

NEDC 2019 PARTNERS MEETING



July 10-11, 2019

**Providence Marriott Downtown
1 Orms Street, Providence, RI 02904**

PROGRAM AGENDA

WEDNESDAY, JULY 10	
5:00 PM–6:00 PM	Waterside Tour of the Port of Providence Transportation provided by the Rhode Island Public Transit Authority and Save the Bay
6:30 PM–7:30 PM	Networking Happy Hour – AQUA Providence Marriot Downtown
THURSDAY, JULY 11	
8:00 AM	Registration and Networking
8:30 AM	Welcoming Remarks Regional leaders will enlighten partners on new policies, technologies, and partnerships that are transforming how we move goods and people in the Northeast. Janet Coit , Director, Rhode Island Department of Environmental Management (RIDEM) Paul J. Miller , Executive Director, Northeast States for Coordinated Air Use Management (NESCAUM)
9:00 AM	Getting to Zero: How global, national, regional, and local initiatives inspire partnership and action to advance toward zero-emission technology adoption. Transportation and industry panelists discuss advancing policies and partnerships to drive the adoption of low-emission technologies, expand alternative fuel corridors, and reduce congestion and VMT. <i>Moderator:</i> Ben Mandel , CALSTART <ul style="list-style-type: none"> • Diane Turchetta, U.S. Federal Highway Administration • Patrick Bolton, New York State Energy Research and Development Authority (NYSERDA) • Lilly Picchione, Rhode Island Public Transit Authority
10:15 AM	Break
10:30 AM	Emerging Alternative Fuel Technologies, Infrastructure, and Deployment Best Practices Learn from manufacturers, end-users, and researchers about new emerging technologies that are bringing transportation from near to zero emissions. Panelists address where technologies successfully apply, what infrastructure is needed, and deployment best practices. <i>Moderator:</i> Stephen Russell , Massachusetts Clean Cities Propane Use in School Bus & Transit Fleets <ul style="list-style-type: none"> • Peter Crossan, Boston Public Schools Renewable Fuels <ul style="list-style-type: none"> • Ryan Lamberg, California Biodiesel Initiative Natural Gas, Battery Electric Trucks and Infrastructure <ul style="list-style-type: none"> • Barry Carr, Trillium Emission Upgrade Programs and Best Available Emission Reduction Technologies <ul style="list-style-type: none"> • Volker Hensel, aurigna consulting GmbH Hydrogen in the Heavy-Duty Truck Sector <ul style="list-style-type: none"> • Everett Anderson, Nel Hydrogen
11:45 AM	Lunch

12:45 PM	<p>Partnerships for Clean Communities Nonprofit and government staff address air pollution and quality of life impacts on environmental justice communities and share best practices for building partnerships to advance sustainable transportation, healthy communities, and the natural environment.</p> <p><i>Moderator:</i> Julian Drix, Rhode Island Department of Health</p> <ul style="list-style-type: none"> • Edith Pestana, Environmental Justice Program, Connecticut Department of Energy and Environmental Protection (CT DEEP) • Alex Rodriguez, Clean School Bus Initiative, Connecticut League of Conservation Voters • Cate Maas, GreenRoots Chelsea
1:45 PM	<p>Northeast State Perspectives: Technology Advancement & Funding Opportunities for Clean Transportation <i>Moderator:</i> Hannah Greenberg, U.S. Environmental Protection Agency (Region 2)</p> <p>New Jersey’s Truck Tampering Initiative</p> <ul style="list-style-type: none"> • Melissa Evanego, New Jersey Department of Environmental Protection (NJDEP) <p>VW Diesel Mitigation Actions: EPA & State Updates and Discussion http://4cleanair.org/Volkswagen_Settlement_Information</p> <ul style="list-style-type: none"> • Faye Swift, U.S. Environmental Protection Agency (Office of Transportation and Air Quality) • Patrice Kelly, CT DEEP; Haidee Janak, MassDEP; Lynne Cayting, Maine DEP; Deirdra Ritzer, VT DEC; Elizabeth Strachan, NHDES; Allison Archambault, RIDEM; James Symon, NYSDEC; Melissa Evanego, NJDEP
3:00 PM	<p>Break</p>
3:15 PM	<p>Reducing Diesel Emissions from Goods Movement & Freight The U.S. Environmental Protection Agency estimates that 29 percent of total U.S. greenhouse gas emissions result from the transportation sector including emissions from trucks, trains, ships, planes, and other sources. Hear from port authorities, terminal operators and other experts on how they are working to make these sectors more sustainable.</p> <p>Moderator: Chuck Feinberg, New Jersey Clean Cities Coalition & Greener by Design, LLC</p> <p>Update on PANYNJ Clean Air Strategy</p> <ul style="list-style-type: none"> • Charles Liou, The Port Authority of New York & New Jersey <p>Service Life Estimate and Cost-effectiveness of Repowering Harbor Craft and Switcher Locomotives</p> <ul style="list-style-type: none"> • Ken Adler, Environmental Defense Fund & Ezra Finkin & Diesel Technology Forum <p>Maher Terminals Electrification & Resiliency Projects</p> <ul style="list-style-type: none"> • Chuck Feinberg, New Jersey Clean Cities Coalition & Greener by Design, LLC <p>Massport Clean Truck Program</p> <ul style="list-style-type: none"> • Ian Campbell, Massachusetts Port Authority (Massport) <p>Hydrogen Fuel Cell Technologies and Applicability at Ports</p> <ul style="list-style-type: none"> • Greg Wilcox, ERG & Charlie Myers, Massachusetts Hydrogen Coalition
4:30 PM	<p>Adjourn</p>

