



## Northeast Diesel Collaborative Priorities for 2016/2017

### 1. Continue to Seek Funding for Priority Projects

- a. **Candidate Sectors** for project development include freight (truck, marine, and rail), construction, municipal fleets, agriculture, and ports.
- b. **Projects** include engine repowers, engine upgrades, exhaust after-treatment, cleaner alternative fuels, idle reduction technologies, fuel cells, fuel economy improvement including SmartWay, equipment & vehicle replacement, efficient utilization of infrastructure, information technology (e.g., smart phone apps for drayage).
- c. **Prioritization Factors** include mass emission reductions of criteria pollutants; cost-effectiveness (cost per unit mass of emissions reduced); climate benefits including fuel consumption reduced (expressed in mpg, gph, and/or CO<sub>2</sub>), reduced exposures in communities with high asthma rates, high population densities, and environmental justice concerns; measurable regional benefit; potential for replication; and ability to leverage additional funding.
- d. **Work together** as a Collaborative to identify, promote, and develop projects as funding opportunities arise (e.g., DERA, CMAQ, SEPs, IRAP, FASTLANE, TIGER, and private funding), and assist the Key Constituencies identified below, as appropriate, and as resources allow, to develop project proposals. Consider new project opportunities in light of recent amendments to the Replacement Engine Rule (40 CFR 1068.240), Phase 1 Heavy-Duty Greenhouse Gas Rules, and proposed Phase 2 rules.
- e. **Commission the Clean Corridor Freight working group** to promote effective coordination across Northeastern states to plan for and develop clean freight corridors to advance high-efficiency, low-emission alternative transportation technologies across all modes and actively seek out funding and opportunities for related projects.

### 2. Continue to Share Field Experiences with Projects

- a. Identify unsuitable and marginal applications and promote more successful alternatives. Proactively work with stakeholders in identifying suitable projects prior to funding opportunity announcements
- b. Support development of project databases.
- c. Advocate for increased verification of technologies and expansion of verification categories.

d. Identify and promote successful applications of SmartWay verified idle reduction technologies.

### **3. Focus on Key Constituencies**

a. Guide and provide staff support to the efforts of the existing NEDC Sector Work Groups (i.e. Clean Freight Corridors, Ports & Goods Movement; Clean Construction) including review and approval of work plans and products or outputs.

b. Commission the Strategic Planning Work Group and the Clean Freight Corridors Work Group to sustain and improve the Collaborative's outreach by:

- Organizing and promoting constituent outreach events/webinars, including the biennial Partners Meeting
- Devising and implementing strategies to increase involvement of private sector entities (e.g., equipment vendors, consultants, fleet owners), community and environmental organizations

c. Reach out to public entities (e.g., State DOTs, MPOs, Municipalities, Large Institutions, DOD, DOE Clean Cities, Port Authorities) as opportunities arise through direct contact, conferences and professional associations, to promote clean diesel projects and strategies.

d. Support, to the extent feasible, the efforts of and communicate with other entities and organizations working on clean diesel projects and strategies (e.g., NESCAUM committees, Ozone Transport Commission, Mid-Atlantic Regional Air Management Association, SmartWay Transport Partnership, Transportation & Climate Initiative, I-95 Corridor Coalition) with goals of mutual support and avoiding duplication of efforts.

e. Formally recognize successful efforts of individuals, businesses, and institutions to promote clean diesel projects and activities through the Breathe Easy Awards program.

### **4. Incorporate Messages on Cross-cutting Issues**

a. Include messaging through the NEDC website, email marketing outreach platform (Constant Contact), other social media platforms such as Facebook and Twitter and other means about opportunities for clean diesel technology and other emission reducing practices to mitigate an array of environmental impacts. Messaging should focus on the following:

- General health effects associated with diesel emissions
- Black carbon as a climate-impacting pollutant
- Environmental and climate benefits from reducing diesel fuel consumption
- Toxic constituents in diesel exhaust
- Disproportionate impact of diesel emissions on environmental justice communities
- Economic benefits from reducing diesel fuel consumption and range of technologies and strategies for doing so
- "Freight as a Good Neighbor" strategies to lessen impacts on abutters while supporting efficient freight movement

b. Idling – promote strategies aimed at achieving behavioral change within specific sectors.

c. Alternative Fuels – maintain consistent position/message on alternative fuels as life-cycle analyses and other research evolves (e.g., electric, biodiesel, LNG, CNG).

d. Intermodal – support for increased intermodal opportunities such as expanding rail service to ports to reduce cargo-handling emissions.

#### **5. Periodically Measure Progress**

a. Over the course of the year, on a quarterly basis, review progress made on implementing priorities.

b. Commission the Strategic Planning Work Group as an early priority to develop recommendations to the Steering Committee on how best to measure progress.

#### **6. Communications**

a. Consider re-vamp or refresh of website to more effectively communicate NEDC activities and grant opportunities.