



Northeast Clean Freight Corridors Workgroup #2 Funding Clean Corridors

Thursday, March 29, 2016

2:00 p.m. EDT

Northeast Diesel Collaborative



Agenda

- Welcome & Discussion Overview
- Workgroup Path Forward:
 - ➡ Northeast Clean Freight Corridors WG Roadmap
- Today's Topic: #2 Funding Clean Corridors
 - U.S. DOT – FASTLANE and TIGER Grants
 - U.S. EPA – Diesel Emission Reduction Act
 - Project Examples
- Questions and Workgroup Discussion
- Next Steps

Attachments

- NE Clean Freight Corridors WG Roadmap
- Web Links to Federal Funding Opportunities
- U.S. DOT & U.S. EPA Presentations
- DERA Funded Freight Project Examples

Northeast Clean Freight Corridors Workgroup ROADMAP

#1 WG Kick Off
February 18, 2016
Importance of Clean Freight
Corridor Coordination



#2 Funding Clean Corridors
March 29, 2016
Incentivizing Partnerships to
address common goals



#3 Regional Freight Flows
April 28, 2016
Understanding Freight Flows,
Congestion, and Priority Areas



#4 Defining Clean Corridors
May 26, 2016
Encompassing modes, means,
and lanes, for State/Regional
Freight Plans



**#5 Clean Infrastructure
and Equipment**
June 23, 2016
What exists, what works, what
do we need?



#6 Clean Freight Corridor Planning
July 28, 2016
To help DOTs & MPOs fold in clean/ green,
multi-modal, & region-wide views.



**Clean Freight Corridors
Workshop**
Sept/Oct. 2016



WG Topic #2: *Funding Clean Corridors*

Today's Presenters:

Shira Bergstein, Policy Analyst, Office of the Secretary, Office of Policy, U.S. DOT Federal Highway Administration

- ✓ U.S. DOT FASTLANE and TIGER Grant Programs

Faye Swift, DERA Grants and Policy Team Leader, U.S. EPA Transportation and Climate Division

- ✓ 2016 U.S. DERA Grant Program

Captain Jeff Flumignan, Director, North Atlantic Gateway Office, U.S. DOT Maritime Administration

- ✓ Hudson Yards Project

Abby Swaine, SmartWay & Clean Diesel, U.S. EPA Region 1

- ✓ Conley Drayage Truck Replacement Project



U.S. DOT FASTLANE & TIGER Grants

- How does TIGER and FASTLANE relate to FHWA initiatives such as
 - National Freight Plan (including the Primary Highway Freight Network)
 - National Coalition for Truck Parking
 - Green Corridor (I-5) Initiative
 - States' goals to develop and update freight plans with cross-state elements
 - Sustainability (conservation, emissions reduction, resiliency, & livability)
- For TIGER: how could the primary criteria "Environmental Sustainability" and "Quality of Life" be met in the context of the above initiatives?
- For FASTLANE: how could the merit criterion "Community Outcomes" (avoiding harm & extending benefits to communities & environment), and the review criterion "Partnership and Innovation," be met in the context of the above initiatives?

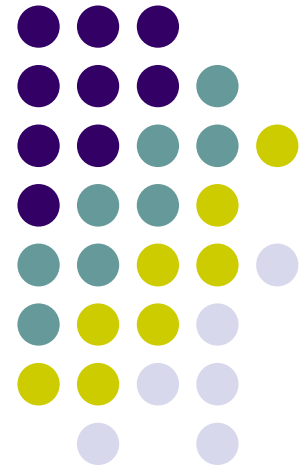
EPA's Legacy Fleet Incentive Programs

Faye Swift

DERA Grants and Policy Team Leader



National Clean Diesel Campaign





2016 DERA Competitive Funding

- **2016 Clean Diesel Funding Assistance Program**
 - Open Now
 - \$26M available nationally
 - Region 1: \$1.6M. \$100,000 - \$800,000 per proposal
 - Region 2: \$2.9M. \$500,000 - \$1,800,000 per proposal
- **2016 Tribal Clean Diesel Program**
 - Opens April/May 2016
 - \$1M available nationally
- **2016 Clean School Bus Rebate Program**
 - Opens November 2016
 - \$7M available nationally

2016 Clean Diesel Funding Assistance Program – Now Open!



- RFP and supporting information available at www.epa.gov/cleandiesel/clean-diesel-national-grants#rfp
- Applications Due **Tuesday, April 26, 2016**
- **WWW.GRANTS.GOV**



