



Coalition for Responsible Transportation

Exhibit "A"
Port Commission Special
Meeting of March 31, 2009

Best Buy March 30, 2009

California Multimodal, LLC

President Bill Bryant
Port Commission of Seattle
2711 Alaskan Way
Seattle, WA 98121

Container Connection

Converse

Dunavant Enterprises

Dear Commissioner Bryant:

Gap Inc.

We are writing you today to express the Coalition for Responsible Transportation's (CRT's) support for the proposed Port of Seattle Clean Truck Program that will be considered by the Commission on March 31, 2009.

Green Fleet Systems

GSC Logistics

Hanjin Shipping

The Home Depot

HP

First and foremost, the Port of Seattle is to be commended for the superb job that Port staff have done in facilitating a meaningful dialog with Port stakeholders, and for distilling the myriad suggestions from those stakeholders into what we believe is a prudent and viable framework for dramatically reducing port-related air emissions from the drayage truck fleet that serves your Port. We appreciate the outreach that has been conducted by your staff and for the opportunity to provide input and insight on behalf of our membership, which includes importers, exporters, drayage providers, ocean carriers and terminal operators.

Intermodal Bridge Transport

JC Penney

"K" Line America

Lowe's

Nike

NYK Group Companies

CRT was formed in 2007 to facilitate the implementation of practical and sustainable solutions to reduce port truck pollution at our nation's blue water ports in a manner that balances the environmental needs of Port communities with the efficient flow of commerce. CRT member companies are committed to responsible stewardship of the environment and to taking leadership roles within their respective industries in the development of transportation related environmental initiatives. In 2008, CRT member companies were responsible for roughly 1 million TEUs of cargo volume transiting through West Coast ports and have deployed over 1,000 clean trucks to support that cargo.

PDS Trucking

CRT was founded on the principle that private enterprise should partner with port leadership to bring clean truck technology to local ports, and we believe that the proposed Clean Truck Program is consistent with that principle.

Performance Team

Southern Counties Express

Target

CRT supports the Port of Seattle CTP framework as it has been presented to us because it strikes the delicate balance of improving the air quality in the Georgia Basin-Puget Sound region without adversely impacting the flow of commerce through the Port. Specifically, CRT applauds the port for:

Total Transportation Services, Inc.

- ✓ Setting hard targets for emission reduction goals through implementation of an aggressive timeline for the phase-out of high polluting diesel trucks servicing

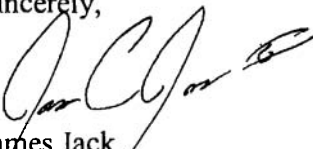
Wal-Mart Stores

the Port. This **timeline** will ensure that quantifiable air quality benefits are met while allowing private industry a reasonable amount of time to procure compliant equipment.

- ✓ Taking a technology-neutral approach to air quality goals, which will allow CRT members to deploy a variety of clean-air equipment, whether clean diesel, LNG, or even electric technology, in a manner that is most cost effective for their individual business models.
- ✓ Choosing not to disenfranchise independent owner operator (IOO) drivers. CRT member companies utilize both employee drivers and IOOs according to their individual needs and the needs of their customers. By preserving the flexibility to use both employees and IOOs to meet the clean air goals of the Port, you will have adopted a model that will provide for the fastest and most cost-effective way to deploy clean equipment at the Port.
- ✓ Avoiding the creation of a port-administered **drayage** management system and the imposition of container fees to support such a regulatory regime. The decision not to implement container fees in conjunction with Seattle's CTP will have a profound impact on Seattle's competitive position with regard to other ports on the West Coast of the United States. We have already begun to see the movement of discretionary cargo away from Southern California due in part to the onerous regulations and \$70 per container (FEU) fees that have been implemented there. Seattle's decision to avoid similar fees will give it a competitive advantage on the West Coast and position the Port well to attract new cargo, which will result in additional investment in the Port that will accelerate the deployment of clean equipment.
- ✓ Calling for continued collaboration with Port stakeholders during the implementation of the CTP. CRT looks forward to working with the Port of Seattle through the adoption and implementation of the CTP so that we may provide feedback on best practices, help the Port identify financing solutions to support the retirement of older equipment, and maintain a productive dialog geared towards maximizing the success of the CTP.

In summary, CRT supports the adoption of the Port of Seattle Clean Truck Program as it has been presented to us, and looks forward to working in partnership with the Port of Seattle to implement the program.

Sincerely,



James Jack
Executive Director