SPEAKER BIOS

Ken Adler works with EDF's Ports Team to reduce emissions from port-related heavy-duty diesel engines using advanced technologies, performance metrics, and partnerships. Before joining EDF as a senior contributing scientist, Mr. Adler worked 30 years for EPA, developing and implementing environmental solutions to address mobile source air pollution, wetland loss, and agricultural pollution. For the last 17 years, he specialized in strategies to measure and reduce greenhouse gas and criteria air emissions from the freight transportation sector. At EPA, Mr. Adler worked on legislative, regulatory, and voluntary programs including the SmartWay Partnership Program, Diesel Emission Reduction Grants, transportation conformity, and smart growth.

Everett Anderson II is the Vice President of Advanced Product Development at Nel Hydrogen (formerly Proton Energy Systems), where he focuses on the next generation of Nel's proton exchange membrane (PEM)-based water electrolysis products. Primary attention is on emerging hydrogen energy, mobility, and power-to-gas markets using Proton® PEM megawatt-scale technology. Mr. Anderson is also tasked with integrating PEM and alkaline electrolysis knowledge across the Nel organization. He joined Proton in 2000 and has more than 30 years of R&D experience in hydrogen and fuel cells. Recent positions also held by Mr. Anderson include Vice President of Business Development and Vice President of Electrochemical Technology at Nel/Proton. Mr. Anderson has authored numerous publications and been granted six U.S. patents.

Allison Archambault is a supervising air quality specialist at the Rhode Island Department of Environmental Management (RIDEM), where since 2014 she has helped oversee regulatory programs covering mobile sources of air pollution contamination, including emissions from automobiles and diesel-powered vehicles and equipment. In 2015, Ms. Archambault was awarded the RIDEM Distinguished Service Award. She also is a member of the RIDEM Lean Team working to identify and then implement the most efficient, value added way to provide government services. Before RIDEM, Ms. Archambault spent nearly six years working to create sustainable communities in Peru with the Peace Corps.

Patrick Bolton is a senior project manager with NYSERDA's Clean Transportation Program. He develops and manages programs in transportation related to alternative fuel vehicle deployment and refueling, vehicle electrification and infrastructure, diesel emission reduction technologies, biofuel distribution, marine emission reduction, and research and development of components and vehicle platforms.

Ian Campbell has worked in the environmental industry for over 20 years, with the past eight years at the Massachusetts Port Authority (Massport) as a senior environmental project manager. His current areas of responsibility include air quality and hazardous waste management for Massport-owned properties. Mr. Campbell manages ambient air quality studies and various grant programs to reduce air emissions under the ARRA, DERA, and FAA VALE programs. Grant-funded programs have included the Massport Clean Truck program, the Conley Terminal RTG re-powering program, and the Logan Airport GSE electrification initiative.

Barry Carr is the Eastern Regional Manager for Trillium, working with major utilities and fleets to develop alternative fuel infrastructure, including natural gas, renewable natural gas, hydrogen, and DC fast charge systems. For the last 15 years, Mr. Carr has volunteered as the Coordinator for Clean Communities of CNY, the U.S. Department of Energy's Clean Cities Coalition hosted by Syracuse University.

Lynne Cayting is the Mobile Sources Section Chief at the Maine Department of Environmental Protection's Bureau of Air Quality. Ms. Cayting has 18 years' experience managing the Low Emission Vehicle Program, OBD, fuels, and the DERA grant program.