Eligible Entities

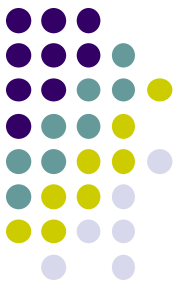
- Regional, state, local, tribal or port agency with jurisdiction over transportation or air quality; and
- Nonprofit organization or institution which
 - Represents or provides pollution reduction or educational services to persons or organizations that operate diesel fleets; or
 - Has, as its principle purpose, the promotion of transportation or air quality
- **Fleet owners and operators can benefit through partnerships with eligible entities**
 - subgrants and rebates

Eligible Vehicles, Engines & Equipment



- May include, but are not limited to
 - Buses (including school buses);
 - Class 5 – Class 8 heavy-duty highway vehicles (including drayage);
 - Marine engines;
 - Locomotives; and
 - Non-road engines, equipment or vehicles used in Construction; Handling of cargo (including at a port or airport); Agriculture; Mining; or Energy production (including stationary generators and pumps)

Eligible Projects & EPA Cost-Share



- Verified Exhaust Control Technologies – 100%
- Verified/Certified Engine Upgrades – 40%
- Verified/Certified Cleaner Fuel Use
- Verified Idle Reduction Technologies
 - Auxiliary Power Units, Fuel Operated Heaters, etc. – bundled with exhaust controls 100%
 - Locomotive Idle Reduction – 40%
 - Shore Connection Systems/Electrified Parking Spaces – 25%
- Verified Aerodynamic Technologies & Low Rolling Resistance Tires
 - Trailer side skirts, trailer gap reducers, tires, etc. – bundled with exhaust controls 100%
- Certified Engine Repowers – 40% - 60%
- Vehicle and Equipment Replacement – 25% - 45%

Programmatic Funding Priorities

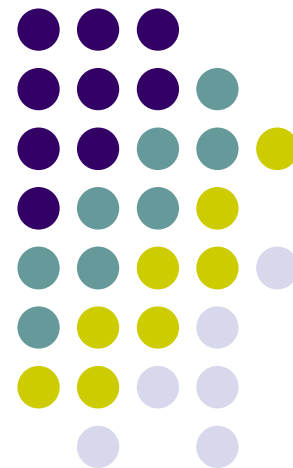


- Areas of Poor Air Quality
 - Projects located in areas designated as Nonattainment Areas or Maintenance Areas for PM_{2.5} and/or Ozone
 - Where all or part of the population is exposed to more than 2.0 µg/m³ of diesel particulate matter emissions.
 - Per the 2011 National-Scale Air Toxics Assessment
- Goods Movement
 - Projects which include vehicles/engines/equipment located at, or service, goods movement facilities such as ports, rail yards, terminals and distribution centers.

Thank You!

Faye Swift
DERA Grants and Policy Team Leader
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www.epa.gov/cleandiesel





Pause for Q & A

Submission Deadlines:

U.S. DOT FASTLANE Grant Proposals – April 14, 2016 at 8 p.m. EDT

U.S. DOT TIGER Grant Proposals – April 29, 2016 at 8 p.m. EDT

U.S. EPA DERA Grant Proposals – April 26, 2016 at 4 p.m. EDT



StrongPorts



U.S. Department of Transportation

Capt. Jeffrey Flumignan
Director, North Atlantic Gateway
U.S. Maritime Administration



U.S. Department
of Transportation

StrongPorts Projects – Northeast Megaregion

-  BATIC Project
-  Marine Highway
-  Port Conveyance
-  Deep Water Ports
-  ARRA Grants
-  TIGER FY 2009
-  TIGER FY 2010
-  TIGER FY 2011
-  TIGER FY 2012
-  TIGER FY 2013
-  TIGER FY 2014
-  TIGER FY 2015



■ South Hudson ICTF

- \$ 356 million investment
- 250,000 lifts per year
- Direct access to nations intermodal rail system

