

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

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

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

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

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

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

SAVE THE DATE

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



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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.

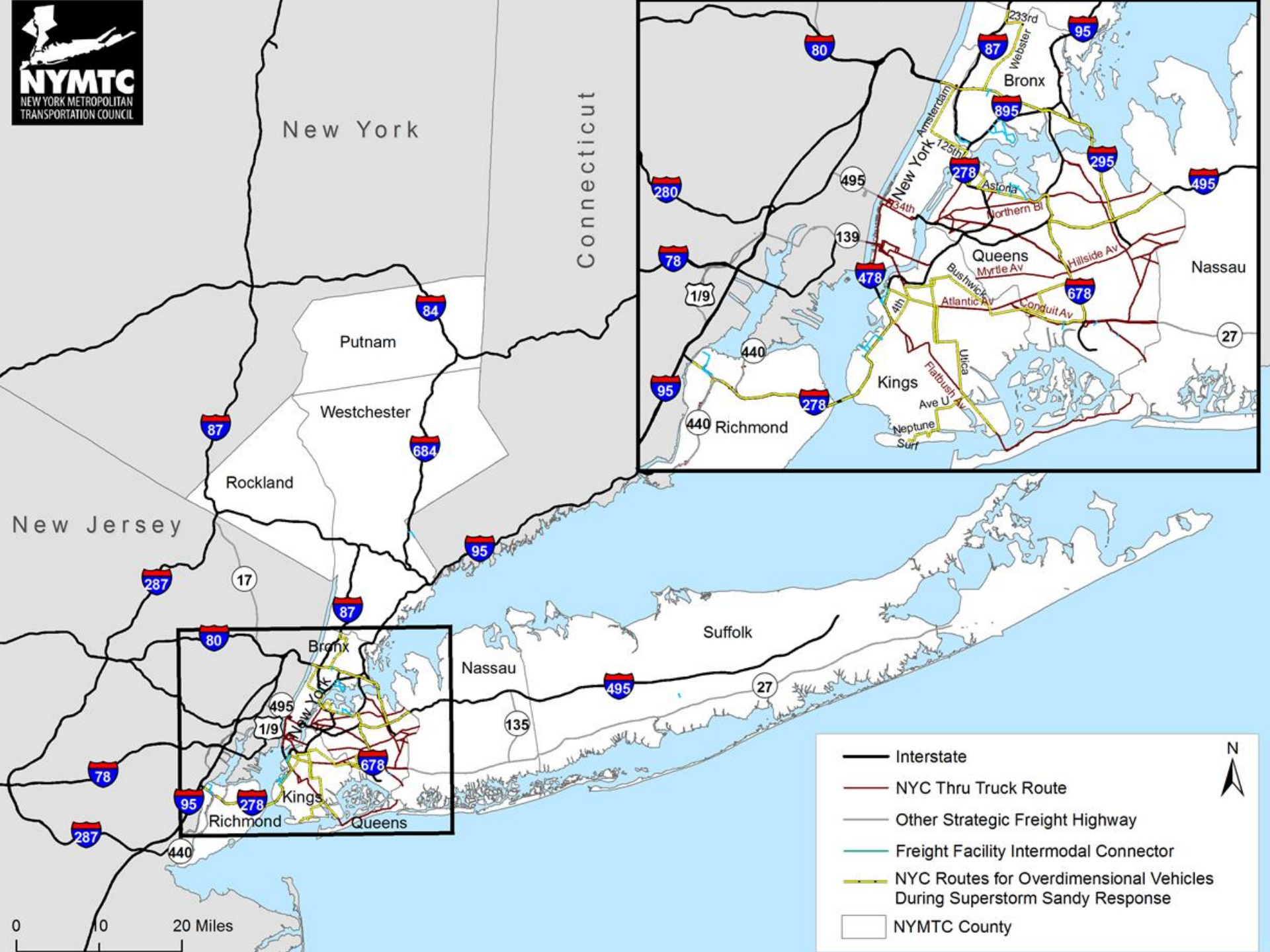


Discussion Objective #3

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

→ What take-aways from from today’s webinar should inform our discussion on September 26th?