Janet Coit has been the Director of RIDEM since 2011. Janet has focused on confronting the challenges of a changing climate, improving air and water quality, promoting outdoor recreation and local food, and safeguarding public health. Ms. Coit chairs the Executive Climate

Change Coordinating Council, which leads the state's cross-cutting work to reduce greenhouse gas emissions and improve resiliency. She has led the state's Lean Government Initiative and improved customer service at RIDEM, efforts that led to her receiving the Excellence in Public Service award. Before RIDEM, Ms. Coit directed The Nature Conservancy's Rhode Island chapter for 10 years; before that, she served as counsel and environmental coordinator for the late Senator John H. Chafee, then for Senator Lincoln Chafee. Ms. Coit has also created national environmental policy as counsel to the U.S. Senate Committee on the Environment and Public Works. She is a member of the American College of Environmental Lawyers.

Peter A. Crossan is the Fleet and Compliance Manager of the Boston Public School Department of Transportation. Mr. Crossan oversees the operation and management of 700 school buses serving the children who attend school in Boston. He has worked with Roush Tech to develop and install a propane drive train in the Blue Bird buses that the department purchases. When diesel buses reach the end of life, they are replaced with propane-powered engines.

Julian Drix is the Asthma Program Manager at the Rhode Island Department of Health (RIDOH), where he works to promote health equity in asthma by focusing on the socioeconomic and environmental factors that cause health inequities. He joined the field of public health from a community-based environmental justice advocacy background and believes in applying the power of public health in support of transformative movements for equity and justice. He is a member of the Environment Section of the American Public Health Association (APHA) and was elected by the Section as an APHA Governing Councilor. Mr. Drix is an M.P.H. candidate at Johns Hopkins Bloomberg School of Public Health with a Bloomberg American Health Initiative Fellowship and is a Fellow with the Kresge Foundation's Emerging Leaders in Public Health Initiative.

Melissa Evanego leads the Bureau of Mobile Sources at the New Jersey Department of Environmental Protection (NJDEP). She manages the Enhanced Inspection and Maintenance Program, various voluntary emission reduction programs, and Electric Vehicles Initiatives. Ms. Evanego has been with NJDEP for 21 years: she spent her first nine years working on stationary source inventories and has spent the last 12 years focusing on mobile sources.

Chuck Feinberg has extensive experience in developing and managing a broad spectrum of engineering and energy projects. In addition to his role as a managing partner of sustainability consulting firm Greener by Design, he serves as Chairman of the Board of the nonprofit New Jersey Clean Cities Coalition: the only statewide entity focused exclusively on developing and implementing public/private partnerships to reduce the use of petroleum in the transportation sector.

Ezra Finkin has served with the Diesel Technology Forum since July 2012. As the policy and outreach director, Mr. Finkin works to educate policy makers with state, local, and federal governments and NGOs about the environmental and economic benefits of diesel technology. Previously, he served as a policy and industry affairs representative for several trade associations representing retailers, manufacturers, and the ocean transportation and goods movement industries.

Hannah Greenberg works in the Technology, Transportation, and Radiation Branch of the Air and Radiation Division at EPA Region 2. Her work focuses on DERA grants, the School Bus Rebate Program, and transportation conformity. She is the EPA Region 2 coordinator for the Northeast Diesel Collaborative.

Volker Hensel obtained his degree in mechanical engineering at the Cologne University of Applied Science in 1989. As head of R&D at Mann+Hummel from 2001 to 2006, he managed global work involving non-road and industrial filtration; as a vice president from 2006 to 2013, he led the business field of retrofitting and diesel particulate filters. Besides running his own consulting business, he is the CEO of the Switzerland-based VERT association, which promotes best available technologies to reduce emissions from internal combustion engines.

Haidee Janak is the Branch Chief for Transportation Management Programs at the Massachusetts Department of Environmental Protection. She oversees air pollution reduction programs from mobile and diesel sources, including the VW Settlement and DERA grant programs.

Patrice “Pat” Kelly is an environmental analyst with 14 years’ experience in the Connecticut Department of Energy and Environmental Protection’s Air Planning Division, Mobile Sources Group. Ms. Kelly’s primary responsibilities are related to designing new programs and managing grants under DERA as well as VW NOx mitigation funds for the Bureau of Air Management.

Ryan Lamberg works on behalf of the National Biodiesel Board to promote biodiesel’s environmental benefits and boost production and consumption of biodiesel. Mr. Lamberg co-founded and served as Communications Director for Community Fuels, now one of California’s largest biodiesel production facilities. As states on the West Coast successfully implement low carbon fuel standards, Mr. Lamberg is helping to share the success stories of lowering carbon while increasing renewable content in transportation fuels with organizations across the country.

