Clean Corridors #4: Roundtable Discussion on Priority Locations and Facility Types for Clean Freight Technologies

Northeast Clean Freight Corridors Workgroup

August 31, 2017
2:00 – 3:30 p.m. EDT

Pictures Above:
FHWA Designated AFV Corridors
Agenda

- Welcome & Overview
- Progress Against Roadmap
- Quick Highlight – Upcoming NEDC 2017 Partners Meeting
- Webinar Topic #4 – **Roundtable Discussion on Priority Locations and Facility Types for Clean Freight Technologies**
- Workgroup Discussion
2017 NECFC Workgroup Roadmap

1# Clean Corridors: Where We Stand, 2017 Roadmap & Partner Updates
May 25, 2017

2# Gaseous and Liquid Alternative Fuel Technologies and Infrastructure
June 22, 2017

3# Electric-Powered Trucks, Idle Reduction Technology & Infrastructure
July 27, 2017

4# Round Table Discussion on Priority Locations & Facility Types for Clean Transportation Technologies
August 31, 2017

5# Clean Cities weigh in on Setting the Stage for NEDC Partners Meeting – “Filling the Infrastructure Gap”
September 2017

2017 NEDC Partners Meeting
September 25&26, 2017
NJ Institute of Technology
NEDC Partners Meeting

Growing the Market for Clean Technologies, Improving Communities and Advancing the Economy

Join NEDC Partners in Newark, NJ to learn and exchange strategies for advancing the future of clean transportation and goods movement in the Northeast.

September 25 & 26, 2017

New Jersey Institute of Technology
The Atrium at Campus Center
150 Bleeker Street
Newark, NJ 07102

Register for the NEDC Partners Meeting here.
RSVP for Hotel Accommodations here.
Meeting Highlights
NEDC’s Solution-Setting Topics

1. Conversation with Manufacturers and Suppliers: Driving Innovation, the Economy & Jobs with Clean Transportation Technologies

2. Big Money Means Big Potential: States Prepare for VW Settlement Appendix D Funds

3. Partnership Best Practices: Industry and Communities Collaborate for Clean Air

4. Clean Corridor Congress Part 2: Filling the Infrastructure Gap
Clean Corridor Congress #2: Filling the Infrastructure Gap

Moderators:
• *Abby Swaine*, U.S. EPA Region 1
• *Susan McSherry*, NYC Department of Transportation

Discussion Leaders:
• *Diane Turchetta*, U.S. DOT FHWA
• *Chuck Feinberg*, New Jersey Clean Cities and Greener by Design, LLC
• *Gerry Bogacz*, New York Metropolitan Transportation Council
• *Anne Strauss-Wieder*, New Jersey Transportation Planning Authority
• *David Fialkov*, National Association of Truck Stop Operators
Participating Partners

New Jersey Transportation Planning Authority
New York Metropolitan Transportation Council
New Jersey Institute of Technology
The Port Authority of New York and New Jersey
National Biodiesel Board
Westport Fuel System Solutions
New Jersey Department of Environmental Protection
New York State Department of Environmental Conservation
Rhode Island Department of Energy Management

U.S. Environmental Protection Agency
Federal Highway Administration
U.S. Department of Transportation Volpe Center
Maine Department of Transportation
Maine Department of Environmental Protection
Diesel Technology Forum
CALSTART
New Jersey Clean Cities Coalition
Civics United for Railroad Environmental Solutions
Environmental Defense Fund
National Association of Truck Stop Operators
Georgetown Climate Center
RESERVE NOW!

Hotel Room Block Ends Friday - September 6

Reserve NOW at Hotel Indigo Newark Downtown

$140 per Night (September 24 & 25)

Code: NED

Phone: 866-246-3445 or 973-242-0065 (Newark desk)
Discussion Leader Line Up

Clean Corridors #4 - Roundtable Discussion: Priority Locations and Facility Types for Clean Freight Technologies

- Gerry Bogacz, Planning Director, New York Metropolitan Transportation Council
- Bill Kuttner, Senior Analyst, Central Transportation Planning, Boston MPO
- Barry Carr, Coordinator, Central New York Clean Cities
- Ian Campbell, Environmental Project Manager, Massachusetts Port Authority
- Captain Jeff Flumignan, Director, North Atlantic Gateway, U.S. DOT Maritime Administration
- Linda Gaines, Ph.D., Center for Transportation Research, U.S. DOE Argonne National Laboratory
Discussion Objective #1

Hone in on best-bet **locations** and **facility types** for proving the corridor-wide potential of

- Electric,
- Hybrid,
- Alternative Fuels, and
- Idle-Reduction
freight technologies.
Discussion Objective #2

Identify potential **public and private partnerships** to support projects at key locations and facilities and **evaluate funding** and other resources that can support these projects.
Discussion Objective #3

Prepare for the NEDC 2017 Partners Meeting, Clean Corridor Congress session on “Filling the Infrastructure Gap.”

→ What take-aways from today’s webinar should inform our discussion on September 26th?
2016 usage in TN consistent with earlier patterns
Emissions are reduced when the equipment is used

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Digging Deeper: Fueling & Charging Infrastructure

- What open-access truck alt fueling & charging facilities are needed in the Northeast to enable next-gen* trucks to expand their routes? Where should they be located?

- Are warehouses and ports the best locations for multi-modal alt fueling and electric charging & docking facilities (i.e., trucks and cargo-handling equipment), or is there potential for intermodal (rail-truck) yards too?

- Thinking about Northeast freight-intensive locations like our ports, intermodal yards, industrial parks, and distribution center clusters: what next-gen truck fleets and facilities might work best, and where?
Digging Deeper: Parking & Docking Infrastructure

- What locations and partners might be best for further demonstrating the air quality and cost savings value of eTRUs, including no-idle docking, layovers and storage for refrigerated food transport & distribution?

- What can state agencies and MPOs do to incentivize not only the creation of no-idle truck parking, but to insure full & appropriate utilization of those spaces?
Digging Deeper: Paying For It

- What cost-sharing and other incentive programs seem to hold the most promise for making electric, hybrid & alt fuel trucks, hybrid and all-electric transport refrigeration units, and onboard idle reduction equipment affordable?

- Are public funds or other incentives also necessary to expand the network of private or limited-access facilities for next-gen trucks? What form could this take?

- What models of collaboration between technology & fuel providers, fleets, and host facilities should we emulate?

- Are there ways to capitalize on strong state agency interest in providing charging for personal electric vehicles to expand the potential for trucks?