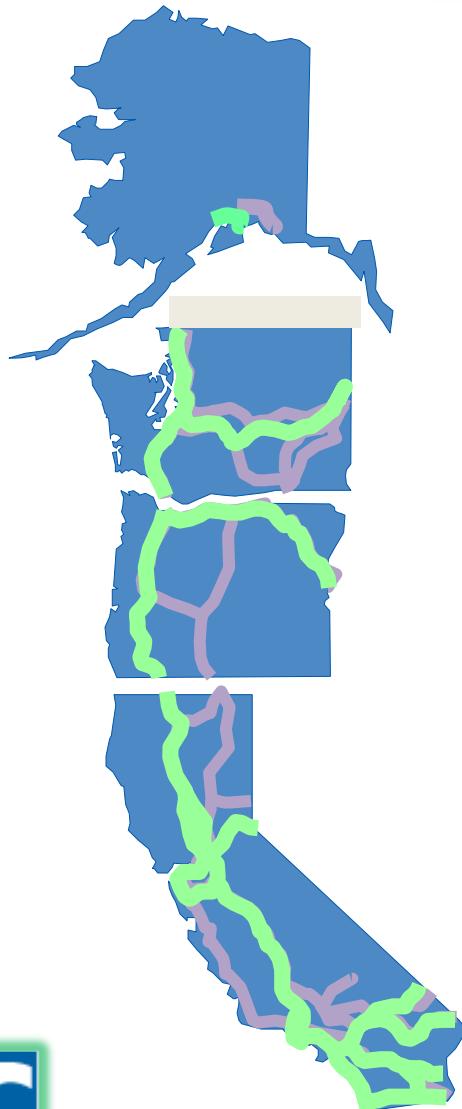
Mission



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.



Membership



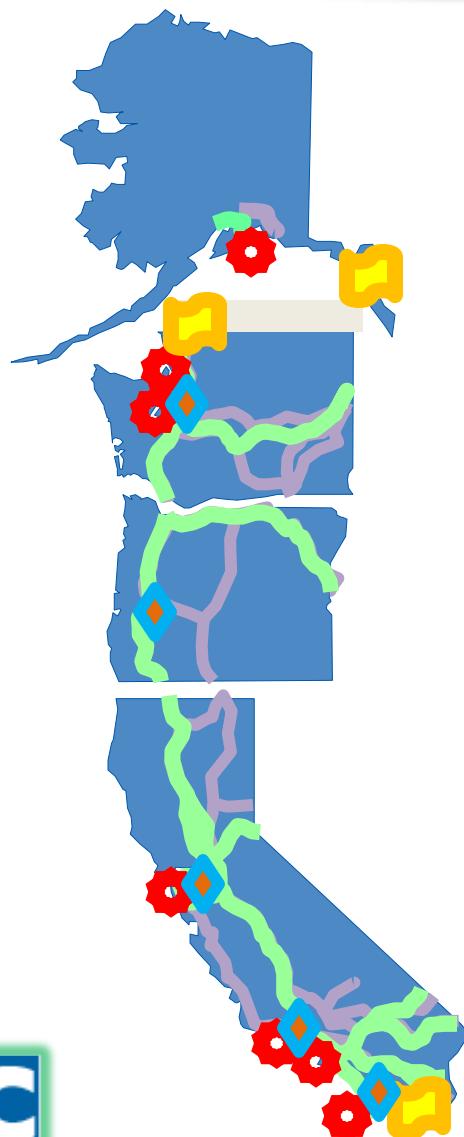
Dedicated transportation professionals from:

- the four state DOTs
- regional planning agencies
- metropolitan planning organizations
- ports
- railroad and trucking companies