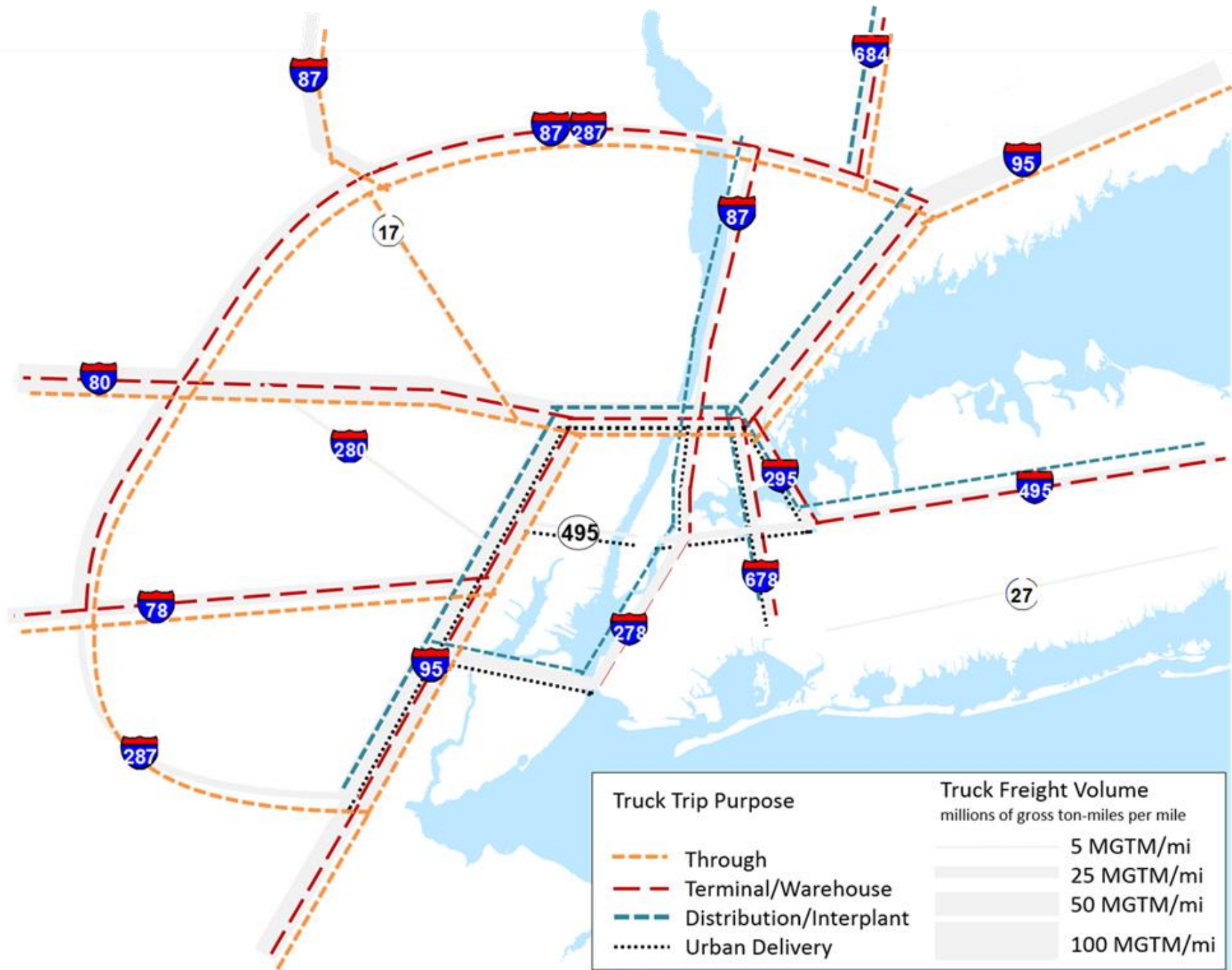




- Interstate
- NYC Thru Truck Route
- Other Strategic Freight Highway
- Freight Facility Intermodal Connector
- NYC Routes for Overdimensional Vehicles During Superstorm Sandy Response
- NYMTC County

0 10 20 Miles





2016 usage in TN consistent with earlier patterns

Emissions are reduced when the equipment is used

Site	Location	# of spaces	Hours used	Hours/ space	Usage %
Covenant Terminal	Chattanooga	20	19,094	955	10.9
Pilot #53	Hurricane Mills	30	12,619	421	4.8
TA #107	Knoxville West	36	20,023	556	6.3
Pilot #412	White Pine	21	6,675	318	3.6



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?