



Priorities for 2011

1. Continue to Seek Funding for Priority Projects

- a. **Candidate Sectors** for project development include railroad, marine, construction, seaport, airport, trucking, municipal fleets, and warehousing.
- b. **Projects** include engine repowers, engine upgrades, exhaust aftertreatment devices, on-board idle reduction devices, electrified plug-in stations, hybrid technology, devices/systems designed to significantly reduce diesel emissions and enhance fuel economy, equipment & vehicle replacement, and systems that promote more efficient utilization of infrastructure.
- c. **Prioritization Factors** include mass emission reductions (NO_x, PM), cost-effectiveness (cost per unit mass of emissions reduced), fuel consumption reduced (expressed in mpg, gph, and/or CO₂), exposure reduced in high population density & environmental justice communities, regional benefit, potential to replicate, 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), and assist the Key Constituencies identified below, as appropriate and as resources allow, to develop project proposals.

2. Continue to Share Field Experiences Employing Aftertreatment Devices

- a. Identify unsuitable, marginal, and successful applications, including data-logging experience
- b. Support, to the extent feasible, the work of NYSERDA in building a database of experience with construction and other nonroad equipment
- c. Continue sharing information on supply issues with each other and with MECA, EPA, and vendors.
- d. Identify circumstances where aftertreatment is not the best option and promote alternatives (e.g., retirement, replacement, repowering).
- e. Advocate for increased verification of technologies and expansion of verification categories.

3. Focus on Key Constituencies

- a. Guide and provide staff support to the efforts of the two NEDC Sector Work Groups (i.e. Ports & Goods Movement; Construction) including review and approval of work plans and products or outputs.
- b. Continue to reach out to private sector entities (e.g., equipment vendors, consultants, fleet owners) and encourage their involvement in workgroup calls and activities
- c. Share experiences within the Collaborative and with outside stakeholders on project implementation (i.e., approaches, successes, challenges, lessons learned) by making presentations, developing outreach materials, disseminating reports, effectively using the NEDC website as an information source.
- d. 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.

- e. 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.
- f. 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 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:
 - i. General health effects associated with diesel emissions
 - ii. Black carbon as a climate-impacting pollutant
 - iii. Climate benefits from reducing diesel fuel consumption
 - iv. Toxic constituents in diesel exhaust
 - v. Disproportionate impact of diesel emissions on environmental justice communities
 - vi. Economic benefits from reducing diesel fuel consumption and range of technologies and strategies for doing so
- b. Idling – promote strategies aimed at achieving behavioral change within specific sectors
- c. Low Carbon Fuels – maintain consistent position/message on alternative fuels as life-cycle analyses and other research evolve (e.g., biodiesel, LNG, CNG)

5. Periodically Measure Progress

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