Collaborating since 2003



Vital Transportation Network

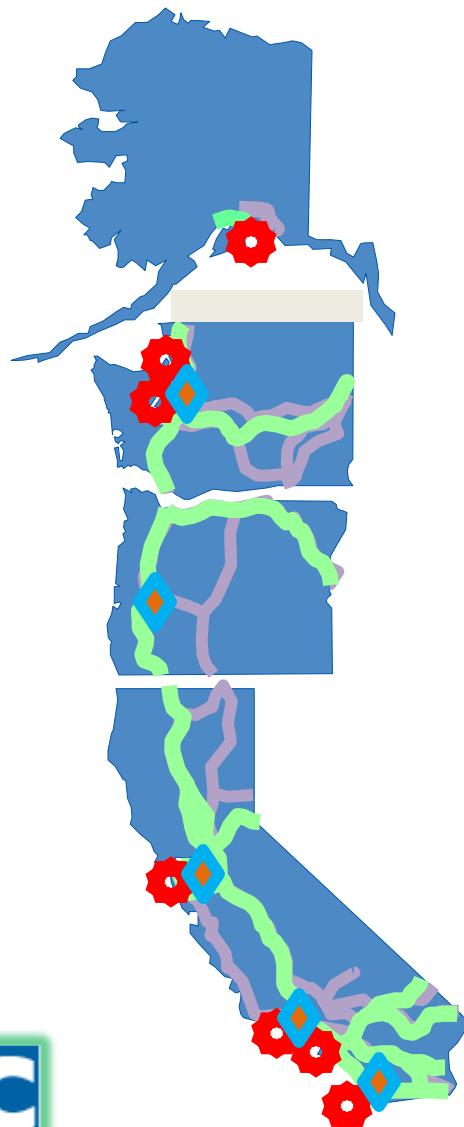


- ✿ 7 major seaports
- ✿ 3 international landports
- ✿ 5 major air hubs
- ✿ Vast highway & rail system

Key bi-national trade arteries for trade with Canada, Mexico, and the Pacific Rim – America's largest trading partners



Nationally Significant

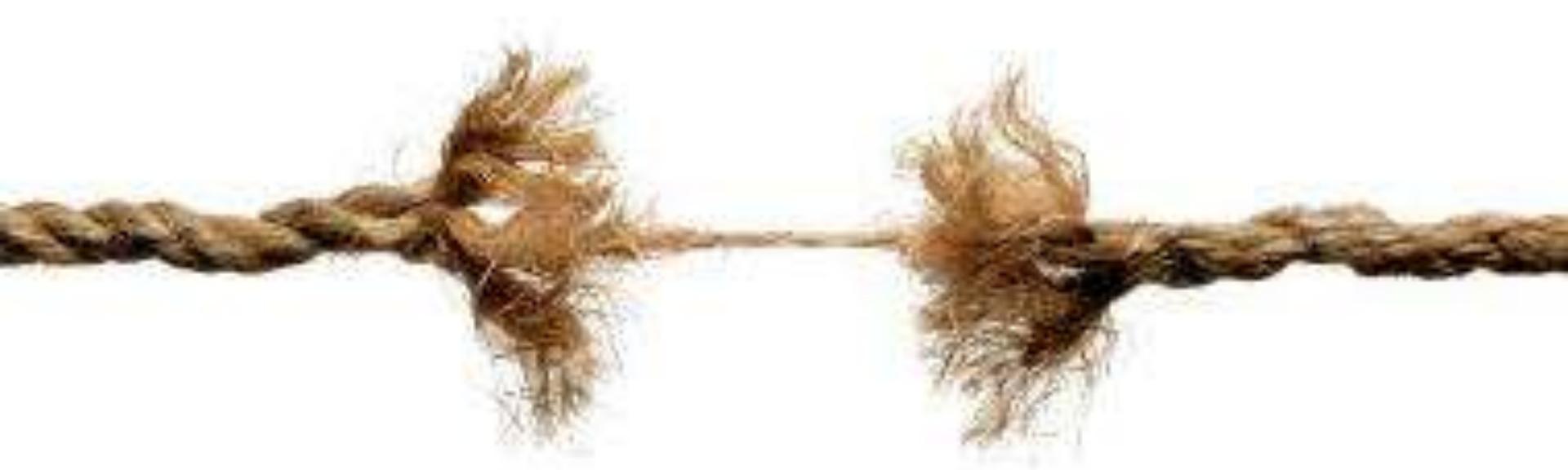


- ❖ Seaports handle over 50% of all containerized shipments entering and departing the US
- ❖ Airports handle 42% of overseas freight

East-west infrastructure handles the lion's share of over all freight, but increasing NAFTA volume of 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.

