West Coast Corridor Coalition

Alaska - Washington - Oregon - California

Ports-to-Plains Trade Corridor Coalition

September 30 - October 2, 2009

Lubbock, Texas
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.
Membership

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.
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
Best Practices Manual

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

Clean, Green and Smart
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

Clean, Green and Smart
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
Categories & Benefits Analysis

- Transportation Systems
- Intelligent Infrastructure
- Traveler Information
- Goods Movement
- Personal Travel
- Environment
- Cleaner Fuels & Engines
- Laws & Regulation

Cleaner Fuels & Engines

Clean, Green and Smart
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
Innovative Strategies for Cleaner Air, Lower Carbon, and a Better Economy

Sharon Banks, CEO
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An organization of public and private partners, working together to:

- Save fuel
- Improve air quality
- Slow climate change
The CSS Mission

CSS identifies, promotes and finances technology to save fuel and reduce pollution from the legacy fleet of trucks.
Current Area of Operations

- Coburg, Feb, 2007
- Portland, Jun, 2008
- Sacramento, Sep, 2008
- Seattle, Oct, 2009
- Los Angeles, Mar, 2010

CSS to date has upgraded or replaced 2,700 heavy duty diesel vehicles in 47 states
What's Next

Estimated Average Annual Daily Truck Traffic (1998)

U.S. Department of Transportation
Federal Highway Administration
Office of Freight Management and Operations
Freight Analysis Framework
The Role of CSS

Technology

Grants

Discounts

Rules

Tax credits

Offsets

Rebates

Innovative Financing

Technical Assistance

Trucking Industry
The CSS Outreach Center

Breaks down barriers:

- Awareness
- Capital Cost
- Regulatory Information

Coburg, Oregon
Portland, Oregon
Sacramento, California
One Stop Shop for SmartWay™ Upgrade

- Gap Fairing
- Diesel Exhaust Retrofit
- Tail Fairing
- Light Weight Wheels
- APU (Auxiliary Power Unit)
- Trailer Side Skirts
- Low Resistance Tires
- Automatic Tire Inflation
Innovative Loan & Lease Programs

- The *Everybody Wins* Revolving Fund
- The *SmartWay* Revolving Fund
- The *GreenLease* for Truck Replacement
- The *Private Sector Solution*
- SBA Loans

The innovative financing provided by CSS coordinates private and public sector resources and facilitates access to capital for many companies that can not be financed through traditional means—especially in a tight credit market.
Expanding the Revolving Loan Fund

- $715K - AB118 (California projects)
- $9 million - National SmartWay Financing

The goal is to raise $10 million in each state to fund innovative financing projects in their location. Federal funds can be used anywhere.
Los Angeles, CA

35 SmartWay trucks placed in service
February 2009

- Shipper subsidizes payments
- No government grants used
- Exempt from Port Fees

CSS Partners

Dealer: LA Freightliner
Bank: CSS thru Bank of the West

Result:
Monthly payment to end user: $550 per month
Oregon, California, Arizona, New Mexico & Texas + 48 States

Replaced 600 tractors & trailers with SmartWay technology

CSS Partners:
Border International
Utility Trailer
Oregon Dept of Energy

Result
Improved fleet average fuel economy 29.3%
Saved 2.8 million gallons last year
Los Angeles, CA

Replaced 11 pre-1994 diesel tractors with LNG trucks

CSS Partners:
Pape Kenworth
Westport Innovations
Port of Los Angeles
Shippers Transport Express
Umpqua Bank

Result
11 Alternative fuel vehicles placed in service displacing 1.7 mil gallons of diesel over lifetime
Oregon, California, Nevada

Upgrading 125 trucks with APU & TRU

CSS Partners: Thermo King, Oregon DEQ, Oregon Dept of Energy, Umpqua Bank

Result
Saving over 250,000 gallons a year & getting in compliance with California rules ahead of the deadline
Seattle Truck Replacement

• Replacing pre-1994 trucks with 2004-2006 models;
  – Port pays $5000 scrap bounty
  – State pays for retrofit
  – CSS provides the financing

Replacing 400 dirty diesels
Intermodal Truck Replacement - CA

• Replacing 1984-2003 models with 2008 and newer trucks (500)
  – $50 K grant for new trucks (CARB)
  – Financing from CSS & partner lenders

• Replacing pre-1994 models with 2005-2006 engines
  – Buying trucks wholesale
  – Providing affordable financing
Current Opportunities

• EPA
  – **New England SmartWay Rebate Program** – Gives a scheduled incentive for SmartWay upgrades: APUs, truck & trailer aerodynamics, low RR tires, bunk heaters and diesel particulate filters
  – **Rocky Mountain APU & Diesel Retrofit Grant** – Get $3,000 subsidy for and APU and the full cost of a DPF paid for.
  – **EPA SmartWay Financing Grant** – Get low-cost financing for truck replacement projects and SmartWay upgrades
  – **New York, New Jersey & Pacific NW Trailer Upgrade Grants** – Pays 1/3 of the cost of trailer aerodynamics upgrades.
Current Opportunities

- DOE
  - National Truck Stop Electrification Grant – CSS is installing electrical pedestals in 50 truck stops. This grant includes $14 million for upgrading trucks with equipment that can plug into the grid, such as:
    - Electric/Battery heating & cooling
    - Diesel APU w/shorepower
    - Cold Plate technology
    - Plug in DPFs
    - Inverters
    - Hybrid TRUs
    - Basic Wiring Package
Shorepower Sites
Current Opportunities

• State Grants
  – OREGON BETC
  – CA Prop 1B
  – Puget Sound CMAQ
  – Boston DPF Cost Share
  – Chicago DPF & TRU Grant
  – Port of Seattle Truck Replacement Program
  – CA Hybrid Voucher Program
  – CA Moyer Program
Why CSS?

• **CSS leverages federal funding**
  - As a non-profit organization CSS can directly apply for federal funding. CSS currently has grants with DOE, EPA and has an application pending with EDA.

• **CSS has no borders** and can help truckers from any state get in compliance, save fuel and reduce emissions.

• CSS has **innovative financing programs** to make projects happen.

• **CSS has a 4,000 member communications network** in place to notify trucking fleets & owner-operators of rules, incentives and opportunities.
Contact Info

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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:
   - 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.