



Northeast Clean Freight Corridors Initiative

NORTHEAST CLEAN FREIGHT CORRIDORS WORKGROUP

January 2016

Workgroup Goal:

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.

Objectives:

The Northeast Diesel Collaborative (NEDC) will develop and lead a **Northeast Clean Freight Corridors Workgroup** to help respond to opportunities and barriers that were defined at the 2015 NEDC Partners Meeting, Clean Corridor Congress session, in Providence, Rhode Island on October 28, 2015. The objectives of this Workgroup will include:

- Obtain perspectives on clean corridor needs across all modes of freight transportation;
- Build awareness, through improved communications and outreach, of existing alternative fuel infrastructure and initiatives in the Northeast that could contribute to corridor development and designation;
- Align regional priorities for alternative fuel infrastructure and other corridor efficiency improvements;
- Support stronger coordination among state and regional MPO corridor initiatives;
- Identify and promote federal and state funding opportunities to advance clean freight corridor goals;
- Support FAST Act # 1413¹ Clean Corridor designation and development;
- Develop program goals and agenda topics for Northeast Clean Freight Corridors Forum (Fall 2016); and
- Foster meaningful stakeholder engagement and participation to identify opportunities for collaboration.

Proposal for Northeast Clean Freight Corridors:

The NEDC has an important opportunity to facilitate the advancement and adoption of cleaner and more efficient transportation technologies for use by freight carriers in the Northeast by working with a diverse stakeholder partnership to focus on key freight corridors. Over the last year, NEDC has focused its efforts on raising awareness, engaging new partners and identifying opportunities to improve regional coordination. “Clean” and “alt fuel” are intended to denote a variety of high-efficiency, low-emission fuels and technologies for motive and auxiliary power, including natural gas, electricity, propane, hydrogen, ethanol and biodiesel.

Framework:

The Northeast region with its closely-connected states and urban communities represents a dense and complex environment for freight and passenger movement. The region needs a cross-jurisdictional approach to achieving more efficient freight movement and reductions in criteria and greenhouse gas emissions. While many states and Metropolitan Planning Organizations are pursuing individual strategies, linking these and developing a larger super-regional approach is needed. There is now growing momentum for creating a system of “Clean Freight Corridors” in

¹ Under the Fixing America’s Surface Transportation Act (FAST Act) provision #1413, the Secretary shall engage stakeholder feedback, solicit nominations for, and designate clean corridors.

the Northeast, built around the major North-South and East-West Interstates, railways, and landside port connections, but also encompassing feeder routes. The Clean Freight Corridors initiative will select and encourage the use of the cleanest and most efficient vehicles and infrastructure; encourage efficient mode choices; and encompass ports, intermodal facilities, and other freight transportation centers as key entry/exit points. Success will be measured in terms of improvements in emissions, energy use and traffic flow. The Clean Freight Corridors initiative will recognize and coordinate with parallel efforts in the realm of passenger transport, and outside the Northeast (particularly in the Mid-Atlantic and Southeast).

Stakeholders:

To be successful, the Northeast Clean Freight Corridors initiative must engage diverse interests: state and federal environmental, energy and transportation agencies; metropolitan and regional planning organizations; fuel, engine, & infrastructure technology providers; and freight carriers, shippers and facilities using truck and rail modes, and connecting to marine ports and airports. Fostering collaboration across boundaries—geographical, programmatic, and other perspectives—will be essential in developing a collective focus and combining resources. This Workgroup will emphasize collaborating with existing groups that are grappling with the challenge of creating efficient and/or lower-emission transportation corridors, rather than trying to “reinvent the wheel.” We desire to add value in 1) convening active and interested parties, and 2) bringing the resources and experience of NEDC partners to this effort.

Progress to Date:

This initiative was launched in the first-of-its-kind *Clean Corridor Congress* session at the NEDC Partners Meeting in late October 2015. The Clean Corridor Congress was a discussion-based workshop that brought together partners from all modes of transportation, government, MPOs, environmental groups and the private sector to discuss barriers and opportunities to developing low-emission, efficient corridors. Over the 90 minute session, the leadership panel collected valuable, candid feedback from a large and diverse group of participants on defining clean corridors, surmounting challenges such as aging infrastructure and a growing population, and seizing opportunities for collaborating, setting priorities, and funding projects.