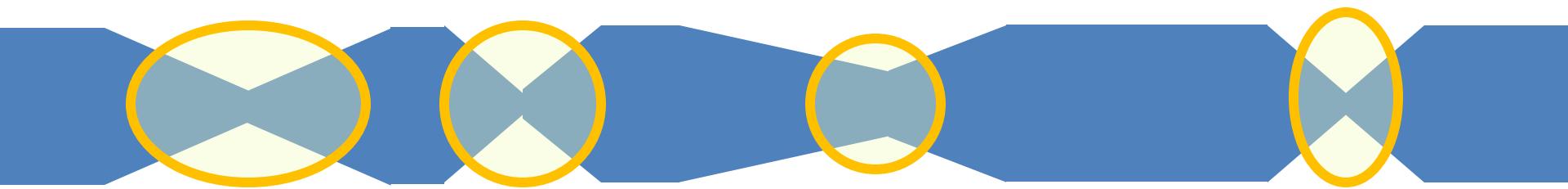
It is our first step to inform decision makers about the importance of the Corridor as an unparalleled driver of economic growth and innovative technology.



Clean, Green and Smart



Identified Regional Chokepoints





California

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

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



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



Portland/Vancouver

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

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

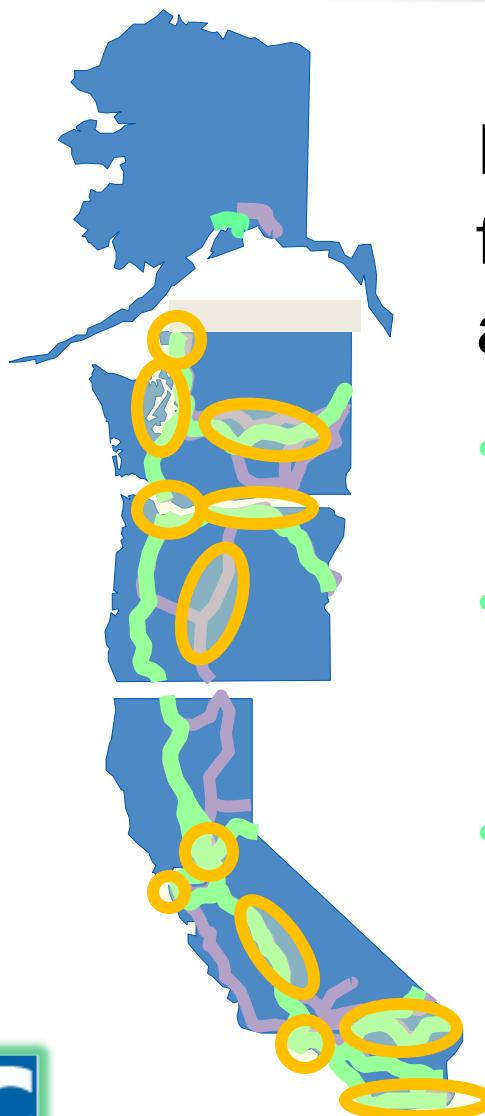
Central Oregon

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





Addressing these challenges

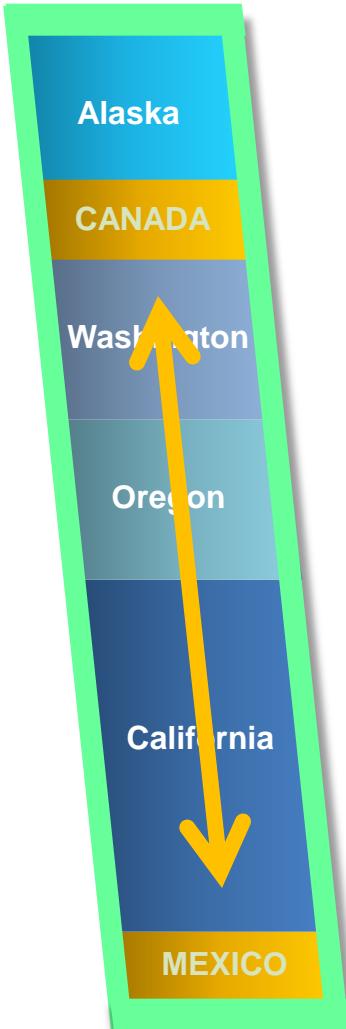


Requires willingness to plan and fund freight system improvement across several boundaries:

