



## **Northeast Clean Freight Corridors Workgroup Kickoff Call Feb 18 2016 Discussion Notes**

### **Key Takeaways from Workgroup Discussion**

#### **Diane Turchetta, FHWA**

- The U.S. Secretary of Transportation FAST Act dovetails nicely with the goals and objectives of the Northeast Clean Freight Corridors Workgroup.
- FACT Act's Provision #1413 seeks to designate and prioritize clean corridors. FHWA is in the process of coming up with a strategy to implement #1413 and will be looking to the Workgroup for feedback.
- Right now, the FAST Act and designation of Clean Corridors demonstrates important synergy with the nation's greenhouse gas (GHG) emission reduction goals.
- There is a lot of great internal support within FHWA for this program.

#### **Gerry Bogacz, New York Metropolitan Transportation Council**

- The role of Metropolitan Planning Organizations (MPOs) are to help fulfill federal government goals and to help plan, identify and assign funding to transportation projects.
- Gerry was very pleased to participate in the Northeast Diesel Collaborative 2015 Partners Meeting Clean Corridor Congress and was impressed with the level of interest and buy in by the industry and government partners to look at improving coordination of clean corridors in the Northeast.
- NYMTC is in the process of drafting the regional freight plan and is including "clean corridors" within the plan. This is also of interest to NYMTC's member New York City Department of Transportation.
- Now with the inclusion of "clean corridors" in the regional freight plan, need to understand how to define a clean corridor and the type of projects that would be involved.
- Including "clean corridors" is a first step, now need to work on a mega-regional approach to ensure that goals and objectives are consistent with other MPOs.

#### **Marygrace Parker, I-95 Corridor Coalition**

- I-95 Corridor Coalition (CC) represents a membership of Department of Transportation agencies that the I-95 Corridor runs through, from Maine to Florida.
- I-95 CC focuses on all issues around mobility, planning and safety.
- In the last several years, I-95 CC worked to support coordination of MAP 21.
- Funding needs to be multi-modal.
- Key interests as it relates to clean corridors – remove congestion, address air quality challenges, and understand origin and destination to better understand movement of goods and the final place of rest.
- To focus on emission reductions, need to identify biggest points of congestion and make an investment for clean air for those areas.
- I-95 CC has an intermodal committee focused on corridors right now.
- I-95 CC is standing ready to support NE Clean Freight Corridor Initiative.

#### **Barry Carr, NY Clean Cities & Landi Renzo**

- Constantly travels along I-95 Corridor and observes areas of needed improvement and an important opportunity to build out infrastructure for alternative fuels.

- Currently identifying locations along I-95 where stations are owned by utilities and seek ways to enhance utilization/introduce additional forms of clean fuels such as DC fast charging, propane, biodiesel, etc.

#### **Jeff Flumignan, U.S. DOT Maritime Administration**

- Contrary to headlines, there's a lot of progress being made among ports—need to get the positive message out.
- A number of efforts underway including; Emission Control Areas, Liquid Natural Gas for shipping, and sustainability at seaports.
- Jeff currently works with 42 MPOs from Philadelphia to Maine in addition to the ports, marine terminals, shippers, etc. that are members to the MPOs.

#### **Ian Campbell, MASSPORT**

- MASSPORT is a consolidated port authority with a marine port and three airports.
- There are a lot of opportunities and challenges for advancing clean transportation at the port.
- Diesel Emission Reduction Act grants have supported MASSPORT's ability to adopt emission reduction programs such as the Truck Replacement Program. Received the first grant to replace 20 older diesel port trucks with engine MY 2007 and newer. A follow up program allowed the port to replace an additional 40 trucks with a total of 60.
- Looking at ways to move freight away from communities by creating a freight route.
- Recently received another DERA grant to repower RTGs with Tier 4 diesel engines.
- Currently operating 21 CNG buses along with diesel hybrid vehicles.
- Challenge with natural gas lines not being significant to grow NG fleet/equipment. Also have challenges with the electric distribution and have interest in introducing shore power technology to reduce hotel emissions from ships.
- Grant programs are a big help to introducing cleaner alternatives.

#### **Steve Russell, MA Clean Cities and MA Department of Energy Management**

- MA is in the middle of this corridor, so have to participate, and complement adjacent state.
- May have some CMAQ funding available for MASSPORT projects.
- Need to remember key goal of clean transportation efforts is to focus on clean air, not specific fuels.

#### **Gerry Coyle, Evans Trucking**

- Need to alleviate road congestion to make ports cleaner.
- DVRPC is teaming up with Starcrest to develop an air emissions inventory.
- Important to collaborate with trucking companies, who can tell you origin and destination.
- Involve state trucking associations and the ATA.

#### **Jeff Flumignan, U.S. DOT MARAD**

- The PANYNJ is also doing an air emissions inventory.
- Air emission inventories are an excellent approach to wrapping your hands around data to better understand the contribution of emissions (and other data like energy consumption) to prioritize and focus emission reductions.

#### **Jillian Zywiem, Massachusetts Motor Transportation Association**

- MMTA is absolutely willing to participate, and excited to.
- AVSG is now on the Association's Board.
- Can facilitate connections with other state trucking assns.

#### **Martha Klimas, Bridgeport Port Authority**

- Looking forward to collaborating with the Workgroup to be introduced to new partnerships for instance, working with Clean Cities Coalitions.
- More success is seen through smart partnerships.

**Chip Millard, FHWA**

- Agreed with statements made by Marygrace in regards to the needs of addressing bottlenecks to address air quality issues. Also need to look at land use.
- It is important to be sensitive to different trip and vehicle types and differences in what they need therefore from infrastructure and also as it relates to clean transportation technologies and what duty cycles they best fall under.

**Gary Rennie, U.S. EPA Region 1**

- Will post slides/recording on NEDC website.