Lessons Learned from the Clean Corridor Congress:

Defining Clean Corridors	Barriers/Challenges	Opportunities
<ul style="list-style-type: none"> ▪ Northeast has excellent potential for clean corridors ▪ Need a “all of the above” approach ▪ Mega-regions vs. linear approach to planning? ▪ Public-private partnerships are key ▪ State agencies need to be involved in planning (Transportation, Energy, and Environment) 	<ul style="list-style-type: none"> ▪ Low cost of diesel fuel ▪ 20% of US population is in NE, and increasing ▪ Old infrastructure and vulnerability to climate change ▪ Chicken/Egg: supply drives demand, or vice versa? ▪ Poor coordination among states ▪ Lack of awareness of options ▪ Limited funding 	<ul style="list-style-type: none"> ▪ National Freight Plan & FAST Act sections 1105 and 1413 ▪ Leadership role and NEDC diverse stakeholder partnership ▪ Coordinate with MPO & state freight plans to prioritize project funding ▪ Leverage diverse funding options (TIGER, CMAQ, DOE, DERA, etc.) ▪ Plan for resiliency & climate change

Recent Activities:

December 3, 2015 – Annual Meeting for the Metropolitan Area Planning (MAP) Forum – The NEDC was invited to present on the Northeast Clean Freight Corridors initiative and to encourage New York, New Jersey and Connecticut MPOs to participate and to work with MPO members to include clean corridor objectives/projects in state freight plans.

January 14, 2015 – Transportation Research Board (TRB) 95th Annual Meeting – Alternative Fuel Use: A Multi-Modal Perspective – The NEDC was invited by FHWA to present on the Northeast Clean Freight Corridors Initiative in order to raise awareness and engage regional partners to participate in the coordinated effort.

January 28, 2015 – New York Metropolitan Transportation Council Freight Planning Meeting – The NEDC proposed Clean Freight Corridors goals for New York State Freight Plan.

Next Steps:

Step 1: Develop and lead a multi-stakeholder/multi-modal Clean Freight Corridors Workgroup

- A. Outline potential Clean Corridors Vision for the Northeast Mega-Region
 - Identify existing infrastructure, resources and needs
- B. Identify sources of funding (TIGER, CMAQ, DOE, DERA and innovative finance mechanisms like TIFIA Loans and Multi-State Infrastructure Banks (SIBs))
 - FEB 8 2016 DERA Release – \$50 Million; approx. \$1.7m Region 1; \$3.1m Region 2; \$2.8 Region 3; \$3.2 Region 4.
- C. Plan program for NE Clean Freight Corridors Forum

Step 2: Hold Northeast Clean Freight Corridors Forum (early Fall 2016)

- A. Steer this effort via a partnership between NEDC, FHWA, DOT/Volpe Center, I-95 Corridor Coalition, NE MPOs and DOTs, & Clean Cities (support from lead FHWA Pooled Fund agency, Oregon DOT and contractor team, Cadmus Group and Atlas Policy)
 - September/October
 - Avoid first two weeks of October (difficult for EPA travel)
- B. Support FHWA Alternative Fuels Tool Box development

Step 3: Support Clean Freight Corridors designation

- A. Raise broader awareness in Northeast states of this effort
- B. Gain local and state political support for designating clean freight corridors and new facilities
- C. Prioritize and plan regional projects of significance in critical areas
- D. Develop both near and long -term goals
- E. Help states seek funding (from multiple sources)
- F. Maintain communication and coordination
- G. Secure resources to support this initiative

Workgroup Timeline:

Northeast Clean Freight Corridors Workgroup Timeline						
TASKS FOR 2016	Jan	Feb - Mar	Apr - May	June - Aug	Sept - Oct	Nov - Dec
1. Finalize Workgroup Plan						
2. Develop List of Stakeholders to Invite for WG						
3. Develop Agenda for 1st WG Meeting						
4. Launch WG						
5. Hold Bi-Monthly WG Calls						
6. ID WG Priorities						
7. Collect Feedback from Stakeholders on Multi-Modal Perspectives						
Barriers						
Existing Projects						
Needs/Opportunities for Collaboration						
FAST Act 1413 - Clean Corridor Designation						
Federal and State Funding						
8. Develop Draft Program Agenda for Clean Freight Forum				Prelim Agenda by July		
9. Finalize Agenda for Clean Freight Forum				Complete by Aug end		
10. Promote NE Clean Freight Corridor Forum						
11. Hold NE Clean Freight Corridor Forum						
12. Summarize Findings from Forum						
13. Develop Actions to Support FAST Act and Infnitive Next Steps						

Contact NEDC Clean Freight Corridor Leads:

Alycia Gilde, CALSTART

agilde@calstart.org

Susan McSherry, NYCDOT

smcsherry@dot.nyc.gov

Abby Swaine, EPA Region 1

swaine.abby@epa.gov

Marina Castro, EPA Region 2

Castro.Marina@epa.gov