- **Jurisdictional**
Between West Coast states and MPOs
- **Interest**
Between public agencies and private-sector freight community
- **Competitive**
Between region's seaports and airports



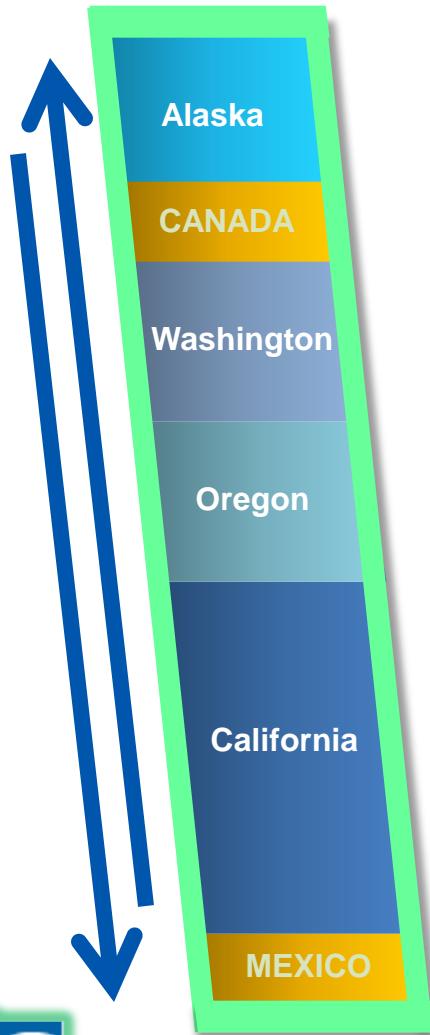
Alternative Fuel Corridors



- 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



West Coast Marine Highway



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



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



Clean, Green and Smart



Our Strategic Plan

- 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**

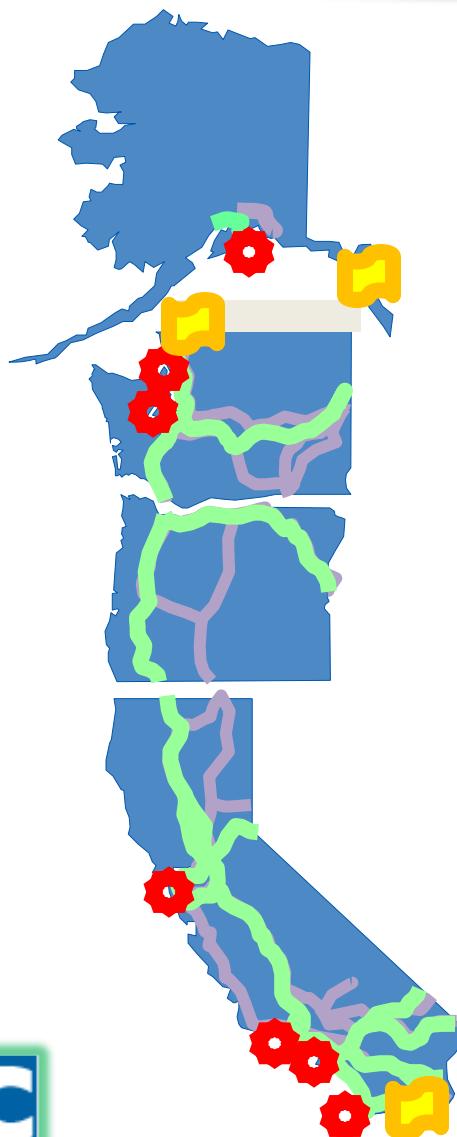


Our Strategic Plan

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.



Creation of a Marine Committee



1. Invite new participants
2. Support Marine Projects seeking funding
3. Support Market Study for Marine Corridor Projects
4. Pursue Marine Issues relevant to the membership
5. Take positions on important marine legislation



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www.westcoastcorridors.org

Thank You



Notes on benefits



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