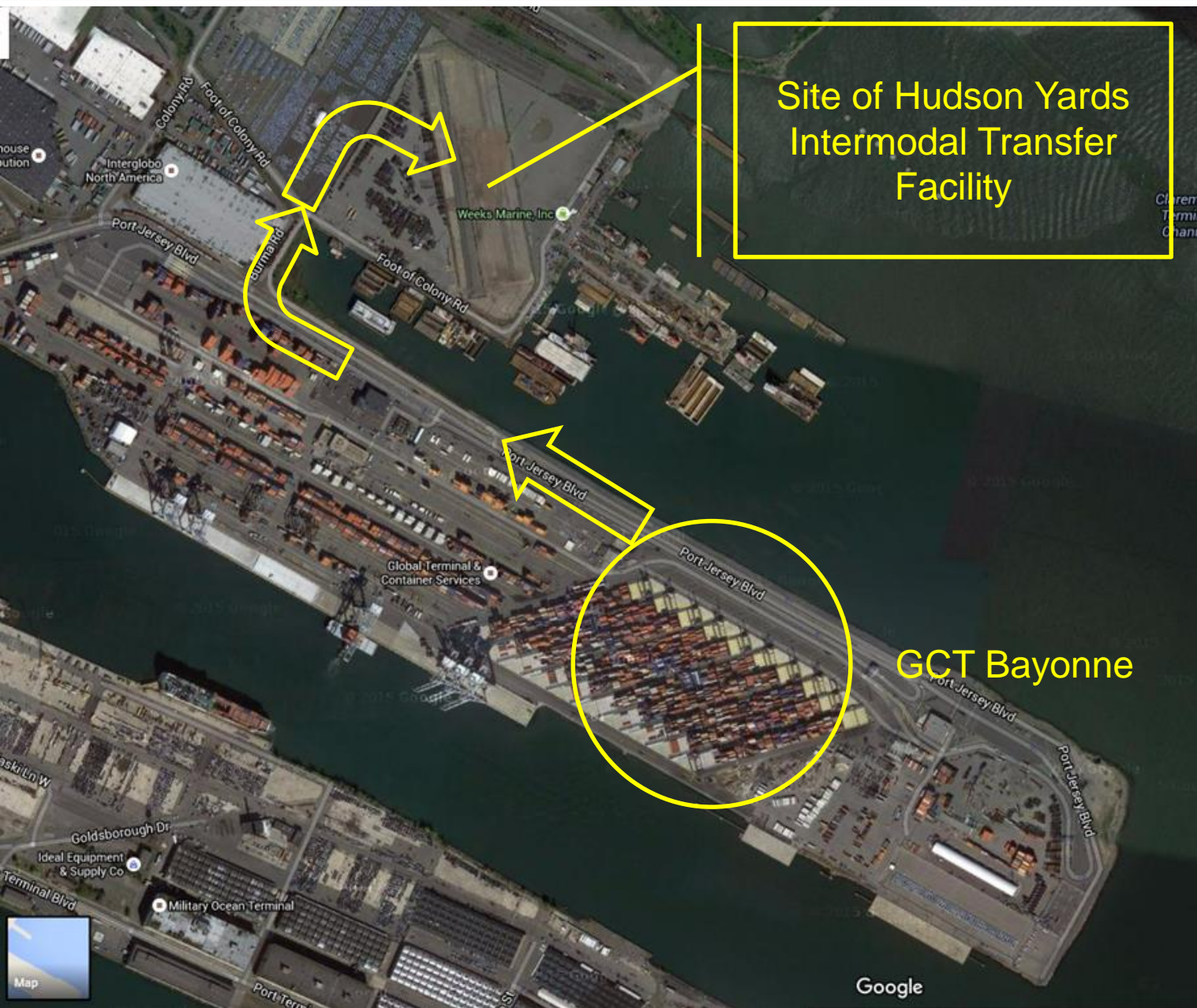
■ GCT Bayonne

- Big ship ready
- State of the art automated marine terminal

■ \$ 11.4 Million TIGER Grant provided 470 Pieces of Container handling equipment