Charles Liou is the Manager of Environmental Initiatives at the Port Authority of New York and New Jersey, where he is responsible for the planning and implementation of environmental programs directly impacting the marine ports in the region. Mr. Liou’s main focus is to continuously identify and evaluate new technologies, and to find innovative strategies to implement initiatives that promote sustainability and improve air quality for the communities surrounding the ports. Before joining the Port Authority, Mr. Liou worked as a project manager in California, providing his expertise in design, permitting, and environmental assessments to public- and private-sector operations, helping them meet their compliance obligations and implement voluntary sustainability practices. He also served as the Environmental Team Leader for Alcoa, where he managed compliance programs for aerospace facilities in Michigan and later California.

Catherine Maas is a public health and environmental activist who is deeply involved in numerous health and welfare concerns in the City of Chelsea. A dedicated member of the Chelsea Board of Health and a valued leader of Chelsea GreenRoots, Ms. Maas has formed fruitful relationships with business owners and city leaders to strategize and collaborate on emissions reduction projects. Her efforts have earned big grant dollars and recognition from EPA, reduced diesel emissions significantly, and saved money for business.

Benjamin Mandel is the Northeast Regional Director at CALSTART, where he works with Northeast and Mid-Atlantic government agencies and vehicle fleets to advance policies and programs that accelerate markets for clean vehicles. Before joining CALSTART, Mr. Mandel worked at the NYC Mayor’s Office of Sustainability on clean mobility and renewable energy issues.

Charles Meyers has more than 25 years of fuel cell and hydrogen industry experience. He is the President of the Massachusetts Hydrogen Coalition, the Chair of the Massachusetts Fuel Cell Electric Vehicle Working Group supporting the Zero Emission Vehicle Commission, and a member of the Rhode Island Zero Emission Vehicle Working Group. He is a certified Maritime Port Manager and a consultant in the H2@ Ports program.

Paul Miller is the Executive Director of NESCAUM, with a background in science and law that provides legal, technical, and policy support for all NESCAUM initiatives. He oversees day-to-day operations; coordinates with the Board of Directors in planning the organization’s activities; represents the member states in regional, national, and international forums; and maintains liaisons with federal agencies, other regional organizations, industry, and the environmental community.

Edith Pestana began work in 1990 as an epidemiologist for the Connecticut Department of Public Health, assessing exposure at Superfund sites. In 1994, she became the first Administrator of its Environmental Justice Program, now the oldest continuous environmental justice program in the country. Ms. Pestana has served on advisory boards and commissions including EPA’s National Environmental Justice Advisory Council, the Connecticut Commission on Human Rights and Opportunities, the Connecticut Housing Code taskforce, and the Hartford Advisory Council for the Environment. She has received awards including the Public Service Award from the Secretary of State, the Hartford Environmental Justice Network’s Government Leadership Award, and the Connecticut Department of Environmental Protection’s Distinguished Service Award, and was placed on the Public Service Honor Roll by the Association of Yale Alumni in Public Health. She has also published government public health assessments and many articles and curricula on environmental justice.

Deirdra Ritzer is an environmental analyst with the Vermont Air Quality and Climate Division of the Department of Environmental Conservation, where she works on mobile source air pollution issues. In the Mobile Sources Section, Ms. Ritzer manages the Diesel Emissions Reduction Program, is the lead for the VW Environmental Mitigation Trust in Vermont, provides technical support for the Vehicle Inspection and Maintenance Program, and supports the implementation of several other programs and strategies for controlling on-road and non-road mobile sources of air pollution.

Alex Rodriguez is a community organizer with Chispa Connecticut, a program of the Connecticut League of Conservation Voters. Chispa organizes to build capacity in low-income communities and communities of color to influence policy and practice that will reduce disproportionate pollution burdens. In 2017, Mr. Rodriguez and the League launched the Clean Buses for Healthy Niños campaign to work with local and state officials to increase investment in electric school buses, thereby reducing children's exposure to diesel exhaust.

Stephen Russell serves as the Alternative Transportation Program Coordinator/Clean Cities Co-Coordinator for the Commonwealth of Massachusetts. He is responsible for coordinating and promoting the use of alternative vehicles and fuel, and for reducing petroleum usage in the transportation sector. His more recent projects include developing an electric vehicle infrastructure plan and policy, coordinating the installation of charging stations throughout the Commonwealth, and managing the electric vehicle rebate program (MOR-EV.org) that offers rebates for consumers who purchase battery electric vehicles. Most recently he launched an electric school bus vehicle-to-grid pilot. Mr. Russell has been managing fleets for over 20 years and is on the Board of Directors of the New England Chapter of the NAFA Fleet Management Association.

Elizabeth Strachan is the transportation analyst for the New Hampshire Department of Environmental Services (NHDES) Air Resources Division, Mobile Sources Section. She has worked in the environmental field for over 15 years and has been working in the Mobile Sources Section for two and a half years. Her responsibilities include reporting to EPA on the status of the state vehicle inspection and maintenance program, modeling and data analysis, communicating NHDES policies and positions to New Hampshire's MPOs, and providing day-to-day administration of the State Clean Diesel program.

Faye Swift began her career at EPA in the Region 5 Air Programs Branch as a tribal air coordinator and Part 71/NSP permit writer. In 2005, she transferred into the Mobile Source Team in EPA's Region 2 Office, where she began her work with voluntary diesel emission programs and diesel grants. Ms. Swift currently leads the Diesel Emission Reduction Program Grants and Policy Team at EPA's Office of Transportation and Air Quality.

James Symon is the Heavy-Duty Vehicle Section Chief at the New York State Department of Environmental Conservation. His primary work focuses on the VW Settlement.

Diane Turchetta is a transportation specialist in the Federal Highway Administration's Office of Natural Environment, mainly working on transportation and sustainability issues. She has been with the Administration for 19 years in various positions involving a variety of transportation-related air quality matters, including energy use, alternative fuels, and freight emissions. Before joining the U.S. Department of Transportation, Ms. Turchetta worked at EPA on fuel-related issues.

Gregory Wilcox is a senior program manager and senior engineer at ERG. He has more than 30 years of professional experience providing management and technical support in the areas of vehicle energy efficiency, advanced automotive technologies, conventional and alternative fuels, sustainable transportation, and air quality. Mr. Wilcox's broad technical experience includes advanced vehicle propulsion and idle reduction system deployment and assessment, fuel dispensing and charging infrastructure planning and implementation, and air quality and economic impact analysis. He has supported a variety of federal and state transportation research programs for more than three decades in the areas of advanced fuels, all-electric and hybrid powertrains, advanced internal combustion engines, and vehicle emission controls. Some of his most recent work has included evaluations of future electric, fuel cell, and autonomous vehicle applications for airports and marine ports.

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The New York City Department of Transportation's (NYC DOT) mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York. NYC DOT seeks to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of our primary customers, NYC's 8.6 million residents. With over 5,000 employees, NYC DOT oversees one of the most complex urban transportation networks in the world. Department staff manage an annual operating budget of \$900 million and a five-year [\\$10.1 billion capital program](#), along with 6,000 miles of streets and highways, 12,000 miles of sidewalk, and [794 bridges and tunnels](#), including the iconic East River bridges. NYC DOT staff also installs and maintains over [one million street signs](#), [12,700 signalized intersections](#), [315,000 street lights](#), and over 200 million linear feet of markings.



NYC DOT is proud to partner with the NEDC and its regional neighbors in promoting clean air for a healthy and economically vibrant Northeast. Supporting local and regional clean air goals is a major goal in the NYC DOT Strategic Plan and the NYC 80x50 Plan. The Hunts Point Clean Truck Program is an initiative to accelerate the retirement of older, polluting diesel vehicles, and replace those vehicles with newer, cleaner diesel and alternative fuel technologies. Consistent with the City's Vision Zero goals, safety features such as side guards are also required, and automated vehicle location technology is deployed to assure program compliance. NYC DOT plans to expand this incentive program to other neighborhoods city-wide that disproportionately experience adverse health effects of pollution associated with truck traffic and congestion. The Department is also pursuing partnerships with Con Edison on an EVSE Curbside Charger Pilot Program, as well as the development of DC Fast Charge hubs throughout the five boroughs.

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The Greater New Haven Clean Cities Coalition, Inc. (GNHCCC) is a 501(c)(3) nonprofit and a designated coalition in the U.S. Department of Energy Clean Cities Program. The GNHCCC brings together stakeholders in the public and private sectors to advance the nation's economic, environmental, and energy security by supporting local actions to reduce greenhouse gas emissions and cut petroleum use in transportation. The goal is to improve air quality, support economic development, increase energy security, and reduce dependence on petroleum. Visit www.nhcleancities.org for more information.



Effenco develops solutions to reduce fuel costs and GHG emissions from heavy-duty vehicles. Its large database of real-world vehicle operations is at the heart of its development process and enables it to deliver reliable performance across a broad spectrum of vehicle applications and configurations. With its Active Stop-Start™ electric hybrid technology, Effenco is now leading the way in improving the energy efficiency of heavy-duty trucks such as garbage trucks, terminal tractors, delivery trucks, concrete mixers, bucket trucks and buses.