- 25 tractors (Tier 4)
- 25 translifters
- 470 cassettes





Conley Container Terminal



capital programs and environmental affairs



Conley Drayage Truck Replacement Project

PHASE 1

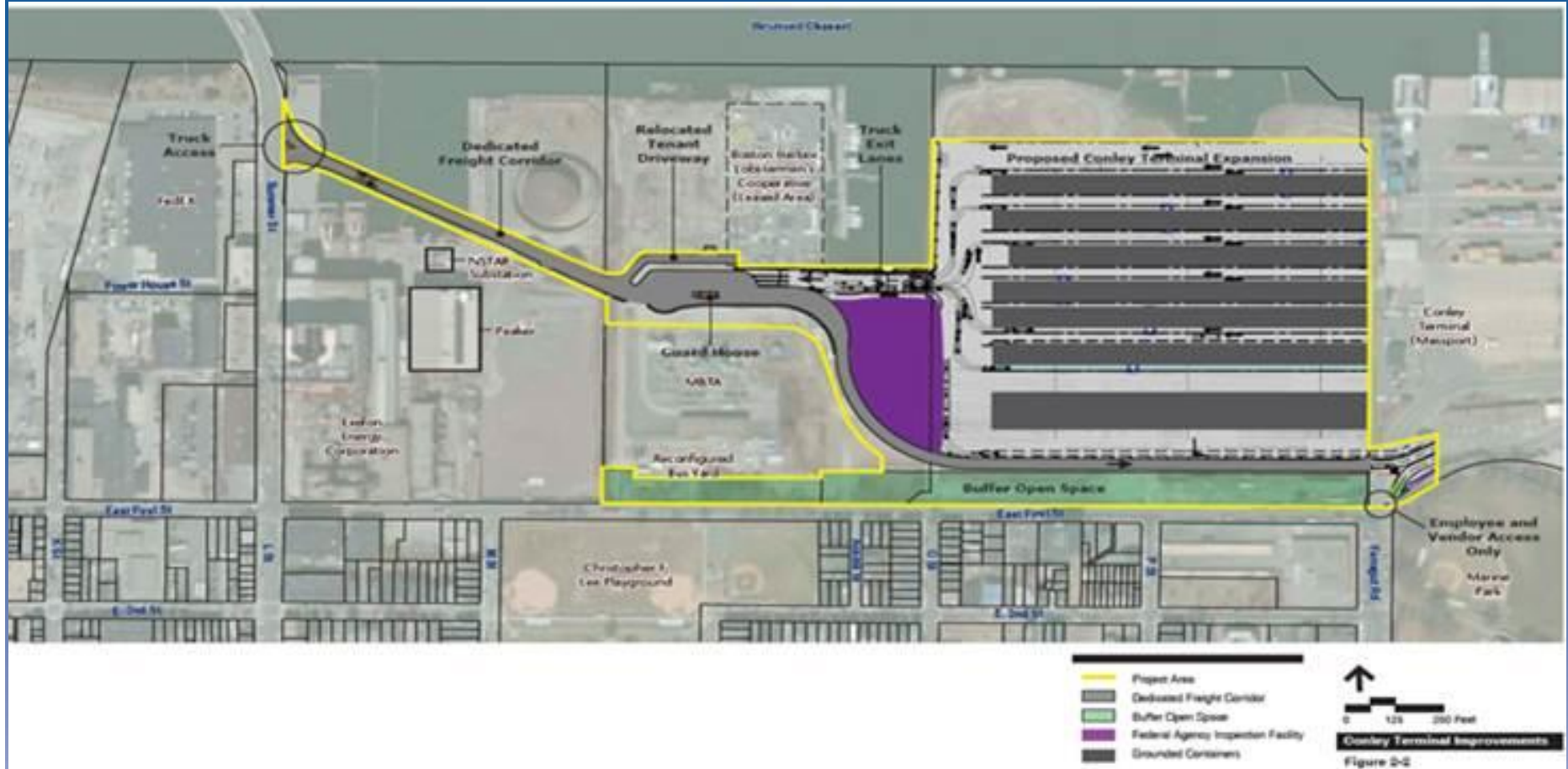
- 2011 DERA grant
 - \$1.1 Million: \$500K EPA, \$600K Massport & truck owner match
- Replaced 20 old trucks serving Conley with 2007+ models
- Oldest truck: 1978. Average old truck MY: 1996.
- Average new truck MY: 2010.
- Minimum 150 trips/year to Conley, for at least 3 years after
- Owners received 50% (up to \$25K) cost of new truck (reduced by scrap value of old truck)



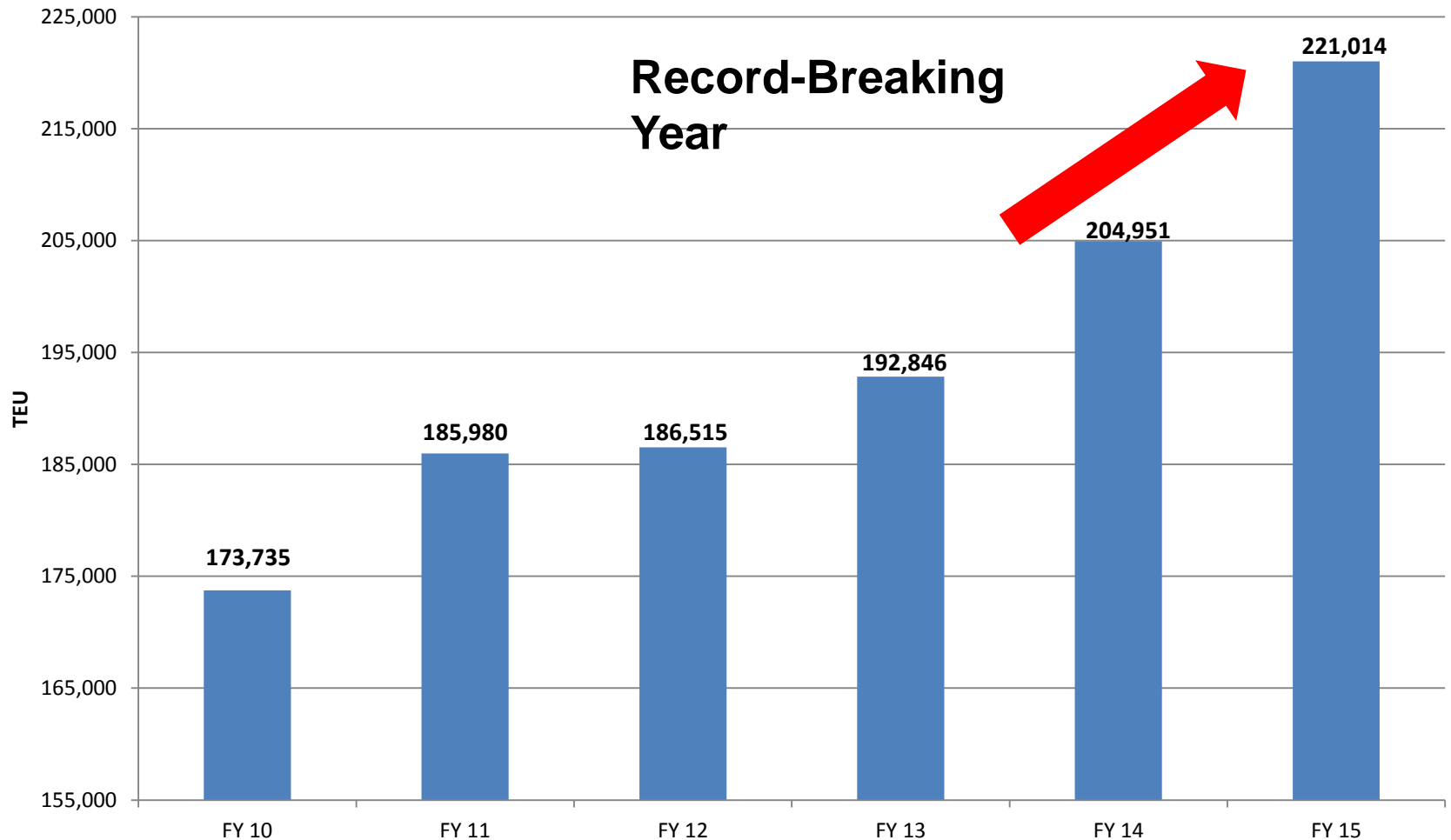
capital programs and environmental affairs



Conley Terminal Improvements, Dedicated Freight Corridor, and Buffer Open Space



Conley Set a New Volume Record in FY15



Conley Drayage Truck Replacement Project

PHASE 2

- Massport committed \$1M to replacing 40 more trucks
- 38 so far
- Same parameters as DERA-funded Phase I
- Estimated annual emission reductions from both phases:
 - 88 tons NOx
 - 4.5 tons PM
 - 18 tons CO
- Area is in non-attainment for ozone and is a National Air Toxics Assessment (NATA) priority for PM reduction

Contact: Ian Campbell, Sr Environmental Project Manager
617-568-3508 (office) icampbell@massport.com



capital programs and environmental affairs





Discussion

Question #1

Are there other examples of clean corridor -related projects worth replicating that were funded by DERA, TIGER, or other (CMAQ, etc.)?

Question #2

What are some new ideas for clean corridor -related projects? Would they be fundable under DERA, TIGER or FASLANE programs?

Question #3

To what extent do projects need to be referenced in state freight plans in order to be eligible and/or competitive for DOT funding?

Question #4

Given the project backlog state DOTs and MPOs have accumulated, how can proposals for clean corridor – related projects get onto the front burner, and secure cost-share dollars?

Question #5

Is there DOT funding to support state DOTs in developing multi-state/regional components for their state freight plans?

Contact Us

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